



AGENDA  
CITY OF GLENWOOD SPRINGS  
REGULAR CITY COUNCIL MEETING  
OCTOBER 7, 2021  
101 W. 8<sup>TH</sup> 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.*

**ATTENTION:** To ensure your written comments are included in the City Council packet, public comments must be received by 4 p.m. (closing time of City Hall) on the day before City Council meetings. Comments may be submitted to [ryan.muse@cogs.us](mailto:ryan.muse@cogs.us) or delivered to the City Clerk's Office at 101 W. 8th Street.

Written comments may be submitted after this deadline and will be shared via email to City Council but are not guaranteed to make it into the meeting packet. Submit comments at any time directly to City Council via email at [citycouncil@cogs.us](mailto:citycouncil@cogs.us).

**ZOOM INSTRUCTIONS**

1. You are invited to a Zoom webinar.  
When: Oct 7, 2021 6:15 PM Mountain Time (US and Canada)  
Topic: 2021/10/07 Regular Council Meeting  
Please click the link below to join the webinar:

<https://us02web.zoom.us/j/82206648657>

Or One tap mobile :

US: +12532158782,,82206648657# or +13462487799,,82206648657#

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: 822 0664 8657

International numbers available: <https://us02web.zoom.us/j/82206648657>

**WORK SESSION**

- |      |                                                                                     |                        |
|------|-------------------------------------------------------------------------------------|------------------------|
| 3:30 | 2. Agenda Review                                                                    | Information/Discussion |
|      | 3. 2022 Budget Work Session                                                         | Information/Discussion |
|      | -Tourism Promotion Fund                                                             |                        |
|      | -Bus Tax                                                                            |                        |
|      | -Major Infrastructure Projects                                                      |                        |
|      | 4. Request to the RFTA Board for Release of Destination 2040 Funds for South Bridge | Information/Discussion |

**REGULAR SESSION**

- |      |                         |
|------|-------------------------|
| 6:15 | 5. Roll Call            |
|      | 6. Pledge of Allegiance |



- A. August 24, 2021 Special Council Minutes
- B. September 2, 2021 Council Minutes
- C. September 7, 2021 Special Council Minutes
- D. September 16, 2021 Council Minutes
- E. Resolution 2021-26 Adoption of Pricing for Food Waste Composting and Smoke Detector Recycling at the South Canyon Landfill
- F. FAB Grant Recommendations
- G. 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-Second Reading
- H. Resolution 2021-27 Supporting a Land Water Conservation Fund Grant for the Sayre Park Phase II Project

### ACTIONS AND/OR PRESENTATIONS

- |     |                                                                                                                                                                                                          |                          |
|-----|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|
| 11. | 09-20 Consideration of an Annexation and the initial zoning/Rezoning of 15.818 acres to Commercial (CO) District and Planned Unit Development (PUD) District at 214 Center Drive (PIN: 2185-061-00-042). | Discussion and/or Action |
|     | A. Ordinance 2021-08: Annexing Property to the City.                                                                                                                                                     | Discussion and/or Action |
|     | B. Ordinance 2021-09: Zoning a Parcel of Land Annexed Into the City.                                                                                                                                     | Discussion and/or Action |
| 12. | 2022 Budget Submittal                                                                                                                                                                                    | Discussion and/or Action |
| 13. | Airport Capital Needs and Funding                                                                                                                                                                        | Discussion and/or Action |
| 14. | Resolution 2021-25 - A Resolution Approving the Glenwood Springs Public Art Master Plan                                                                                                                  | Discussion and/or Action |
| 15. | Resolution 2021-28: Roaring Fork School District Mill Levy Endorsement                                                                                                                                   | Discussion and/or Action |
| 16. | Community Survey Results                                                                                                                                                                                 | Discussion and/or Action |
| 17. | Planning File 29-21 - 406 W. 7th Street (Butler Rents)                                                                                                                                                   | Discussion and/or Action |
| 18. | Deinvestment in Fossil Fuels                                                                                                                                                                             | Discussion and/or Action |
| 19. | Report from City Administration                                                                                                                                                                          |                          |
|     | A. City Manager                                                                                                                                                                                          |                          |
|     | B. City Attorney                                                                                                                                                                                         |                          |
|     | C. Correspondence Incoming/Outgoing                                                                                                                                                                      |                          |
| 20. | Adjournment                                                                                                                                                                                              |                          |



**City Council**  
**STAFF REPORT**  
**City of Glenwood Springs**  
**October 7, 2021**

|                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Agenda Item:</b>          | 2022 Budget Work Session<br>-Tourism Promotion Fund<br>-Bus Tax<br>-Major Infrastructure Projects                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| <b>Action Requested:</b>     | Provide direction to staff regarding how to submit the Tourism Promotion Board.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| <b>Department:</b>           | City Administration                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| <b>Presented By:</b>         | Steve Boyd, COO<br>Yvette Gustad, Finance Director                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| <b>Background Info:</b>      | <p>In the budget work session on 9-16 Council discussed the split in accommodations tax receipts in the Tourism Fund with the General Fund. Years ago the split was 80% Tourism, 20% General Fund. That changed to 92.5% Tourism Fund with the other 7.5% set aside for Tourism-related grants and events recommended by the Financial Advisory Board.</p> <p>In the past several years a transfer of \$50,000 has been budgeted from the Tourism Fund to the General Fund to help offset the costs of major events including the 4th of July and New Year's Eve. The transfer was budgeted but not ultimately made in 2020 because the 4th of July event did not take place and accommodations tax revenues were down substantially. In 2021 the \$50,000 is budgeted directly in the Tourism Fund in the "Special Events" line item and the Fund will directly pay a City invoice.</p> |
| <b>Issues:</b>               | Accommodations tax revenues are forecasted to be \$1,355,000 in 2022. Staff needs to know whether Council would like the budget that will be submitted in this evening's session to change from its current 92.5%/7.5% split.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| <b>Staff Recommendation:</b> | Staff defers to Council.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |

## TOURISM PROMOTION FUND

|                            | 2020<br>Actual       | 2021<br>Budget       | 2021 Revised<br>Forecast | 2022<br>Budget       |
|----------------------------|----------------------|----------------------|--------------------------|----------------------|
| Revenue                    | \$846,812            | \$952,926            | \$1,304,725              | \$1,365,337          |
| Expenditures               | <u>(\$1,127,323)</u> | <u>(\$1,034,753)</u> | <u>(\$1,034,753)</u>     | <u>(\$1,362,404)</u> |
| Change in Fund Balance     | (\$280,511)          | (\$81,827)           | \$269,972                | \$2,933              |
| Beginning Fund Balance     | \$495,905            | \$215,394            | \$215,394                | \$485,366            |
| Ending Fund Balance        | \$215,394            | \$133,567            | \$485,366                | \$488,299            |
| Reserves:                  |                      |                      |                          |                      |
| 15% of Revenue             | (\$179,018)          | (\$155,213)          | (\$155,213)              | (\$155,213)          |
| Available Fund Balance     | \$36,376             | (\$21,646)           | \$330,153                | \$333,086            |
| Cash Balance as of 6/30/21 | \$125,660            |                      |                          |                      |

# 2022 DRAFT BUDGET

| Account                          | Account Description | 2019 Actual        | 2020 Actual      | 2021 Revised Budget | 2022 Request       | Description |
|----------------------------------|---------------------|--------------------|------------------|---------------------|--------------------|-------------|
| <b>05 TOURISM PROMOTION - 00</b> |                     |                    |                  |                     |                    |             |
| 0500020-41410                    | ACCOMODATIONS TAX   | \$1,211,106        | \$846,111        | \$951,926           | \$1,354,337        |             |
|                                  |                     | <u>\$1,211,106</u> | <u>\$846,111</u> | <u>\$951,926</u>    | <u>\$1,354,337</u> |             |
| <b>05 TOURISM PROMOTION - 00</b> |                     |                    |                  |                     |                    |             |
| 0500060-43510                    | INTEREST            | \$3,808            | \$485            | \$1,000             | \$1,000            |             |
|                                  |                     | <u>\$3,808</u>     | <u>\$485</u>     | <u>\$1,000</u>      | <u>\$1,000</u>     |             |
|                                  |                     | \$1,214,915        | \$846,596        | \$952,926           | \$1,355,337        |             |

# 2022 DRAFT BUDGET

| Account                                                  | Account Description            | 2019 Actual        | 2020 Actual        | 2021 Revised Budget | 2022 Request       | Description                                                                  |
|----------------------------------------------------------|--------------------------------|--------------------|--------------------|---------------------|--------------------|------------------------------------------------------------------------------|
| <b>05 TOURISM PROMOTION - 111 TOURISM PROMOTION FUND</b> |                                |                    |                    |                     |                    |                                                                              |
| 05111-56410                                              | MKTG DIRECTOR SALARY           | \$83,733           | \$87,780           | \$87,780            | \$93,000           |                                                                              |
| 05111-56411                                              | MARKETING ASSTISTANT           | \$57,000           | \$59,850           | \$55,000            | \$57,200           |                                                                              |
| 05111-56412                                              | PAYROLL TAXES-BENEFITS         | \$28,100           | \$29,526           | \$28,566            | \$30,040           |                                                                              |
| 05111-56413                                              | VISITOR SERVICES               | \$115,000          | \$115,000          | \$75,000            | \$100,000          |                                                                              |
| 05111-56414                                              | PUBLIC RELATIONS               | \$24,430           | \$18,611           | \$1,000             | \$10,500           |                                                                              |
| 05111-56415                                              | BROCHURE PRINTING & DIST       | \$36,734           | \$36,456           | \$29,600            | \$36,400           |                                                                              |
| 05111-56416                                              | PRINT & OTHER ADVERTISING      | \$812,635          | \$629,758          | \$595,956           | \$716,088          |                                                                              |
| 05111-56417                                              | HOSTING                        | \$33,764           | \$23,050           | \$24,284            | \$23,564           |                                                                              |
| 05111-56418                                              | CONNECTIVITY SERVICES LISTINGS | \$15,286           | \$20,154           | \$25,000            | \$20,000           |                                                                              |
| 05111-56419                                              | DIRECT MAIL/FULLFILLMENT       | \$7,979            | \$6,025            | \$6,000             | \$9,000            |                                                                              |
| 05111-56420                                              | TRADE SHOWS                    | \$9,324            | \$5,634            | \$2,500             | \$2,500            |                                                                              |
| 05111-56421                                              | ASSOCIATION MEMBERSHIPS        | \$5,865            | \$4,240            | \$3,275             | \$5,300            |                                                                              |
| 05111-56422                                              | MISC. ADS AND PROMO            | \$2,236            | \$3,535            | \$675               | \$1,380            |                                                                              |
| 05111-56423                                              | TRAVEL                         | \$19,642           | \$9,065            | \$4,900             | \$15,490           |                                                                              |
| 05111-56424                                              | SPECIAL EVENTS & MARKETING     | \$24,860           | \$5,495            | \$2,000             | \$16,800           |                                                                              |
| 05111-56425                                              | BOOKKEEPING SERVICES           | \$10,400           | \$10,400           | \$10,400            | \$10,500           |                                                                              |
| 05111-56426                                              | TRANSFER TO OTHER FUNDS        | \$110,000          | \$0                | \$0                 | \$0                | To General Fund for Downtown Maintenance                                     |
|                                                          |                                |                    |                    |                     | \$50,000           | To General Fund for Events from Community Promotion (FAB Grants)             |
|                                                          | TOTAL TRANSFER TO OTHER FUNDS  | \$110,000          | \$0                | \$0                 | \$50,000           |                                                                              |
| 05111-56427                                              | INTERFUND COST OF SERVICE      | \$10,660           | \$11,199           | \$11,423            | \$11,651           |                                                                              |
| 05111-56428                                              | OTHER EXPENSE                  | \$2,544            | \$1,544            | \$0                 | \$100,000          | Continency funds for emergencies ; fires, pandemics, I-70 disasters, etc.    |
| 05111-56429                                              | CONSULTANTS                    | \$450              | \$0                | \$0                 | \$5,000            |                                                                              |
| 05111-56430                                              | COMMUNITY PROMOTION            | \$35,654           | \$50,000           | \$71,394            | \$51,575           | FAB Grants, 7.5% of revenue; not including \$50k to General Fund for events. |
| <b>TOTAL 111 - TOURISM PROMOTION FUND</b>                |                                | <b>\$1,446,295</b> | <b>\$1,127,323</b> | <b>\$1,034,753</b>  | <b>\$1,365,988</b> |                                                                              |
|                                                          |                                | \$1,446,295        | \$1,127,323        | \$1,034,753         | \$1,365,988        |                                                                              |



**City Council**  
**STAFF REPORT**  
**City of Glenwood Springs**  
**October 7, 2021**

|                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
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| <b>Agenda Item:</b>          | Request to the RFTA Board for Release of Destination 2040 Funds for South Bridge                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| <b>Action Requested:</b>     | Approval to ask the RFTA Board to release the Destination 2040 funds allocated to the South Bridge project to support the right of way acquisition.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| <b>Department:</b>           | Engineering                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <b>Presented By:</b>         | Terri Partch, City Engineer                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <b>Background Info:</b>      | <p>The South Bridge Project is approaching 90% design. The council recently approved a design amendment for the project that will bring the project through to 100% design. With the current design amendment, the Federal earmark funds will be expended. In addition, \$750,000 will be expended from the A&amp;I south bridge reserves, leaving no additional funding for the purchase of right of way.</p> <p>Staff feels that it is important to complete the project to a "shelf ready" level to compete for State and Federal funding.</p> <p>Through the Destination 2040 property tax measure, RFTA has allocated \$4,000,000 towards the construction of the grade separation of the Rio Grande trail in the project. RFTA leadership has requested that if we ask for the funds to be released in the right of way phase, that the City commit to constructing the grade separation of the trail when the project is built.</p> |
| <b>Issues:</b>               | The City will need to request release of the Destination 2040 funds from the RFTA Board and will need to commit to building the grade separation of the Rio Grande Trail.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <b>Staff Recommendation:</b> | Approve the request to release the \$4,000,000 in Destination 2040 funds from the RFTA Board.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |



**City Council**  
**STAFF REPORT**  
**City of Glenwood Springs**  
**October 7, 2021**

**Agenda Item:** August 24, 2021 Special Council Minutes

**Action Requested:** August 24, 2021 Special Council Minutes

**Department:** City Clerk

**Presented By:**

**Background Info:**

**Issues:**

**Staff Recommendation:**



MINUTES  
CITY OF GLENWOOD SPRINGS  
SPECIAL CITY COUNCIL MEETING  
AUGUST 24, 2021  
100 WULFSOHN RD.  
6:00 PM

**SPECIAL SESSION**

:00 Roll Call

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

***:01 Mayor Godes moved, seconded by Councilor Kaup, to go into an executive session pursuant to CRS 24-6-402(4)(b) to conduct a conference with the City Attorney to receive legal advice on specific legal questions, more specifically questions related to TABOR and tax implementation. No more regular business will be discussed, and the meeting will be adjourned at the end of the session.***

***Motion passed unanimously.***





**City Council**  
**STAFF REPORT**  
**City of Glenwood Springs**  
**October 7, 2021**

**Agenda Item:** September 2, 2021 Council Minutes

**Action Requested:** September 2, 2021 Council Minutes

**Department:** City Clerk

**Presented By:**

**Background Info:**

**Issues:**

**Staff Recommendation:**



MINUTES  
CITY OF GLENWOOD SPRINGS  
REGULAR CITY COUNCIL MEETING  
SEPTEMBER 2, 2021  
101 W. 8<sup>TH</sup> STREET  
6:15 PM

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

## REGULAR SESSION

### :07 Roll Call

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

### :07 Pledge of Allegiance

Mayor Godes led the Pledge.

### :07 Agenda Changes and Conflicts

**:07 Councilor Hershey moved, seconded by Councilor Wussow, to move Item 9: Resolution 2021-20: A resolution of the City of Glenwood Springs calling an election on November 2, 2021 and certifying a ballot issue to authorize an excise tax on admissions; setting the ballot title and content for the ballot issue; and providing other matters relating to the election. Item 10: Resolution 2021-21: A resolution of the City of Glenwood Springs calling an election on November 2, 2021 and certifying a ballot issue to authorize an excise tax on accommodations; setting the ballot title and content for the ballot issue; and providing other matters relating to the election. Item 11: Resolution 2021-22: A resolution of the City of Glenwood Springs calling an election on November 2, 2021 and certifying a ballot issue to authorize a mill levy to provide the operational and capital costs of providing, maintaining and expanding the municipal airport; setting the ballot title and content for the ballot issue; and providing other**

***matters relating to the election. Item 12, Ordinance #12 - Series of 2021 Enabling ballot measures and setting forth authorized uses of tax proceeds. Item 13, Resolution 2021-23: A Resolution of the City of Glenwood Springs calling an election on November 2, 2021 and certifying a ballot issue to amend the Glenwood Springs City Charter Section 13.2. indefinitely.***

Councilor Hershey stated that these items have been rushed.

Councilor Wussow stated that she agrees that these items have been rushed but does not agree with a moving these items indefinitely.

Councilor Hershey says he is willing to amend his motion.

Mayor Godes commented that the audience is present for items 9-13, and this is a great opportunity to hear from the community.

Mayor Pro-Tem stated that he supports the concept of not having items 9 and 10 put on the ballot but agrees that there should be a larger discussion. He commented that Items 11-13 need to be considered.

***:12 Councilor Hershey moved, seconded by Councilor Wussow, to move Items 9, 10, 11, 12, and 13 for one month.***

***Ayes: Hershey, Wussow***

***Nays: Willman, Kaup, Godes, Davis, Stepp***

***Motion Failed 5-2.***

:13 Citizens Appearing Before Council

None.

:13 Council Comments

Mayor Pro-Tem Willman commented that the Colorado Municipal League annual conference is September 22, 23, and 24. Willman also stated that Council proposed submitting to CML a legislative question for discussion regarding transfer tax and a question regarding changing rental units from a residential to a commercial zoning district. Council reaffirmed their desire for that discussion.

:14 Motion for Consent

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

***Motion passed unanimously.***

:15 Item 9 Resolution 2021-20: A resolution of the City of Glenwood Springs calling an election on November 2, 2021 and certifying a ballot issue to authorize an excise tax on admissions; setting the ballot title and

content for the ballot issue; and providing other matters relating to the election.

Attorney Hanlon requested that the Mayor take Items 9 and 10 together as Resolution 2021-20 and 2021-21 are very similar and contain similar language. Hanlon added that there was not a Staff presentation but rather they could answer questions. Furthermore, Hanlon went on to explain that the figures in the Tabor were estimated high as they generally are for a Tabor question.

Mayor Pro-Tem Willman asked whether a motion should be made before public comment is taken.

Attorney Hanlon responded that traditionally public comment is first, but it is Council's decision. Hanlon said the first motion on the table should be whether or not to put these items on the ballot.

:19 Item 10 Resolution 2021-21: A resolution of the City of Glenwood Springs calling an election on November 2, 2021 and certifying a ballot issue to authorize an excise tax on accommodations; setting the ballot title and content for the ballot issue; and providing other matters relating to the election.

:19 Mayor Godes opened the items for public comment.

Public comment was taken

1:08 Mayor Godes closed the item for public comment.

Attorney Hanlon stated for clarity that there will need to be two separate votes since there are two separate motions.

***1:09 Mayor Godes moved to approve the attraction tax to the November ballot and if a consensus cannot be reached on the details, there will be another vote to rescind this motion.***

***Motion failed for lack of a second.***

***1:12 Mayor Pro-Tem Willman moved, seconded by Councilor Hershey, to deny Resolution 2021-20: A resolution of the City of Glenwood Springs calling an election on November 2, 2021 and certifying a ballot issue to authorize an excise tax on admissions; setting the ballot title and content for the ballot issue; and providing other matters relating to the election.***

Mayor Pro-Tem Willman stated that he does not support putting this Resolution on the ballot this year, rather what he does support is finding a collaborative approach to the housing and work-force housing problems. Willman commented that this current tax measure does not address the problem because it lacks details. Willman stated that he appreciated the Mayor bringing this issue to the forefront of needed solutions however the way Council needs to address this is by having a group of citizens which can be supported by the overall community. Not doing this would end up with this measure failing.

Councilor Hershey stated that this measure is not about affordable housing because there is no specific plan for how this money is going to be spent. Hershey stated that this process has been rushed because of a pole that said 70% of the public wants affordable housing, but that means 30% of people are automatic no votes. Hershey stated this is not a good way to start a ballot measure: without a plan and

without community and business support. If this measure were to lose, it would not be able to be put back on the ballot and pass for a long time.

Councilor Kaup stated that although this measure might be put on the ballot quickly, it has been discussed for a long time. Kaup commented that although there is not a specific plan on how these funds will be spent, if there can be a dedicated revenue to affordable housing, the City could put a plan together. Kaup feels that our true asset is our neighbors and our workers, and she worries that we are becoming a community where our teachers, policemen, plumbers, and other workers are no longer able to live here. Kaup applauds the Mayor for bringing these measures together and believes the community can come together with a plan for the funds between now and the election. Kaup asked City Attorney Hanlon if waiting a year would change the measures or the tax amounts.

Attorney Hanlon responded that it would not change the language of the measures because there are not specifics for the revenue.

Kaup commented that this response reminded her that whether it is now or a year, funds need to be flexible, and specifics will be difficult.

Councilor Wussow commented that she heard a willingness from the community on these measures, however, there is not a collaborative effort that can be achieved in a matter of weeks. Wussow feels that with a collaborative effort with the community, these measures will have a foundation that can be trusted and then passed. Wussow thanked Mayor Godes for bringing this issue forward but cautioned that if these measures are not done well, they will not pass, and we will not have these methods of revenue again for a long time. Wussow stated that this measure is rushed.

Councilor Stepp agreed that this measure has come up quickly. Stepp commented that she is on the Financial Advisory Board, Tourism Committee, and the Housing Committee and in those meetings the aggregate of the conversation has been lack of employees for Glenwood businesses. Stepp stated that although the measure might feel rushed, the need is far from rushed. Stepp commented that she wants to know the percentage of the tax going towards affordable housing. Stepp also said that if this is put on the ballot, she would like to know who the stake holders are who are receiving this funding stream. Council needs flexibility in what the money is used for. Stepp emphasized that she wants to see affordable housing and not studios and apartments so families can move to and live in Glenwood.

Mayor Godes stated that every other mountain town already have affordable housing and they have done this through a real estate transfer tax, however Tabor has taken that away. Godes commented that when Pitkin County and Aspen received their affordable housing tax, they did not have everything bogged down with details. This measure does need to tighten up the language and this can be done before the election with a community inclusive committee. Godes commented that trust is developed by taking the lead on affordable housing because business leaders have not done so.

Councilor Davis stated that this issue has been discussed for the seven years he has been on Council, and he is disappointed that the Chamber of Commerce and the business community has yet to bring forth any conversation of their own. Davis is concerned about what qualifies as an attraction tax and does not feel people providing services from their homes should not be part of this measure. Davis stated that he wants this tax to mainly be about affordable and work-force housing but also wants funding to address the impacts that tourists have on our parks and facilities. Davis commented that in order to address this measure in as meaningful manner, a community committee needs to meet within the next 30 days and continue to meet once a month for the next 12 months. They will define what an

attraction is, how much the tax will be, where the revenue will go, what it is going to be used for, who is going to have to pay it, and what industries and businesses this tax will affect. Davis commented that he believes the lodging tax is low but before we pass a tax, he would like to know what amount it is increased to, what does it get used for, does the revenue all go towards housing or does some go towards impact. He would like input from the community before he votes for these measures.

***Ayes: Hershey, Willman, Wussow, Davis***

***Nays: Godes, Stepp, Kaup***

***Motion Passed 4-3.***

***1:53 Mayor Pro-Tem Willman moved, seconded by Councilor Hershey, to deny Resolution 2021-21: A resolution of the City of Glenwood Springs calling an election on November 2, 2021 and certifying a ballot issue to authorize an excise tax on accommodations; setting the ballot title and content for the ballot issue; and providing other matters relating to the election.***

Councilor Hershey stated that if these motions are split 4-3 the measure will never pass a vote by the citizens. Their needs to be a consensus by the Council and the citizens making comments.

Mayor Godes stated that the community has already given their voice and they are the people who cannot be in attendance because they are returning or leaving for their second jobs. He commented that the citizens Council Chambers do not accurately represent the community.

Councilor Wussow commented that this is not a matter of if, but when, and timing is everything. Wussow stated that she can only support waiting 12 months.

Councilor Stepp expressed concern that waiting can cause problems bringing up a past issue of inclusionary housing. Stepp stated that waiting will also lose a years' worth of revenue.

***Ayes: Davis, Willman, Hershey, Wussow,***

***Nays: Godes, Stepp, Kaup***

***Motion Passed 4-3.***

***2:00 Mayor Godes moved, seconded by Councilor Kaup, to adopt the proposed study committee on accommodation tax increase and attraction tax proposal #2 as outlined in the packet.***

Mayor Pro-Tem Willman stated that he cannot support the concept because it would have the Housing Commission in charge as well as some people who are not a part of the community. Willman commented that that he believes businesses should make presentations to a core group of people.

Councilor Kaup stated that she supports this proposal because it includes groups that focuses on housing.

Mayor Godes clarified that this proposal has the guidelines to have recommendations to Council by the second meeting in April with an expected commitment of one to two meetings a month.

With the suggestions of Councilor Kaup and Councilor Stepp, Mayor Godes amended his motion.

**2:05 Mayor Godes moved, seconded by Councilor Kaup, to adopt the proposed study committee on accommodation tax increase and attraction tax increase proposal #2 as outlined in the packet with framework for the measures by February and expected measures on the ballot in 2022.**

Councilor Wussow inquired whether the two proposals could be intertwined to include more businesses and private entities.

Mayor Godes commented that proposal #1 is about answering a tax question while proposal #2 is about answering a housing question.

Mayor Pro-Tem Willman agreed that it should be a combination of the two proposals. He commented that this is a Council led measure and not something that should be led by the Housing Commission.

Councilor Davis voiced his concern that proposal #1 does not allow the community to get involved without forcing them into a direction. Davis commented that this is an accommodation and attraction tax and not a 100% housing issue.

Councilor Kaup commented that there is leeway in the revenue for other issues.

***Ayes: Hershey, Kaup, Davis, Stepp, Godes***

***Nays: Wussow, Willman***

Consent to move item 16

2:28 Item 16 Planning File 58-20-Consideration of a Major Site Architectural Plan review for the construction of a 36-unit multifamily building.

Hannah Klausman, Assistant Director of Economic and Community Development, presented for Staff. Klausman commented that this proposal met the Glenwood Meadow requirements, parking requirements, and architectural requirements.

Councilor Stepp questioned why this seventh complex is being considered in Glenwood Meadows when the original approved proposal only designated six. Klausman stated that this building is on a separate lot.

Councilor Kaup asked about a one-acre park that was originally apart of the PUD and the poor condition of Wulfsohn street. Klausman stated that there was an agreement for hiking trails and land for the Community Center. Attorney Hanlon stated that there are conditions in the agreement for construction to stay off the road as much as possible. Hanlon commented that under the original ADA, The Lofts does not have any obligation to do improvements on this road. This specific site agreed to \$30,000 for off-site improvements.

Richard Meyers, developer, presented.

Councilor Hershey asked if there were any concerns over traffic.

Meyers stated that the traffic study showed additional traffic was low and traffic would most likely follow the typical traffic flow.

Councilor Stepp stated that the City recently passed an inclusionary housing ordinance and would like to know if the developer would be interested in adopting any of those measures.

Meyers stated that he had discussed with Attorney Hanlon their willingness to consider the voluntary program.

Councilor Kaup stated that in the original ADA, The Lofts were allowed 475 units, and this would bring them to 305. 300 of these units could be apartments and the remaining had to be for sale units.

Hanlon stated that the fourth amendment to the ADA opened up the commercial zoning below the apartments along Wulfsohn and the remaining 175 units that are required to be for sale units are those above the commercial units. There is no timeline for when they must sell them.

2:54 Mayor Godes opened the item for public comment.

2:55 Mayor Godes closed the item for public comment.

***2:55 Councilor Hershey moved, seconded by Councilor Kaup, to approve Planning File 58-20-Consideration of a Major Site Architectural Plan review for the construction of a 36-unit multifamily building with the findings and conditions noted in the staff report.***

Councilor Stepp commented that she is concerned about growth that does not include affordable housing. Stepp raised concern over the lack of an evacuation plan and how this site does not seem to fit with Glenwood's comprehensive plan. This site also exacerbates the number of small apartments and does nothing for families.

Mayor Pro-Tem Willman stated that he shares Councilor Stepp's concerns. Furthermore, this site's application came in two days before the inclusionary housing guidelines. However, it still meets the conditions, so as a Councilman, he is bound to vote in favor of this motion, although reluctantly.

Councilor Kaup stated that she echoed the previous Councilors, however the lack of diversity along with the high price in The Lofts and this site are in contradiction to Glenwood's comprehensive plan. Therefore, she does not feel obligated to vote for this motion.

Councilor Wussow commented that this location allows density, and that Council has approved many projects that have yet to break ground, but The Lofts have finished what they started, and they have provided housing.

Mayor Godes commented that although the site may have only turned in their application two days ahead of the deadline, they still played by the rules. Godes stated that at the time of the original ADA, it was a huge risk for this type of development, but The Lofts provided units. Godes commented that this site does not meet the City's Comprehensive Plan and therefore he will have to vote against it.

***Ayes: Davis, Willman, Hershey, Wussow,***

***Nays: Godes, Stepp, Kaup***

***Motion Passed 4-3.***

3:06 Item 11 Resolution 2021-22: A resolution of the City of Glenwood Springs calling an election on November 2, 2021 and certifying a ballot



issue to authorize a mill levy to provide the operational and capital costs of providing, maintaining and expanding the municipal airport; setting the ballot title and content for the ballot issue; and providing other matters relating to the election.

3:08 Mayor Godes opened the item for public comment.

Public comment was taken.

3:29 Mayor Godes closed the item for public comment.

Councilor Hershey commented that the timing is bad for a tax increase and at some point, the voters will say enough is enough. Hershey stated that he will not support this initiative and he feels the reasons behind this initiative are disingenuous.

Mayor Godes asked Parks and Recreation Director Brian Smith to explain the cost estimates.

City Attorney Hanlon added that these costs would increase the usage of the airport from a few individuals to making it more of a city owned, public friendly airport that is used by a larger group of people.

Councilor Stepp asked how the cost of the South Bridge Tunnel was incorporated into the estimate.

Attorney Hanlon responded that the EA was about location and environmental impacts and not about funding sources, so it is up to Council to determine funding sources.

Councilor Stepp asked if the previous Resolution by Council was approval for the tunnel dependent on funding.

### **March 4, 2021 City Council Meeting**

***1:39 Mayor Pro-Tem Kaup moved, second by Councilor Wussow, to take the preferred design including the tunnel to 100% design and at the same time pursue partners, grants and other available sources of funding.***

City Manager Figueroa stated that, according to the previous Resolution, if the City could not find funding, the question would have to go to the voters.

Mayor Pro-Tem Willman stated that he sees the tunnel as a part of the airport because it is necessary to keep the airport at its current operational state while still allowing Council to provide South Bridge which is an emergency exit for Glenwood citizens in case of a wildfire. Willman commented that he cannot force citizens to fund an airport that so few people use but asking voters if they want to directly pay for an airport through a Mill Levy is something he can support.

Councilor Kaup wanted to clarify that even if a tunnel was not built, the airport would be kept for classic air medical and helicopter operations. What would be lost is fixed wing aircraft usage. Kaup asked if, given the language of the prior motion, the City were able to obtain funding for the tunnel after a Mill Levy vote were passed, would there be a way to refund the voters.

Attorney Hanlon stated that there would because a Mill Levy could either be temporarily or permanently reduced. Hanlon commented that Council cannot raise taxes, but they can lower them.

Councilor Kaup stated that she sees this as a South Bridge issue. Out of 32 locations that were researched, South Bridge was feasible only at this location. Kaup commented that it is hard to justify taking five million dollars out of the general fund budget for an airport that serves a very limited portion of Glenwood's population. Kaup commented that the best solution for this problem is to put the question to the voters.

Councilor Stepp asked if the Mill levy could be changed to reflect a change in desired funding.

Attorney Hanlon answered in the affirmative adding that the 4 Mill Levy would be the maximum. Chief Operating Officer Steve Boyd responded that the current request of 4 Mills would generate roughly \$1 million a year and minus debt service, the City would have around half of that to use for the airport improvements.

Mayor Godes agreed that the South Bridge Tunnel is an airport cost. Godes went on to say that the City needs the additional items for safety, future revenue, and viability of the airport, but also for quality and consistency with our other local amenities. Godes stated that without City owned hangars, value added for the City owned airport would be very low.

Councilor Wussow stated that if this measure is put to the voters, the discussion of the airport should be put to rest. Wussow commented that the process to come to this stage has been flawed because it has ignored the boards and commissions. Wussow stated that this measure has been rushed. Wussow went on to say that the deficiencies and flaws with the current airport are the City's fault and that is the discussion the Council should be having.

***4:05 Councilor Godes moved to consider airport debt alternative 2 for a 20-year period, for a Mill Levy of 5 Mills, along with alternative 3 authorizing a debt question up to \$10 million.***

***Motion failed for lack of a second.***

Councilor Wussow asked what items are necessary as safety concerns for the airport and how much would they cost.

Attorney Hanlon responded that the airport currently needs fencing, a safe fuel farm, and communication upgrades. These upgrades would cost roughly \$2 million.

Mayor Pro-Tem Willman expressed concern that if Council passed a Mill Levy worth \$2 million then there would be a chance Council would have to ask the voters for another Mill Levy soon.

***4:12 Councilor Godes moved, seconded by Councilor Davis, to consider airport debt alternative 2 for a 20-year period, for a Mill Levy of 4 Mills, along with alternative 3 authorizing a debt question up to \$8 million.***

Councilor Davis stated that \$2 million cannot be spent on the airport now and \$6 million be spent a year later.

Councilor Wussow concurred, however, she stated that she is not an expert, and this is a situation where she would like for Council to utilize its Commissions, in particular, the Airport Commission. Wussow commented that she would be comfortable deciding based on feedback from the Commission, yet they were not involved.

Mayor Godes stated that if Council is going to ask voters for funding, they should ask for the full amount now.

***Ayes: Kaup, Godes, Davis, Stepp,***

***Nays: Hershey, Wussow, Willman***

***Motion Passed 4-3.***

4:19 Item 13 Resolution 2021-23: A Resolution of the City of Glenwood Springs calling an election on November 2, 2021 and certifying a ballot issue to amend the Glenwood Springs City Charter Section 13.2.

City Attorney Hanlon presented the three alternatives of the Resolution to be put on the ballot, amending the Charter.

4:22 Mayor Godes opened the item for public comment.

Public comment was taken.

4:28 Mayor Godes closed the issue to public comment.

Mayor Pro-Tem Willman asked why alternate three had wording about safety.

Attorney Hanlon explained that if there is safety hazard it will supersede the change to the Charter.

***4:29 Mayor Pro-Tem Willman moved, seconded by Councilor Wussow, to consider alternative 3 with the exception of the first sentence reading “The City Council shall not close the airport without the affirmative vote of a majority of the qualified electors of the City except for temporary closures for emergencies, safety or construction...” and the last sentence reading “...medical use nor require the City to expend...” .***

Mayor Godes asked what would happen if the vote for funding the airport was denied, but this Charter amendment passed.

Attorney Hanlon responded that it would be in the Charter that the airport would be maintained in its current configuration as of January 1, 2021.

Mayor Godes pointed out that this would mean the City would be forced to pay for a tunnel if the voters rejected the Mill Levy measure because the runway would be required to remain in its current state and the only option for South Bridge would be a tunnel.

***Ayes: Wussow, Stepp***

***Nays: Willman, Godes, Kaup, Hershey, Davis***

***Motion Failed 5-2.***

4:38 Item 15 Ordinance 2021-15 Updating Boards and Commissions

***4:40 Councilor Godes moved, seconded by Councilor Wussow, to accept Ordinance 2021-15 Updating Boards and Commissions with the exception that Boards and Commissions advise to Council and Staff.***

4:49 Mayor Godes opened the item for public comment.

Public comment was taken.

4:56 Mayor Godes closed the item for public comment.

Councilor Stepp stated that she will vote against this motion because she believes this should be a Work Session item.

Mayor Pro-Tem Willman stated that he will vote against this motion because he believes it should be a Work Session item.

***Ayes: Godes, Wussow, Davis, Hershey***

***Nays: Kaup, Willman, Stepp***

***Motion Passed 4-3.***

5:00 Meeting was adjourned.



**City Council**  
**STAFF REPORT**  
**City of Glenwood Springs**  
**October 7, 2021**

**Agenda Item:** September 7, 2021 Special Council Minutes

**Action Requested:** September 7, 2021 Special Council Minutes

**Department:** City Clerk

**Presented By:**

**Background Info:**

**Issues:**

**Staff Recommendation:**



MINUTES  
CITY OF GLENWOOD SPRINGS  
SPECIAL CITY COUNCIL MEETING  
SEPTEMBER 7, 2021  
101 W. 8<sup>TH</sup> STREET  
6:15 PM

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

## **SPECIAL SESSION**

### **:05 Roll Call**

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

### **:06 Pledge of Allegiance**

Mayor Godes led the Pledge.

### **:06 Agenda Changes and Conflicts**

No conflicts offered.

### **:07 Citizens Appearing Before Council**

Don Voleski, citizen, wanted to know if there was a current study on traffic flow as the most recent one put the City's traffic condition at level "red". Voleski also wanted to know if there was a study on the current water flow as Glenwood is currently in a 10-year drought.

City Attorney Karl Hanlon stated he would respond to Voleski at a future point relating to the water study.

## :09 Council Comments

Mayor Godes voiced that on behalf of the Council and the Community, our hearts and thoughts go out to the family, the child, and the loved ones of the profound loss at the Glenwood Springs Adventure Park. This tragedy is felt deeply, and he hopes that everyone is finding support in carrying the weight of heavy hearts and mind. There is no easy answer for this and as a community we stand with the family that is dealing with this tragedy.

Mayor Godes read a statement of apology on behalf of himself and Council to Rob Gavrell for comments made at the September 2, 2021 Council meeting.

Councilor Hershey wished everyone a happy Rosh Hashanah.

## :11 CONTINUATION OF ANNEXATION

City Attorney Hanlon reminded the Council and Chambers that public comment had been closed and the last meeting was left off with questions by Council. This meeting would be questions to Staff and the applicant as well as a motion.

Councilor Hershey wanted clarity that there were two items that needed to have motions.

Attorney Hanlon responded in the affirmative, adding that there is an ordinance to go with each of the required motions. Hanlon commented that the first required motion would be Ordinance 2021-08: Annexing Property to the City and the second required motion would be Ordinance 2021-09: Zoning a Parcel of Land Annexed into the City.

Mayor Pro-Tem Willman asked if there were any changes to the plans regarding Council's desire for more open space.

Attorney Hanlon commented that the site plan was a part of the master plan under the condition list, and there would be a meaningful public space under that master plan and what that would constitute is open to negotiation.

The applicant commented that what has been discussed was adding some public space to the master plan.

Councilor Kaup asked for clarification on the master plan process.

Trent Hyatt, Senior Planner, commented that a master plan is required for an overall parcel that is a minimum of 5 acres. Hyatt stated that the overall plan for the property would have to be approved by City Council but smaller details for things such as individual parcels could be decided by staff.

Councilor Stepp asked for clarification on the master plan versus the ordinances on the table tonight.

Attorney Hanlon stated that if the ordinances were to pass tonight, they would primarily be setting the density and the master plan would come back to Council at a later date.

Mayor Pro-Tem Willman noted that the contract currently said, "private recreation facilities are to be constructed out of the PUD project."

Attorney Hanlon agreed that this was a deletion that should have been carried over and instead should read "for design and installation of the northern bike lane and design and installation of the southern bike lane and while, when necessary, any other improvements under the code."

Councilor Kaup commented that she would like to have 20% residential units at 100% area medium income. Kaup wanted clarification on how this was affecting for-sale and rental units.

Attorney Hanlon commented that the 20% residential units at 100% area medium income would be for apartment rentals and 10% of the for-sale units would be deed restricted.

Mayor Pro-Tem Willman asked why the word apartments was changed to units in the area medium income clause.

Haley Carmer, attorney for the applicant, stated the reason for this change was in case the for-sale units are ultimately rented by the future owner, these apartments are not in danger of being restricted into the AMI cap.

Councilor Stepp wanted clarification on the amount of town homes that would be deed restricted.

Attorney Hanlon commented that it would be 10% as the total amount of townhomes that will be authorized to be created are unknown at this moment.

Mayor Pro-Tem Willman asked whether there are requirements for the applicant to make Mel-Rey a fully functioning road. Willman asked about the change regarding the fire station. Willman also asked if the applicant did not proceed with its proposal of the mall, would the density approval only apply to the proposed residential property.

Attorney Hanlon replied that there are not requirements for the road because the City is unable to annex the road as it is not owned by the county. Hanlon commented that the applicant requested the change regarding the fire station with the goal to show that the fire station agreement would be moving forward at the stage of construction, not waiting until substantial completion. Hanlon stated that the applicant would have the density approved for the mall property as well but finished by saying that they would be forced to come back for approval of a master site plan for the mall in addition to the current proposed property.

***:36 Mayor Pro-Tem Willman moved, seconded by Mayor Godes, to deny the application on the basis that the annexation does not minimize the potential adverse impacts to the City and does negatively impact the public's health, safety, and welfare.***

Councilor Hershey stated that he is not sure of which way to vote and being unsure he will lean towards what the public is saying. Hershey stated that his biggest concern is Glenwood's limited water supply. Hershey stated that he is also concerned about Glenwood's infrastructure, and he cannot support bringing in more people. Hershey stated that he is also concerned over the current traffic in this community and what this proposal will do. Hershey said that his final concern over this project is that Glenwood Police is already short 10 police officers and a project adding five hundred people is not fair to the rest of the community. Hershey stated that there are already areas in Glenwood that are available for, and are going to have, development and he questions why it is necessary to annex additional locations into the city.

Mayor Pro-Tem Willman commented that this development is too much in too little of a space. Willman went on to add that this type of density might be appropriate if the mall was added to the proposal as a comprehensive redevelopment, but this proposal alone puts too many units in a 12-acre space. Willman stated that there is also a need for park space.

Councilor Wussow applauded the community and the developers for their participation. Wussow commented on her history in Glenwood and the benefits that subdivisions have had. Wussow stated that West Glenwood is an area that has a lot a development with density, but this proposal has a little too much. Wussow stated that she would be comfortable with this proposal if it could spread these units across the current and mall parcel. Wussow stated that she is concerned about water usage as



well, however, this type of housing uses a lot less water than if developed with single family homes throughout this amount of space.

Mayor Godes asked Councilor Wussow what level of density she would be comfortable with.

Councilor Wussow stated that she would like to see a 25%-30% reduction in the number of units, however, she would accept the developer being able to offset that with more for-sale units.

Councilor Kaup stated that the places to live available in Glenwood Springs are sparse and expensive. Kaup commented that West Glenwood needs a grocery store and Glenwood would benefit from having a movie theater again. Kaup stated that this would be accomplished by redeveloping the mall. Kaup commented that bicycle improvements are needed in the area. Kaup stated that this proposal is a way for all of these components to be done. Kaup commented that this project is not within our current city limits, but it is within our urban boundaries making it the perfect place for this project. Kaup commented that Glenwood's comprehensive plan calls for denser, inward, and upward growth, giving people the opportunity to live closer to their jobs. Kaup commented that the applicant is working with the City for evacuation ideas including giving the land for a new fire station which is sorely needed.

Councilor Stepp commented that there is going to be growth in Glenwood. Stepp stated that she will vote for this motion because she has multiple concerns. Stepp stated one concern is time and there are things that the Council still needs to work through. Stepp commented that even though this is just a vote for the annexation and PUD, the PUD revolves around some of the questions that Council needs to work through. Stepp stated that affordable housing should be about a variety of housing, including for-sale housing, town homes, duplexes, condominiums, and apartments, which is what she would like to see in a proposal of this size. Stepp commented that it would mitigate traffic if people could buy homes here. Stepp stated that Glenwood needs to show the evacuation plan to the West Glenwood Citizens before introducing a development of this size. Stepp agreed with Councilor Wussow that the density should be decreased by 25%-30%. Stepp finished by saying that she is concerned about the additional strain this many people would have on our infrastructure, fire department, and police.

Councilor Kaup commented that the way we help our police and fire force is to create housing for them to live in Glenwood.

***1:10 Councilor Kaup moved, seconded by Mayor Godes, to continue the motion to deny the application on the basis that the annexation does not minimize the potential adverse impacts to the City and does negatively impact the public's health, safety, and welfare until the October 7, 2021, Regular Council meeting.***

1:11 Recess

1:19 Meeting Reconvened

Mayor Godes commented that the continuation gives the applicant time to address some of these concerns.

Attorney Hanlon stated that if this motion is going to give Council time to negotiate an add plus then there will not be much progress. However, if this gives Council time to negotiate a give and take, there is a potential to address some of the issues stated.

Mayor Godes stated that the Community wants a grocery store, a new fire station, and an evacuation plan, but without this development that disappears. Godes stated that he believes the school district

would choose to limit the students who attend Glenwood Schools to be residents if this development added too many additional students in Glenwood Schools. Godes commented that he would like to hear from the school district. Godes stated that right now a 30% reduction in density would be 100 fewer units and with a 20% deed restriction there would be 20 fewer affordable housing units.

The applicant stated that because of the amount of work done on this project to date, there is the potential for work to take place in the next three to four weeks as long as there is an understanding that there needs to be a give and take. The applicant pointed out that although they are two separate parcels, they do have the mall under contract and tying it into a residential project would give it a much greater chance of success. The applicant commented that there will not be 800-1000 potential people living in this proposal.

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

***Nays: Hershey, Stepp***

***Motion Passed 5-2.***

***1:40 Councilor Kaup moved, seconded by Mayor Godes, to continue the balance of the items on the agenda until the October 7, 2021, Regular Council meeting.***

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

***Nays: Hershey, Stepp***

***Motion Passed 5-2.***

***1:41 Mayor Pro-Tem Willman moved, seconded by Councilor Kaup, to adjourn.***

Mayor Godes asked if there was support for returning to wearing masks in Council Chambers.

There was not agreement at the current time.

Councilor Stepp announced she will be absent from the October 7<sup>th</sup>, 2021 meeting.

***Motion passed unanimously***



**City Council**  
**STAFF REPORT**  
**City of Glenwood Springs**  
**October 7, 2021**

**Agenda Item:** September 16, 2021 Council Minutes

**Action Requested:** September 16, 2021 Council Minutes

**Department:** City Clerk

**Presented By:**

**Background Info:**

**Issues:**

**Staff Recommendation:**



MINUTES  
CITY OF GLENWOOD SPRINGS  
REGULAR CITY COUNCIL MEETING  
SEPTEMBER 16, 2021  
101 W. 8<sup>TH</sup> STREET  
6:15 PM

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

## REGULAR SESSION

### :15 Roll Call

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

### :15 Pledge of Allegiance

Mayor Godes led the Pledge.

### :15 Agenda Changes and Conflicts

None

### :15 Citizens Appearing Before Council

None

### :16 Council Comments

Councilor Stepp commented that there have been trucks parking along Hwy 6 for long periods of time. City Manager Figueroa asked for individual emails that she could send to CDOT.

Councilor Stepp pointed out that there is a lot of trash being dumped on the Rio Grande Trail behind the old Safeway. Stepp requests that Council move the Continuation of the Motion for Denial of the Annexation to October 21<sup>st</sup>, as she will not be in attendance for the October 7<sup>th</sup> meeting.

City Attorney Karl Hanlon commented that with this type of continued motion, he is uncomfortable with Council continuing a motion for denial until the night of the Council meeting.

Stepp wanted to discuss requiring wearing masks in Council Chambers.

Mayor Godes put this discussion as an item under the Managers Report.

Councilor Davis stated that the Strawberry Shortcut created unnecessary graffiti on the City Streets.

Parks and Recreation Director Brian Smith stated that they have had this conversation with the organizers before, they do collect a damage deposit, and they will revisit their contract.

Councilor Hershey asked for a work session to change the City Charter to ask for a direct vote for Mayor.

Councilor Wussow supported the request. Wussow asked for Council to talk louder and make clarifying points for the audience and the Post Independent Reporter.

Councilor Kaup asked Council if they would agree to have Attorney Hanlon bring the owner of the property behind Walmart, the City, and other parties together to talk about a possible trail easement.

Mayor Godes agreed as long as the City does not take ownership but only legal liability in order to limit staff's workload.

## :27 Motion for Consent

***:27 Councilor Hershey moved, seconded by Councilor Stepp, to approve the consent agenda.***

***Motion passed unanimously.***

## :27 Proclamation for the Police Department: Dedication to Service

A proclamation for Zeus, a service dog with over 100 arrests, was read by Mayor Godes and was received by Zeus's handler, Officer Blake Gobbo.

## :32 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

Assistant Director of Community Development, Hannah Klausman, presented for staff. Klausman stated that the proposal, Mountain View Flats, is consistent with the comprehensive plan and other adopted City policies and plans.

Councilor Stepp asked about snow storage, bike storage, and parking.

Assistant Director Klausman stated that up to 10% of parking can be used for snow storage. Klausman commented that all of their parking is off street parking and they are providing all of their parking with the administrative adjustment. Klausman stated that the applicant is substituting bike spaces for a reduction of 7% of their parking spaces.

Councilor Stepp asked about the Fire Marshal's concern over the turn radius in the parking lot for fire trucks.

Assistant Director Klausman answered that the problem had been remedied.

Councilor Kaup asked if there was irrigation for the trees in the landscaping and if there was an amount of time they are required to be kept alive in our city code. Kaup also asked about the energy efficiency of the building.

Assistant Director Klausman commented that she believes the code states that it is 12 months for establishment of the landscape. Klausman stated that she would leave the unanswered questions for the applicant.

The applicant presented that Mountain View Flats will have a mixture of 14 one-bedroom apartments and 26 two-bedroom apartments including 8 deed restricted, resident occupied units.

Councilor Wussow asked if the applicant if they have or would be willing to contact Garfield Clean Energy.

The applicant answered that they have not established a set rule for energy efficiency yet, but they are very receptive since this is a market rate they are going to design, at the very least, is a code minimum. They are willing to reach out to CLEER.

1:02 Mayor Godes opened the item for public comment.

Karleen Clark, West Glenwood resident, stated that the comprehensive plan is out of date. Clark stated that the additional traffic will make an already unsafe area worse. Clark stated the proposal does not include enough parking spaces. Clark commented that the people of West Glenwood already do not feel safe in an evacuation.

The applicant responded that they do have an access permit to utilize a private access drive, however they have not submitted it to CDOT yet because they are waiting to hear what City Council has to say. The applicant commented that they did meet the requirements for the access permit.

Councilor Stepp voiced concern that this development might eventually be sold and how that would affect the affordable housing units.

The applicant responded that a purchase of a subdivision would have to go through Council and that is not the intent of this property.

Assistant Director Klausman stated that the affordable housing units would not go away, the only difference would be if the apartments were to go up for sale, the units would change to affordable housing for-sale units.

1:09 Mayor Godes closed the item for public comment.

***1:10 Councilor Wussow moved, seconded by Councilor Davis, to approve 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, based on the findings and conditions referenced in the staff report with the additional condition of having a dialogue with CLEER.***

Councilor Stepp commented that she is concerned about the traffic and the evacuation plan. Stepp stated that she appreciates that this development has two-bedroom apartments and having deed restrictions on those is extremely helpful to families.

Councilor Kaup stated that Council is very aware of the evacuation concerns and staff is working on an evacuation plan. Kaup commented that she would like to have a specific energy efficiency standard.

City Attorney Karl Hanlon commented that Council does not have the authority to force this development to a specific energy efficiency standard but what Council can do is add a condition to use best practice energy efficiency and make an attempt to be 100% renewable using city electric.

Councilor Wussow commented that too often what is assumed will be in the future comprehensive plan is referenced, but the current plan is the guiding document for Council and she will use this to help her decide.

Councilor Wussow amended her motion.

***1:20 Councilor Wussow moved, seconded by Councilor Davis, to approve 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, based on the findings and conditions referenced in the staff report with the additional condition to use best practice energy efficiency and make an attempt to be 100% renewable using city electric.***

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

***Nays: Godes,***

***Motion Passed 5-1.***

## 1:21 Award of Contract for Planning Services for the Comprehensive Plan Update and Appointment of a Project Steering Committee

Assistant City Manager Jenn Ooton presented. Ooton commented that the contract is slightly over budget. Ooton stated that the bulk of this committee would be made up of Planning and Zoning members, but they also wanted to have someone representing development, the Latino Community, a young person-Millennial or Generation Z-and another person recommended by Council.

Councilor Wussow suggested a member of the senior community.

Councilor Kaup agreed with Councilor Wussow and added the possibility of someone from the business community who is interested in housing for their employees.

Councilor Stepp suggested a mid-sized business that employs individuals in the area.

***1:25 Mayor Godes moved, seconded by Councilor Hershey, to Award the Contract for Planning Services for the Comprehensive Plan Update.***

***Motion passed unanimously.***

## 1:25 VALE Board Appointments

Councilor Hershey presented. Hershey stated there were two applicants and he recommends Joyce Jenkins.

**1:27 Councilor Hershey moved, seconded by Councilor Kaup, to approve Joyce Jenkins to the VALE Board.**

***Motion passed unanimously***

## 1:27 Detox Update and Budget Request

Sharon Raggio, President & CEO of Mind Springs Health, presented. Raggio stated that their goal is to create a Withdrawal Management Program in Glenwood Springs. This would cost \$400,000 to remodel a facility and the startup cost is approximately \$75,000-\$125,000 and there will be a cost for operations of the detox program once it is completed.

City Manager Debra Figueroa presented for staff. Figueroa commented that detox is a high priority in the current strategic vision and Council has made it one of their goals. Figueroa asked Council to be the one of the first Government entities to fund this project stating that its likely Glenwood will not be the only ones, citing that pre-COVID, more Government entities were lined up to follow. Figueroa stated that the request is for up to \$200,000 a year with the clause that if all the funding is not required, it will not be given.

**1:35 Councilor Stepp moved, seconded by Councilor Kaup, to approve up to \$200,000 for the opportunity to help pay for operations once the facility is built.**

Councilor Stepp wanted clarification that there has already been funding set aside for the building.

Manager Figueroa confirmed that \$50,000 has been set aside out of the marijuana tax fund.

Councilor Stepp commented that the stakeholder group involves people from all over the County and they are all very enthusiastic about this facility. Stepp stated that she believes Garfield County and other Municipalities will get involved and the cost will not be the full \$200,000.

Police Chief, Joseph Deras, stated that his only reservation is that outside municipalities will be bringing at-risk individuals into Glenwood and leaving them here, potentially taking police resources away Glenwood citizens. Deras commented that this could be solved with an MOU. Deras finished by saying this program and facility are a benefit to the community.

Manager Figueroa agreed that further down the road this will require MOU's.

Mayor Godes commented that this is a good use of the marijuana and tobacco tax.

Deputy Fire Chief, Doug Gerald, commented that people in intoxicated or mental crisis are unable to be left in their current locations but are limited to 2 places of transport, jail or the hospital, and often times neither of those are appropriate. Gerald applauds a detox facility.

***Motion passed unanimously.***

## 1:42 Southbridge - Jacobs Design Contract Amendment

Terri Partch, City Engineer, presented. Partch requested an amendment in the amount of \$741,382 for the Jacobs contract for the Southbridge project. Partch stated that this amendment would cover the need for re-evaluation of the project that would include bio-soils and any other change to the design, the tunnel insulation, landscaping, wall finishes, changes to the Thompson Glen drainage design, Holy Cross ranch accommodations, a noise wall design, additional funding for right of way, and bid support.



Councilor Stepp asked for clarification on the timing of the project progressing while the ballot issue is still undecided.

Engineer Partch responded that with the current work being done, the project will spend past the amount budgeted in the contract, and until additional funds are authorized, work would have to be suspended. Partch commented that of the items requested, only one was included in the ballot measure and she would not authorize that part of the project until November when the measure will be voted on. Partch stated that she believes it is important to continue to bring the work to a 90% design completion.

Councilor Stepp asked about the third Environmental Assessment.

Engineer Partch replied that EA re-evaluations are common, the Grand Avenue Bridge had 4, and they are smaller in scope and cover things that weren't included in the original design. Partch stated that this current re-evaluation would cover the change from curb and gutter to bio-soils as well as what is believed to be the discovery of a historic jail site.

Councilor Wussow asked if this would bring us closer to "shovel ready" for the grant process.

Engineer Partch responded in the affirmative but said they still need to acquire right of way, which will be very expensive but outside sources, including RFTA, might be willing to help.

Councilor Kaup voiced concern about the 10-foot-high noise wall restricting wildlife access to the river as well as the general height.

Engineer Partch replied that the noise wall is a requirement of the Environmental Assessment as a list of mitigation measures once the neighborhood voted. Partch commented that they are going to ask the neighborhood to vote if a tree wall would be acceptable. Partch commented that all of the existing roads will be available to the wildlife.

1:59 Mayor opened the item for public comment.

Meryl Glickman, part-time resident, member of the board of Cardiff, commented that, speaking for the board, they would like to view alternatives of the wall so they can have their green space and have the wall farther out.

2:02 Mayor Godes closed the item for public comment.

***2:02 Councilor Hershey moved, seconded by Councilor Kaup, to approve the Southbridge design contract amendment from Jacobs.***

Mayor Godes asked for clarification that no funds towards the tunnel aspect of the project will be spent before November 5<sup>th</sup>.

Engineer Partch answered in the affirmative.

***Motion passed unanimously.***

## 2:04 Local Match for Hanging Lake Trail Restoration

City Manager Debra Figueroa presented. Figueroa commented that at the end of July, there were debris flows that decimated Hanging Lake Trail, Glenwood's #1 tourist destination. Figueroa commented that the Forrest Service is going to repair the trail in two phases. The first, which they hope to have done

next year, is to clear the trail and rebuild a rudimentary trail. The second will be a longer-term fix and make the trail more resilient to debris flow. Glenwood's role would be to partner with the Forrest Service to obtain grants. The initial grant that they are pursuing is a \$250,00 from CPW and it requires a \$50,000 match. They Forrest Service is also attempting to obtain a federal grant that requires a \$100,000 match. Figueroa stated that the request from Council is \$50,000 to put towards this effort.

2:06 Mayor Godes opened the item for public comment.

2:06 Mayor Godes closed the item for public comment.

***2:07 Councilor Stepp moved, seconded by Councilor Wussow, to allocate \$50,000 towards the fundraising efforts with the Forrest Service with the funds from the FAB.***

***Motion passed unanimously.***

2:08 Break

## 2:16 Affordable Housing Manager and Budget

Mayor Godes presented. Godes stated that there is currently a strategic plan that puts affordable housing as a priority. Godes commented that the last few City poles have indicated that affordable housing was also the #1 issue. Godes stated that he wanted to bring a discussion forth about putting the position of an Affordable Housing Manager into the 2022 budget using the unallocated funds budgeted from the excess tourism reserves for one year only, in preparation of the 2022 election. Godes stated that after the tax is voted on, Council can come back for a further discussion on whether to elongate the position.

Councilor Stepp asked whether we could use Garfield County Housing Authority for this time period instead.

Mayor Godes commented that Glenwood needs someone working solely for Glenwood who is prepping to work for a potential large revenue, and increased number of units.

Councilor Kaup commented that by listening to the community at the ballot initiative Council meeting, Council decided that the measures would be delayed while the plan was worked on. Kaup stated that she would rather have a position come from in-house and help create a plan for the community than to out-source the job.

Manager Figueroa stated that if this was something that Council wanted to have focused on full time, a new position would be extremely helpful. Figueroa commented that she would put a new position under Economic and Community Development. Figueroa stated that if this was a topic that Council wanted to just be "fit in" when there was time, a new position would not be required, and the current staff could manage.

Councilor Hershey commented that the City needs to wait until after they hear from what the voters want.

Mayor Godes commented that earlier in the meeting, Council voted to approve 8 affordable housing units and Glenwood needs to show their priorities by hiring a Housing Manager.

Councilor Wussow commented that this seemed a little premature and she was uncomfortable with a full-time position. Wussow stated that she would be ok with a part-time position.

Mayor Godes stated that for this type of position, a part-time opportunity would not bring in quality candidates. Godes commented that if an issue is a top priority, staff needs to be given support to manage it.

Councilor Kaup commented that in order to move forward, Council would need a job description for the position.

Manager Figueroa commented that Council does not usually approve job descriptions and requested that she brings back a description of how this position would operate within the organization and what the position would work on.

Assistant Director of Economic and Community Development, Hannah Klausman, volunteered to help with this process.

***2:42 Councilor Kaup moved, seconded by Mayor Godes, to have staff bring back details of how an Affordable Housing Manager would operate within the City and what the position would work on to the Council Meeting on October 21.***

Councilor Wussow stated that she would like to have this dialogue in a work session.

***Ayes: Godes, Stepp, Kaup, Wussow***

***Nays: Davis, Hershey***

***Motion Passed 4-2.***

2:44 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

Assistant City Manager, Jenn Ooton, presented. Ooton stated that this ordinance is designed to prohibit putting snow, ice, and debris into the right of way, in service of keeping the curbs and gutters maintained. Ooton commented that additionally, snow plowing and street sweeping are not construction noise.

2:46 Mayor Godes opened the item for public comment.

2:46 Mayor Godes closed the item for public comment.

***2:46 Councilor Stepp moved, seconded by Councilor Kaup, to adopt 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.***

***Motion passed unanimously.***

2:47 Resolution 2021-24 Temporarily Suspending Renewal Provisions of Accessory Tourist Rentals and Short-Term Rentals in the City

Economic and Community Development Planner 1, Emery Ellingson, presented. Ellingson stated that the purpose of this resolution is to wave the single requirement of showing proof that the permit holder has

submitted lodging tax during the last two years of their permit period. Ellingson commented that staff is requesting this waiver for two reasons- the first is a change to the state law that gives the managing sites the ability produce these fees in one lump sum, making it very difficult to track which property has paid. Ellingson stated the second is during certain periods in the past two years, Council did not allow permit holders to use their rentals and if permit holders are unable to show use, their permits will be pulled.

Chief Operating Officer, Steve Boyd, stated that when the City receives lump sums from big managing organizations, it is virtually impossible to tell where the funds came from.

Councilor Wussow commented that she is comfortable with this temporary waiver that gives staff the opportunity to decide how best to move forward. Wussow commented that she does want a permit holder to provide the dates of their rentals.

Councilor Stepp asked if there are the same problems with managing companies booking hotels.

COO Boyd answered in the affirmative.

Councilor Kaup wanted clarification that the permit holders are still required to pay taxes.

City Attorney Hanlon responded in the affirmative.

City Manager Figueroa commented that the collaboration between staff and Council with the initial Short-Term Rental issue was a perfect example of successfully solving a problem.

***3:08 Councilor Hershey moved, seconded by Mayor Godes, to approve Resolution 2021-24 Temporarily Suspending Renewal Provisions of Accessory Tourist Rentals and Short-Term Rentals in the City.***

***Motion passed 5-0 with Councilor Davis abstained.***

### 3:09 Report from City Administration

#### A. City Manager

City Manager Debra Figueroa asked if Council wanted to require masks to be worn in Council Chambers during City Council meetings.

Councilor Davis stated he does not want to require masks until the Governor advises for it.

***3:09 Mayor Godes moved, seconded by Councilor Stepp, to follow the Center for Disease Control's recommendation that all people wear masks in areas of high incident rate, and masks are worn regardless of vaccination, for City Council meetings.***

Councilor Davis asked why Council was going to start following the Federal guidelines and not the States.

Mayor Godes replied that Council has followed the Federal Government when they initially issued a mask order before anyone else in the state.

Manager Figueroa stated that the 14-day incident rate in Garfield County is in red, but the 7-day incident rate is in yellow.

Councilor Stepp commented that this is a time of caution and for Council to set an example for the community as well as be safe for staff, each other, and the members of the community who attend Council meetings.

***Ayes: Godes, Stepp, Kaup,***

***Nays: Wussow, Hershey, Davis***

***Motion Fails 3-3.***

Councilor Wussow commented that at the beginning of all Council meeting they recommend everyone wear a mask. Wussow stated that revoking personal freedoms is a slippery slope and Council needs to be consistent and unilateral in their execution.

B. City Attorney

None

C. Correspondence Incoming/Outgoing

None

***3:16 Councilor Stepp moved, seconded by Mayor Godes, to adjourn.***

***Motion passed 4-0.***



**City Council**  
**STAFF REPORT**  
**City of Glenwood Springs**  
**October 7, 2021**

|                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Agenda Item:</b>          | Resolution 2021-26 Adoption of Pricing for Food Waste Composting and Smoke Detector Recycling at the South Canyon Landfill                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| <b>Action Requested:</b>     | Approval of price structure for acceptance of food waste by the ton for composting and smoke detectors per each for recycling at the South Canyon Landfill.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| <b>Department:</b>           | Public Works                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <b>Presented By:</b>         | Matthew Langhorst, Public Works Director<br>Elizabeth Mauro, Landfill Manager                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| <b>Background Info:</b>      | <p>The landfill is already able to compost food waste. A specific price category will help us track waste diversion efforts and promote food waste composting. Increased food waste composting extends the life of the landfill, reduces methane emissions, and increases the amount of valuable, affordable soil amendment we sell back into the community. The suggested price covers the cost of processing into compost and will incentivize diversion.</p> <p>Smoke detector recycling is a unique program which will keep radioactive waste out of the landfill. Each smoke detector contains small amounts of this waste; recycling them helps the City avoid future issues with radioactive materials in leachate. The suggested price will cover the entire cost of the program.</p> |
| <b>Issues:</b>               | NA                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| <b>Staff Recommendation:</b> | Staff supports approval.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |

**RESOLUTION 2021-26**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY  
OF GLENWOOD SPRINGS, COLORADO, SETTING 2021  
LANDFILL FEES.**

**WHEREAS**, City Council sets fees for the Glenwood Springs Landfill Enterprise; and

**WHEREAS**, the most recent adjustment to Landfill fees was approved in July 2021; and

**WHEREAS**, recycling food waste and smoke detectors is beneficial to the environment;  
and

**WHEREAS**, the City's composting permit allows for the composting of food waste; and

**WHEREAS**, composting food waste will reduce the City's methane emissions; and

**WHEREAS**, smoke detectors contain radioactive material that should be recycled; and

**WHEREAS**, City staff recommends that the City establish and charge a fee for Food  
Waste and Smoke Detectors based on pricing set for on Exhibit A; and

**WHEREAS**, City staff recommends, and City Council agrees, that imposing the additional  
fees described on Exhibit A takes into account the needs of the community, the City, and  
the operational needs of the Landfill Enterprise and other area landfills;

**WHEREAS**, City Council wishes to implement updated fees for 2021 finding that they  
are necessary and appropriate.

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

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

**Section 2.** The City Council of the City of Glenwood Springs hereby adopts the Landfill Fee  
Schedule as set forth on **Exhibit A** attached hereto and incorporated herein, effective October 10,  
2021.

INTRODUCED, READ, AND PASSED THIS 7<sup>th</sup> DAY OF OCTOBER 2021.

CITY OF GLENWOOD SPRINGS, COLORADO

\_\_\_\_\_  
Jonathan Godes, Mayor

ATTEST:

\_\_\_\_\_  
Ryan Muse, City Clerk

Exhibit A

Landfill Price Update As of 9/9/2021

Food Waste and Smoke Detectors

| Item            | Price   | Unit |
|-----------------|---------|------|
| Food Waste      | \$12.00 | ton  |
| Smoke Detectors | \$10.00 | each |





**City Council**  
**STAFF REPORT**  
**City of Glenwood Springs**  
**October 7, 2021**

**Agenda Item:** FAB Grant Recommendations

**Action Requested:** Approve grant requests for swim and hockey teams.

**Department:** City Administration

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

**Background Info:** Each year the Financial Advisory Board makes a recommendation to Council to award certain grant applications and the amount of each. In 2020 these funds went to COVID relief instead of not-for-profits.

In 2021 there were \$235,231 in discretionary grant funds available (including \$75,730 carried forward from last year as a reserve.) Total applications received in 2021 were \$173,300 and Council approved \$148,800 in grants. Due to the recent changes a few groups that normally submit an application did not in 2021, including the Sopris Barracudas Swim Team and Grizzly Hockey. These entities submitted grant applications in September and FAB agreed to recommend they be fully funded in a unanimous vote.

**Issues:** These two applications are outside the normal grant cycle, but given the recent circumstances and the fact that their requests are funded every year FAB voted to make an exception in this case and award the funds.

Sopris Barracudas are asking for \$11,000; they were awarded \$7,600 in 2015, \$9,500 in 2016, \$10,925 in 2017 and \$7,500 in 2019.

Grizzly Hockey is asking for \$15,000; they received \$6,000 in 2015, \$15,820 in 2016, \$13,000 in 2017, \$12,000 in 2018 and \$12,500 in 2019.

The amount remaining in grant funds on the attachment is \$157,815. This amount includes the \$50,000 for community events that the City will invoice, and Council appropriated \$50,000 at the September 16th meeting to match a grant aimed at rebuilding the Hanging Lake Trail. If Council were to fund these requests the reserve would be \$31,815.

There was no reserve for discretionary grants in the A&I Fund until 2020 when we carried over \$10,307 to 2021. Before 2020 all grant funds were awarded.

**Staff Recommendation:** Staff supports funding these two grant requests.

## APPLICATION FORM

### APPLICANT INFORMATION

|                                                                                                                 |                           |
|-----------------------------------------------------------------------------------------------------------------|---------------------------|
| NAME: Glenwood Springs Youth Hockey Association                                                                 |                           |
| MAILING ADDRESS: PO Box 576, Glenwood Springs CO 81601                                                          |                           |
| APPLICANT CONTACT NAME: T.K. Kwiatkowski                                                                        | TITLE: Executive Director |
| ARE YOU THE PRIMARY CONTACT FOR THIS GRANT: <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO |                           |
| EMAIL: tk@gsyha.org                                                                                             |                           |
| TELEPHONE: (970) 366-7311                                                                                       |                           |
| FEIN: 84-1266080                                                                                                |                           |
| INDICATE WHETHER THIS APPLICATION IS FOR DISCRETIONARY OR TOURISM FUNDS: Discretionary                          |                           |

### GRANT REQUEST AND FINANCIAL INFORMATION

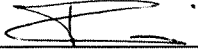
|                                                                                |
|--------------------------------------------------------------------------------|
| GRANT AMOUNT REQUESTED FOR 2021: \$15,000                                      |
| TOTAL OF ALL CURRENT RESERVES: \$30,190                                        |
| TOTAL APPROVED BUDGET FOR FISCAL 2021 (CURRENT BUDGET YEAR): \$205,502         |
| TOTAL ACTUAL OPERATING EXPENSES FOR FISCAL 2020 (PRIOR BUDGET YEAR): \$157,344 |
| TOTAL INCOME FROM ALL SOURCES FOR FISCAL 2020 (PRIOR BUDGET YEAR): \$139,505   |

## APPLICATION CHECKLIST

SUBMIT THIS APPLICATION WITH THE FOLLOWING REQUIRED DOCUMENTS IN THE FOLLOWING ORDER:

- ☐ Description of Organization and its activities: (two pages maximum)
- ☐ Use of Funds Summary (one page maximum)
- ☐ Description of how the COVID pandemic impacted your organization
- ☐ Response to Selection Criteria Questions in narrative form (three pages maximum)
- ☐ Copy of IRS determination letter as to 501(c)(3) or other not-for-profit status
- ☐ Colorado Secretary of State Certificate as nonprofit corporation in good standing
- ☐ List of current board of directors and officers
- ☐ List of all major contributors (\$2,000 and above) and amounts contributed, highest to lowest
- ☐ Year-end financial statements for fiscal year most recently ended
- ☐ IRS Form 990 (most current available)
- ☐ Approved budget for current fiscal year

By signing below, the applicant hereby certifies and warrants that any and all statements and representations, including all sources and uses of funds made in this Grant Application, are true and correct, and may be relied upon by the City of Glenwood Springs.

Authorized Signature:   
(From applicant organization)

Date: 09/17/21  
(mm/dd/yyyy)

Printed Name and Title:

T.K. KWATKOWSKI - GSYHA DIRECTOR

### **Description of Glenwood Springs Youth Hockey Association & It's Activities:**

The Glenwood Springs Youth Hockey Association (*GSYHA*) is a non-profit, 501(c)(3) organization, focusing on youth sports development through the sport of ice hockey. We have been a solvent organization since 1998, with approximately 200 member families each season.

GSYHA is an affiliate of the Colorado Amateur Hockey Association (*CAHA*), which in turn is an affiliate of the national governing body, USA Hockey (*USAH*). Our affiliation is reliant upon our compliance with USA Hockey rules and regulations, and adherence to USA Hockey's philosophy and commitment to teaching life lessons to our players, including but not limited to; athleticism, sportsmanship, team building & problem solving, a sense of competition and emotional resilience and maturity.

GSYHA plays within a State & nationally sanctioned league, the Western Colorado Hockey League (*WCHL*), this allows our travel families to participate in approximately 16 to 20 'league' games, along with tournament opportunities 3 to 5 times a year for another 20+ travel game opportunities. GSYHA also provides a Recreation level of gameplay for our younger players ages 8 and under; this age group comprises almost 30% of our entire membership.

In closing, our purpose/mission statement is below for your review:

"Glenwood Springs Youth Hockey provides our area youth the opportunity to learn and play hockey. As a non-profit organization we also have governance and management responsibilities. Grizzly Hockey is about the players and their athletic endeavors, but is also about our responsibilities as coaches, mentors, parents, and members of USA Hockey.

Coaches, parents, managers, and spectators should always recognize Grizzly Hockey programs go beyond the obvious mission of teaching and playing hockey. The greater mission is developing athleticism, character, sportsmanship, and self-esteem."

### **Use of Funds Summary by GSYHA**

Glenwood Springs Youth Hockey would utilize these grant funds to recoup losses sustained in our 2020/2021 season (see next page), along with help restore our general fund reserves to where we were one year ago today.

This general fund helps subsidize player involvement through our Scholarship funding, along with attempting to keep our player fees the lowest in the region. This is knowing we have increasing costs across the board; coaching expenses, tournament fees, and local ice time have all increased this past season, including equipment, fuel, etc..

**Description of how the COVID Pandemic impacted GSYHA:**

As we all know, many local businesses were impacted by the happenings of 2020; Glenwood Springs Youth Hockey was also heavily impacted, suffering a financial loss for the first time in many years.

Some of this financial loss was attributed to players & families wanting to stay home/protect themselves from exposure to the virus; this was mostly our returning travel players that participated within our association previously.

Another impact was facility limitations, put upon us for our younger aged participants, as we had to cap our 8U membership to comply with State, County & City guidelines. This essentially eliminating the opportunity to recoup funds we had lost from the older players not participating, along with growing our 8U age levels; FYI, our 8U numbers generally average around 60 to 70 players, in 2020/2021 we were capped at 50 participants.

Overall, the financial loss GSYAH sustained for the 2020/2021 season was over \$15,000. In a 'normal' or 'regular' season, we have consistently averaged a positive net gain of approximately \$5,000 to \$10,000 per fiscal year.

## SELECTION CRITERIA

All applicants must respond to the following questions in no more than three (3) pages. The three-page limit applies only to your answers to these questions, not to the Summary Form, Use of Funds Summary, or any supporting documentation.

---

1. Which needs within the City of Glenwood Springs does your organization serve, or will your special event or public program serve?
2. Describe your paid professional staff and your level of volunteer involvement.
3. Quantify the service level you provide to the citizens of the City of Glenwood Springs. How many City clients were served in your last full fiscal year in the program(s) for which you are requesting funds? What are the projections for the current year and next year? If funding a special event, how many participants to you expect, and will the event draw visitors to Glenwood Springs?
4. Highlight the desired 2021 goals and outcomes to be achieved with City of Glenwood Springs' funds. How will you define and measure your success as related to this funding request?
5. Describe your income stream(s), including fundraising efforts. If you are the local chapter of a national entity, explain how much funding it provides.
6. Have you used City of Glenwood Springs funds to receive additional funds from other sources? If so, what is the amount of leveraged funds received?
7. Has your organization had a deficit budget within the last three years? If so, how did you fund the deficit? What plans have you made to eliminate future deficits? Does your organization have a fund balance/reserve that is equal to or greater than six months of operating expenses? If so, how do you plan to use this reserve?

Blank fillable pages are provided for these answers (page 8-10).

## Selection Criteria:

Glenwood Springs Youth Hockey serves individuals and families in our area, with the vast majority living within Glenwood Springs. We serve our community by providing local youth ages 4 to 19 yrs. opportunities to develop athleticism, sportsmanship, team-building, and emotional resilience through the sport of youth hockey. We generally serve approximately 200 families as members of our organization.

GSYHA hosts multiple weekends of events, bringing in approximately 60 to 100 families (*per event*) from other regional organizations, 8 to 10 times a season. This creates multiple tax revenue streams for our community, through visitor stays (*lodging, restaurant visits, etc; hockey families spend a lot of money when they travel!!*).

Last season was the first in many that we experienced a financial loss for the season. Our goal for the 2021-2022 season is to operate with a modest net income through a combination of playing fees, private sector sponsorships and donations, and public sector grants. Our cash reserves are far less than 6 months of operating expenses and our goal is build those reserves while continuing to assess our members reasonable playing fees, and scholarships to our members who apply. In the past, we have received Discretionary Grant finds from the City of Glenwood Springs, these funds were not leveraged to obtain more funding at any time.

Currently we have 3 main fundraising efforts: our annual Golf tournament, our Dasher Advertisement sales campaign, and one annual 'special event', historically in conjunction with the Glenwood Caverns Adventure Park. The remaining income comes from various donors in the area, and the player fees we charge for participation within our programming.

GSYHA has one paid staff, T.K. Kwiatkowski, the Executive Director of Hockey Operations. GSYHA relies on many volunteer staff, including but no limited to; Coaches (40+), Team Managers (~ 10), a working Board of Directors (9), along with other parent volunteers that help with multiple on-site duties (scorekeeping, off-ice officials, check-in/check-out, etc.). GSYHA is truly a grass roots organization, with a strong sense of unity & family.





Department of the Treasury  
Internal Revenue Service

P.O. Box 2508  
Cincinnati OH 45201

In reply refer to: 0248352853  
Feb. 22, 2008 LTR 4168C E0  
84-1266080 000000 00 000  
00008478  
BODC: TE

GLENWOOD SPRINGS YOUTH HOCKEY ASSOC  
% PETER TIBBETTS  
PO BOX 576  
GLENWOOD SPGS CO 81602-0576762

009770

Employer Identification Number: 84-1266080  
Person to Contact: Mr. Schatz  
Toll Free Telephone Number: 1-877-829-5500

Dear Taxpayer:

This is in response to your request of Feb. 12, 2008, regarding your tax-exempt status.

Our records indicate that a determination letter was issued in July 1999, that recognized you as exempt from Federal income tax, and discloses that you are currently exempt under section 501(c)(3) of the Internal Revenue Code.

Our records also indicate you are not a private foundation within the meaning of section 509(a) of the Code because you are described in section 509(a)(2).

Donors may deduct contributions to you as provided in section 170 of the Code. Bequests, legacies, devises, transfers, or gifts to you or for your use are deductible for Federal estate and gift tax purposes if they meet the applicable provisions of sections 2055, 2106, and 2522 of the Code.

If you have any questions, please call us at the telephone number shown in the heading of this letter.

Sincerely yours,

*Michele M. Sullivan*

Michele M. Sullivan, Oper. Mgr.  
Accounts Management Operations I

OFFICE OF THE SECRETARY OF STATE  
OF THE STATE OF COLORADO

**CERTIFICATE OF FACT OF GOOD STANDING**

I, Jena Griswold, as the Secretary of State of the State of Colorado, hereby certify that, according to the records of this office,

Glenwood Springs Youth Hockey Association

is a

Nonprofit Corporation

formed or registered on 09/12/2018 under the law of Colorado, has complied with all applicable requirements of this office, and is in good standing with this office. This entity has been assigned entity identification number 20181720631 .

This certificate reflects facts established or disclosed by documents delivered to this office on paper through 09/15/2021 that have been posted, and by documents delivered to this office electronically through 09/16/2021 @ 12:07:50 .

I have affixed hereto the Great Seal of the State of Colorado and duly generated, executed, and issued this official certificate at Denver, Colorado on 09/16/2021 @ 12:07:50 in accordance with applicable law. This certificate is assigned Confirmation Number 13444109 .



*Jena Griswold*

Secretary of State of the State of Colorado

\*\*\*\*\*End of Certificate\*\*\*\*\*

*Notice: A certificate issued electronically from the Colorado Secretary of State's Web site is fully and immediately valid and effective. However, as an option, the issuance and validity of a certificate obtained electronically may be established by visiting the Validate a Certificate page of the Secretary of State's Web site, <http://www.sos.state.co.us/biz/CertificateSearchCriteria.do> entering the certificate's confirmation number displayed on the certificate, and following the instructions displayed. Confirming the issuance of a certificate is merely optional and is not necessary to the valid and effective issuance of a certificate. For more information, visit our Web site, <http://www.sos.state.co.us/> click "Businesses, trademarks, trade names" and select "Frequently Asked Questions."*

| 2021-2022 Member Officers-Directors                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                           |                   |                                      |                                                                  |                                                                                |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------|-------------------|--------------------------------------|------------------------------------------------------------------|--------------------------------------------------------------------------------|
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                           |                   |                                      |                                                                  |                                                                                |
| <b>Association</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Glenwood Springs Youth Hockey Association |                   | <b>Member Status</b>                 | Association                                                      |                                                                                |
| <b>Assoc Address</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | P.O. Box 576 Glenwood Springs, CO 81601   |                   | <b>Phone Number</b>                  | 970-366-7311                                                     |                                                                                |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                           |                   | <b>Website</b>                       | <a href="http://www.grizzlyhockey.com">www.grizzlyhockey.com</a> |                                                                                |
| <b>Make sure you include your Association in the file name you send to CAHA</b>                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                           |                   |                                      |                                                                  |                                                                                |
| <b>Please use the following Positions - Do not combine or change the Position Titles below. If you do not have the position; leave it blank. If an individual fills more than one (1) position; list them multiple times. The following positions are used to generate the CAHA Email Lists. If you do not have one of the positions, see the CAHA Note to determine who you may want to list, i.e., for Hockey Director; list the individual that you want to be copied on all hockey related information.</b> |                                           |                   |                                      |                                                                  |                                                                                |
| <b>Position</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <b>Last Name</b>                          | <b>First Name</b> | <b>Phone Number</b><br>Enter #s only | <b>Email</b>                                                     | <b>CAHA Note</b>                                                               |
| President                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Tharp                                     | Hamilton          | 970-618-1247                         | <a href="mailto:htharp@gsyha.org">htharp@gsyha.org</a>           | Primary POC per CAHA Bylaws                                                    |
| Designated Representative                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Kwiatkowski                               | T.K.              | 970-366-7311                         | <a href="mailto:tk@gsyha.org">tk@gsyha.org</a>                   | One individual designated by the President. Will be cc'd on all correspondence |
| Treasurer                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Boyd                                      | Mary              | 970-420-7887                         | <a href="mailto:mboydgsyha.org">mboydgsyha.org</a>               | Will be cc'd on all financial correspondence                                   |
| Secretary                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Ottoson                                   | Tiffany           | 970-618-0469                         | <a href="mailto:tottoson@gsyha.org">tottoson@gsyha.org</a>       | Will be cc'd on all policy correspondence                                      |
| Designated Representative                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Kwiatkowski                               | T.K.              | 970-366-7311                         | <a href="mailto:tk@gsyha.org">tk@gsyha.org</a>                   | Will be cc'd on all team registration info                                     |
| Hockey Director                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Kwiatkowski                               | T.K.              | 970-366-7311                         | <a href="mailto:tk@gsyha.org">tk@gsyha.org</a>                   | Will be cc'd on all hockey related emails                                      |
| SafeSport Coordinator                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Coleman                                   | Cassie            | 970-309-0000                         | <a href="mailto:safesport@gsyha.org">safesport@gsyha.org</a>     | Required for SafeSport Program                                                 |
| ADM Coordinator                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Kwiatkowski                               | T.K.              | 970-366-7311                         | <a href="mailto:tk@gsyha.org">tk@gsyha.org</a>                   | Required for all with U12, U10, and/or U8 Teams                                |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                           |                   |                                      |                                                                  |                                                                                |
| <b>List all additional Board of Directors or Officers.</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                           |                   |                                      |                                                                  |                                                                                |
| <b>Position</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <b>Last Name</b>                          | <b>First Name</b> | <b>Phone Number</b><br>Enter #s only | <b>Email</b>                                                     | <b>Comment (If Required)</b>                                                   |
| Vice President                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Weir                                      | Phil              | 970-948-5522                         | <a href="mailto:pweir@gsyha.org">pweir@gsyha.org</a>             |                                                                                |
| Member                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | McGown                                    | Leigh             | 970-948-3581                         | <a href="mailto:lmcgown@gsyha.org">lmcgown@gsyha.org</a>         |                                                                                |
| Member                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Guy                                       | Peter             | 970-319-7974                         | <a href="mailto:pguy@gsyha.org">pguy@gsyha.org</a>               |                                                                                |
| Member                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Amy                                       | Roberts           | 970-309-5979                         | <a href="mailto:aroberts@gsyha.org">aroberts@gsyha.org</a>       |                                                                                |
| Member                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Julie                                     | Wilson            | 480-694-2446                         | <a href="mailto:jwilson@gsyha.org">jwilson@gsyha.org</a>         |                                                                                |
| <b>NOTICE:</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                           |                   |                                      |                                                                  |                                                                                |
| <b>** DO NOT USE THE SAME PHONE AND/OR EMAIL FOR MEMBERS</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                           |                   |                                      |                                                                  |                                                                                |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                           |                   |                                      |                                                                  |                                                                                |
| <b>** THIS FORM MUST BE COMPLETE - PLEASE DO NOT SUBMIT UNTIL ALL REQUIRED DATA IS PROVIDED</b>                                                                                                                                                                                                                                                                                                                                                                                                                 |                                           |                   |                                      |                                                                  |                                                                                |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                           |                   |                                      |                                                                  |                                                                                |
| <b>** MUST INCLUDE THE SAFESPORT COORDINATOR - CANNOT BE THE HOCKEY DIRECTOR OR EQUALVILENT</b>                                                                                                                                                                                                                                                                                                                                                                                                                 |                                           |                   |                                      |                                                                  |                                                                                |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                           |                   |                                      |                                                                  |                                                                                |
| <b>** MUST INCLUDE THE ADM COORDINATOR</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                           |                   |                                      |                                                                  |                                                                                |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                           |                   |                                      |                                                                  |                                                                                |
| <b>** CAHA DOES NOT SHARE THIS INFORMATION OUTSIDE OF THE EXECUTIVE COMMITTEE</b>                                                                                                                                                                                                                                                                                                                                                                                                                               |                                           |                   |                                      |                                                                  |                                                                                |

**2020/2021 GSYHS Major Contributors:**

Integrated Mountain Properties: \$5,000

Alpine Bank: \$3,000



2020-21  
YEAR END SUMMARY  
September 2020 - August 2021

**Income**

|                                                     |                  |
|-----------------------------------------------------|------------------|
| 4010.1 · Dasher Board Sales/Team Sponsors           | \$18,550         |
| 4010.3 · City Market Card                           | \$3,398          |
| 4010 · Indiv/business contribution - Other          | <u>\$1,728</u>   |
| Total 4010 · Individual/business contribution       | \$23,676         |
| 4140 · Gifts in kind - noncash                      | \$525            |
| 4540.2 · Garfield County                            | <u>\$1,500</u>   |
| Total 4540 · Local government grants                | \$2,025          |
| <b>Total 4 · Contributed support</b>                | <b>\$25,701</b>  |
| 5180 · Reg fees (Program Services)                  | \$98,640         |
| 5182 · Fall Midget Hockey Reg Fees                  | <u>\$13,223</u>  |
| <b>Total 5 · Earned revenues</b>                    | <b>\$111,863</b> |
| 5811 · Golf Tournament & Other                      | \$1,942          |
| <b>Total 5810 · Special events revenue(nongift)</b> | <b>\$1,942</b>   |
| <b>Total Income</b>                                 | <b>\$139,505</b> |

**Expense**

|                                                       |                       |
|-------------------------------------------------------|-----------------------|
| 6560 · Pinnocol Comp Expenses                         | \$820                 |
| 7040 · Scholarships Awarded                           | <u>\$2,163</u>        |
| <b>Total 7000 · Grant &amp; contract expense</b>      | <b>\$2,983</b>        |
| 7205 · Payroll Processing                             | \$849                 |
| 7220 · Salaries & wages - other                       | \$57,329              |
| 7250 · Payroll taxes                                  | <u>\$5,442</u>        |
| <b>Total 7200 · Salaries &amp; related expenses</b>   | <b>\$63,620</b>       |
| 7520 · Accounting fees                                | \$1,800               |
| 7530 · Legal fees                                     | \$4,052               |
| 7540 · Professional fees - other                      | \$6,070               |
| 7560 · Referees                                       | \$0                   |
| 7570 · Dasher Board Install/production                | <u>\$0</u>            |
| <b>Total 7500 · Contract services</b>                 | <b>\$11,922</b>       |
| 8110 · Supplies                                       | \$873                 |
| 8112 · Non-Inventory Uniform/Equip Exp                | -\$149                |
| 8130 · Telephone & telecommunications                 | \$1,546               |
| 8140 · Postage, shipping, delivery                    | \$257                 |
| 8170 · Printing & copying                             | <u>\$577</u>          |
| <b>Total 8100 · Non-personnel expenses</b>            | <b>\$3,104</b>        |
| 8215 · Ice Time - Local                               | \$46,707              |
| 8216 · Fall Hockey Ice rental                         | <u>\$5,169</u>        |
| <b>Total 8200 · Facility &amp; equipment expenses</b> | <b>\$51,875</b>       |
| 8310 · Game Travel (non-tournament)                   | <u>\$1,840</u>        |
| <b>Total 8300 · Travel &amp; meetings expenses</b>    | <b>\$1,840</b>        |
| 8530 · Membership dues - organization                 | \$76                  |
| 8535 · Tournaments                                    | \$16,346              |
| 8540 · Staff development                              | \$2,203               |
| 8500 · Other expenses - Other                         | <u>\$570</u>          |
| <b>Total 8500 · Other expenses</b>                    | <b>\$19,195</b>       |
| 8610 · Bad debt expense                               | <u>\$2,805</u>        |
| <b>Total 8600 · Business expenses</b>                 | <b>\$2,805</b>        |
| <b>Total Expense</b>                                  | <b>\$157,344</b>      |
| <b>Net Income/(LOSS)</b>                              | <b>\$ (17,838.44)</b> |

**Balance Sheet Information (Accrual Basis) thru August 25, 2021**

|                                     |                     |
|-------------------------------------|---------------------|
| Checking/Savings                    | \$ 30,190.36        |
| Accounts Receivable                 | \$ 17,698.80        |
| <b>Total Assets</b>                 | <b>\$ 47,889.16</b> |
| <b>Total Liabilities</b>            | <b>\$0.00</b>       |
| Retained Earnings                   | 65,727.60           |
| Total Net Income/(Loss)             | \$ (17,838.44)      |
| <b>Total Equity</b>                 | <b>\$ 47,889.16</b> |
| <b>Total Liabilities and Equity</b> | <b>\$ 47,889.16</b> |

**Caution:** Forms printed from within Adobe Acrobat may not meet IRS or state taxing agency specifications. When using Acrobat, select the "Actual Size" in the Adobe "Print" dialog.

CLIENT'S COPY

COPY



DALBY, WENDLAND & CO., P.C.

Glenwood Springs

*CPAs and Business Advisors* 201 Centennial Street, #300 • P.O. Box 1150 • Glenwood Springs, CO 81602  
Phone: (970) 945-8575 • Fax: (970) 945-9236

Glenwood Springs Youth Hockey Associatio  
P.O. Box 576  
Glenwood Springs, CO 81602

Glenwood Springs Youth Hockey Associatio:

Enclosed are the original and one copy of the 2019 Exempt  
Organization return, as follows...

2019 Form 990-EZ

Each original should be dated, signed and filed in accordance  
with the filing instructions. The copy should be retained  
for your files.

Very truly yours,

DALBY, WENDLAND & CO., P.C.

## Filing Instructions

**Prepared for:**

Glenwood Springs Youth Hockey Associ  
P.O. Box 576  
Glenwood Springs, CO 81602

**Prepared by:**

DALBY, WENDLAND & CO., P.C.  
P.O. BOX 1150  
GLENWOOD SPRINGS, CO 81602-1150

2019 FORM 990-EZ

**Electronic Filing:**

This return has been prepared for electronic filing. If you wish to have it transmitted electronically to the IRS, please sign, date, and return Form 8879-EO to our office. We will then submit the electronic return to the IRS. Do not mail a paper copy of the return to the IRS. Return Form 8879-EO to us by July 15, 2021.



\*\*\*\*\* THIS IS NOT A FILEABLE COPY \*\*\*\*\*

# IRS e-file Signature Authorization for an Exempt Organization

OMB No. 1545-1878

Form **8879-EO**

For calendar year 2019, or fiscal year beginning SEP 1, 2019, and ending AUG 31, 2020

**2019**

Department of the Treasury  
Internal Revenue Service

▶ **Do not send to the IRS. Keep for your records.**  
▶ **Go to [www.irs.gov/Form8879EO](http://www.irs.gov/Form8879EO) for the latest information.**

Name of exempt organization

Employer identification number

**GLENWOOD SPRINGS YOUTH HOCKEY ASSOCIATIO**

**\*\* - \*\*\* 6080**

Name and title of officer

**JAY MENCIMER**  
**TREASURER**

## Part I Type of Return and Return Information (Whole Dollars Only)

Check the box for the return for which you are using this Form 8879-EO and enter the applicable amount, if any, from the return. If you check the box on line **1a**, **2a**, **3a**, **4a**, or **5a**, below, and the amount on that line for the return being filed with this form was blank, then leave line **1b**, **2b**, **3b**, **4b**, or **5b**, whichever is applicable, blank (do not enter -0-). But, if you entered -0- on the return, then enter -0- on the applicable line below. **Do not** complete more than one line in Part I.

|                                                                        |                                                                                  |                           |
|------------------------------------------------------------------------|----------------------------------------------------------------------------------|---------------------------|
| <b>1a</b> Form 990 check here ▶ <input type="checkbox"/>               | <b>b Total revenue</b> , if any (Form 990, Part VIII, column (A), line 12) ..... | <b>1b</b> .....           |
| <b>2a</b> Form 990-EZ check here ▶ <input checked="" type="checkbox"/> | <b>b Total revenue</b> , if any (Form 990-EZ, line 9) .....                      | <b>2b</b> <u>182,289.</u> |
| <b>3a</b> Form 1120-POL check here ▶ <input type="checkbox"/>          | <b>b Total tax</b> (Form 1120-POL, line 22) .....                                | <b>3b</b> .....           |
| <b>4a</b> Form 990-PF check here ▶ <input type="checkbox"/>            | <b>b Tax based on investment income</b> (Form 990-PF, Part VI, line 5) .....     | <b>4b</b> .....           |
| <b>5a</b> Form 8868 check here ▶ <input type="checkbox"/>              | <b>b Balance Due</b> (Form 8868, line 3c) .....                                  | <b>5b</b> .....           |

## Part II Declaration and Signature Authorization of Officer

Under penalties of perjury, I declare that I am an officer of the above organization and that I have examined a copy of the organization's 2019 electronic return and accompanying schedules and statements and to the best of my knowledge and belief, they are true, correct, and complete. I further declare that the amount in Part I above is the amount shown on the copy of the organization's electronic return. I consent to allow my intermediate service provider, transmitter, or electronic return originator (ERO) to send the organization's return to the IRS and to receive from the IRS (a) an acknowledgement of receipt or reason for rejection of the transmission, (b) the reason for any delay in processing the return or refund, and (c) the date of any refund. If applicable, I authorize the U.S. Treasury and its designated Financial Agent to initiate an electronic funds withdrawal (direct debit) entry to the financial institution account indicated in the tax preparation software for payment of the organization's federal taxes owed on this return, and the financial institution to debit the entry to this account. To revoke a payment, I must contact the U.S. Treasury Financial Agent at 1-888-353-4537 no later than 2 business days prior to the payment (settlement) date. I also authorize the financial institutions involved in the processing of the electronic payment of taxes to receive confidential information necessary to answer inquiries and resolve issues related to the payment. I have selected a personal identification number (PIN) as my signature for the organization's electronic return and, if applicable, the organization's consent to electronic funds withdrawal.

Officer's PIN: check one box only

☒ I authorize DALBY, WENDLAND & CO., P.C. to enter my PIN 65763  
ERO firm name Enter five numbers, but do not enter all zeros

as my signature on the organization's tax year 2019 electronically filed return. If I have indicated within this return that a copy of the return is being filed with a state agency(ies) regulating charities as part of the IRS Fed/State program, I also authorize the aforementioned ERO to enter my PIN on the return's disclosure consent screen.

☐ As an officer of the organization, I will enter my PIN as my signature on the organization's tax year 2019 electronically filed return. If I have indicated within this return that a copy of the return is being filed with a state agency(ies) regulating charities as part of the IRS Fed/State program, I will enter my PIN on the return's disclosure consent screen.

Officer's signature ▶ \*\*\*\*\* THIS IS NOT A FILEABLE COPY \*\*\* Date ▶

## Part III Certification and Authentication

ERO's EFIN/PIN. Enter your six-digit electronic filing identification number (EFIN) followed by your five-digit self-selected PIN.

**84392256763**

Do not enter all zeros

I certify that the above numeric entry is my PIN, which is my signature on the 2019 electronically filed return for the organization indicated above. I confirm that I am submitting this return in accordance with the requirements of **Pub. 4163**, Modernized e-File (MeF) Information for Authorized IRS e-file Providers for Business Returns.

ERO's signature ▶ Date ▶

**ERO Must Retain This Form - See Instructions**  
**Do Not Submit This Form to the IRS Unless Requested To Do So**

LHA For Paperwork Reduction Act Notice, see instructions.

Form **8879-EO** (2019)

EXTENDED TO JULY 15, 2021

## Short Form

OMB No. 1545-0047

Form **990-EZ**

## Return of Organization Exempt From Income Tax

Under section 501(c), 527, or 4947(a)(1) of the Internal Revenue Code (except private foundations)

**2019**Open to Public  
InspectionDepartment of the Treasury  
Internal Revenue Service

▶ Do not enter social security numbers on this form, as it may be made public.

▶ Go to [www.irs.gov/Form990EZ](http://www.irs.gov/Form990EZ) for instructions and the latest information.A For the 2019 calendar year, or tax year beginning **SEP 1, 2019** and ending **AUG 31, 2020**

- B Check if applicable:
- ☐ Address change
- ☐ Name change
- ☐ Initial return
- ☐ Final return/terminated
- ☐ Amended return
- ☐ Application pending

C Name of organization

**GLENWOOD SPRINGS YOUTH HOCKEY ASSOCIATIO**

Number and street (or P.O. box if mail is not delivered to street address)

**P.O. BOX 576**

Room/suite

City or town, state or province, country, and ZIP or foreign postal code

**GLENWOOD SPRINGS, CO 81602**

D Employer identification number

**\*\* - \*\*\*6080**

E Telephone number

**970-309-1278**F Group Exemption  
Number ▶G Accounting Method: ☒ Cash ☐ Accrual Other (specify) ▶I Website: ▶ **WWW.GRIZZLYHOCKEY.COM**J Tax-exempt status (check only one) — ☒ 501(c)(3) ☐ 501(c)( ) (insert no.) ☐ 4947(a)(1) or ☐ 527H Check ☒ if the organization is  
not required to attach Schedule B  
(Form 990, 990-EZ, or 990-PF).K Form of organization: ☐ Corporation ☐ Trust ☒ Association ☐ OtherL Add lines 5b, 6c, and 7b to line 9 to determine gross receipts. If gross receipts are \$200,000 or more, or if total assets (Part II, column (B)) are \$500,000 or more, file Form 990 instead of Form 990-EZ ▶ \$ **182,289.****Part I Revenue, Expenses, and Changes in Net Assets or Fund Balances** (see the instructions for Part I)Check if the organization used Schedule O to respond to any question in this Part I ☒

|            |                                                                                                                                                                                                            |                                                                                                                                                  |                 |                 |
|------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|-----------------|
| Revenue    | 1                                                                                                                                                                                                          | Contributions, gifts, grants, and similar amounts received                                                                                       | 1               | <b>67,824.</b>  |
|            | 2                                                                                                                                                                                                          | Program service revenue including government fees and contracts                                                                                  | 2               | <b>113,914.</b> |
|            | 3                                                                                                                                                                                                          | Membership dues and assessments                                                                                                                  | 3               |                 |
|            | 4                                                                                                                                                                                                          | Investment income                                                                                                                                | 4               |                 |
|            | 5a                                                                                                                                                                                                         | Gross amount from sale of assets other than inventory                                                                                            | 5a              |                 |
|            | b                                                                                                                                                                                                          | Less: cost or other basis and sales expenses                                                                                                     | 5b              |                 |
|            | c                                                                                                                                                                                                          | Gain or (loss) from sale of assets other than inventory (subtract line 5b from line 5a)                                                          | 5c              |                 |
|            | 6                                                                                                                                                                                                          | Gaming and fundraising events:                                                                                                                   |                 |                 |
|            | a                                                                                                                                                                                                          | Gross income from gaming (attach Schedule G if greater than \$15,000)                                                                            | 6a              |                 |
| b          | Gross income from fundraising events (not including \$ of contributions from fundraising events reported on line 1) (attach Schedule G if the sum of such gross income and contributions exceeds \$15,000) | 6b                                                                                                                                               | <b>551.</b>     |                 |
| c          | Less: direct expenses from gaming and fundraising events                                                                                                                                                   | 6c                                                                                                                                               |                 |                 |
| d          | Net income or (loss) from gaming and fundraising events (add lines 6a and 6b and subtract line 6c)                                                                                                         | 6d                                                                                                                                               | <b>551.</b>     |                 |
| 7a         | Gross sales of inventory, less returns and allowances                                                                                                                                                      | 7a                                                                                                                                               |                 |                 |
| b          | Less: cost of goods sold                                                                                                                                                                                   | 7b                                                                                                                                               |                 |                 |
| c          | Gross profit or (loss) from sales of inventory (subtract line 7b from line 7a)                                                                                                                             | 7c                                                                                                                                               |                 |                 |
| 8          | Other revenue (describe in Schedule O)                                                                                                                                                                     | 8                                                                                                                                                |                 |                 |
| 9          | <b>Total revenue.</b> Add lines 1, 2, 3, 4, 5c, 6d, 7c, and 8 ▶                                                                                                                                            | 9                                                                                                                                                | <b>182,289.</b> |                 |
| Expenses   | 10                                                                                                                                                                                                         | Grants and similar amounts paid (list in Schedule O) <b>SEE SCHEDULE O</b>                                                                       | 10              | <b>4,856.</b>   |
|            | 11                                                                                                                                                                                                         | Benefits paid to or for members                                                                                                                  | 11              |                 |
|            | 12                                                                                                                                                                                                         | Salaries, other compensation, and employee benefits                                                                                              | 12              | <b>50,721.</b>  |
|            | 13                                                                                                                                                                                                         | Professional fees and other payments to independent contractors                                                                                  | 13              | <b>12,364.</b>  |
|            | 14                                                                                                                                                                                                         | Occupancy, rent, utilities, and maintenance                                                                                                      | 14              | <b>41,242.</b>  |
|            | 15                                                                                                                                                                                                         | Printing, publications, postage, and shipping                                                                                                    | 15              | <b>1,240.</b>   |
|            | 16                                                                                                                                                                                                         | Other expenses (describe in Schedule O) <b>SEE SCHEDULE O</b>                                                                                    | 16              | <b>74,915.</b>  |
|            | 17                                                                                                                                                                                                         | <b>Total expenses.</b> Add lines 10 through 16 ▶                                                                                                 | 17              | <b>185,338.</b> |
| Net Assets | 18                                                                                                                                                                                                         | Excess or (deficit) for the year (subtract line 17 from line 9)                                                                                  | 18              | <b>-3,049.</b>  |
|            | 19                                                                                                                                                                                                         | Net assets or fund balances at beginning of year (from line 27, column (A)) (must agree with end-of-year figure reported on prior year's return) | 19              | <b>48,857.</b>  |
|            | 20                                                                                                                                                                                                         | Other changes in net assets or fund balances (explain in Schedule O)                                                                             | 20              | <b>0.</b>       |
|            | 21                                                                                                                                                                                                         | Net assets or fund balances at end of year. Combine lines 18 through 20 ▶                                                                        | 21              | <b>45,808.</b>  |

LHA For Paperwork Reduction Act Notice, see the separate instructions.

Form **990-EZ** (2019)

**Part II Balance Sheets** (see the instructions for Part II)Check if the organization used Schedule O to respond to any question in this Part II ☐

|                                                                                | (A) Beginning of year |    | (B) End of year |
|--------------------------------------------------------------------------------|-----------------------|----|-----------------|
| 22 Cash, savings, and investments                                              | 48,857.               | 22 | 45,808.         |
| 23 Land and buildings                                                          |                       | 23 |                 |
| 24 Other assets (describe in Schedule O)                                       |                       | 24 |                 |
| 25 Total assets                                                                | 48,857.               | 25 | 45,808.         |
| 26 Total liabilities (describe in Schedule O)                                  | 0.                    | 26 | 0.              |
| 27 Net assets or fund balances (line 27 of column (B) must agree with line 21) | 48,857.               | 27 | 45,808.         |

**Part III Statement of Program Service Accomplishments** (see the instructions for Part III)Check if the organization used Schedule O to respond to any question in this Part III ☒What is the organization's primary exempt purpose? SEE SCHEDULE O

Describe the organization's program service accomplishments for each of its three largest program services, as measured by expenses. In a clear and concise manner, describe the services provided, the number of persons benefited, and other relevant information for each program title.

**Expenses**  
 (Required for section 501(c)(3) and 501(c)(4) organizations; optional for others.)

|                                                                                                                                    |     |          |
|------------------------------------------------------------------------------------------------------------------------------------|-----|----------|
| 28 YOUTH HOCKEY PLAYER DEVELOPMENT FOR APPROXIMATELY 140 YOUTH AGES 6 TO 14.                                                       |     |          |
| (Grants \$ ) If this amount includes foreign grants, check here <input type="checkbox"/>                                           | 28a | 107,750. |
| 29 PROVIDE TOURNAMENT PLAY FOR APPROXIMATELY 100 COMPETITIVE YOUTH HOCKEY PLAYERS AGAINST OTHER LEAGUE TEAMS IN COLORADO.          |     |          |
| (Grants \$ ) If this amount includes foreign grants, check here <input type="checkbox"/>                                           | 29a | 10,404.  |
| 30 PROVIDE TOURNAMENT PLAY FOR APPROXIMATELY 100 COMPETITIVE YOUTH HOCKEY PLAYERS WITH OTHER TEAMS INSIDE AND OUTSIDE OF COLORADO. |     |          |
| (Grants \$ ) If this amount includes foreign grants, check here <input type="checkbox"/>                                           | 30a | 29,609.  |
| 31 Other program services (describe in Schedule O)                                                                                 |     |          |
| (Grants \$ ) If this amount includes foreign grants, check here <input type="checkbox"/>                                           | 31a |          |
| 32 Total program service expenses (add lines 28a through 31a)                                                                      | 32  | 147,763. |

**Part IV List of Officers, Directors, Trustees, and Key Employees** (list each one even if not compensated - see the instructions for Part IV)Check if the organization used Schedule O to respond to any question in this Part IV ☐

| (a) Name and title                      | (b) Average hours per week devoted to position | (c) Reportable compensation (Forms W-2/1099-MISC) (if not paid, enter -0-) | (d) Health benefits, contributions to employee benefit plans, and deferred compensation | (e) Estimated amount of other compensation |
|-----------------------------------------|------------------------------------------------|----------------------------------------------------------------------------|-----------------------------------------------------------------------------------------|--------------------------------------------|
| PETER GUY<br>BOARD MEMBER               | 1.00                                           | 0.                                                                         | 0.                                                                                      | 0.                                         |
| LEIGH MCGOWN<br>BOARD MEMBER            | 1.00                                           | 0.                                                                         | 0.                                                                                      | 0.                                         |
| TIFFANY OTTOSEN<br>SECRETARY            | 1.00                                           | 0.                                                                         | 0.                                                                                      | 0.                                         |
| AMY ROBERTS<br>BOARD MEMBER             | 1.00                                           | 0.                                                                         | 0.                                                                                      | 0.                                         |
| JULIE RIPPY<br>BOARD MEMBER             | 1.00                                           | 0.                                                                         | 0.                                                                                      | 0.                                         |
| PHIL WEIR<br>VP                         | 1.00                                           | 0.                                                                         | 0.                                                                                      | 0.                                         |
| HAM THARP<br>PRESIDENT                  | 2.00                                           | 0.                                                                         | 0.                                                                                      | 0.                                         |
| JAY MENCIMER<br>TREASURER               | 3.00                                           | 0.                                                                         | 0.                                                                                      | 0.                                         |
| TIMOTHY KWIATKOWSKI<br>PROGRAM DIRECTOR | 40.00                                          | 50,000.                                                                    | 0.                                                                                      | 0.                                         |
|                                         |                                                |                                                                            |                                                                                         |                                            |
|                                         |                                                |                                                                            |                                                                                         |                                            |
|                                         |                                                |                                                                            |                                                                                         |                                            |
|                                         |                                                |                                                                            |                                                                                         |                                            |

| <b>Part V Other Information</b> (Note the Schedule A and personal benefit contract statement requirements in the instructions for Part V.) Check if the organization used Sch. O to respond to any question in this Part V <span style="float: right;"><input checked="" type="checkbox"/></span>                                                                   |            |     | Yes | No |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|-----|-----|----|
| <b>33</b> Did the organization engage in any significant activity not previously reported to the IRS? If "Yes," provide a detailed description of each activity in Schedule O .....                                                                                                                                                                                 | <b>33</b>  |     |     | X  |
| <b>34</b> Were any significant changes made to the organizing or governing documents? If "Yes," attach a conformed copy of the amended documents if they reflect a change to the organization's name. Otherwise, explain the change on Schedule O. See instructions .....                                                                                           | <b>34</b>  |     |     | X  |
| <b>35a</b> Did the organization have unrelated business gross income of \$1,000 or more during the year from business activities (such as those reported on lines 2, 6a, and 7a, among others)? .....                                                                                                                                                               | <b>35a</b> |     |     | X  |
| <b>b</b> If "Yes" to line 35a, has the organization filed a Form 990-T for the year? If "No," provide an explanation in Schedule O .....                                                                                                                                                                                                                            | <b>35b</b> | N/A |     |    |
| <b>c</b> Was the organization a section 501(c)(4), 501(c)(5), or 501(c)(6) organization subject to section 6033(e) notice, reporting, and proxy tax requirements during the year? If "Yes," complete Schedule C, Part III .....                                                                                                                                     | <b>35c</b> |     |     | X  |
| <b>36</b> Did the organization undergo a liquidation, dissolution, termination, or significant disposition of net assets during the year? If "Yes," complete applicable parts of Schedule N .....                                                                                                                                                                   | <b>36</b>  |     |     | X  |
| <b>37a</b> Enter amount of political expenditures, direct or indirect, as described in the instructions ..... <span style="float: right;"><b>37a</b></span> <span style="float: right;">0.</span>                                                                                                                                                                   |            |     |     |    |
| <b>b</b> Did the organization file <b>Form 1120-POL</b> for this year? .....                                                                                                                                                                                                                                                                                        | <b>37b</b> |     |     | X  |
| <b>38a</b> Did the organization borrow from, or make any loans to, any officer, director, trustee, or key employee; or were any such loans made in a prior year and still outstanding at the end of the tax year covered by this return? .....                                                                                                                      | <b>38a</b> |     |     | X  |
| <b>b</b> If "Yes," complete Schedule L, Part II, and enter the total amount involved .....                                                                                                                                                                                                                                                                          | <b>38b</b> | N/A |     |    |
| <b>39</b> Section 501(c)(7) organizations. Enter:                                                                                                                                                                                                                                                                                                                   |            |     |     |    |
| <b>a</b> Initiation fees and capital contributions included on line 9 .....                                                                                                                                                                                                                                                                                         | <b>39a</b> | N/A |     |    |
| <b>b</b> Gross receipts, included on line 9, for public use of club facilities .....                                                                                                                                                                                                                                                                                | <b>39b</b> | N/A |     |    |
| <b>40a</b> Section 501(c)(3) organizations. Enter amount of tax imposed on the organization during the year under:<br>section 4911 <span style="float: right;">0.</span> ; section 4912 <span style="float: right;">0.</span> ; section 4955 <span style="float: right;">0.</span>                                                                                  |            |     |     |    |
| <b>b</b> Section 501(c)(3), 501(c)(4), and 501(c)(29) organizations. Did the organization engage in any section 4958 excess benefit transaction during the year, or did it engage in an excess benefit transaction in a prior year that has not been reported on any of its prior Forms 990 or 990-EZ? If "Yes," complete Schedule L, Part I .....                  | <b>40b</b> |     |     | X  |
| <b>c</b> Section 501(c)(3), 501(c)(4), and 501(c)(29) organizations. Enter amount of tax imposed on organization managers or disqualified persons during the year under sections 4912, 4955, and 4958 ..... <span style="float: right;">0.</span>                                                                                                                   |            |     |     |    |
| <b>d</b> Section 501(c)(3), 501(c)(4), and 501(c)(29) organizations. Enter amount of tax on line 40c reimbursed by the organization ..... <span style="float: right;">0.</span>                                                                                                                                                                                     |            |     |     |    |
| <b>e</b> All organizations. At any time during the tax year, was the organization a party to a prohibited tax shelter transaction? If "Yes," complete Form 8886-T .....                                                                                                                                                                                             | <b>40e</b> |     |     | X  |
| <b>41</b> List the states with which a copy of this return is filed <span style="float: right;">▶ <b>NONE</b></span>                                                                                                                                                                                                                                                |            |     |     |    |
| <b>42a</b> The organization's books are in care of <span style="float: right;">▶ <b>JAY MENCIMER</b></span> Telephone no. <span style="float: right;">▶ <b>970-945-4987</b></span><br>Located at <span style="float: right;">▶ <b>P.O. BOX 576, GLENWOOD SPRINGS, CO</b></span> ZIP + 4 <span style="float: right;">▶ <b>81602</b></span>                           |            |     |     |    |
| <b>b</b> At any time during the calendar year, did the organization have an interest in or a signature or other authority over a financial account in a foreign country (such as a bank account, securities account, or other financial account)? .....                                                                                                             | <b>42b</b> |     |     | X  |
| If "Yes," enter the name of the foreign country <span style="float: right;">▶</span> .....                                                                                                                                                                                                                                                                          |            |     |     |    |
| See the instructions for exceptions and filing requirements for FinCEN Form 114, Report of Foreign Bank and Financial Accounts (FBAR).                                                                                                                                                                                                                              |            |     |     |    |
| <b>c</b> At any time during the calendar year, did the organization maintain an office outside the United States? .....                                                                                                                                                                                                                                             | <b>42c</b> |     |     | X  |
| If "Yes," enter the name of the foreign country <span style="float: right;">▶</span> .....                                                                                                                                                                                                                                                                          |            |     |     |    |
| <b>43</b> Section 4947(a)(1) nonexempt charitable trusts filing Form 990-EZ in lieu of <b>Form 1041</b> - Check here <span style="float: right;">▶ <input type="checkbox"/></span><br>and enter the amount of tax-exempt interest received or accrued during the tax year ..... <span style="float: right;"><b>43</b></span> <span style="float: right;">N/A</span> |            |     |     |    |
| <b>44a</b> Did the organization maintain any donor advised funds during the year? If "Yes," Form 990 must be completed instead of Form 990-EZ .....                                                                                                                                                                                                                 | <b>44a</b> |     |     | X  |
| <b>b</b> Did the organization operate one or more hospital facilities during the year? If "Yes," Form 990 must be completed instead of Form 990-EZ .....                                                                                                                                                                                                            | <b>44b</b> |     |     | X  |
| <b>c</b> Did the organization receive any payments for indoor tanning services during the year? .....                                                                                                                                                                                                                                                               | <b>44c</b> |     |     | X  |
| <b>d</b> If "Yes" to line 44c, has the organization filed a Form 720 to report these payments? If "No," provide an explanation in Schedule O .....                                                                                                                                                                                                                  | <b>44d</b> |     |     |    |
| <b>45a</b> Did the organization have a controlled entity within the meaning of section 512(b)(13)? .....                                                                                                                                                                                                                                                            | <b>45a</b> |     |     | X  |
| <b>b</b> Did the organization receive any payment from or engage in any transaction with a controlled entity within the meaning of section 512(b)(13)? If "Yes," Form 990 and Schedule R may need to be completed instead of Form 990-EZ. See instructions .....                                                                                                    | <b>45b</b> |     |     |    |

**46** Did the organization engage, directly or indirectly, in political campaign activities on behalf of or in opposition to candidates for public office?

If "Yes," complete Schedule C, Part I

|           | Yes | No       |
|-----------|-----|----------|
| <b>46</b> |     | <b>X</b> |

**Part VI Section 501(c)(3) Organizations Only**

All section 501(c)(3) organizations must answer questions 47-49b and 52, and complete the tables for lines 50 and 51.

Check if the organization used Schedule O to respond to any question in this Part VI

**47** Did the organization engage in lobbying activities or have a section 501(h) election in effect during the tax year? If "Yes," complete Sch. C, Part II

|           | Yes | No       |
|-----------|-----|----------|
| <b>47</b> |     | <b>X</b> |

**48** Is the organization a school as described in section 170(b)(1)(A)(ii)? If "Yes," complete Schedule E

|           | Yes | No       |
|-----------|-----|----------|
| <b>48</b> |     | <b>X</b> |

**49a** Did the organization make any transfers to an exempt non-charitable related organization?

|            | Yes | No       |
|------------|-----|----------|
| <b>49a</b> |     | <b>X</b> |

**b** If "Yes," was the related organization a section 527 organization?

|            | Yes | No       |
|------------|-----|----------|
| <b>49b</b> |     | <b>X</b> |

**50** Complete this table for the organization's five highest compensated employees (other than officers, directors, trustees, and key employees) who each received more than \$100,000 of compensation from the organization. If there is none, enter "None."

| (a) Name and title of each employee | (b) Average hours per week devoted to position | (c) Reportable compensation (Forms W-2/1099-MISC) | (d) Health benefits, contributions to employee benefit plans, and deferred compensation | (e) Estimated amount of other compensation |
|-------------------------------------|------------------------------------------------|---------------------------------------------------|-----------------------------------------------------------------------------------------|--------------------------------------------|
| NONE                                |                                                |                                                   |                                                                                         |                                            |
|                                     |                                                |                                                   |                                                                                         |                                            |
|                                     |                                                |                                                   |                                                                                         |                                            |
|                                     |                                                |                                                   |                                                                                         |                                            |
|                                     |                                                |                                                   |                                                                                         |                                            |
|                                     |                                                |                                                   |                                                                                         |                                            |
|                                     |                                                |                                                   |                                                                                         |                                            |
|                                     |                                                |                                                   |                                                                                         |                                            |
|                                     |                                                |                                                   |                                                                                         |                                            |

**f** Total number of other employees paid over \$100,000

**51** Complete this table for the organization's five highest compensated independent contractors who each received more than \$100,000 of compensation from the organization. If there is none, enter "None."

| (a) Name and business address of each independent contractor | (b) Type of service | (c) Compensation |
|--------------------------------------------------------------|---------------------|------------------|
|                                                              |                     |                  |
|                                                              |                     |                  |
|                                                              |                     |                  |
|                                                              |                     |                  |
|                                                              |                     |                  |
|                                                              |                     |                  |
|                                                              |                     |                  |
|                                                              |                     |                  |

**d** Total number of other independent contractors each receiving over \$100,000

**52** Did the organization complete Schedule A? **Note:** All section 501(c)(3) organizations must attach a completed Schedule A

☒ Yes ☐ No

Under penalties of perjury, I declare that I have examined this return, including accompanying schedules and statements, and to the best of my knowledge and belief, it is true, correct, and complete. Declaration of preparer (other than officer) is based on all information of which preparer has any knowledge.

**Sign Here**

Signature of officer

Date

**JAY MENCIMER, TREASURER**

Type or print name and title

**Paid Preparer Use Only**

|                                                                         |                      |      |                                                 |                          |
|-------------------------------------------------------------------------|----------------------|------|-------------------------------------------------|--------------------------|
| Print/Type preparer's name<br><b>GREG A. KELLER, CPA</b>                | Preparer's signature | Date | Check <input type="checkbox"/> if self-employed | PTIN<br><b>P00233812</b> |
| Firm's name <b>DALBY, WENDLAND &amp; CO., P.C.</b>                      |                      |      | Firm's EIN <b>** - ***5096</b>                  |                          |
| Firm's address <b>P.O. BOX 1150<br/>GLENWOOD SPRINGS, CO 81602-1150</b> |                      |      | Phone no. <b>(970) 945-8575</b>                 |                          |

May the IRS discuss this return with the preparer shown above? See instructions

☒ Yes ☐ No

Form 990-EZ (2019)

Department of the Treasury  
Internal Revenue Service

► Go to [www.irs.gov/Form990](http://www.irs.gov/Form990) for instructions and the latest information.

OMB No. 1545-0047

# 2019

**Open to Public Inspection**

Name of the organization

GLENWOOD SPRINGS YOUTH HOCKEY ASSOCIATIO

Employer identification number

\*\*-\*\*\*6080

|               |                                                                                                        |
|---------------|--------------------------------------------------------------------------------------------------------|
| <b>Part I</b> | <b>Reason for Public Charity Status</b> (All organizations must complete this part.) See instructions. |
|---------------|--------------------------------------------------------------------------------------------------------|

The organization is not a private foundation because it is: (For lines 1 through 12, check only one box.)

- 1 ☐ A church, convention, association of churches described in **section 170(b)(1)(A)(i).**

2 ☐ A school described in **section 170(b)(1)(A)(ii).** (Attach Schedule E (Form 990 or 990-EZ).)

3 ☐ A hospital or a cooperative hospital service organization described in **section 170(b)(1)(A)(iii).**

4 ☐ A medical research organization operated in conjunction with a hospital described in **section 170(b)(1)(A)(iii).** Enter the hospital's name, city, and state: \_\_\_\_\_

5 ☐ An organization operated for the benefit of a college or university owned or operated by a governmental unit described in **section 170(b)(1)(A)(iv).** (Complete Part II.)

6 ☐ A federal, state, or local government or governmental unit described in **section 170(b)(1)(A)(v).**

7 ☐ An organization that normally receives a substantial part of its support from a governmental unit or from the general public described in **section 170(b)(1)(A)(vi).** (Complete Part II.)

8 ☐ A community trust described in **section 170(b)(1)(A)(vi).** (Complete Part II.)

9 ☐ An agricultural research organization described in **section 170(b)(1)(A)(ix)** operated in conjunction with a land-grant college or university or a non-land-grant college of agriculture (see instructions). Enter the name, city, and state of the college or university: \_\_\_\_\_

10 ☒ An organization that normally receives: (1) more than 33 1/3% of its support from contributions, membership fees, and gross receipts from activities related to its exempt functions - subject to certain exceptions, and (2) no more than 33 1/3% of its support from gross investment income and unrelated business taxable income (less section 511 tax) from businesses acquired by the organization after June 30, 1975. See **section 509(a)(2).** (Complete Part III.)

11 ☐ An organization organized and operated exclusively to test for public safety. See **section 509(a)(4).**

12 ☐ An organization organized and operated exclusively for the benefit of, to perform the functions of, or to carry out the purposes of one or more publicly supported organizations described in **section 509(a)(1)** or **section 509(a)(2).** See **section 509(a)(3).** Check the box in lines 12a through 12d that describes the type of supporting organization and complete lines 12e, 12f, and 12g.

a ☐ **Type I.** A supporting organization operated, supervised, or controlled by its supported organization(s), typically by giving the supported organization(s) the power to regularly appoint or elect a majority of the directors or trustees of the supporting organization. **You must complete Part IV, Sections A and B.**

b ☐ **Type II.** A supporting organization supervised or controlled in connection with its supported organization(s), by having control or management of the supporting organization vested in the same persons that control or manage the supported organization(s). **You must complete Part IV, Sections A and C.**

c ☐ **Type III functionally integrated.** A supporting organization operated in connection with, and functionally integrated with, its supported organization(s) (see instructions). **You must complete Part IV, Sections A, D, and E.**

d ☐ **Type III non-functionally integrated.** A supporting organization operated in connection with its supported organization(s) that is not functionally integrated. The organization generally must satisfy a distribution requirement and an attentiveness requirement (see instructions). **You must complete Part IV, Sections A and D, and Part V.**

e ☐ Check this box if the organization received a written determination from the IRS that it is a Type I, Type II, Type III functionally integrated, or Type III non-functionally integrated supporting organization.

f Enter the number of supported organizations \_\_\_\_\_

g Provide the following information about the supported organization(s).

| g Provide the following information about the supported organization(s). |          |                                                                               |                                                             |    |                                                   |                                                 |
|--------------------------------------------------------------------------|----------|-------------------------------------------------------------------------------|-------------------------------------------------------------|----|---------------------------------------------------|-------------------------------------------------|
| (i) Name of supported organization                                       | (ii) EIN | (iii) Type of organization (described on lines 1-10 above (see instructions)) | (iv) Is the organization listed in your governing document? |    | (v) Amount of monetary support (see instructions) | (vi) Amount of other support (see instructions) |
|                                                                          |          |                                                                               | Yes                                                         | No |                                                   |                                                 |
|                                                                          |          |                                                                               |                                                             |    |                                                   |                                                 |
|                                                                          |          |                                                                               |                                                             |    |                                                   |                                                 |
|                                                                          |          |                                                                               |                                                             |    |                                                   |                                                 |
|                                                                          |          |                                                                               |                                                             |    |                                                   |                                                 |
|                                                                          |          |                                                                               |                                                             |    |                                                   |                                                 |
|                                                                          |          |                                                                               |                                                             |    |                                                   |                                                 |
|                                                                          |          |                                                                               |                                                             |    |                                                   |                                                 |
| <b>Total</b>                                                             |          |                                                                               |                                                             |    |                                                   |                                                 |

**Part II Support Schedule for Organizations Described in Sections 170(b)(1)(A)(iv) and 170(b)(1)(A)(vi)**

(Complete only if you checked the box on line 5, 7, or 8 of Part I or if the organization failed to qualify under Part III. If the organization fails to qualify under the tests listed below, please complete Part III.)

**Section A. Public Support**

| Calendar year (or fiscal year beginning in) ►                                                                                                                                                                      | (a) 2015 | (b) 2016 | (c) 2017 | (d) 2018 | (e) 2019 | (f) Total |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|----------|----------|----------|----------|-----------|
| <b>1</b> Gifts, grants, contributions, and membership fees received. (Do not include any "unusual grants.") .....                                                                                                  |          |          |          |          |          |           |
| <b>2</b> Tax revenues levied for the organization's benefit and either paid to or expended on its behalf .....                                                                                                     |          |          |          |          |          |           |
| <b>3</b> The value of services or facilities furnished by a governmental unit to the organization without charge .....                                                                                             |          |          |          |          |          |           |
| <b>4 Total.</b> Add lines 1 through 3 .....                                                                                                                                                                        |          |          |          |          |          |           |
| <b>5</b> The portion of total contributions by each person (other than a governmental unit or publicly supported organization) included on line 1 that exceeds 2% of the amount shown on line 11, column (f) ..... |          |          |          |          |          |           |
| <b>6 Public support.</b> Subtract line 5 from line 4.                                                                                                                                                              |          |          |          |          |          |           |

**Section B. Total Support**

| Calendar year (or fiscal year beginning in) ►                                                                                                                                                        | (a) 2015 | (b) 2016 | (c) 2017 | (d) 2018 | (e) 2019  | (f) Total                |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|----------|----------|----------|-----------|--------------------------|
| <b>7</b> Amounts from line 4 .....                                                                                                                                                                   |          |          |          |          |           |                          |
| <b>8</b> Gross income from interest, dividends, payments received on securities loans, rents, royalties, and income from similar sources .....                                                       |          |          |          |          |           |                          |
| <b>9</b> Net income from unrelated business activities, whether or not the business is regularly carried on .....                                                                                    |          |          |          |          |           |                          |
| <b>10</b> Other income. Do not include gain or loss from the sale of capital assets (Explain in Part VI.) .....                                                                                      |          |          |          |          |           |                          |
| <b>11 Total support.</b> Add lines 7 through 10                                                                                                                                                      |          |          |          |          |           |                          |
| <b>12</b> Gross receipts from related activities, etc. (see instructions) .....                                                                                                                      |          |          |          |          | <b>12</b> |                          |
| <b>13 First five years.</b> If the Form 990 is for the organization's first, second, third, fourth, or fifth tax year as a section 501(c)(3) organization, check this box and <b>stop here</b> ..... |          |          |          |          |           | <input type="checkbox"/> |

**Section C. Computation of Public Support Percentage**

|                                                                                                                                                                                                                                                                                                                                                                                                                     |           |                          |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|--------------------------|
| <b>14</b> Public support percentage for 2019 (line 6, column (f) divided by line 11, column (f)) .....                                                                                                                                                                                                                                                                                                              | <b>14</b> | %                        |
| <b>15</b> Public support percentage from 2018 Schedule A, Part II, line 14 .....                                                                                                                                                                                                                                                                                                                                    | <b>15</b> | %                        |
| <b>16a 33 1/3% support test - 2019.</b> If the organization did not check the box on line 13, and line 14 is 33 1/3% or more, check this box and <b>stop here.</b> The organization qualifies as a publicly supported organization .....                                                                                                                                                                            |           | <input type="checkbox"/> |
| <b>b 33 1/3% support test - 2018.</b> If the organization did not check a box on line 13 or 16a, and line 15 is 33 1/3% or more, check this box and <b>stop here.</b> The organization qualifies as a publicly supported organization .....                                                                                                                                                                         |           | <input type="checkbox"/> |
| <b>17a 10% -facts-and-circumstances test - 2019.</b> If the organization did not check a box on line 13, 16a, or 16b, and line 14 is 10% or more, and if the organization meets the "facts-and-circumstances" test, check this box and <b>stop here.</b> Explain in Part VI how the organization meets the "facts-and-circumstances" test. The organization qualifies as a publicly supported organization .....    |           | <input type="checkbox"/> |
| <b>b 10% -facts-and-circumstances test - 2018.</b> If the organization did not check a box on line 13, 16a, 16b, or 17a, and line 15 is 10% or more, and if the organization meets the "facts-and-circumstances" test, check this box and <b>stop here.</b> Explain in Part VI how the organization meets the "facts-and-circumstances" test. The organization qualifies as a publicly supported organization ..... |           | <input type="checkbox"/> |
| <b>18 Private foundation.</b> If the organization did not check a box on line 13, 16a, 16b, 17a, or 17b, check this box and see instructions .....                                                                                                                                                                                                                                                                  |           | <input type="checkbox"/> |

Schedule A (Form 990 or 990-EZ) 2019

**Part III Support Schedule for Organizations Described in Section 509(a)(2)**

(Complete only if you checked the box on line 10 of Part I or if the organization failed to qualify under Part II. If the organization fails to qualify under the tests listed below, please complete Part II.)

**Section A. Public Support**

| Calendar year (or fiscal year beginning in) ►                                                                                                                                           | (a) 2015 | (b) 2016 | (c) 2017 | (d) 2018 | (e) 2019 | (f) Total |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|----------|----------|----------|----------|-----------|
| <b>1</b> Gifts, grants, contributions, and membership fees received. (Do not include any "unusual grants.") .....                                                                       | 49,405.  | 32,510.  | 52,651.  | 50,562.  | 56,793.  | 241,921.  |
| <b>2</b> Gross receipts from admissions, merchandise sold or services performed, or facilities furnished in any activity that is related to the organization's tax-exempt purpose ..... | 101,708. | 152,118. | 113,437. | 99,137.  | 123,819. | 590,219.  |
| <b>3</b> Gross receipts from activities that are not an unrelated trade or business under section 513 .....                                                                             | 18,403.  | 16,929.  | 10,739.  | 23,886.  | 551.     | 70,508.   |
| <b>4</b> Tax revenues levied for the organization's benefit and either paid to or expended on its behalf .....                                                                          |          |          |          |          |          |           |
| <b>5</b> The value of services or facilities furnished by a governmental unit to the organization without charge .....                                                                  |          |          |          |          |          |           |
| <b>6 Total.</b> Add lines 1 through 5 .....                                                                                                                                             | 169,516. | 201,557. | 176,827. | 173,585. | 181,163. | 902,648.  |
| <b>7a</b> Amounts included on lines 1, 2, and 3 received from disqualified persons .....                                                                                                |          |          |          |          |          | 0.        |
| <b>b</b> Amounts included on lines 2 and 3 received from other than disqualified persons that exceed the greater of \$5,000 or 1% of the amount on line 13 for the year .....           |          |          |          |          |          | 0.        |
| <b>c</b> Add lines 7a and 7b .....                                                                                                                                                      |          |          |          |          |          | 0.        |
| <b>8 Public support.</b> (Subtract line 7c from line 6.) .....                                                                                                                          |          |          |          |          |          | 902,648.  |

**Section B. Total Support**

| Calendar year (or fiscal year beginning in) ►                                                                                                                                                        | (a) 2015 | (b) 2016 | (c) 2017 | (d) 2018 | (e) 2019 | (f) Total                |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|----------|----------|----------|----------|--------------------------|
| <b>9</b> Amounts from line 6 .....                                                                                                                                                                   | 169,516. | 201,557. | 176,827. | 173,585. | 181,163. | 902,648.                 |
| <b>10a</b> Gross income from interest, dividends, payments received on securities loans, rents, royalties, and income from similar sources .....                                                     |          |          |          |          |          |                          |
| <b>b</b> Unrelated business taxable income (less section 511 taxes) from businesses acquired after June 30, 1975 .....                                                                               |          |          |          |          |          |                          |
| <b>c</b> Add lines 10a and 10b .....                                                                                                                                                                 |          |          |          |          |          |                          |
| <b>11</b> Net income from unrelated business activities not included in line 10b, whether or not the business is regularly carried on .....                                                          |          |          |          |          |          |                          |
| <b>12</b> Other income. Do not include gain or loss from the sale of capital assets (Explain in Part VI.) .....                                                                                      |          |          |          |          |          |                          |
| <b>13 Total support.</b> (Add lines 9, 10c, 11, and 12.) .....                                                                                                                                       | 169,516. | 201,557. | 176,827. | 173,585. | 181,163. | 902,648.                 |
| <b>14 First five years.</b> If the Form 990 is for the organization's first, second, third, fourth, or fifth tax year as a section 501(c)(3) organization, check this box and <b>stop here</b> ..... |          |          |          |          |          | <input type="checkbox"/> |

**Section C. Computation of Public Support Percentage**

|                                                                                                         |           |          |
|---------------------------------------------------------------------------------------------------------|-----------|----------|
| <b>15</b> Public support percentage for 2019 (line 8, column (f), divided by line 13, column (f)) ..... | <b>15</b> | 100.00 % |
| <b>16</b> Public support percentage from 2018 Schedule A, Part III, line 15 .....                       | <b>16</b> | 100.00 % |

**Section D. Computation of Investment Income Percentage**

|                                                                                                              |           |       |
|--------------------------------------------------------------------------------------------------------------|-----------|-------|
| <b>17</b> Investment income percentage for 2019 (line 10c, column (f), divided by line 13, column (f)) ..... | <b>17</b> | .00 % |
| <b>18</b> Investment income percentage from 2018 Schedule A, Part III, line 17 .....                         | <b>18</b> | %     |

**19a 33 1/3% support tests - 2019.** If the organization did not check the box on line 14, and line 15 is more than 33 1/3%, and line 17 is not more than 33 1/3%, check this box and **stop here**. The organization qualifies as a publicly supported organization ..... ☒

**b 33 1/3% support tests - 2018.** If the organization did not check a box on line 14 or line 19a, and line 16 is more than 33 1/3%, and line 18 is not more than 33 1/3%, check this box and **stop here**. The organization qualifies as a publicly supported organization ..... ☐

**20 Private foundation.** If the organization did not check a box on line 14, 19a, or 19b, check this box and see instructions ..... ☐



**Part IV Supporting Organizations**

(Complete only if you checked a box in line 12 on Part I. If you checked 12a of Part I, complete Sections A and B. If you checked 12b of Part I, complete Sections A and C. If you checked 12c of Part I, complete Sections A, D, and E. If you checked 12d of Part I, complete Sections A and D, and complete Part V.)

**Section A. All Supporting Organizations**

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Yes | No |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|----|
| <b>1</b> Are all of the organization's supported organizations listed by name in the organization's governing documents? If "No," describe in <b>Part VI</b> how the supported organizations are designated. If designated by class or purpose, describe the designation. If historic and continuing relationship, explain.                                                                                                                                                                                                                 |     |    |
| <b>2</b> Did the organization have any supported organization that does not have an IRS determination of status under section 509(a)(1) or (2)? If "Yes," explain in <b>Part VI</b> how the organization determined that the supported organization was described in section 509(a)(1) or (2).                                                                                                                                                                                                                                              |     |    |
| <b>3a</b> Did the organization have a supported organization described in section 501(c)(4), (5), or (6)? If "Yes," answer (b) and (c) below.                                                                                                                                                                                                                                                                                                                                                                                               |     |    |
| <b>b</b> Did the organization confirm that each supported organization qualified under section 501(c)(4), (5), or (6) and satisfied the public support tests under section 509(a)(2)? If "Yes," describe in <b>Part VI</b> when and how the organization made the determination.                                                                                                                                                                                                                                                            |     |    |
| <b>c</b> Did the organization ensure that all support to such organizations was used exclusively for section 170(c)(2)(B) purposes? If "Yes," explain in <b>Part VI</b> what controls the organization put in place to ensure such use.                                                                                                                                                                                                                                                                                                     |     |    |
| <b>4a</b> Was any supported organization not organized in the United States ("foreign supported organization")? If "Yes," and if you checked 12a or 12b in Part I, answer (b) and (c) below.                                                                                                                                                                                                                                                                                                                                                |     |    |
| <b>b</b> Did the organization have ultimate control and discretion in deciding whether to make grants to the foreign supported organization? If "Yes," describe in <b>Part VI</b> how the organization had such control and discretion despite being controlled or supervised by or in connection with its supported organizations.                                                                                                                                                                                                         |     |    |
| <b>c</b> Did the organization support any foreign supported organization that does not have an IRS determination under sections 501(c)(3) and 509(a)(1) or (2)? If "Yes," explain in <b>Part VI</b> what controls the organization used to ensure that all support to the foreign supported organization was used exclusively for section 170(c)(2)(B) purposes.                                                                                                                                                                            |     |    |
| <b>5a</b> Did the organization add, substitute, or remove any supported organizations during the tax year? If "Yes," answer (b) and (c) below (if applicable). Also, provide detail in <b>Part VI</b> , including (i) the names and EIN numbers of the supported organizations added, substituted, or removed; (ii) the reasons for each such action; (iii) the authority under the organization's organizing document authorizing such action; and (iv) how the action was accomplished (such as by amendment to the organizing document). |     |    |
| <b>b</b> <b>Type I or Type II only.</b> Was any added or substituted supported organization part of a class already designated in the organization's organizing document?                                                                                                                                                                                                                                                                                                                                                                   |     |    |
| <b>c</b> <b>Substitutions only.</b> Was the substitution the result of an event beyond the organization's control?                                                                                                                                                                                                                                                                                                                                                                                                                          |     |    |
| <b>6</b> Did the organization provide support (whether in the form of grants or the provision of services or facilities) to anyone other than (i) its supported organizations, (ii) individuals that are part of the charitable class benefited by one or more of its supported organizations, or (iii) other supporting organizations that also support or benefit one or more of the filing organization's supported organizations? If "Yes," provide detail in <b>Part VI</b> .                                                          |     |    |
| <b>7</b> Did the organization provide a grant, loan, compensation, or other similar payment to a substantial contributor (as defined in section 4958(c)(3)(C)), a family member of a substantial contributor, or a 35% controlled entity with regard to a substantial contributor? If "Yes," complete Part I of Schedule L (Form 990 or 990-EZ).                                                                                                                                                                                            |     |    |
| <b>8</b> Did the organization make a loan to a disqualified person (as defined in section 4958) not described in line 7? If "Yes," complete Part I of Schedule L (Form 990 or 990-EZ).                                                                                                                                                                                                                                                                                                                                                      |     |    |
| <b>9a</b> Was the organization controlled directly or indirectly at any time during the tax year by one or more disqualified persons as defined in section 4946 (other than foundation managers and organizations described in section 509(a)(1) or (2))? If "Yes," provide detail in <b>Part VI</b> .                                                                                                                                                                                                                                      |     |    |
| <b>b</b> Did one or more disqualified persons (as defined in line 9a) hold a controlling interest in any entity in which the supporting organization had an interest? If "Yes," provide detail in <b>Part VI</b> .                                                                                                                                                                                                                                                                                                                          |     |    |
| <b>c</b> Did a disqualified person (as defined in line 9a) have an ownership interest in, or derive any personal benefit from, assets in which the supporting organization also had an interest? If "Yes," provide detail in <b>Part VI</b> .                                                                                                                                                                                                                                                                                               |     |    |
| <b>10a</b> Was the organization subject to the excess business holdings rules of section 4943 because of section 4943(f) (regarding certain Type II supporting organizations, and all Type III non-functionally integrated supporting organizations)? If "Yes," answer 10b below.                                                                                                                                                                                                                                                           |     |    |
| <b>b</b> Did the organization have any excess business holdings in the tax year? (Use Schedule C, Form 4720, to determine whether the organization had excess business holdings.)                                                                                                                                                                                                                                                                                                                                                           |     |    |

**Part IV Supporting Organizations** (continued)

|                                                                                                                                                                              | Yes | No |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|----|
| <b>11</b> Has the organization accepted a gift or contribution from any of the following persons?                                                                            |     |    |
| <b>a</b> A person who directly or indirectly controls, either alone or together with persons described in (b) and (c) below, the governing body of a supported organization? |     |    |
| <b>11a</b>                                                                                                                                                                   |     |    |
| <b>b</b> A family member of a person described in (a) above?                                                                                                                 |     |    |
| <b>11b</b>                                                                                                                                                                   |     |    |
| <b>c</b> A 35% controlled entity of a person described in (a) or (b) above? If "Yes" to a, b, or c, provide detail in <b>Part VI</b> .                                       |     |    |
| <b>11c</b>                                                                                                                                                                   |     |    |

**Section B. Type I Supporting Organizations**

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Yes | No |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|----|
| <b>1</b> Did the directors, trustees, or membership of one or more supported organizations have the power to regularly appoint or elect at least a majority of the organization's directors or trustees at all times during the tax year? If "No," describe in <b>Part VI</b> how the supported organization(s) effectively operated, supervised, or controlled the organization's activities. If the organization had more than one supported organization, describe how the powers to appoint and/or remove directors or trustees were allocated among the supported organizations and what conditions or restrictions, if any, applied to such powers during the tax year. |     |    |
| <b>1</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |     |    |
| <b>2</b> Did the organization operate for the benefit of any supported organization other than the supported organization(s) that operated, supervised, or controlled the supporting organization? If "Yes," explain in <b>Part VI</b> how providing such benefit carried out the purposes of the supported organization(s) that operated, supervised, or controlled the supporting organization.                                                                                                                                                                                                                                                                             |     |    |
| <b>2</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |     |    |

**Section C. Type II Supporting Organizations**

|                                                                                                                                                                                                                                                                                                                                                                                      | Yes | No |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|----|
| <b>1</b> Were a majority of the organization's directors or trustees during the tax year also a majority of the directors or trustees of each of the organization's supported organization(s)? If "No," describe in <b>Part VI</b> how control or management of the supporting organization was vested in the same persons that controlled or managed the supported organization(s). |     |    |
| <b>1</b>                                                                                                                                                                                                                                                                                                                                                                             |     |    |

**Section D. All Type III Supporting Organizations**

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Yes | No |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|----|
| <b>1</b> Did the organization provide to each of its supported organizations, by the last day of the fifth month of the organization's tax year, (i) a written notice describing the type and amount of support provided during the prior tax year, (ii) a copy of the Form 990 that was most recently filed as of the date of notification, and (iii) copies of the organization's governing documents in effect on the date of notification, to the extent not previously provided? |     |    |
| <b>1</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |     |    |
| <b>2</b> Were any of the organization's officers, directors, or trustees either (i) appointed or elected by the supported organization(s) or (ii) serving on the governing body of a supported organization? If "No," explain in <b>Part VI</b> how the organization maintained a close and continuous working relationship with the supported organization(s).                                                                                                                       |     |    |
| <b>2</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |     |    |
| <b>3</b> By reason of the relationship described in (2), did the organization's supported organizations have a significant voice in the organization's investment policies and in directing the use of the organization's income or assets at all times during the tax year? If "Yes," describe in <b>Part VI</b> the role the organization's supported organizations played in this regard.                                                                                          |     |    |
| <b>3</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |     |    |

**Section E. Type III Functionally Integrated Supporting Organizations**

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |     |    |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|-----|----|
| <b>1</b> Check the box next to the method that the organization used to satisfy the Integral Part Test during the year (see instructions).                                                                                                                                                                                                                                                                                                                                                                                              |  |     |    |
| <b>a</b> <input type="checkbox"/> The organization satisfied the Activities Test. Complete line 2 below.                                                                                                                                                                                                                                                                                                                                                                                                                                |  |     |    |
| <b>b</b> <input type="checkbox"/> The organization is the parent of each of its supported organizations. Complete line 3 below.                                                                                                                                                                                                                                                                                                                                                                                                         |  |     |    |
| <b>c</b> <input type="checkbox"/> The organization supported a governmental entity. Describe in <b>Part VI</b> how you supported a government entity (see instructions).                                                                                                                                                                                                                                                                                                                                                                |  |     |    |
| <b>2</b> Activities Test. Answer (a) and (b) below.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |  |     |    |
| <b>a</b> Did substantially all of the organization's activities during the tax year directly further the exempt purposes of the supported organization(s) to which the organization was responsive? If "Yes," then in <b>Part VI</b> identify those supported organizations and explain how these activities directly furthered their exempt purposes, how the organization was responsive to those supported organizations, and how the organization determined that these activities constituted substantially all of its activities. |  | Yes | No |
| <b>2a</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  |     |    |
| <b>b</b> Did the activities described in (a) constitute activities that, but for the organization's involvement, one or more of the organization's supported organization(s) would have been engaged in? If "Yes," explain in <b>Part VI</b> the reasons for the organization's position that its supported organization(s) would have engaged in these activities but for the organization's involvement.                                                                                                                              |  |     |    |
| <b>2b</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  |     |    |
| <b>3</b> Parent of Supported Organizations. Answer (a) and (b) below.                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  |     |    |
| <b>a</b> Did the organization have the power to regularly appoint or elect a majority of the officers, directors, or trustees of each of the supported organizations? Provide details in <b>Part VI</b> .                                                                                                                                                                                                                                                                                                                               |  |     |    |
| <b>3a</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  |     |    |
| <b>b</b> Did the organization exercise a substantial degree of direction over the policies, programs, and activities of each of its supported organizations? If "Yes," describe in <b>Part VI</b> the role played by the organization in this regard.                                                                                                                                                                                                                                                                                   |  |     |    |
| <b>3b</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  |     |    |

**Part V Type III Non-Functionally Integrated 509(a)(3) Supporting Organizations**

- 1** ☐ Check here if the organization satisfied the Integral Part Test as a qualifying trust on Nov. 20, 1970 (explain in Part VI). **See instructions.** All other Type III non-functionally integrated supporting organizations must complete Sections A through E.

| <b>Section A - Adjusted Net Income</b>                                                                                                                                                                            |          | (A) Prior Year | (B) Current Year (optional) |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|----------------|-----------------------------|
| <b>1</b> Net short-term capital gain                                                                                                                                                                              | <b>1</b> |                |                             |
| <b>2</b> Recoveries of prior-year distributions                                                                                                                                                                   | <b>2</b> |                |                             |
| <b>3</b> Other gross income (see instructions)                                                                                                                                                                    | <b>3</b> |                |                             |
| <b>4</b> Add lines 1 through 3.                                                                                                                                                                                   | <b>4</b> |                |                             |
| <b>5</b> Depreciation and depletion                                                                                                                                                                               | <b>5</b> |                |                             |
| <b>6</b> Portion of operating expenses paid or incurred for production or collection of gross income or for management, conservation, or maintenance of property held for production of income (see instructions) | <b>6</b> |                |                             |
| <b>7</b> Other expenses (see instructions)                                                                                                                                                                        | <b>7</b> |                |                             |
| <b>8 Adjusted Net Income</b> (subtract lines 5, 6, and 7 from line 4)                                                                                                                                             | <b>8</b> |                |                             |

| <b>Section B - Minimum Asset Amount</b>                                                                                                  |           | (A) Prior Year | (B) Current Year (optional) |
|------------------------------------------------------------------------------------------------------------------------------------------|-----------|----------------|-----------------------------|
| <b>1</b> Aggregate fair market value of all non-exempt-use assets (see instructions for short tax year or assets held for part of year): |           |                |                             |
| <b>a</b> Average monthly value of securities                                                                                             | <b>1a</b> |                |                             |
| <b>b</b> Average monthly cash balances                                                                                                   | <b>1b</b> |                |                             |
| <b>c</b> Fair market value of other non-exempt-use assets                                                                                | <b>1c</b> |                |                             |
| <b>d Total</b> (add lines 1a, 1b, and 1c)                                                                                                | <b>1d</b> |                |                             |
| <b>e Discount</b> claimed for blockage or other factors (explain in detail in <b>Part VI</b> ):                                          |           |                |                             |
| <b>2</b> Acquisition indebtedness applicable to non-exempt-use assets                                                                    | <b>2</b>  |                |                             |
| <b>3</b> Subtract line 2 from line 1d.                                                                                                   | <b>3</b>  |                |                             |
| <b>4</b> Cash deemed held for exempt use. Enter 1-1/2% of line 3 (for greater amount, see instructions).                                 | <b>4</b>  |                |                             |
| <b>5</b> Net value of non-exempt-use assets (subtract line 4 from line 3)                                                                | <b>5</b>  |                |                             |
| <b>6</b> Multiply line 5 by .035.                                                                                                        | <b>6</b>  |                |                             |
| <b>7</b> Recoveries of prior-year distributions                                                                                          | <b>7</b>  |                |                             |
| <b>8 Minimum Asset Amount</b> (add line 7 to line 6)                                                                                     | <b>8</b>  |                |                             |

| <b>Section C - Distributable Amount</b>                                                                                                                                            |          |  | Current Year |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|--|--------------|
| <b>1</b> Adjusted net income for prior year (from Section A, line 8, Column A)                                                                                                     | <b>1</b> |  |              |
| <b>2</b> Enter 85% of line 1.                                                                                                                                                      | <b>2</b> |  |              |
| <b>3</b> Minimum asset amount for prior year (from Section B, line 8, Column A)                                                                                                    | <b>3</b> |  |              |
| <b>4</b> Enter greater of line 2 or line 3.                                                                                                                                        | <b>4</b> |  |              |
| <b>5</b> Income tax imposed in prior year                                                                                                                                          | <b>5</b> |  |              |
| <b>6 Distributable Amount.</b> Subtract line 5 from line 4, unless subject to emergency temporary reduction (see instructions).                                                    | <b>6</b> |  |              |
| <b>7</b> <input type="checkbox"/> Check here if the current year is the organization's first as a non-functionally integrated Type III supporting organization (see instructions). |          |  |              |

Schedule A (Form 990 or 990-EZ) 2019

**Part V** **Type III Non-Functionally Integrated 509(a)(3) Supporting Organizations** (continued)

| <b>Section D - Distributions</b>                                                                                                                            | <b>Current Year</b> |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|
| <b>1</b> Amounts paid to supported organizations to accomplish exempt purposes                                                                              |                     |
| <b>2</b> Amounts paid to perform activity that directly furthers exempt purposes of supported organizations, in excess of income from activity              |                     |
| <b>3</b> Administrative expenses paid to accomplish exempt purposes of supported organizations                                                              |                     |
| <b>4</b> Amounts paid to acquire exempt-use assets                                                                                                          |                     |
| <b>5</b> Qualified set-aside amounts (prior IRS approval required)                                                                                          |                     |
| <b>6</b> Other distributions (describe in <b>Part VI</b> ). See instructions.                                                                               |                     |
| <b>7</b> <b>Total annual distributions.</b> Add lines 1 through 6.                                                                                          |                     |
| <b>8</b> Distributions to attentive supported organizations to which the organization is responsive (provide details in <b>Part VI</b> ). See instructions. |                     |
| <b>9</b> Distributable amount for 2019 from Section C, line 6                                                                                               |                     |
| <b>10</b> Line 8 amount divided by line 9 amount                                                                                                            |                     |

| <b>Section E - Distribution Allocations</b> (see instructions)                                                                                                                           | <b>(i)<br/>Excess Distributions</b> | <b>(ii)<br/>Underdistributions<br/>Pre-2019</b> | <b>(iii)<br/>Distributable<br/>Amount for 2019</b> |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|-------------------------------------------------|----------------------------------------------------|
| <b>1</b> Distributable amount for 2019 from Section C, line 6                                                                                                                            |                                     |                                                 |                                                    |
| <b>2</b> Underdistributions, if any, for years prior to 2019 (reasonable cause required- explain in <b>Part VI</b> ). See instructions.                                                  |                                     |                                                 |                                                    |
| <b>3</b> Excess distributions carryover, if any, to 2019                                                                                                                                 |                                     |                                                 |                                                    |
| <b>a</b> From 2014                                                                                                                                                                       |                                     |                                                 |                                                    |
| <b>b</b> From 2015                                                                                                                                                                       |                                     |                                                 |                                                    |
| <b>c</b> From 2016                                                                                                                                                                       |                                     |                                                 |                                                    |
| <b>d</b> From 2017                                                                                                                                                                       |                                     |                                                 |                                                    |
| <b>e</b> From 2018                                                                                                                                                                       |                                     |                                                 |                                                    |
| <b>f</b> <b>Total</b> of lines 3a through e                                                                                                                                              |                                     |                                                 |                                                    |
| <b>g</b> Applied to underdistributions of prior years                                                                                                                                    |                                     |                                                 |                                                    |
| <b>h</b> Applied to 2019 distributable amount                                                                                                                                            |                                     |                                                 |                                                    |
| <b>i</b> Carryover from 2014 not applied (see instructions)                                                                                                                              |                                     |                                                 |                                                    |
| <b>j</b> Remainder. Subtract lines 3g, 3h, and 3i from 3f.                                                                                                                               |                                     |                                                 |                                                    |
| <b>4</b> Distributions for 2019 from Section D, line 7: \$                                                                                                                               |                                     |                                                 |                                                    |
| <b>a</b> Applied to underdistributions of prior years                                                                                                                                    |                                     |                                                 |                                                    |
| <b>b</b> Applied to 2019 distributable amount                                                                                                                                            |                                     |                                                 |                                                    |
| <b>c</b> Remainder. Subtract lines 4a and 4b from 4.                                                                                                                                     |                                     |                                                 |                                                    |
| <b>5</b> Remaining underdistributions for years prior to 2019, if any. Subtract lines 3g and 4a from line 2. For result greater than zero, explain in <b>Part VI</b> . See instructions. |                                     |                                                 |                                                    |
| <b>6</b> Remaining underdistributions for 2019. Subtract lines 3h and 4b from line 1. For result greater than zero, explain in <b>Part VI</b> . See instructions.                        |                                     |                                                 |                                                    |
| <b>7</b> <b>Excess distributions carryover to 2020.</b> Add lines 3j and 4c.                                                                                                             |                                     |                                                 |                                                    |
| <b>8</b> Breakdown of line 7:                                                                                                                                                            |                                     |                                                 |                                                    |
| <b>a</b> Excess from 2015                                                                                                                                                                |                                     |                                                 |                                                    |
| <b>b</b> Excess from 2016                                                                                                                                                                |                                     |                                                 |                                                    |
| <b>c</b> Excess from 2017                                                                                                                                                                |                                     |                                                 |                                                    |
| <b>d</b> Excess from 2018                                                                                                                                                                |                                     |                                                 |                                                    |
| <b>e</b> Excess from 2019                                                                                                                                                                |                                     |                                                 |                                                    |

Schedule A (Form 990 or 990-EZ) 2019

**Part VI** **Supplemental Information.** Provide the explanations required by Part II, line 10; Part II, line 17a or 17b; Part III, line 12; Part IV, Section A, lines 1, 2, 3b, 3c, 4b, 4c, 5a, 6, 9a, 9b, 9c, 11a, 11b, and 11c; Part IV, Section B, lines 1 and 2; Part IV, Section C, line 1; Part IV, Section D, lines 2 and 3; Part IV, Section E, lines 1c, 2a, 2b, 3a, and 3b; Part V, line 1; Part V, Section B, line 1e; Part V, Section D, lines 5, 6, and 8; and Part V, Section E, lines 2, 5, and 6. Also complete this part for any additional information.  
(See instructions.)

Area for supplemental information with horizontal lines.

COPY

Department of the Treasury  
Internal Revenue Service

**Complete if the organization answered "Yes" on Form 990, Part IV, line 17, 18, or 19, or if the organization entered more than \$15,000 on Form 990-EZ, line 6a.**

► Go to [www.irs.gov/Form990](http://www.irs.gov/Form990) for instructions and the latest information.

OMB No. 1545-0047

# 2019

**Open to Public Inspection**

GLENWOOD SPRINGS YOUTH HOCKEY ASSOCIATIO

\*\*-\*\*\*6080

## Part I

**1** Indicate whether the organization raised funds through any of the following activities. Check all that apply.

- 2 a** Did the organization have a written or oral agreement with any individual (including officers, directors, trustees, or key employees listed in Form 990, Part VII) or entity in connection with professional fundraising services?

☐ Yes☐ No

- b** If "Yes," list the 10 highest paid individuals or entities (fundraisers) pursuant to agreements under which the fundraiser is to be compensated at least \$5,000 by the organization.

| (i) Name and address of individual<br>or entity (fundraiser) | (ii) Activity | (iii) Did fundraiser have custody or control of contributions? |    | (iv) Gross receipts from activity | (v) Amount paid to (or retained by) fundraiser listed in col. (i) | (vi) Amount paid to (or retained by) organization |
|--------------------------------------------------------------|---------------|----------------------------------------------------------------|----|-----------------------------------|-------------------------------------------------------------------|---------------------------------------------------|
|                                                              |               | Yes                                                            | No |                                   |                                                                   |                                                   |
|                                                              |               |                                                                |    |                                   |                                                                   |                                                   |
|                                                              |               |                                                                |    |                                   |                                                                   |                                                   |
|                                                              |               |                                                                |    |                                   |                                                                   |                                                   |
|                                                              |               |                                                                |    |                                   |                                                                   |                                                   |
|                                                              |               |                                                                |    |                                   |                                                                   |                                                   |
|                                                              |               |                                                                |    |                                   |                                                                   |                                                   |
|                                                              |               |                                                                |    |                                   |                                                                   |                                                   |
|                                                              |               |                                                                |    |                                   |                                                                   |                                                   |
|                                                              |               |                                                                |    |                                   |                                                                   |                                                   |
|                                                              |               |                                                                |    |                                   |                                                                   |                                                   |
|                                                              |               |                                                                |    |                                   |                                                                   |                                                   |
|                                                              |               |                                                                |    |                                   |                                                                   |                                                   |
|                                                              |               |                                                                |    |                                   |                                                                   |                                                   |
| <b>Total</b> .....                                           |               |                                                                |    |                                   |                                                                   |                                                   |

- 3** List all states in which the organization is registered or licensed to solicit contributions or has been notified it is exempt from registration or licensing.

**Part II Fundraising Events.** Complete if the organization answered "Yes" on Form 990, Part IV, line 18, or reported more than \$15,000 of fundraising event contributions and gross income on Form 990-EZ, lines 1 and 6b. List events with gross receipts greater than \$5,000.

|                 |                                                                              | (a) Event #1                          | (b) Event #2                | (c) Other events       | (d) Total events<br>(add col. (a) through<br>col. (c)) |
|-----------------|------------------------------------------------------------------------------|---------------------------------------|-----------------------------|------------------------|--------------------------------------------------------|
|                 |                                                                              | DONATED<br>ITEMS SALE<br>(event type) | MISC. EVENT<br>(event type) | NONE<br>(total number) |                                                        |
| Revenue         | <b>1</b> Gross receipts .....                                                | 273.                                  | 278.                        |                        | 551.                                                   |
|                 | <b>2</b> Less: Contributions .....                                           |                                       |                             |                        |                                                        |
|                 | <b>3</b> Gross income (line 1 minus line 2) .....                            | 273.                                  | 278.                        |                        | 551.                                                   |
| Direct Expenses | <b>4</b> Cash prizes .....                                                   |                                       |                             |                        |                                                        |
|                 | <b>5</b> Noncash prizes .....                                                |                                       |                             |                        |                                                        |
|                 | <b>6</b> Rent/facility costs .....                                           |                                       |                             |                        |                                                        |
|                 | <b>7</b> Food and beverages .....                                            |                                       |                             |                        |                                                        |
|                 | <b>8</b> Entertainment .....                                                 |                                       |                             |                        |                                                        |
|                 | <b>9</b> Other direct expenses .....                                         |                                       |                             |                        |                                                        |
|                 | <b>10</b> Direct expense summary. Add lines 4 through 9 in column (d) .....  |                                       |                             |                        |                                                        |
|                 | <b>11</b> Net income summary. Subtract line 10 from line 3, column (d) ..... |                                       |                             |                        | 551.                                                   |

**Part III Gaming.** Complete if the organization answered "Yes" on Form 990, Part IV, line 19, or reported more than \$15,000 on Form 990-EZ, line 6a.

|                                                                                   | (a) Bingo                            | (b) Pull tabs/instant<br>bingo/progressive bingo                    | (c) Other gaming                                                    | (d) Total gaming (add<br>col. (a) through col. (c))                 |
|-----------------------------------------------------------------------------------|--------------------------------------|---------------------------------------------------------------------|---------------------------------------------------------------------|---------------------------------------------------------------------|
| <b>1</b> Gross revenue .....                                                      |                                      |                                                                     |                                                                     |                                                                     |
| Direct Expenses                                                                   | <b>2</b> Cash prizes .....           |                                                                     |                                                                     |                                                                     |
|                                                                                   | <b>3</b> Noncash prizes .....        |                                                                     |                                                                     |                                                                     |
|                                                                                   | <b>4</b> Rent/facility costs .....   |                                                                     |                                                                     |                                                                     |
|                                                                                   | <b>5</b> Other direct expenses ..... |                                                                     |                                                                     |                                                                     |
|                                                                                   | <b>6</b> Volunteer labor .....       | <input type="checkbox"/> Yes _____ %<br><input type="checkbox"/> No | <input type="checkbox"/> Yes _____ %<br><input type="checkbox"/> No | <input type="checkbox"/> Yes _____ %<br><input type="checkbox"/> No |
| <b>7</b> Direct expense summary. Add lines 2 through 5 in column (d) .....        |                                      |                                                                     |                                                                     |                                                                     |
| <b>8</b> Net gaming income summary. Subtract line 7 from line 1, column (d) ..... |                                      |                                                                     |                                                                     |                                                                     |

**9** Enter the state(s) in which the organization conducts gaming activities: \_\_\_\_\_**a** Is the organization licensed to conduct gaming activities in each of these states? ☐ Yes ☐ No**b** If "No," explain: \_\_\_\_\_**10a** Were any of the organization's gaming licenses revoked, suspended, or terminated during the tax year? ☐ Yes ☐ No**b** If "Yes," explain: \_\_\_\_\_

- 11** Does the organization conduct gaming activities with nonmembers? ☐ Yes ☐ No
- 12** Is the organization a grantor, beneficiary or trustee of a trust, or a member of a partnership or other entity formed to administer charitable gaming? ☐ Yes ☐ No
- 13** Indicate the percentage of gaming activity conducted in:
- |                                      |            |   |
|--------------------------------------|------------|---|
| <b>a</b> The organization's facility | <b>13a</b> | % |
| <b>b</b> An outside facility         | <b>13b</b> | % |
- 14** Enter the name and address of the person who prepares the organization's gaming/special events books and records:

Name ☐ \_\_\_\_\_Address ☐ \_\_\_\_\_

- 15a** Does the organization have a contract with a third party from whom the organization receives gaming revenue? ☐ Yes ☐ No

**b** If "Yes," enter the amount of gaming revenue received by the organization ☐ \$ \_\_\_\_\_ and the amount of gaming revenue retained by the third party ☐ \$ \_\_\_\_\_

**c** If "Yes," enter name and address of the third party:

Name ☐ \_\_\_\_\_Address ☐ \_\_\_\_\_**16** Gaming manager information:Name ☐ \_\_\_\_\_Gaming manager compensation ☐ \$ \_\_\_\_\_Description of services provided ☐ \_\_\_\_\_☐ Director/officer☐ Employee☐ Independent contractor**17** Mandatory distributions:

**a** Is the organization required under state law to make charitable distributions from the gaming proceeds to retain the state gaming license? ☐ Yes ☐ No

**b** Enter the amount of distributions required under state law to be distributed to other exempt organizations or spent in the organization's own exempt activities during the tax year ☐ \$ \_\_\_\_\_

**Part IV Supplemental Information.** Provide the explanations required by Part I, line 2b, columns (iii) and (v); and Part III, lines 9, 9b, 10b, 15b, 15c, 16, and 17b, as applicable. Also provide any additional information. See instructions.



**Part IV** Supplemental Information *(continued)*

COPY

**SCHEDULE O**  
**(Form 990 or 990-EZ)**

Department of the Treasury  
Internal Revenue Service

**Supplemental Information to Form 990 or 990-EZ**

Complete to provide information for responses to specific questions on  
Form 990 or 990-EZ or to provide any additional information.

▶ Attach to Form 990 or 990-EZ.

▶ Go to [www.irs.gov/Form990](http://www.irs.gov/Form990) for the latest information.

OMB No. 1545-0047

**2019**

Open to Public  
Inspection

Name of the organization

GLENWOOD SPRINGS YOUTH HOCKEY ASSOCIATIO

Employer identification number  
\*\*-\*\*\*6080

FORM 990-EZ, PART I, LINE 10, GRANTS AND SIMILAR AMOUNTS PAID:

ACTIVITY CLASSIFICATION: SCHOLARSHIPS

GRANTEE RELATIONSHIP: NONE

DATE OF GIFT: VARIOUS

AMOUNT GIVEN: 4,856.

FORM 990-EZ, PART I, LINE 16, OTHER EXPENSES:

| DESCRIPTION OF OTHER EXPENSES:     | AMOUNT: |
|------------------------------------|---------|
| NON PERSONAL EXPENSE LESS PRINTING | 19,610. |
| TRAVEL AND MEETINGS                | 2,906.  |
| BUSINESS EXPENSE                   | 1,146.  |
| PAYROLL TAXES                      | 3,867.  |
| PAYROLL PROCESSING                 | 1,190.  |
| TOURNAMENT EXPENSE                 | 46,196. |
| TOTAL TO FORM 990-EZ, LINE 16      | 74,915. |

FORM 990-EZ, PART III, PRIMARY EXEMPT PURPOSE - PROVIDE YOUTH HOCKEY  
PROGRAMS, COMPETITION, AND DEVELOPMENT FOR APPROXIMATELY 140 YOUTH AGES  
6 TO 14.

FORM 990-EZ, PART V, INFORMATION REGARDING PERSONAL BENEFIT CONTRACTS:

THE ORGANIZATION DID NOT, DURING THE YEAR, RECEIVE ANY FUNDS, DIRECTLY,  
OR INDIRECTLY, TO PAY PREMIUMS ON A PERSONAL BENEFIT CONTRACT.

THE ORGANIZATION, DID NOT, DURING THE YEAR, PAY ANY PREMIUMS, DIRECTLY,  
OR INDIRECTLY, ON A PERSONAL BENEFIT CONTRACT.

LHA For Paperwork Reduction Act Notice, see the Instructions for Form 990 or 990-EZ.

Schedule O (Form 990 or 990-EZ) (2019)

# Application for Automatic Extension of Time To File an Exempt Organization Return

OMB No. 1545-0047

► **File a separate application for each return.**  
► **Go to [www.irs.gov/Form8868](http://www.irs.gov/Form8868) for the latest information.**

**Electronic filing (e-file).** You can electronically file Form 8868 to request a 6-month automatic extension of time to file any of the forms listed below with the exception of Form 8870, Information Return for Transfers Associated With Certain Personal Benefit Contracts, for which an extension request must be sent to the IRS in paper format (see instructions). For more details on the electronic filing of this form, visit [www.irs.gov/e-file-providers/e-file-for-charities-and-non-profits](http://www.irs.gov/e-file-providers/e-file-for-charities-and-non-profits).

## Automatic 6-Month Extension of Time. Only submit original (no copies needed).

All corporations required to file an income tax return other than Form 990-T (including 1120-C filers), partnerships, REMICs, and trusts must use Form 7004 to request an extension of time to file income tax returns.

|                                                                                                           |                                                                                                                               |                                                                 |
|-----------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------|
| <b>Type or print</b><br><br><small>File by the due date for filing your return. See instructions.</small> | Name of exempt organization or other filer, see instructions.<br><br><b>GLENWOOD SPRINGS YOUTH HOCKEY ASSOCIATIO</b>          | Taxpayer identification number (TIN)<br><br><b>** - ***6080</b> |
|                                                                                                           | Number, street, and room or suite no. If a P.O. box, see instructions.<br><b>P.O. BOX 576</b>                                 |                                                                 |
|                                                                                                           | City, town or post office, state, and ZIP code. For a foreign address, see instructions.<br><b>GLENWOOD SPRINGS, CO 81602</b> |                                                                 |

Enter the Return Code for the return that this application is for (file a separate application for each return) 0 1

| Application Is For                       | Return Code | Application Is For                | Return Code |
|------------------------------------------|-------------|-----------------------------------|-------------|
| Form 990 or Form 990-EZ                  | 01          | Form 990-T (corporation)          | 07          |
| Form 990-BL                              | 02          | Form 1041-A                       | 08          |
| Form 4720 (individual)                   | 03          | Form 4720 (other than individual) | 09          |
| Form 990-PF                              | 04          | Form 5227                         | 10          |
| Form 990-T (sec. 401(a) or 408(a) trust) | 05          | Form 6069                         | 11          |
| Form 990-T (trust other than above)      | 06          | Form 8870                         | 12          |

**JAY MENCIMER**

- The books are in the care of ► **P.O. BOX 576 - GLENWOOD SPRINGS, CO 81602**  
Telephone No. ► **970-945-4987** Fax No. ► \_\_\_\_\_
- If the organization does not have an office or place of business in the United States, check this box ☐
- If this is for a Group Return, enter the organization's four digit Group Exemption Number (GEN) \_\_\_\_\_. If this is for the whole group, check this box ☐. If it is for part of the group, check this box ☐ and attach a list with the names and TINs of all members the extension is for.

- 1** I request an automatic 6-month extension of time until **JULY 15, 2021**, to file the exempt organization return for the organization named above. The extension is for the organization's return for:  
 ► ☐ calendar year \_\_\_\_\_ or  
 ► ☒ tax year beginning **SEP 1, 2019**, and ending **AUG 31, 2020**.

- 2** If the tax year entered in line 1 is for less than 12 months, check reason: ☐ Initial return ☐ Final return  
☐ Change in accounting period

|                                                                                                                                                                                               |           |    |           |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|----|-----------|
| <b>3a</b> If this application is for Forms 990-BL, 990-PF, 990-T, 4720, or 6069, enter the tentative tax, less any nonrefundable credits. See instructions.                                   | <b>3a</b> | \$ | <b>0.</b> |
| <b>b</b> If this application is for Forms 990-PF, 990-T, 4720, or 6069, enter any refundable credits and estimated tax payments made. Include any prior year overpayment allowed as a credit. | <b>3b</b> | \$ | <b>0.</b> |
| <b>c Balance due.</b> Subtract line 3b from line 3a. Include your payment with this form, if required, by using EFTPS (Electronic Federal Tax Payment System). See instructions.              | <b>3c</b> | \$ | <b>0.</b> |

**Caution:** If you are going to make an electronic funds withdrawal (direct debit) with this Form 8868, see Form 8453-EO and Form 8879-EO for payment instructions.



2021-22  
FINAL BUDGET  
September 2021 - August 2022

**Income**

|                                               |                 |
|-----------------------------------------------|-----------------|
| 4010.1 · Dasher Board Sales/Team Sponsors     | \$42,500        |
| 4010.3 · City Market Card                     | \$3,500         |
| Total 4010 · Individual/business contribution | \$46,000        |
| Total 4540 · Local government grants          | \$2,500         |
| <b>Total 4 · Contributed support</b>          | <b>\$48,500</b> |

|                                    |                  |
|------------------------------------|------------------|
| 5180 · Reg fees (Program Services) | \$132,120        |
| 5182 · Fall Midget Hockey Reg Fees | \$17,000         |
| <b>Total 5 · Earned revenues</b>   | <b>\$149,120</b> |

|                                                     |                  |
|-----------------------------------------------------|------------------|
| 5811 · Golf Tournament & Caverns Sales              | \$11,500         |
| <b>Total 5810 · Special events revenue(nongift)</b> | <b>\$11,500</b>  |
| <b>Total Income</b>                                 | <b>\$209,120</b> |

**Expense**

|                                                  |                |
|--------------------------------------------------|----------------|
| 6560 · Pinnocol Comp Expenses                    | \$850          |
| 7040 · Scholarships Awarded                      | \$3,500        |
| <b>Total 7000 · Grant &amp; contract expense</b> | <b>\$4,350</b> |

|                                                     |                 |
|-----------------------------------------------------|-----------------|
| 7205 · Payroll Processing                           | \$1,547         |
| 7220 · Salaries & wages - other                     | \$65,000        |
| 7250 · Payroll taxes                                | \$5,025         |
| <b>Total 7200 · Salaries &amp; related expenses</b> | <b>\$71,572</b> |

|                                        |                 |
|----------------------------------------|-----------------|
| 7520 · Accounting fees                 | \$1,800         |
| 7540 · Professional fees - other       | \$1,000         |
| 7560 · Referees                        | \$3,979         |
| 7570 · Dasher Board Install/production | \$7,000         |
| <b>Total 7500 · Contract services</b>  | <b>\$13,779</b> |

|                                            |                |
|--------------------------------------------|----------------|
| 8110 · Supplies                            | \$850          |
| 8112 · Non-Inventory Uniform/Equip Exp     | \$1,500        |
| 8130 · Telephone & telecommunications      | \$1,400        |
| 8140 · Postage, shipping, delivery         | \$250          |
| 8170 · Printing & copying                  | \$500          |
| <b>Total 8100 · Non-personnel expenses</b> | <b>\$4,500</b> |

|                                                       |                 |
|-------------------------------------------------------|-----------------|
| 8215 · Ice Time - Local                               | \$52,326        |
| <b>Total 8200 · Facility &amp; equipment expenses</b> | <b>\$52,326</b> |

|                                                    |                |
|----------------------------------------------------|----------------|
| 8310 · Game Travel (non-tournament)                | \$3,500        |
| <b>Total 8300 · Travel &amp; meetings expenses</b> | <b>\$3,500</b> |

|                                       |                 |
|---------------------------------------|-----------------|
| 8530 · Membership dues - organization | \$76            |
| 8535 · Tournaments                    | \$48,200        |
| 8540 · Staff development              | \$2,200         |
| 8500 · Other expenses - Other         | \$1,000         |
| <b>Total 8500 · Other expenses</b>    | <b>\$51,476</b> |

|                                       |                |
|---------------------------------------|----------------|
| 8610 · Bad debt expense               | \$4,000        |
| <b>Total 8600 · Business expenses</b> | <b>\$4,000</b> |

|                      |                  |
|----------------------|------------------|
| <b>Total Expense</b> | <b>\$205,502</b> |
| <b>Net Income</b>    | <b>\$3,618</b>   |



## 2021 GRANT APPLICATION

Dear Applicant,

This document contains the 2021 Grant Application.

Each year, the City of Glenwood Springs allocates a portion of sales tax revenues from its A&I and Tourism Funds for human services, special events, tourism promotion and other public purposes as City Council deems appropriate.

**Please understand that in 2020 City Council directed these grant funds be distributed to local businesses that were suffering as a result of the COVID pandemic and may do something similar this year. Therefore, we cannot guarantee any grant awards of any amounts at this time.**

Please be aware that this year the City is requiring all applications to be submitted in **full, on-time and in one pdf file only**. We have made exceptions in the past, but Council has directed the finance staff to not present applications to the reviewing body that do not meet the 2021 requirements. Applications must be completed and emailed to [FABGrant@glenwoodsprings.onmicrosoft.com](mailto:FABGrant@glenwoodsprings.onmicrosoft.com).

An applicant may submit only one application each grant cycle. The grant process is competitive. Receipt of funds in a prior year is not a guarantee of funding or the same amount of funds, in the current year.

Review your application completely before submitting it, and make sure you have followed all instructions.

The City of Glenwood Springs complies with all applicable state and federal laws, and does not discriminate in any manner.

Sincerely,

CITY OF GLENWOOD SPRINGS



## INSTRUCTIONS

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### 2021 Grant Application

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#### ***PROGRAM DATES***

|                                |                      |
|--------------------------------|----------------------|
| <b>Applications Available:</b> | <b>April 2, 2021</b> |
| <b>Applications Due:</b>       | <b>May 10, 2021</b>  |
| <b>Target Award Date:</b>      | <b>June 4, 2021</b>  |

*Note: City Council reserves the right to take whatever time is necessary to make its final determination.*

## INSTRUCTIONS

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1. Applications will be considered based on the following eligibility and organizational guidelines:
  - a. Must be complete, on-time and in a single pdf. Applications may be printed, completed and scanned along with supporting documentation into one pdf file. Applicants are encouraged to supply your answers directly in this Word document. You may then print this completed document as a pdf file and edit it to include your other documents or print this Word document when it is completed and scan it along with supporting documentation into a single pdf file. You may visit the City's finance office for assistance in either printing or scanning your document.
  - b. Must be a not-for-profit, government or tax-supported public entity.
  - c. May not be a political organization.
  - d. The estimated number of citizens of Glenwood Springs impacted by the application must be disclosed separately from the estimated number of people impacted overall.
  - e. General operating expenses are more likely to be funded than capital expenditures which will be subject to a higher level of scrutiny by the reviewing body.
  - f. Awards to religious organizations are generally not funded. Exceptions may be made on an individual basis depending on the purpose of the request.
  - g. We generally consider only applications of less than 10% of the organization's annual budget.
2. Applications **MUST BE RECEIVED** by the City of Glenwood Springs prior to 5:00 p.m. on May 10, 2021 may be completed and emailed to:  
[FABGrant@glenwoodsprings.onmicrosoft.com](mailto:FABGrant@glenwoodsprings.onmicrosoft.com). There will be no exceptions to this.
3. Applications will be evaluated first on compliance with eligibility requirements and then on responses to the selection criteria. The City of Glenwood Springs reserves the right to fund applications in whole, in part, or not at all, and to reject any or all applications.
4. Applications and all materials submitted to the City may be subject to disclosure pursuant to the Colorado Open Records Act.
5. No cover letter or table of contents should be submitted.
6. The final pdf file submitted to the City must include:
  - Completed and signed Summary Form – electronic signatures are acceptable
  - Use of Funds Summary
  - Responses to Selection Criteria Questions
  - Attachments or supporting documentation in proper order
7. The City Council of the City of Glenwood Springs is the sole decision maker for grants awarded through the Financial Advisory Board. The Financial Advisory Board reviews applications and makes its recommendations to the City Council.

8. The Finance Director is responsible for all activities regarding the distribution of funds through the 2021 Grant Cycle and may solicit information from any source as needed in conducting his work.
9. The City or its designee has the right to issue or not to issue supplemental statements regarding these Instructions or any aspect of the grant program on an as-needed basis, and to perform any due diligence that may be required in the discharge of its obligations. Applicants may be required to provide additional information or to participate in pre-award interviews, as needed.



## APPLICATION FORM

### APPLICANT INFORMATION

|                                                                                                                 |                   |
|-----------------------------------------------------------------------------------------------------------------|-------------------|
| NAME: SOPRIS BARRACUDA SWIM TEAM (TEAM SOPRIS)                                                                  |                   |
| MAILING ADDRESS: PO BOX 1851 GLENWOOD SPRINGS, CO 81601                                                         |                   |
| APPLICANT CONTACT NAME: STEVE VANDERHOOF                                                                        | TITLE: HEAD COACH |
| ARE YOU THE PRIMARY CONTACT FOR THIS GRANT: <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO |                   |
| EMAIL: COACHSTEVE@TEAMSOPRIS.ORG                                                                                |                   |
| TELEPHONE: 970.618.3794                                                                                         |                   |
| FEIN: 74-2480401                                                                                                |                   |
| INDICATE WHETHER THIS APPLICATION IS FOR DISCRETIONARY OR TOURISM FUNDS: BOTH                                   |                   |

### GRANT REQUEST AND FINANCIAL INFORMATION

|                                                                                  |
|----------------------------------------------------------------------------------|
| GRANT AMOUNT REQUESTED FOR 2021: \$11,000                                        |
| TOTAL OF ALL CURRENT RESERVES: \$19,937.39                                       |
| TOTAL APPROVED BUDGET FOR FISCAL 2021 (CURRENT BUDGET YEAR): \$112,651.39        |
| TOTAL ACTUAL OPERATING EXPENSES FOR FISCAL 2020 (PRIOR BUDGET YEAR): \$76,179.92 |
| TOTAL INCOME FROM ALL SOURCES FOR FISCAL 2020 (PRIOR BUDGET YEAR): \$70,850.07   |

## APPLICATION CHECKLIST

SUBMIT THIS APPLICATION WITH THE FOLLOWING REQUIRED DOCUMENTS IN THE FOLLOWING ORDER:

- ☒ Description of Organization and its activities: (two pages maximum)
- ☒ Use of Funds Summary (one page maximum)
- ☒ Description of how the COVID pandemic impacted your organization
- ☒ Response to Selection Criteria Questions in narrative form (three pages maximum)
- ☒ Copy of IRS determination letter as to 501(c)(3) or other not-for-profit status
- ☒ Colorado Secretary of State Certificate as nonprofit corporation in good standing
- ☒ List of current board of directors and officers
- ☒ List of all major contributors (\$2,000 and above) and amounts contributed, highest to lowest
- ☒ Year-end financial statements for fiscal year most recently ended
- ☒ IRS Form 990 (most current available)
- ☒ Approved budget for current fiscal year

By signing below, the applicant hereby certifies and warrants that any and all statements and representations, including all sources and uses of funds made in this Grant Application, are true and correct, and may be relied upon by the City of Glenwood Springs.

Authorized Signature:

  
(From applicant organization)

Date:

09/11/21  
(mm/dd/yyyy)

Printed Name and Title:

Steve Vanderhoff head coach

**Description of Organization and its activities: (two pages maximum)**

As a not-for-profit organization, Team Sopris provides a year-round swim program for anyone who lives in the City of Glenwood Springs and the neighboring communities, from Vail to Rifle. The team exists to provide a family-friendly culture, striving to provide a safe and supportive child protective environment. We offer the opportunity for youth and adult to learn about and participate in competitive swimming. Our goal is for every swimmer to be prepared to compete to the maximum of his or her ability, and to have fun doing so.

Team Sopris is registered with USA Swimming and Colorado Swimming Inc. We are also members of the Western Slope League. We offer six practice levels: Discovery, Challenge 1, Challenge 2, CUDA, Junior and Senior. Team Sopris also offers a high school training group and a Master's swim program for adult swimmers age 18 and older.

**Use of Funds Summary (one page maximum)**

Grant funds will be used for scholarships and to offset operating costs so that participation fees for all swimmers may be kept at a minimum. A specific budget for this request is as follows:

|                                                                                                                                       |                 |
|---------------------------------------------------------------------------------------------------------------------------------------|-----------------|
| Scholarships                                                                                                                          | \$4,000         |
| Pool and gym rental fees for 5 home swim meets (5 meets at a cost of \$1,200 per meet)                                                | \$6,000         |
| Software & subscriptions (training subscriptions, workout preparation software, subscription for team management and meet management) | \$1,000         |
| <b>TOTAL</b>                                                                                                                          | <b>\$11,000</b> |

**Description of how the COVID pandemic impacted your organization**

The COVID pandemic directly and negatively impacted Team Sopris. Following the numerous state and local public health orders, the Glenwood Springs Community Center closed in March 2020. As Team Sopris relies on the Community Center for its only regulation-sized pool in the city, practices and meets were immediately canceled. When the pool was partially opened in June 2020, Team Sopris created a return to swim plan that enabled a small team to resume the program. However, months of swimming were effectively 'lost' and 30% of our families were not able to participate. Organizationally, the pandemic resulted in the loss of over \$21,000 in revenue from swimmer fees and fundraisers.

## SELECTION CRITERIA

All applicants must respond to the following questions in no more than three (3) pages. The three-page limit applies only to your answers to these questions, not to the Summary Form, Use of Funds Summary, or any supporting documentation.

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**1. Which needs within the City of Glenwood Springs does your organization serve, or will your special event or public program serve?**

Team Sopris is the only entity in Glenwood Springs that provides a comprehensive program that includes swim lessons, competitive swimming, and masters swimming. Our members learn swimming and personal skills that can be used through life. As the largest user of the Glenwood Springs Community Center pool, we create a positive experience for our citizens which, in turn, helps to increase community center memberships. By hosting swim meets, we bring swimmers and their families to Glenwood Springs and to the community center as visitors.

**2. Describe your paid professional staff and your level of volunteer involvement.**

We have a highly trained coaching staff, each of whom have been coaching competitive swimming for many years. Team Sopris currently has four paid professional staff including one full time head coach and three part-time coaches. Steve Vanderhoof serves as the head coach and was an original member of Team Sopris in 1970. Bob Brandon is assistant JR/Sr and age group coach, Kelley Cullen is the assistant age group coach and Becky Joslin is the Masters and High School Prep coach.

Parent involvement is also essential to the success of the organization. Each family must volunteer their time each season and we have specific volunteer assignments and requirements.

**3. Quantify the service level you provide to the citizens of the City of Glenwood Springs. How many City clients were served in your last full fiscal year in the program(s) for which you are requesting funds? What are the projections for the current year and next year? If funding a special event, how many participants to you expect, and will the event draw visitors to Glenwood Springs?**

For the 2021-2022 season, Team Sopris has 86 age group swimmers (ages 6-18), and 15 Masters swimmers. Sixty-five (65) or 76% of our members are citizens of Glenwood Springs. We are thrilled as our membership has rebounded significantly from the 30% decrease due to the pandemic. All individual members are required to purchase a community center membership. Many families of members also purchase memberships.

For this season, we plan to host five home swim meets. Each swim meet has 150 to 250 participants from surrounding communities. Swimmers from these other teams and their families travel to Glenwood Springs to purchase gas, food and often will stay in our local hotels. Hence each of these meets draw visitors to Glenwood Springs create a positive impact for the community overall.

Lastly, we hope to organize and host the annual "Turkey Trot" on Thanksgiving Day. This treasured community event draws over 500 participants and spectators. All proceeds benefit

Team Sopris and three Glenwood Springs High School sports teams. Our event budget of almost \$3,000 is spent with local businesses.

**4. Highlight the desired 2021 goals and outcomes to be achieved with City of Glenwood Springs' funds. How will you define and measure your success as related to this funding request?**

With funds from the City of Glenwood Springs, Team Sopris will work to achieve the following goals and outcomes:

- Retain current members with financial needs due to the ability to offer scholarships
- Retain current members by keeping membership fees low as funds from the city will help offset operating expenses

**5. Describe your income stream(s), including fundraising efforts. If you are the local chapter of a national entity, explain how much funding it provides.**

Income streams for the 2021-2022 season include membership fees, grants and donations and fundraising events. Membership fees cover the expense of four paid professional staff. Grants and donations, including from the City of Glenwood Springs, the Western Colorado Community Foundation and families, provide scholarships for members and cover additional operating expenses. Lastly, fundraising events including the annual Turkey Trot also are key for covering operating expenses.

**6. Have you used City of Glenwood Springs funds to receive additional funds from other sources? If so, what is the amount of leveraged funds received?**

No, Team Sopris has not had the opportunity to leverage funds from the City to receive additional funds.

**7. Has your organization had a deficit budget within the last three years? If so, how did you fund the deficit? What plans have you made to eliminate future deficits? Does your organization have a fund balance/reserve that is equal to or greater than six months of operating expenses? If so, how do you plan to use this reserve?**

Team Sopris recovered from a deficit approximately three years ago. This was due to coaching turnover. The coach at the time had a very competitive salary which needed to be supported by an increase in members. This was not realized, causing the deficit. The coach was let go and the current head coach was hired at a sub-market salary. The team has also now doubled in size. In this manner, the deficit was funded. Furthermore, reserves have been created. Currently, Team Sopris has approximately \$20,000 in reserves, or 25% of operating expenses.

INTERNAL REVENUE SERVICE  
DISTRICT DIRECTOR  
1100 COMMERCE STREET  
DALLAS, TX 75242-0000

**AUG 02 1993**  
DATE:

SOPRIS BARRACUDA SWIM TEAM  
P O BOX 1851  
GLENWOOD SPRINGS, CO 81602

## DEPARTMENT OF THE TREASURY

Employer Identification Number:  
74-2480401  
Case Number:  
753109023  
Contact Person:  
SHARI FLOWERS  
Contact Telephone Number:  
(214) 767-6023  
Our Letter Dated:  
July 8, 1988  
Addendum Applicant:  
No

Dear Applicant:

This modifies our letter of the above date in which we stated that you would be treated as an organization that is not a private foundation until the expiration of your advance ruling period.

Your exempt status under section 501(c)(3) of the Internal Revenue Code as an organization described in section 501(c)(3) is still in effect. Based on the information you submitted, we have determined that you are not a private foundation within the meaning of section 509(a) of the Code because you are an organization of the type described in section 509(a)(1) and 170(b)(1)(A)(vi).

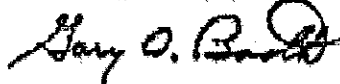
Grants and contributors may rely on this determination unless the Internal Revenue Service publishes notice to the contrary. However, if you lose your section 509(a)(1) status, a grantor or contributor may not rely on this determination if he or she was in part responsible for, or was aware of, the act or failure to act, or the substantial or material change on the part of the organization that resulted in your loss of such status, or if he or she acquired knowledge that the Internal Revenue Service had given notice that you would no longer be classified as a section 509(a)(1) organization.

If we have indicated in the heading of this letter that an addendum applies, the addendum enclosed is an integral part of this letter.

Because this letter could help resolve any questions about your private foundation status, please keep it in your permanent records.

If you have any questions, please contact the person whose name and telephone number are shown above.

Sincerely yours,



Gary O. Booth  
District Director

Letter 1050 (00/00)

OFFICE OF THE SECRETARY OF STATE  
OF THE STATE OF COLORADO

**CERTIFICATE OF FACT OF GOOD STANDING**

I, Jena Griswold, as the Secretary of State of the State of Colorado, hereby certify that, according to the records of this office,

SOPRIS BARRACUDA SWIM TEAM

is a

Nonprofit Corporation

formed or registered on 08/09/1999 under the law of Colorado, has complied with all applicable requirements of this office, and is in good standing with this office. This entity has been assigned entity identification number 19991148877 .

This certificate reflects facts established or disclosed by documents delivered to this office on paper through 09/15/2021 that have been posted, and by documents delivered to this office electronically through 09/16/2021 @ 11:17:29 .

I have affixed hereto the Great Seal of the State of Colorado and duly generated, executed, and issued this official certificate at Denver, Colorado on 09/16/2021 @ 11:17:29 in accordance with applicable law. This certificate is assigned Confirmation Number 13443904 .



*Jena Griswold*

Secretary of State of the State of Colorado

\*\*\*\*\*End of Certificate\*\*\*\*\*  
*Notice: A certificate issued electronically from the Colorado Secretary of State's Web site is fully and immediately valid and effective. However, as an option, the issuance and validity of a certificate obtained electronically may be established by visiting the Validate a Certificate page of the Secretary of State's Web site, <http://www.sos.state.co.us/biz/CertificateSearchCriteria.do> entering the certificate's confirmation number displayed on the certificate, and following the instructions displayed. Confirming the issuance of a certificate is merely optional and is not necessary to the valid and effective issuance of a certificate. For more information, visit our Web site, <http://www.sos.state.co.us/> click "Businesses, trademarks, trade names" and select "Frequently Asked Questions."*

**List of current board of directors and officers**

Stevie Madsen , President

Kayo Ogilby, Secretary

Tiffany Lindenberg, Treasurer

Cristi Newton, Board Member

Daren Imoff, Board Member



**List of all major contributors (\$2,000 and above) and amounts contributed, highest to lowest.**

Team Sopris has not received contributions \$2,000 or greater.

# SOPRIS BARRACUDA SWIM TEAM

## Profit and Loss

September 2020 - August 2021

|                           | TOTAL               |
|---------------------------|---------------------|
| Income                    |                     |
| Fundraisers - Team        | 12,256.59           |
| Grant & Donations         | 1,000.00            |
| Membership                | 39,821.71           |
| Membership-Other          | 11,034.46           |
| Misc. Income              | 1,143.68            |
| Sopris Swim Meet          | 5,588.00            |
| Uncategorized Income      | 5.63                |
| <b>Total Income</b>       | <b>\$70,850.07</b>  |
| GROSS PROFIT              | <b>\$70,850.07</b>  |
| Expenses                  |                     |
| Coaching Expenses         | 2,854.40            |
| Fundraising Expenses      | 463.55              |
| General & Admin Expenses  | 18,524.31           |
| Payroll Expenses          | 49,516.20           |
| Reimbursements            | 3,321.67            |
| Sopris Swim Meet Expense  | 1,379.81            |
| Uncategorized Expense     | 119.98              |
| <b>Total Expenses</b>     | <b>\$76,179.92</b>  |
| NET OPERATING INCOME      | <b>\$ -5,329.85</b> |
| Other Income              |                     |
| Dividend Income-Pinnacol  | 198.00              |
| <b>Total Other Income</b> | <b>\$198.00</b>     |
| NET OTHER INCOME          | <b>\$198.00</b>     |
| NET INCOME                | <b>\$ -5,131.85</b> |

EXTENDED TO NOVEMBER 16, 2020

## Short Form

OMB No. 1545-0047

Form **990-EZ**

## Return of Organization Exempt From Income Tax

**2019**

Under section 501(c), 527, or 4947(a)(1) of the Internal Revenue Code (except private foundations)

▶ Do not enter social security numbers on this form, as it may be made public.

▶ Go to [www.irs.gov/Form990EZ](http://www.irs.gov/Form990EZ) for instructions and the latest information.Open to Public  
InspectionDepartment of the Treasury  
Internal Revenue Service

|                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                    |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>A</b> For the 2019 calendar year, or tax year beginning and ending                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                    |
| <b>B</b> Check if applicable:<br><input type="checkbox"/> Address change<br><input type="checkbox"/> Name change<br><input type="checkbox"/> Initial return<br><input type="checkbox"/> Final return/terminated<br><input type="checkbox"/> Amended return<br><input type="checkbox"/> Application pending | <b>C</b> Name of organization<br><b>SOPRIS BARRACUDA SWIM TEAM</b><br>Number and street (or P.O. box if mail is not delivered to street address) Room/suite<br><b>PO BOX 1851</b><br>City or town, state or province, country, and ZIP or foreign postal code<br><b>GLENWOOD SPRINGS, CO 81602</b> |
| <b>D</b> Employer identification number<br><b>** - *** 0401</b>                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                    |
| <b>E</b> Telephone number<br><b>(970) 384-6316</b>                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                    |
| <b>F</b> Group Exemption Number ▶                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                    |
| <b>G</b> Accounting Method: <input checked="" type="checkbox"/> Cash <input type="checkbox"/> Accrual Other (specify) ▶                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                    |
| <b>H</b> Check <input type="checkbox"/> if the organization is not required to attach Schedule B (Form 990, 990-EZ, or 990-PF).                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                    |
| <b>I</b> Website: ▶ <b>WWW.TEAMSOPRIS.ORG</b>                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                    |
| <b>J</b> Tax-exempt status (check only one) — <input checked="" type="checkbox"/> 501(c)(3) <input type="checkbox"/> 501(c) ( ) (insert no.) <input type="checkbox"/> 4947(a)(1) or <input type="checkbox"/> 527                                                                                           |                                                                                                                                                                                                                                                                                                    |
| <b>K</b> Form of organization: <input type="checkbox"/> Corporation <input type="checkbox"/> Trust <input type="checkbox"/> Association <input checked="" type="checkbox"/> Other <b>SWIM TEAM ORGANIZATION</b>                                                                                            |                                                                                                                                                                                                                                                                                                    |
| <b>L</b> Add lines 5b, 6c, and 7b to line 9 to determine gross receipts. If gross receipts are \$200,000 or more, or if total assets (Part II, column (B)) are \$500,000 or more, file Form 990 instead of Form 990-EZ ▶ \$ <b>110,574.</b>                                                                |                                                                                                                                                                                                                                                                                                    |

**Part I Revenue, Expenses, and Changes in Net Assets or Fund Balances** (see the instructions for Part I)Check if the organization used Schedule O to respond to any question in this Part I ☒

|                   |                                                                                                    |                                                                                                                                                                                                            |                 |                 |
|-------------------|----------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|-----------------|
| <b>Revenue</b>    | 1                                                                                                  | Contributions, gifts, grants, and similar amounts received                                                                                                                                                 | 1               | 34,636.         |
|                   | 2                                                                                                  | Program service revenue including government fees and contracts                                                                                                                                            | 2               | 9,291.          |
|                   | 3                                                                                                  | Membership dues and assessments                                                                                                                                                                            | 3               | 66,646.         |
|                   | 4                                                                                                  | Investment income                                                                                                                                                                                          | 4               |                 |
|                   | 5a                                                                                                 | Gross amount from sale of assets other than inventory                                                                                                                                                      | 5a              |                 |
|                   | b                                                                                                  | Less: cost or other basis and sales expenses                                                                                                                                                               | 5b              |                 |
|                   | c                                                                                                  | Gain or (loss) from sale of assets other than inventory (subtract line 5b from line 5a)                                                                                                                    | 5c              |                 |
|                   | 6                                                                                                  | Gaming and fundraising events:                                                                                                                                                                             |                 |                 |
|                   | a                                                                                                  | Gross income from gaming (attach Schedule G if greater than \$15,000)                                                                                                                                      | 6a              |                 |
|                   | b                                                                                                  | Gross income from fundraising events (not including \$ of contributions from fundraising events reported on line 1) (attach Schedule G if the sum of such gross income and contributions exceeds \$15,000) | 6b              |                 |
| c                 | Less: direct expenses from gaming and fundraising events                                           | 6c                                                                                                                                                                                                         |                 |                 |
| d                 | Net income or (loss) from gaming and fundraising events (add lines 6a and 6b and subtract line 6c) | 6d                                                                                                                                                                                                         |                 |                 |
| 7a                | Gross sales of inventory, less returns and allowances                                              | 7a                                                                                                                                                                                                         |                 |                 |
| b                 | Less: cost of goods sold                                                                           | 7b                                                                                                                                                                                                         |                 |                 |
| c                 | Gross profit or (loss) from sales of inventory (subtract line 7b from line 7a)                     | 7c                                                                                                                                                                                                         |                 |                 |
| 8                 | Other revenue (describe in Schedule O) <b>SEE SCHEDULE O</b>                                       | 8                                                                                                                                                                                                          | 1.              |                 |
| 9                 | <b>Total revenue.</b> Add lines 1, 2, 3, 4, 5c, 6d, 7c, and 8 ▶                                    | 9                                                                                                                                                                                                          | <b>110,574.</b> |                 |
| <b>Expenses</b>   | 10                                                                                                 | Grants and similar amounts paid (list in Schedule O)                                                                                                                                                       | 10              |                 |
|                   | 11                                                                                                 | Benefits paid to or for members                                                                                                                                                                            | 11              |                 |
|                   | 12                                                                                                 | Salaries, other compensation, and employee benefits                                                                                                                                                        | 12              | 58,079.         |
|                   | 13                                                                                                 | Professional fees and other payments to independent contractors                                                                                                                                            | 13              | 2,937.          |
|                   | 14                                                                                                 | Occupancy, rent, utilities, and maintenance                                                                                                                                                                | 14              |                 |
|                   | 15                                                                                                 | Printing, publications, postage, and shipping                                                                                                                                                              | 15              | 216.            |
|                   | 16                                                                                                 | Other expenses (describe in Schedule O) <b>SEE SCHEDULE O</b>                                                                                                                                              | 16              | 62,994.         |
|                   | 17                                                                                                 | <b>Total expenses.</b> Add lines 10 through 16 ▶                                                                                                                                                           | 17              | <b>124,226.</b> |
| <b>Net Assets</b> | 18                                                                                                 | Excess or (deficit) for the year (subtract line 17 from line 9)                                                                                                                                            | 18              | -13,652.        |
|                   | 19                                                                                                 | Net assets or fund balances at beginning of year (from line 27, column (A)) (must agree with end-of-year figure reported on prior year's return)                                                           | 19              | 29,275.         |
|                   | 20                                                                                                 | Other changes in net assets or fund balances (explain in Schedule O)                                                                                                                                       | 20              | 0.              |
|                   | 21                                                                                                 | <b>Net assets or fund balances at end of year.</b> Combine lines 18 through 20 ▶                                                                                                                           | 21              | <b>15,623.</b>  |

LHA For Paperwork Reduction Act Notice, see the separate instructions.

Form 990-EZ (2019)



**Part V Other Information** (Note the Schedule A and personal benefit contract statement requirements in the instructions for Part V.) Check if the organization used Sch. O to respond to any question in this Part V ☒

|                                                                                                                                                                                                                                                                                                                                       | Yes                                 | No  |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|-----|
| 33 Did the organization engage in any significant activity not previously reported to the IRS? If "Yes," provide a detailed description of each activity in Schedule O                                                                                                                                                                |                                     | X   |
| 34 Were any significant changes made to the organizing or governing documents? If "Yes," attach a conformed copy of the amended documents if they reflect a change to the organization's name. Otherwise, explain the change on Schedule O. See instructions                                                                          |                                     | X   |
| 35a Did the organization have unrelated business gross income of \$1,000 or more during the year from business activities (such as those reported on lines 2, 6a, and 7a, among others)?                                                                                                                                              |                                     | X   |
| b If "Yes" to line 35a, has the organization filed a Form 990-T for the year? If "No," provide an explanation in Schedule O                                                                                                                                                                                                           | N/A                                 |     |
| c Was the organization a section 501(c)(4), 501(c)(5), or 501(c)(6) organization subject to section 6033(e) notice, reporting, and proxy tax requirements during the year? If "Yes," complete Schedule C, Part III                                                                                                                    |                                     | X   |
| 36 Did the organization undergo a liquidation, dissolution, termination, or significant disposition of net assets during the year? If "Yes," complete applicable parts of Schedule N                                                                                                                                                  |                                     | X   |
| 37a Enter amount of political expenditures, direct or indirect, as described in the instructions                                                                                                                                                                                                                                      | 37a                                 | 0.  |
| b Did the organization file Form 1120-POL for this year?                                                                                                                                                                                                                                                                              | 37b                                 | X   |
| 38a Did the organization borrow from, or make any loans to, any officer, director, trustee, or key employee; or were any such loans made in a prior year and still outstanding at the end of the tax year covered by this return?                                                                                                     | 38a                                 | X   |
| b If "Yes," complete Schedule L, Part II, and enter the total amount involved                                                                                                                                                                                                                                                         | 38b                                 | N/A |
| 39 Section 501(c)(7) organizations. Enter:                                                                                                                                                                                                                                                                                            |                                     |     |
| a Initiation fees and capital contributions included on line 9                                                                                                                                                                                                                                                                        | 39a                                 | N/A |
| b Gross receipts, included on line 9, for public use of club facilities                                                                                                                                                                                                                                                               | 39b                                 | N/A |
| 40a Section 501(c)(3) organizations. Enter amount of tax imposed on the organization during the year under:<br>section 4911 <u>0.</u> ; section 4912 <u>0.</u> ; section 4955 <u>0.</u>                                                                                                                                               |                                     |     |
| b Section 501(c)(3), 501(c)(4), and 501(c)(29) organizations. Did the organization engage in any section 4958 excess benefit transaction during the year, or did it engage in an excess benefit transaction in a prior year that has not been reported on any of its prior Forms 990 or 990-EZ? If "Yes," complete Schedule L, Part I | 40b                                 | X   |
| c Section 501(c)(3), 501(c)(4), and 501(c)(29) organizations. Enter amount of tax imposed on organization managers or disqualified persons during the year under sections 4912, 4955, and 4958                                                                                                                                        |                                     | 0.  |
| d Section 501(c)(3), 501(c)(4), and 501(c)(29) organizations. Enter amount of tax on line 40c reimbursed by the organization                                                                                                                                                                                                          |                                     | 0.  |
| e All organizations. At any time during the tax year, was the organization a party to a prohibited tax shelter transaction? If "Yes," complete Form 8886-T                                                                                                                                                                            | 40e                                 | X   |
| 41 List the states with which a copy of this return is filed                                                                                                                                                                                                                                                                          | NONE                                |     |
| 42a The organization's books are in care of                                                                                                                                                                                                                                                                                           | CRISTI NEWTON                       |     |
| Located at                                                                                                                                                                                                                                                                                                                            | P.O. BOX 1851, GLENWOOD SPRINGS, CO |     |
| Telephone no.                                                                                                                                                                                                                                                                                                                         | 970 945-5522                        |     |
| ZIP + 4                                                                                                                                                                                                                                                                                                                               | 81601                               |     |
| b At any time during the calendar year, did the organization have an interest in or a signature or other authority over a financial account in a foreign country (such as a bank account, securities account, or other financial account)?                                                                                            | 42b                                 | X   |
| If "Yes," enter the name of the foreign country                                                                                                                                                                                                                                                                                       |                                     |     |
| See the instructions for exceptions and filing requirements for FinCEN Form 114, Report of Foreign Bank and Financial Accounts (FBAR).                                                                                                                                                                                                |                                     |     |
| c At any time during the calendar year, did the organization maintain an office outside the United States?                                                                                                                                                                                                                            | 42c                                 | X   |
| If "Yes," enter the name of the foreign country                                                                                                                                                                                                                                                                                       |                                     |     |
| 43 Section 4947(a)(1) nonexempt charitable trusts filing Form 990-EZ in lieu of Form 1041 - Check here                                                                                                                                                                                                                                |                                     |     |
| and enter the amount of tax-exempt interest received or accrued during the tax year                                                                                                                                                                                                                                                   | 43                                  | N/A |
| 44a Did the organization maintain any donor advised funds during the year? If "Yes," Form 990 must be completed instead of Form 990-EZ                                                                                                                                                                                                | 44a                                 | X   |
| b Did the organization operate one or more hospital facilities during the year? If "Yes," Form 990 must be completed instead of Form 990-EZ                                                                                                                                                                                           | 44b                                 | X   |
| c Did the organization receive any payments for indoor tanning services during the year?                                                                                                                                                                                                                                              | 44c                                 | X   |
| d If "Yes" to line 44c, has the organization filed a Form 720 to report these payments? If "No," provide an explanation in Schedule O                                                                                                                                                                                                 | 44d                                 |     |
| 45a Did the organization have a controlled entity within the meaning of section 512(b)(13)?                                                                                                                                                                                                                                           | 45a                                 | X   |
| b Did the organization receive any payment from or engage in any transaction with a controlled entity within the meaning of section 512(b)(13)? If "Yes," Form 990 and Schedule R may need to be completed instead of Form 990-EZ. See instructions                                                                                   | 45b                                 |     |

Form 990-EZ (2019)

- 46 Did the organization engage, directly or indirectly, in political campaign activities on behalf of or in opposition to candidates for public office?  
If "Yes," complete Schedule C, Part I

|    | Yes | No |
|----|-----|----|
| 46 |     | X  |

**Part VI Section 501(c)(3) Organizations Only**

All section 501(c)(3) organizations must answer questions 47-49b and 52, and complete the tables for lines 50 and 51.

Check if the organization used Schedule O to respond to any question in this Part VI

- 47 Did the organization engage in lobbying activities or have a section 501(h) election in effect during the tax year? If "Yes," complete Sch. C, Part II
- 48 Is the organization a school as described in section 170(b)(1)(A)(ii)? If "Yes," complete Schedule E
- 49a Did the organization make any transfers to an exempt non-charitable related organization?
- b If "Yes," was the related organization a section 527 organization?
- 50 Complete this table for the organization's five highest compensated employees (other than officers, directors, trustees, and key employees) who each received more than \$100,000 of compensation from the organization. If there is none, enter "None."

|     | Yes | No |
|-----|-----|----|
| 47  |     | X  |
| 48  |     | X  |
| 49a |     | X  |
| 49b |     |    |

| (a) Name and title of each employee | (b) Average hours per week devoted to position | (c) Reportable compensation (Forms W-2/1099-MISC) | (d) Health benefits, contributions to employee benefit plans, and deferred compensation | (e) Estimated amount of other compensation |
|-------------------------------------|------------------------------------------------|---------------------------------------------------|-----------------------------------------------------------------------------------------|--------------------------------------------|
| NONE                                |                                                |                                                   |                                                                                         |                                            |
|                                     |                                                |                                                   |                                                                                         |                                            |
|                                     |                                                |                                                   |                                                                                         |                                            |
|                                     |                                                |                                                   |                                                                                         |                                            |
|                                     |                                                |                                                   |                                                                                         |                                            |
|                                     |                                                |                                                   |                                                                                         |                                            |
|                                     |                                                |                                                   |                                                                                         |                                            |
|                                     |                                                |                                                   |                                                                                         |                                            |
|                                     |                                                |                                                   |                                                                                         |                                            |
|                                     |                                                |                                                   |                                                                                         |                                            |

f Total number of other employees paid over \$100,000

- 51 Complete this table for the organization's five highest compensated independent contractors who each received more than \$100,000 of compensation from the organization. If there is none, enter "None."

| (a) Name and business address of each independent contractor | (b) Type of service | (c) Compensation |
|--------------------------------------------------------------|---------------------|------------------|
| NONE                                                         |                     |                  |
|                                                              |                     |                  |
|                                                              |                     |                  |
|                                                              |                     |                  |
|                                                              |                     |                  |
|                                                              |                     |                  |
|                                                              |                     |                  |
|                                                              |                     |                  |
|                                                              |                     |                  |

d Total number of other independent contractors each receiving over \$100,000

- 52 Did the organization complete Schedule A? **Note:** All section 501(c)(3) organizations must attach a completed Schedule A

☒ Yes ☐ No

Under penalties of perjury, I declare that I have examined this return, including accompanying schedules and statements, and to the best of my knowledge and belief, it is true, correct, and complete. Declaration of preparer (other than officer) is based on all information of which preparer has any knowledge.

Sign Here

Signature of officer

Date

STEPHANIE MADSEN, PRESIDENT

Type or print name and title

Paid Preparer Use Only

|                                                             |                                        |                  |                                                 |                   |
|-------------------------------------------------------------|----------------------------------------|------------------|-------------------------------------------------|-------------------|
| Print/Type preparer's name<br>LYNDIE PEARSON                | Preparer's signature<br>LYNDIE PEARSON | Date<br>11/09/20 | Check <input type="checkbox"/> if self-employed | PTIN<br>P00108477 |
| Firm's name ▶ BARNES, PEARSON & RUDOW PC                    |                                        |                  | Firm's EIN ▶ ** - ***0828                       |                   |
| Firm's address ▶ P O BOX 2298<br>GLENWOOD SPRINGS, CO 81602 |                                        |                  | Phone no. 970-384-0400                          |                   |

May the IRS discuss this return with the preparer shown above? See instructions

☒ Yes ☐ No

Form 990-EZ (2019)

**SCHEDULE A**  
**(Form 990 or 990-EZ)**

Department of the Treasury  
Internal Revenue Service

**Public Charity Status and Public Support**

Complete if the organization is a section 501(c)(3) organization or a section

4947(a)(1) nonexempt charitable trust.

▶ Attach to Form 990 or Form 990-EZ.

▶ Go to [www.irs.gov/Form990](http://www.irs.gov/Form990) for instructions and the latest information.

OMB No. 1545-0047

**2019**

Open to Public  
Inspection

Name of the organization

**SOPRIS BARRACUDA SWIM TEAM**

Employer identification number

**\*\*-\*\*\*0401**

**Part I Reason for Public Charity Status** (All organizations must complete this part.) See instructions.

The organization is not a private foundation because it is: (For lines 1 through 12, check only one box.)

- 1 ☐ A church, convention of churches, or association of churches described in **section 170(b)(1)(A)(i).**
- 2 ☐ A school described in **section 170(b)(1)(A)(ii).** (Attach Schedule E (Form 990 or 990-EZ).)
- 3 ☐ A hospital or a cooperative hospital service organization described in **section 170(b)(1)(A)(iii).**
- 4 ☐ A medical research organization operated in conjunction with a hospital described in **section 170(b)(1)(A)(iii).** Enter the hospital's name, city, and state: \_\_\_\_\_
- 5 ☐ An organization operated for the benefit of a college or university owned or operated by a governmental unit described in **section 170(b)(1)(A)(iv).** (Complete Part II.)
- 6 ☐ A federal, state, or local government or governmental unit described in **section 170(b)(1)(A)(v).**
- 7 ☐ An organization that normally receives a substantial part of its support from a governmental unit or from the general public described in **section 170(b)(1)(A)(vi).** (Complete Part II.)
- 8 ☐ A community trust described in **section 170(b)(1)(A)(vi).** (Complete Part II.)
- 9 ☐ An agricultural research organization described in **section 170(b)(1)(A)(ix)** operated in conjunction with a land-grant college or university or a non-land-grant college of agriculture (see instructions). Enter the name, city, and state of the college or university: \_\_\_\_\_
- 10 ☒ An organization that normally receives: (1) more than 33 1/3% of its support from contributions, membership fees, and gross receipts from activities related to its exempt functions - subject to certain exceptions, and (2) no more than 33 1/3% of its support from gross investment income and unrelated business taxable income (less section 511 tax) from businesses acquired by the organization after June 30, 1975. See **section 509(a)(2).** (Complete Part III.)
- 11 ☐ An organization organized and operated exclusively to test for public safety. See **section 509(a)(4).**
- 12 ☐ An organization organized and operated exclusively for the benefit of, to perform the functions of, or to carry out the purposes of one or more publicly supported organizations described in **section 509(a)(1)** or **section 509(a)(2).** See **section 509(a)(3).** Check the box in lines 12a through 12d that describes the type of supporting organization and complete lines 12e, 12f, and 12g.
- a ☐ **Type I.** A supporting organization operated, supervised, or controlled by its supported organization(s), typically by giving the supported organization(s) the power to regularly appoint or elect a majority of the directors or trustees of the supporting organization. **You must complete Part IV, Sections A and B.**
- b ☐ **Type II.** A supporting organization supervised or controlled in connection with its supported organization(s), by having control or management of the supporting organization vested in the same persons that control or manage the supported organization(s). **You must complete Part IV, Sections A and C.**
- c ☐ **Type III functionally integrated.** A supporting organization operated in connection with, and functionally integrated with, its supported organization(s) (see instructions). **You must complete Part IV, Sections A, D, and E.**
- d ☐ **Type III non-functionally integrated.** A supporting organization operated in connection with its supported organization(s) that is not functionally integrated. The organization generally must satisfy a distribution requirement and an attentiveness requirement (see instructions). **You must complete Part IV, Sections A and D, and Part V.**
- e ☐ Check this box if the organization received a written determination from the IRS that it is a Type I, Type II, Type III functionally integrated, or Type III non-functionally integrated supporting organization.
- f Enter the number of supported organizations: \_\_\_\_\_
- g Provide the following information about the supported organization(s).

| (i) Name of supported organization | (ii) EIN | (iii) Type of organization (described on lines 1-10 above (see instructions)) | (iv) Is the organization listed in your governing document? |    | (v) Amount of monetary support (see instructions) | (vi) Amount of other support (see instructions) |
|------------------------------------|----------|-------------------------------------------------------------------------------|-------------------------------------------------------------|----|---------------------------------------------------|-------------------------------------------------|
|                                    |          |                                                                               | Yes                                                         | No |                                                   |                                                 |
|                                    |          |                                                                               |                                                             |    |                                                   |                                                 |
|                                    |          |                                                                               |                                                             |    |                                                   |                                                 |
|                                    |          |                                                                               |                                                             |    |                                                   |                                                 |
|                                    |          |                                                                               |                                                             |    |                                                   |                                                 |
|                                    |          |                                                                               |                                                             |    |                                                   |                                                 |
|                                    |          |                                                                               |                                                             |    |                                                   |                                                 |
|                                    |          |                                                                               |                                                             |    |                                                   |                                                 |
|                                    |          |                                                                               |                                                             |    |                                                   |                                                 |
| <b>Total</b>                       |          |                                                                               |                                                             |    |                                                   |                                                 |

LHA For Paperwork Reduction Act Notice, see the Instructions for Form 990 or 990-EZ. 932021 09-25-19 Schedule A (Form 990 or 990-EZ) 2019

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2019.04030 SOPRIS BARRACUDA SWIM TEAM 10200\_\_1

**Part II Support Schedule for Organizations Described in Sections 170(b)(1)(A)(iv) and 170(b)(1)(A)(vi)**

(Complete only if you checked the box on line 5, 7, or 8 of Part I or if the organization failed to qualify under Part III. If the organization fails to qualify under the tests listed below, please complete Part III.)

**Section A. Public Support**

| Calendar year (or fiscal year beginning in) ▶                                                                                                                                                               | (a) 2015 | (b) 2016 | (c) 2017 | (d) 2018 | (e) 2019 | (f) Total |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|----------|----------|----------|----------|-----------|
| 1 Gifts, grants, contributions, and membership fees received. (Do not include any "unusual grants.") .....                                                                                                  |          |          |          |          |          |           |
| 2 Tax revenues levied for the organization's benefit and either paid to or expended on its behalf .....                                                                                                     |          |          |          |          |          |           |
| 3 The value of services or facilities furnished by a governmental unit to the organization without charge ...                                                                                               |          |          |          |          |          |           |
| 4 <b>Total.</b> Add lines 1 through 3 .....                                                                                                                                                                 |          |          |          |          |          |           |
| 5 The portion of total contributions by each person (other than a governmental unit or publicly supported organization) included on line 1 that exceeds 2% of the amount shown on line 11, column (f) ..... |          |          |          |          |          |           |
| 6 <b>Public support.</b> Subtract line 5 from line 4.                                                                                                                                                       |          |          |          |          |          |           |

**Section B. Total Support**

| Calendar year (or fiscal year beginning in) ▶                                                                                                                                                        | (a) 2015 | (b) 2016 | (c) 2017 | (d) 2018 | (e) 2019 | (f) Total                |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|----------|----------|----------|----------|--------------------------|
| 7 Amounts from line 4 .....                                                                                                                                                                          |          |          |          |          |          |                          |
| 8 Gross income from interest, dividends, payments received on securities loans, rents, royalties, and income from similar sources ...                                                                |          |          |          |          |          |                          |
| 9 Net income from unrelated business activities, whether or not the business is regularly carried on ...                                                                                             |          |          |          |          |          |                          |
| 10 Other income. Do not include gain or loss from the sale of capital assets (Explain in Part VI.) .....                                                                                             |          |          |          |          |          |                          |
| 11 <b>Total support.</b> Add lines 7 through 10                                                                                                                                                      |          |          |          |          |          |                          |
| 12 Gross receipts from related activities, etc. (see instructions) .....                                                                                                                             |          |          |          |          | 12       |                          |
| 13 <b>First five years.</b> If the Form 990 is for the organization's first, second, third, fourth, or fifth tax year as a section 501(c)(3) organization, check this box and <b>stop here</b> ..... |          |          |          |          |          | <input type="checkbox"/> |

**Section C. Computation of Public Support Percentage**

|                                                                                                                                                                                                                                                                                                                                                                                                                     |    |                          |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----|--------------------------|
| 14 Public support percentage for 2019 (line 6, column (f) divided by line 11, column (f)) .....                                                                                                                                                                                                                                                                                                                     | 14 | %                        |
| 15 Public support percentage from 2018 Schedule A, Part II, line 14 .....                                                                                                                                                                                                                                                                                                                                           | 15 | %                        |
| 16a <b>33 1/3% support test - 2019.</b> If the organization did not check the box on line 13, and line 14 is 33 1/3% or more, check this box and <b>stop here.</b> The organization qualifies as a publicly supported organization .....                                                                                                                                                                            |    | <input type="checkbox"/> |
| b <b>33 1/3% support test - 2018.</b> If the organization did not check a box on line 13 or 16a, and line 15 is 33 1/3% or more, check this box and <b>stop here.</b> The organization qualifies as a publicly supported organization .....                                                                                                                                                                         |    | <input type="checkbox"/> |
| 17a <b>10% -facts-and-circumstances test - 2019.</b> If the organization did not check a box on line 13, 16a, or 16b, and line 14 is 10% or more, and if the organization meets the "facts-and-circumstances" test, check this box and <b>stop here.</b> Explain in Part VI how the organization meets the "facts-and-circumstances" test. The organization qualifies as a publicly supported organization .....    |    | <input type="checkbox"/> |
| b <b>10% -facts-and-circumstances test - 2018.</b> If the organization did not check a box on line 13, 16a, 16b, or 17a, and line 15 is 10% or more, and if the organization meets the "facts-and-circumstances" test, check this box and <b>stop here.</b> Explain in Part VI how the organization meets the "facts-and-circumstances" test. The organization qualifies as a publicly supported organization ..... |    | <input type="checkbox"/> |
| 18 <b>Private foundation.</b> If the organization did not check a box on line 13, 16a, 16b, 17a, or 17b, check this box and see instructions .....                                                                                                                                                                                                                                                                  |    | <input type="checkbox"/> |

Schedule A (Form 990 or 990-EZ) 2019



**Part III Support Schedule for Organizations Described in Section 509(a)(2)**

(Complete only if you checked the box on line 10 of Part I or if the organization failed to qualify under Part II. If the organization fails to qualify under the tests listed below, please complete Part II.)

**Section A. Public Support**

| Calendar year (or fiscal year beginning in) ▶                                                                                                                                    | (a) 2015 | (b) 2016 | (c) 2017 | (d) 2018 | (e) 2019 | (f) Total |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|----------|----------|----------|----------|-----------|
| 1 Gifts, grants, contributions, and membership fees received. (Do not include any "unusual grants.") .....                                                                       | 112,407. | 101,196. | 80,935.  | 89,112.  | 110,573. | 494,223.  |
| 2 Gross receipts from admissions, merchandise sold or services performed, or facilities furnished in any activity that is related to the organization's tax-exempt purpose ..... | 1,601.   | 1,642.   | 2,890.   | 1,630.   | 0.       | 7,763.    |
| 3 Gross receipts from activities that are not an unrelated trade or business under section 513 .....                                                                             |          |          |          |          |          |           |
| 4 Tax revenues levied for the organization's benefit and either paid to or expended on its behalf .....                                                                          |          |          |          |          |          |           |
| 5 The value of services or facilities furnished by a governmental unit to the organization without charge .....                                                                  |          |          |          |          |          |           |
| 6 <b>Total.</b> Add lines 1 through 5 .....                                                                                                                                      | 114,008. | 102,838. | 83,825.  | 90,742.  | 110,573. | 501,986.  |
| 7a Amounts included on lines 1, 2, and 3 received from disqualified persons .....                                                                                                | 10,920.  | 15,317.  | 11,847.  | 11,890.  | 14,083.  | 64,057.   |
| b Amounts included on lines 2 and 3 received from other than disqualified persons that exceed the greater of \$5,000 or 1% of the amount on line 13 for the year .....           |          |          |          |          |          | 0.        |
| c Add lines 7a and 7b .....                                                                                                                                                      | 10,920.  | 15,317.  | 11,847.  | 11,890.  | 14,083.  | 64,057.   |
| 8 <b>Public support.</b> (Subtract line 7c from line 6.) .....                                                                                                                   |          |          |          |          |          | 437,929.  |

**Section B. Total Support**

| Calendar year (or fiscal year beginning in) ▶                                                                                             | (a) 2015 | (b) 2016 | (c) 2017 | (d) 2018 | (e) 2019 | (f) Total |
|-------------------------------------------------------------------------------------------------------------------------------------------|----------|----------|----------|----------|----------|-----------|
| 9 Amounts from line 6 .....                                                                                                               | 114,008. | 102,838. | 83,825.  | 90,742.  | 110,573. | 501,986.  |
| 10a Gross income from interest, dividends, payments received on securities loans, rents, royalties, and income from similar sources ..... | 2.       | 2.       | 2.       | 2.       | 1.       | 9.        |
| b Unrelated business taxable income (less section 511 taxes) from businesses acquired after June 30, 1975 .....                           |          |          |          |          |          |           |
| c Add lines 10a and 10b .....                                                                                                             | 2.       | 2.       | 2.       | 2.       | 1.       | 9.        |
| 11 Net income from unrelated business activities not included in line 10b, whether or not the business is regularly carried on .....      |          |          |          |          |          |           |
| 12 Other income. Do not include gain or loss from the sale of capital assets (Explain in Part VI.) .....                                  |          |          |          |          |          |           |
| 13 <b>Total support.</b> (Add lines 9, 10c, 11, and 12.) .....                                                                            | 114,010. | 102,840. | 83,827.  | 90,744.  | 110,574. | 501,995.  |

14 **First five years.** If the Form 990 is for the organization's first, second, third, fourth, or fifth tax year as a section 501(c)(3) organization, check this box and **stop here** ..... ☐

**Section C. Computation of Public Support Percentage**

|                                                                                                  |    |         |
|--------------------------------------------------------------------------------------------------|----|---------|
| 15 Public support percentage for 2019 (line 8, column (f), divided by line 13, column (f)) ..... | 15 | 87.24 % |
| 16 Public support percentage from 2018 Schedule A, Part III, line 15 .....                       | 16 | 88.30 % |

**Section D. Computation of Investment Income Percentage**

|                                                                                                       |    |       |
|-------------------------------------------------------------------------------------------------------|----|-------|
| 17 Investment income percentage for 2019 (line 10c, column (f), divided by line 13, column (f)) ..... | 17 | .00 % |
| 18 Investment income percentage from 2018 Schedule A, Part III, line 17 .....                         | 18 | %     |

19a **33 1/3% support tests - 2019.** If the organization did not check the box on line 14, and line 15 is more than 33 1/3%, and line 17 is not more than 33 1/3%, check this box and **stop here**. The organization qualifies as a publicly supported organization ..... ☒

b **33 1/3% support tests - 2018.** If the organization did not check a box on line 14 or line 19a, and line 16 is more than 33 1/3%, and line 18 is not more than 33 1/3%, check this box and **stop here**. The organization qualifies as a publicly supported organization ..... ☐

20 **Private foundation.** If the organization did not check a box on line 14, 19a, or 19b, check this box and see instructions ..... ☐

**Part IV Supporting Organizations**

(Complete only if you checked a box in line 12 on Part I. If you checked 12a of Part I, complete Sections A and B. If you checked 12b of Part I, complete Sections A and C. If you checked 12c of Part I, complete Sections A, D, and E. If you checked 12d of Part I, complete Sections A and D, and complete Part V.)

**Section A. All Supporting Organizations**

- 1 Are all of the organization's supported organizations listed by name in the organization's governing documents? If "No," describe in **Part VI** how the supported organizations are designated. If designated by class or purpose, describe the designation. If historic and continuing relationship, explain.
- 2 Did the organization have any supported organization that does not have an IRS determination of status under section 509(a)(1) or (2)? If "Yes," explain in **Part VI** how the organization determined that the supported organization was described in section 509(a)(1) or (2).
- 3a Did the organization have a supported organization described in section 501(c)(4), (5), or (6)? If "Yes," answer (b) and (c) below.
- b Did the organization confirm that each supported organization qualified under section 501(c)(4), (5), or (6) and satisfied the public support tests under section 509(a)(2)? If "Yes," describe in **Part VI** when and how the organization made the determination.
- c Did the organization ensure that all support to such organizations was used exclusively for section 170(c)(2)(B) purposes? If "Yes," explain in **Part VI** what controls the organization put in place to ensure such use.
- 4a Was any supported organization not organized in the United States ("foreign supported organization")? If "Yes," and if you checked 12a or 12b in Part I, answer (b) and (c) below.
- b Did the organization have ultimate control and discretion in deciding whether to make grants to the foreign supported organization? If "Yes," describe in **Part VI** how the organization had such control and discretion despite being controlled or supervised by or in connection with its supported organizations.
- c Did the organization support any foreign supported organization that does not have an IRS determination under sections 501(c)(3) and 509(a)(1) or (2)? If "Yes," explain in **Part VI** what controls the organization used to ensure that all support to the foreign supported organization was used exclusively for section 170(c)(2)(B) purposes.
- 5a Did the organization add, substitute, or remove any supported organizations during the tax year? If "Yes," answer (b) and (c) below (if applicable). Also, provide detail in **Part VI**, including (i) the names and EIN numbers of the supported organizations added, substituted, or removed; (ii) the reasons for each such action; (iii) the authority under the organization's organizing document authorizing such action; and (iv) how the action was accomplished (such as by amendment to the organizing document).
- b **Type I or Type II only.** Was any added or substituted supported organization part of a class already designated in the organization's organizing document?
- c **Substitutions only.** Was the substitution the result of an event beyond the organization's control?
- 6 Did the organization provide support (whether in the form of grants or the provision of services or facilities) to anyone other than (i) its supported organizations, (ii) individuals that are part of the charitable class benefited by one or more of its supported organizations, or (iii) other supporting organizations that also support or benefit one or more of the filing organization's supported organizations? If "Yes," provide detail in **Part VI**.
- 7 Did the organization provide a grant, loan, compensation, or other similar payment to a substantial contributor (as defined in section 4958(c)(3)(C)), a family member of a substantial contributor, or a 35% controlled entity with regard to a substantial contributor? If "Yes," complete Part I of Schedule L (Form 990 or 990-EZ).
- 8 Did the organization make a loan to a disqualified person (as defined in section 4958) not described in line 7? If "Yes," complete Part I of Schedule L (Form 990 or 990-EZ).
- 9a Was the organization controlled directly or indirectly at any time during the tax year by one or more disqualified persons as defined in section 4946 (other than foundation managers and organizations described in section 509(a)(1) or (2))? If "Yes," provide detail in **Part VI**.
- b Did one or more disqualified persons (as defined in line 9a) hold a controlling interest in any entity in which the supporting organization had an interest? If "Yes," provide detail in **Part VI**.
- c Did a disqualified person (as defined in line 9a) have an ownership interest in, or derive any personal benefit from, assets in which the supporting organization also had an interest? If "Yes," provide detail in **Part VI**.
- 10a Was the organization subject to the excess business holdings rules of section 4943 because of section 4943(f) (regarding certain Type II supporting organizations, and all Type III non-functionally integrated supporting organizations)? If "Yes," answer 10b below.
- b Did the organization have any excess business holdings in the tax year? (Use Schedule C, Form 4720, to determine whether the organization had excess business holdings.)

|     | Yes | No |
|-----|-----|----|
| 1   |     |    |
| 2   |     |    |
| 3a  |     |    |
| 3b  |     |    |
| 3c  |     |    |
| 4a  |     |    |
| 4b  |     |    |
| 4c  |     |    |
| 5a  |     |    |
| 5b  |     |    |
| 5c  |     |    |
| 6   |     |    |
| 7   |     |    |
| 8   |     |    |
| 9a  |     |    |
| 9b  |     |    |
| 9c  |     |    |
| 10a |     |    |
| 10b |     |    |

**Part IV Supporting Organizations** (continued)

|                                                                                                                                                                              | Yes | No |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|----|
| <b>11</b> Has the organization accepted a gift or contribution from any of the following persons?                                                                            |     |    |
| <b>a</b> A person who directly or indirectly controls, either alone or together with persons described in (b) and (c) below, the governing body of a supported organization? |     |    |
| <b>11a</b>                                                                                                                                                                   |     |    |
| <b>b</b> A family member of a person described in (a) above?                                                                                                                 |     |    |
| <b>11b</b>                                                                                                                                                                   |     |    |
| <b>c</b> A 35% controlled entity of a person described in (a) or (b) above? If "Yes" to a, b, or c, provide detail in Part VI.                                               |     |    |
| <b>11c</b>                                                                                                                                                                   |     |    |

**Section B. Type I Supporting Organizations**

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Yes | No |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|----|
| <b>1</b> Did the directors, trustees, or membership of one or more supported organizations have the power to regularly appoint or elect at least a majority of the organization's directors or trustees at all times during the tax year? If "No," describe in Part VI how the supported organization(s) effectively operated, supervised, or controlled the organization's activities. If the organization had more than one supported organization, describe how the powers to appoint and/or remove directors or trustees were allocated among the supported organizations and what conditions or restrictions, if any, applied to such powers during the tax year. |     |    |
| <b>1</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |     |    |
| <b>2</b> Did the organization operate for the benefit of any supported organization other than the supported organization(s) that operated, supervised, or controlled the supporting organization? If "Yes," explain in Part VI how providing such benefit carried out the purposes of the supported organization(s) that operated, supervised, or controlled the supporting organization.                                                                                                                                                                                                                                                                             |     |    |
| <b>2</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |     |    |

**Section C. Type II Supporting Organizations**

|                                                                                                                                                                                                                                                                                                                                                                               | Yes | No |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|----|
| <b>1</b> Were a majority of the organization's directors or trustees during the tax year also a majority of the directors or trustees of each of the organization's supported organization(s)? If "No," describe in Part VI how control or management of the supporting organization was vested in the same persons that controlled or managed the supported organization(s). |     |    |
| <b>1</b>                                                                                                                                                                                                                                                                                                                                                                      |     |    |

**Section D. All Type III Supporting Organizations**

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Yes | No |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|----|
| <b>1</b> Did the organization provide to each of its supported organizations, by the last day of the fifth month of the organization's tax year, (i) a written notice describing the type and amount of support provided during the prior tax year, (ii) a copy of the Form 990 that was most recently filed as of the date of notification, and (iii) copies of the organization's governing documents in effect on the date of notification, to the extent not previously provided? |     |    |
| <b>1</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |     |    |
| <b>2</b> Were any of the organization's officers, directors, or trustees either (i) appointed or elected by the supported organization(s) or (ii) serving on the governing body of a supported organization? If "No," explain in Part VI how the organization maintained a close and continuous working relationship with the supported organization(s).                                                                                                                              |     |    |
| <b>2</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |     |    |
| <b>3</b> By reason of the relationship described in (2), did the organization's supported organizations have a significant voice in the organization's investment policies and in directing the use of the organization's income or assets at all times during the tax year? If "Yes," describe in Part VI the role the organization's supported organizations played in this regard.                                                                                                 |     |    |
| <b>3</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |     |    |

**Section E. Type III Functionally Integrated Supporting Organizations**

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |     |    |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|----|
| <b>1</b> Check the box next to the method that the organization used to satisfy the Integral Part Test during the year (see instructions).                                                                                                                                                                                                                                                                                                                                                                                       |     |    |
| <b>a</b> <input type="checkbox"/> The organization satisfied the Activities Test. Complete line 2 below.                                                                                                                                                                                                                                                                                                                                                                                                                         |     |    |
| <b>b</b> <input type="checkbox"/> The organization is the parent of each of its supported organizations. Complete line 3 below.                                                                                                                                                                                                                                                                                                                                                                                                  |     |    |
| <b>c</b> <input type="checkbox"/> The organization supported a governmental entity. Describe in Part VI how you supported a government entity (see instructions).                                                                                                                                                                                                                                                                                                                                                                |     |    |
| <b>2</b> Activities Test. Answer (a) and (b) below.                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |     |    |
| <b>a</b> Did substantially all of the organization's activities during the tax year directly further the exempt purposes of the supported organization(s) to which the organization was responsive? If "Yes," then in Part VI identify those supported organizations and explain how these activities directly furthered their exempt purposes, how the organization was responsive to those supported organizations, and how the organization determined that these activities constituted substantially all of its activities. | Yes | No |
| <b>2a</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |     |    |
| <b>b</b> Did the activities described in (a) constitute activities that, but for the organization's involvement, one or more of the organization's supported organization(s) would have been engaged in? If "Yes," explain in Part VI the reasons for the organization's position that its supported organization(s) would have engaged in these activities but for the organization's involvement.                                                                                                                              |     |    |
| <b>2b</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |     |    |
| <b>3</b> Parent of Supported Organizations. Answer (a) and (b) below.                                                                                                                                                                                                                                                                                                                                                                                                                                                            |     |    |
| <b>a</b> Did the organization have the power to regularly appoint or elect a majority of the officers, directors, or trustees of each of the supported organizations? Provide details in Part VI.                                                                                                                                                                                                                                                                                                                                |     |    |
| <b>3a</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |     |    |
| <b>b</b> Did the organization exercise a substantial degree of direction over the policies, programs, and activities of each of its supported organizations? If "Yes," describe in Part VI the role played by the organization in this regard.                                                                                                                                                                                                                                                                                   |     |    |
| <b>3b</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |     |    |

**Part V Type III Non-Functionally Integrated 509(a)(3) Supporting Organizations**

- 1 ☐ Check here if the organization satisfied the Integral Part Test as a qualifying trust on Nov. 20, 1970 (explain in Part VI). See instructions. All other Type III non-functionally integrated supporting organizations must complete Sections A through E.

| Section A - Adjusted Net Income |                                                                                                                                                                                                          | (A) Prior Year | (B) Current Year (optional) |
|---------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|-----------------------------|
| 1                               | Net short-term capital gain                                                                                                                                                                              | 1              |                             |
| 2                               | Recoveries of prior-year distributions                                                                                                                                                                   | 2              |                             |
| 3                               | Other gross income (see instructions)                                                                                                                                                                    | 3              |                             |
| 4                               | Add lines 1 through 3.                                                                                                                                                                                   | 4              |                             |
| 5                               | Depreciation and depletion                                                                                                                                                                               | 5              |                             |
| 6                               | Portion of operating expenses paid or incurred for production or collection of gross income or for management, conservation, or maintenance of property held for production of income (see instructions) | 6              |                             |
| 7                               | Other expenses (see instructions)                                                                                                                                                                        | 7              |                             |
| 8                               | <b>Adjusted Net Income</b> (subtract lines 5, 6, and 7 from line 4)                                                                                                                                      | 8              |                             |

| Section B - Minimum Asset Amount |                                                                                                                                 | (A) Prior Year | (B) Current Year (optional) |
|----------------------------------|---------------------------------------------------------------------------------------------------------------------------------|----------------|-----------------------------|
| 1                                | Aggregate fair market value of all non-exempt-use assets (see instructions for short tax year or assets held for part of year): |                |                             |
| a                                | Average monthly value of securities                                                                                             | 1a             |                             |
| b                                | Average monthly cash balances                                                                                                   | 1b             |                             |
| c                                | Fair market value of other non-exempt-use assets                                                                                | 1c             |                             |
| d                                | <b>Total</b> (add lines 1a, 1b, and 1c)                                                                                         | 1d             |                             |
| e                                | <b>Discount</b> claimed for blockage or other factors (explain in detail in Part VI):                                           |                |                             |
| 2                                | Acquisition indebtedness applicable to non-exempt-use assets                                                                    | 2              |                             |
| 3                                | Subtract line 2 from line 1d.                                                                                                   | 3              |                             |
| 4                                | Cash deemed held for exempt use. Enter 1-1/2% of line 3 (for greater amount, see instructions).                                 | 4              |                             |
| 5                                | Net value of non-exempt-use assets (subtract line 4 from line 3)                                                                | 5              |                             |
| 6                                | Multiply line 5 by .035.                                                                                                        | 6              |                             |
| 7                                | Recoveries of prior-year distributions                                                                                          | 7              |                             |
| 8                                | <b>Minimum Asset Amount</b> (add line 7 to line 6)                                                                              | 8              |                             |

| Section C - Distributable Amount |                                                                                                                                                                           |   | Current Year |
|----------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|--------------|
| 1                                | Adjusted net income for prior year (from Section A, line 8, Column A)                                                                                                     | 1 |              |
| 2                                | Enter 85% of line 1.                                                                                                                                                      | 2 |              |
| 3                                | Minimum asset amount for prior year (from Section B, line 8, Column A)                                                                                                    | 3 |              |
| 4                                | Enter greater of line 2 or line 3.                                                                                                                                        | 4 |              |
| 5                                | Income tax imposed in prior year                                                                                                                                          | 5 |              |
| 6                                | <b>Distributable Amount.</b> Subtract line 5 from line 4, unless subject to emergency temporary reduction (see instructions).                                             | 6 |              |
| 7                                | <input type="checkbox"/> Check here if the current year is the organization's first as a non-functionally integrated Type III supporting organization (see instructions). |   |              |

Schedule A (Form 990 or 990-EZ) 2019

**Part V** Type III Non-Functionally Integrated 509(a)(3) Supporting Organizations (continued)

| Section D - Distributions |                                                                                                                                            | Current Year |  |
|---------------------------|--------------------------------------------------------------------------------------------------------------------------------------------|--------------|--|
| 1                         | Amounts paid to supported organizations to accomplish exempt purposes                                                                      |              |  |
| 2                         | Amounts paid to perform activity that directly furthers exempt purposes of supported organizations, in excess of income from activity      |              |  |
| 3                         | Administrative expenses paid to accomplish exempt purposes of supported organizations                                                      |              |  |
| 4                         | Amounts paid to acquire exempt-use assets                                                                                                  |              |  |
| 5                         | Qualified set-aside amounts (prior IRS approval required)                                                                                  |              |  |
| 6                         | Other distributions (describe in Part VI). See instructions.                                                                               |              |  |
| 7                         | <b>Total annual distributions.</b> Add lines 1 through 6.                                                                                  |              |  |
| 8                         | Distributions to attentive supported organizations to which the organization is responsive (provide details in Part VI). See instructions. |              |  |
| 9                         | Distributable amount for 2019 from Section C, line 6                                                                                       |              |  |
| 10                        | Line 8 amount divided by line 9 amount                                                                                                     |              |  |

| Section E - Distribution Allocations (see instructions) | (i)<br>Excess Distributions                                                                                                                                             | (ii)<br>Underdistributions<br>Pre-2019 | (iii)<br>Distributable<br>Amount for 2019 |
|---------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------|-------------------------------------------|
| 1                                                       | Distributable amount for 2019 from Section C, line 6                                                                                                                    |                                        |                                           |
| 2                                                       | Underdistributions, if any, for years prior to 2019 (reasonable cause required- explain in Part VI). See instructions.                                                  |                                        |                                           |
| 3                                                       | Excess distributions carryover, if any, to 2019                                                                                                                         |                                        |                                           |
| a                                                       | From 2014                                                                                                                                                               |                                        |                                           |
| b                                                       | From 2015                                                                                                                                                               |                                        |                                           |
| c                                                       | From 2016                                                                                                                                                               |                                        |                                           |
| d                                                       | From 2017                                                                                                                                                               |                                        |                                           |
| e                                                       | From 2018                                                                                                                                                               |                                        |                                           |
| f                                                       | <b>Total of lines 3a through e</b>                                                                                                                                      |                                        |                                           |
| g                                                       | Applied to underdistributions of prior years                                                                                                                            |                                        |                                           |
| h                                                       | Applied to 2019 distributable amount                                                                                                                                    |                                        |                                           |
| i                                                       | Carryover from 2014 not applied (see instructions)                                                                                                                      |                                        |                                           |
| j                                                       | Remainder. Subtract lines 3g, 3h, and 3i from 3f.                                                                                                                       |                                        |                                           |
| 4                                                       | Distributions for 2019 from Section D, line 7: \$                                                                                                                       |                                        |                                           |
| a                                                       | Applied to underdistributions of prior years                                                                                                                            |                                        |                                           |
| b                                                       | Applied to 2019 distributable amount                                                                                                                                    |                                        |                                           |
| c                                                       | Remainder. Subtract lines 4a and 4b from 4.                                                                                                                             |                                        |                                           |
| 5                                                       | Remaining underdistributions for years prior to 2019, if any. Subtract lines 3g and 4a from line 2. For result greater than zero, explain in Part VI. See instructions. |                                        |                                           |
| 6                                                       | Remaining underdistributions for 2019. Subtract lines 3h and 4b from line 1. For result greater than zero, explain in Part VI. See instructions.                        |                                        |                                           |
| 7                                                       | <b>Excess distributions carryover to 2020.</b> Add lines 3j and 4c.                                                                                                     |                                        |                                           |
| 8                                                       | <b>Breakdown of line 7:</b>                                                                                                                                             |                                        |                                           |
| a                                                       | Excess from 2015                                                                                                                                                        |                                        |                                           |
| b                                                       | Excess from 2016                                                                                                                                                        |                                        |                                           |
| c                                                       | Excess from 2017                                                                                                                                                        |                                        |                                           |
| d                                                       | Excess from 2018                                                                                                                                                        |                                        |                                           |
| e                                                       | Excess from 2019                                                                                                                                                        |                                        |                                           |

Schedule A (Form 990 or 990-EZ) 2019

**Part VI** **Supplemental Information.** Provide the explanations required by Part II, line 10; Part II, line 17a or 17b; Part III, line 12; Part IV, Section A, lines 1, 2, 3b, 3c, 4b, 4c, 5a, 6, 9a, 9b, 9c, 11a, 11b, and 11c; Part IV, Section B, lines 1 and 2; Part IV, Section C, line 1; Part IV, Section D, lines 2 and 3; Part IV, Section E, lines 1c, 2a, 2b, 3a, and 3b; Part V, line 1; Part V, Section B, line 1e; Part V, Section D, lines 5, 6, and 8; and Part V, Section E, lines 2, 5, and 6. Also complete this part for any additional information.  
(See instructions.)

COPY

**Schedule B**(Form 990, 990-EZ,  
or 990-PF)Department of the Treasury  
Internal Revenue Service**Schedule of Contributors**

- ▶ Attach to Form 990, Form 990-EZ, or Form 990-PF.  
▶ Go to [www.irs.gov/Form990](http://www.irs.gov/Form990) for the latest information.

OMB No. 1545-0047

**2019**

Name of the organization

SOPRIS BARRACUDA SWIM TEAM

Employer identification number

\*\*-\*\*\*0401

Organization type (check one):

Filers of:

Section:

Form 990 or 990-EZ

☒ 501(c)( 3 ) (enter number) organization☐ 4947(a)(1) nonexempt charitable trust **not** treated as a private foundation☐ 527 political organization

Form 990-PF

☐ 501(c)(3) exempt private foundation☐ 4947(a)(1) nonexempt charitable trust treated as a private foundation☐ 501(c)(3) taxable private foundationCheck if your organization is covered by the **General Rule** or a **Special Rule**.**Note:** Only a section 501(c)(7), (8), or (10) organization can check boxes for both the General Rule and a Special Rule. See instructions.**General Rule**

- ☒ For an organization filing Form 990, 990-EZ, or 990-PF that received, during the year, contributions totaling \$5,000 or more (in money or property) from any one contributor. Complete Parts I and II. See instructions for determining a contributor's total contributions.

**Special Rules**

- ☐ For an organization described in section 501(c)(3) filing Form 990 or 990-EZ that met the 33 1/3% support test of the regulations under sections 509(a)(1) and 170(b)(1)(A)(vi), that checked Schedule A (Form 990 or 990-EZ), Part II, line 13, 16a, or 16b, and that received from any one contributor, during the year, total contributions of the greater of (1) \$5,000; or (2) 2% of the amount on (i) Form 990, Part VIII, line 1h; or (ii) Form 990-EZ, line 1. Complete Parts I and II.
- ☐ For an organization described in section 501(c)(7), (8), or (10) filing Form 990 or 990-EZ that received from any one contributor, during the year, total contributions of more than \$1,000 *exclusively* for religious, charitable, scientific, literary, or educational purposes, or for the prevention of cruelty to children or animals. Complete Parts I, II, and III.
- ☐ For an organization described in section 501(c)(7), (8), or (10) filing Form 990 or 990-EZ that received from any one contributor, during the year, contributions *exclusively* for religious, charitable, etc., purposes, but no such contributions totaled more than \$1,000. If this box is checked, enter here the total contributions that were received during the year for an *exclusively* religious, charitable, etc., purpose. Don't complete any of the parts unless the **General Rule** applies to this organization because it received *nonexclusively* religious, charitable, etc., contributions totaling \$5,000 or more during the year ..... ▶ \$ \_\_\_\_\_

**Caution:** An organization that isn't covered by the General Rule and/or the Special Rules doesn't file Schedule B (Form 990, 990-EZ, or 990-PF), but it **must** answer "No" on Part IV, line 2, of its Form 990; or check the box on line H of its Form 990-EZ or on its Form 990-PF, Part I, line 2, to certify that it doesn't meet the filing requirements of Schedule B (Form 990, 990-EZ, or 990-PF).

LHA For Paperwork Reduction Act Notice, see the instructions for Form 990, 990-EZ, or 990-PF.

Schedule B (Form 990, 990-EZ, or 990-PF) (2019)

Name of organization

Employer identification number

**SOPRIS BARRACUDA SWIM TEAM****\*\*-\*\*\*0401****Part I Contributors** (see instructions). Use duplicate copies of Part I if additional space is needed.

| (a)<br>No. | (b)<br>Name, address, and ZIP + 4                                             | (c)<br>Total contributions | (d)<br>Type of contribution                                                                                                                                         |
|------------|-------------------------------------------------------------------------------|----------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1          | CITY OF GLENWOOD SPRINGS<br>101 WEST 8TH STREET<br>GLENWOOD SPRINGS, CO 81601 | \$ 7,500.                  | Person <input checked="" type="checkbox"/><br>Payroll <input type="checkbox"/><br>Noncash <input type="checkbox"/><br>(Complete Part II for noncash contributions.) |
|            |                                                                               | \$                         | Person <input type="checkbox"/><br>Payroll <input type="checkbox"/><br>Noncash <input type="checkbox"/><br>(Complete Part II for noncash contributions.)            |
|            |                                                                               | \$                         | Person <input type="checkbox"/><br>Payroll <input type="checkbox"/><br>Noncash <input type="checkbox"/><br>(Complete Part II for noncash contributions.)            |
|            |                                                                               | \$                         | Person <input type="checkbox"/><br>Payroll <input type="checkbox"/><br>Noncash <input type="checkbox"/><br>(Complete Part II for noncash contributions.)            |
|            |                                                                               | \$                         | Person <input type="checkbox"/><br>Payroll <input type="checkbox"/><br>Noncash <input type="checkbox"/><br>(Complete Part II for noncash contributions.)            |
|            |                                                                               | \$                         | Person <input type="checkbox"/><br>Payroll <input type="checkbox"/><br>Noncash <input type="checkbox"/><br>(Complete Part II for noncash contributions.)            |
|            |                                                                               | \$                         | Person <input type="checkbox"/><br>Payroll <input type="checkbox"/><br>Noncash <input type="checkbox"/><br>(Complete Part II for noncash contributions.)            |



|                                   |                                |
|-----------------------------------|--------------------------------|
| Name of organization              | Employer identification number |
| <b>SOPRIS BARRACUDA SWIM TEAM</b> | <b>** - ***0401</b>            |

**Part II Noncash Property** (see instructions). Use duplicate copies of Part II if additional space is needed.

| (a)<br>No.<br>from<br>Part I | (b)<br>Description of noncash property given | (c)<br>FMV (or estimate)<br>(See instructions.) | (d)<br>Date received |
|------------------------------|----------------------------------------------|-------------------------------------------------|----------------------|
|                              |                                              | \$                                              |                      |
|                              |                                              | \$                                              |                      |
|                              |                                              | \$                                              |                      |
|                              |                                              | \$                                              |                      |
|                              |                                              | \$                                              |                      |
|                              |                                              | \$                                              |                      |
|                              |                                              | \$                                              |                      |
|                              |                                              | \$                                              |                      |
|                              |                                              | \$                                              |                      |
|                              |                                              | \$                                              |                      |

Name of organization

Employer identification number

**SOPRIS BARRACUDA SWIM TEAM**

\*\*-\*\*\*0401

**Part III**

Exclusively religious, charitable, etc., contributions to organizations described in section 501(c)(7), (8), or (10) that total more than \$1,000 for the year from any one contributor. Complete columns (a) through (e) and the following line entry. For organizations completing Part III, enter the total of exclusively religious, charitable, etc., contributions of \$1,000 or less for the year. (Enter this info. once.) ▶ \$ \_\_\_\_\_

Use duplicate copies of Part III if additional space is needed.

| (a) No.<br>from<br>Part I | (b) Purpose of gift                     | (c) Use of gift | (d) Description of how gift is held      |
|---------------------------|-----------------------------------------|-----------------|------------------------------------------|
|                           |                                         |                 |                                          |
|                           |                                         |                 |                                          |
|                           |                                         |                 |                                          |
|                           | (e) Transfer of gift                    |                 |                                          |
|                           | Transferee's name, address, and ZIP + 4 |                 | Relationship of transferor to transferee |
|                           |                                         |                 |                                          |
|                           |                                         |                 |                                          |
|                           |                                         |                 |                                          |
|                           | (e) Transfer of gift                    |                 |                                          |
|                           | Transferee's name, address, and ZIP + 4 |                 | Relationship of transferor to transferee |
|                           |                                         |                 |                                          |
|                           |                                         |                 |                                          |
|                           |                                         |                 |                                          |
|                           | (e) Transfer of gift                    |                 |                                          |
|                           | Transferee's name, address, and ZIP + 4 |                 | Relationship of transferor to transferee |
|                           |                                         |                 |                                          |
|                           |                                         |                 |                                          |
|                           |                                         |                 |                                          |
|                           | (e) Transfer of gift                    |                 |                                          |
|                           | Transferee's name, address, and ZIP + 4 |                 | Relationship of transferor to transferee |
|                           |                                         |                 |                                          |
|                           |                                         |                 |                                          |
|                           |                                         |                 |                                          |
|                           | (e) Transfer of gift                    |                 |                                          |
|                           | Transferee's name, address, and ZIP + 4 |                 | Relationship of transferor to transferee |
|                           |                                         |                 |                                          |
|                           |                                         |                 |                                          |
|                           |                                         |                 |                                          |

**SCHEDULE O**  
**(Form 990 or 990-EZ)**

Department of the Treasury  
Internal Revenue Service

**Supplemental Information to Form 990 or 990-EZ**

Complete to provide information for responses to specific questions on  
Form 990 or 990-EZ or to provide any additional information.

▶ Attach to Form 990 or 990-EZ.

▶ Go to [www.irs.gov/Form990](http://www.irs.gov/Form990) for the latest information.

OMB No. 1545-0047

**2019**

Open to Public  
Inspection

Name of the organization

SOPRIS BARRACUDA SWIM TEAM

Employer identification number  
\*\*-\*\*\*0401

**FORM 990-EZ, PART I, LINE 8, OTHER REVENUE:**

| DESCRIPTION OF OTHER REVENUE: | AMOUNT: |
|-------------------------------|---------|
| INTEREST INCOME               | 1.      |

**FORM 990-EZ, PART I, LINE 16, OTHER EXPENSES:**

| DESCRIPTION OF OTHER EXPENSES: | AMOUNT: |
|--------------------------------|---------|
| TRAVEL EXPENSE-MEETS           | 2,044.  |
| MEET ENTRY FEES                | 9,852.  |
| SOPRIS MEET EXPENSES           | 1,916.  |
| ACTIVITY EXPENSE               | 11,097. |
| ADVERTISING                    | 2,197.  |
| SUPPLIES FOR SWIMMERS          | 4,553.  |
| BANK SERV CHG/PROCESSING FEES  | 1,225.  |
| COACHING CERTIFICATION         | 30.     |
| DEPRECIATION                   | 30,080. |
| TOTAL TO FORM 990-EZ, LINE 16  | 62,994. |

**FORM 990-EZ, PART II, LINE 24, OTHER ASSETS:**

| DESCRIPTION                   | BEG. OF YEAR | END OF YEAR |
|-------------------------------|--------------|-------------|
| CLEARING ACCOUNT RECEIVABLE   | 51.          | 0.          |
| RECEIVABLE FROM OLYMPIC TRIAL | 0.           | 1,808.      |
| TOTAL TO FORM 990-EZ, LINE 24 | 51.          | 1,808.      |

**FORM 990-EZ, PART II, LINE 26, OTHER LIABILITIES:**

| DESCRIPTION         | BEG. OF YEAR | END OF YEAR |
|---------------------|--------------|-------------|
| PAYROLL LIABILITIES | 1,084.       | 1,019.      |

LHA For Paperwork Reduction Act Notice, see the Instructions for Form 990 or 990-EZ.

Schedule O (Form 990 or 990-EZ) (2019)

932211 09-06-19

Name of the organization

SOPRIS BARRACUDA SWIM TEAM

Employer identification number

\*\*-\*\*\*0401

|                               |        |        |
|-------------------------------|--------|--------|
| CREDIT CARD PAYABLE           | 1,960. | 1,223. |
| CLEARING ACCOUNT              | 0.     | 3,361. |
| TOTAL TO FORM 990-EZ, LINE 26 | 3,044. | 5,603. |

FORM 990-EZ, PART III, PRIMARY EXEMPT PURPOSE - SWIM CLUB PROGRAM FOR  
CHILDREN AGES 6 TO 18

FORM 990-EZ, PART V, INFORMATION REGARDING PERSONAL BENEFIT CONTRACTS:

THE ORGANIZATION DID NOT, DURING THE YEAR, RECEIVE ANY FUNDS, DIRECTLY,  
OR INDIRECTLY, TO PAY PREMIUMS ON A PERSONAL BENEFIT CONTRACT.

THE ORGANIZATION, DID NOT, DURING THE YEAR, PAY ANY PREMIUMS, DIRECTLY,  
OR INDIRECTLY, ON A PERSONAL BENEFIT CONTRACT.

Form **4562****Depreciation and Amortization**  
(Including Information on Listed Property) 990-EZ

OMB No. 1545-0172

**2019**Attachment  
Sequence No. 179Department of the Treasury  
Internal Revenue Service (99)▶ Go to [www.irs.gov/Form4562](http://www.irs.gov/Form4562) for instructions and the latest information.

▶ Attach to your tax return.

Name(s) shown on return

Business or activity to which this form relates

Identifying number

SOPRIS BARRACUDA SWIM TEAM

FORM 990-EZ PAGE 1

\*\*-\*\*\*0401

**Part I Election To Expense Certain Property Under Section 179** Note: If you have any listed property, complete Part V before you complete Part I.

|    |                                                                                                                                         |                              |                  |
|----|-----------------------------------------------------------------------------------------------------------------------------------------|------------------------------|------------------|
| 1  | Maximum amount (see instructions)                                                                                                       | 1                            | 1,020,000.       |
| 2  | Total cost of section 179 property placed in service (see instructions)                                                                 | 2                            |                  |
| 3  | Threshold cost of section 179 property before reduction in limitation                                                                   | 3                            | 2,550,000.       |
| 4  | Reduction in limitation. Subtract line 3 from line 2. If zero or less, enter -0-                                                        | 4                            |                  |
| 5  | Dollar limitation for tax year. Subtract line 4 from line 1. If zero or less, enter -0-. If married filing separately, see instructions | 5                            |                  |
| 6  | (a) Description of property                                                                                                             | (b) Cost (business use only) | (c) Elected cost |
| 7  | Listed property. Enter the amount from line 29                                                                                          | 7                            |                  |
| 8  | Total elected cost of section 179 property. Add amounts in column (c), lines 6 and 7                                                    | 8                            |                  |
| 9  | Tentative deduction. Enter the smaller of line 5 or line 8                                                                              | 9                            |                  |
| 10 | Carryover of disallowed deduction from line 13 of your 2018 Form 4562                                                                   | 10                           |                  |
| 11 | Business income limitation. Enter the smaller of business income (not less than zero) or line 5                                         | 11                           |                  |
| 12 | Section 179 expense deduction. Add lines 9 and 10, but don't enter more than line 11                                                    | 12                           |                  |
| 13 | Carryover of disallowed deduction to 2020. Add lines 9 and 10, less line 12                                                             | 13                           |                  |

Note: Don't use Part II or Part III below for listed property. Instead, use Part V.

**Part II Special Depreciation Allowance and Other Depreciation (Don't include listed property.)**

|    |                                                                                                                          |    |         |
|----|--------------------------------------------------------------------------------------------------------------------------|----|---------|
| 14 | Special depreciation allowance for qualified property (other than listed property) placed in service during the tax year | 14 | 30,080. |
| 15 | Property subject to section 168(f)(1) election                                                                           | 15 |         |
| 16 | Other depreciation (including ACRS)                                                                                      | 16 |         |

**Part III MACRS Depreciation (Don't include listed property. See instructions.)****Section A**

|    |                                                                                                                                   |    |  |
|----|-----------------------------------------------------------------------------------------------------------------------------------|----|--|
| 17 | MACRS deductions for assets placed in service in tax years beginning before 2019                                                  | 17 |  |
| 18 | If you are electing to group any assets placed in service during the tax year into one or more general asset accounts, check here |    |  |

**Section B - Assets Placed in Service During 2019 Tax Year Using the General Depreciation System**

| (a) Classification of property | (b) Month and year placed in service | (c) Basis for depreciation (business/investment use only - see instructions) | (d) Recovery period | (e) Convention | (f) Method | (g) Depreciation deduction |
|--------------------------------|--------------------------------------|------------------------------------------------------------------------------|---------------------|----------------|------------|----------------------------|
| 19a 3-year property            |                                      |                                                                              |                     |                |            |                            |
| b 5-year property              |                                      |                                                                              |                     |                |            |                            |
| c 7-year property              |                                      |                                                                              |                     |                |            |                            |
| d 10-year property             |                                      |                                                                              |                     |                |            |                            |
| e 15-year property             |                                      |                                                                              |                     |                |            |                            |
| f 20-year property             |                                      |                                                                              |                     |                |            |                            |
| g 25-year property             |                                      |                                                                              | 25 yrs.             |                | S/L        |                            |
| h Residential rental property  | /                                    |                                                                              | 27.5 yrs.           | MM             | S/L        |                            |
| i Nonresidential real property | /                                    |                                                                              | 39 yrs.             | MM             | S/L        |                            |

**Section C - Assets Placed in Service During 2019 Tax Year Using the Alternative Depreciation System**

| (a) Class life | (b) Month and year placed in service | (c) Basis for depreciation (business/investment use only - see instructions) | (d) Recovery period | (e) Convention | (f) Method | (g) Depreciation deduction |
|----------------|--------------------------------------|------------------------------------------------------------------------------|---------------------|----------------|------------|----------------------------|
| 20a 12-year    |                                      |                                                                              | 12 yrs.             |                | S/L        |                            |
| b 30-year      | /                                    |                                                                              | 30 yrs.             | MM             | S/L        |                            |
| d 40-year      | /                                    |                                                                              | 40 yrs.             | MM             | S/L        |                            |

**Part IV Summary (See instructions.)**

|    |                                                                                                                                                                                                        |    |         |
|----|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----|---------|
| 21 | Listed property. Enter amount from line 28                                                                                                                                                             | 21 |         |
| 22 | Total. Add amounts from line 12, lines 14 through 17, lines 19 and 20 in column (g), and line 21. Enter here and on the appropriate lines of your return. Partnerships and S corporations - see instr. | 22 | 30,080. |
| 23 | For assets shown above and placed in service during the current year, enter the portion of the basis attributable to section 263A costs                                                                | 23 |         |

916251 12-12-19 LHA For Paperwork Reduction Act Notice, see separate instructions.

Form 4562 (2019)

12211109 134868 10200

2019.04030 SOPRIS BARRACUDA SWIM TEAM

10200\_\_1

**Part V**

**Listed Property** (Include automobiles, certain other vehicles, certain aircraft, and property used for entertainment, recreation, or amusement.)

**Note:** For any vehicle for which you are using the standard mileage rate or deducting lease expense, complete only 24a, 24b, columns (a) through (c) of Section A, all of Section B, and Section C if applicable.

**Section A - Depreciation and Other Information** (Caution: See the instructions for limits for passenger automobiles.)

**24a** Do you have evidence to support the business/investment use claimed? ☐ Yes ☐ No **24b** If "Yes," is the evidence written? ☐ Yes ☐ No

| (a)<br>Type of property<br>(list vehicles first) | (b)<br>Date<br>placed in<br>service | (c)<br>Business/<br>investment<br>use percentage | (d)<br>Cost or<br>other basis | (e)<br>Basis for depreciation<br>(business/investment<br>use only) | (f)<br>Recovery<br>period | (g)<br>Method/<br>Convention | (h)<br>Depreciation<br>deduction | (i)<br>Elected<br>section 179<br>cost |
|--------------------------------------------------|-------------------------------------|--------------------------------------------------|-------------------------------|--------------------------------------------------------------------|---------------------------|------------------------------|----------------------------------|---------------------------------------|
|--------------------------------------------------|-------------------------------------|--------------------------------------------------|-------------------------------|--------------------------------------------------------------------|---------------------------|------------------------------|----------------------------------|---------------------------------------|

**25** Special depreciation allowance for qualified listed property placed in service during the tax year and used more than 50% in a qualified business use **25**

**26** Property used more than 50% in a qualified business use:

|  |   |   |   |  |  |  |  |  |
|--|---|---|---|--|--|--|--|--|
|  | : | : | % |  |  |  |  |  |
|  | : | : | % |  |  |  |  |  |
|  | : | : | % |  |  |  |  |  |

**27** Property used 50% or less in a qualified business use:

|  |   |   |   |  |  |       |  |  |
|--|---|---|---|--|--|-------|--|--|
|  | : | : | % |  |  | S/L - |  |  |
|  | : | : | % |  |  | S/L - |  |  |
|  | : | : | % |  |  | S/L - |  |  |

**28** Add amounts in column (h), lines 25 through 27. Enter here and on line 21, page 1 **28**

**29** Add amounts in column (i), line 26. Enter here and on line 7, page 1 **29**

**Section B - Information on Use of Vehicles**

Complete this section for vehicles used by a sole proprietor, partner, or other "more than 5% owner," or related person. If you provided vehicles to your employees, first answer the questions in Section C to see if you meet an exception to completing this section for those vehicles.

|                                                                                                        | (a)<br>Vehicle | (b)<br>Vehicle | (c)<br>Vehicle | (d)<br>Vehicle | (e)<br>Vehicle | (f)<br>Vehicle |
|--------------------------------------------------------------------------------------------------------|----------------|----------------|----------------|----------------|----------------|----------------|
| <b>30</b> Total business/investment miles driven during the year (don't include commuting miles) ..... |                |                |                |                |                |                |
| <b>31</b> Total commuting miles driven during the year .....                                           |                |                |                |                |                |                |
| <b>32</b> Total other personal (noncommuting) miles driven .....                                       |                |                |                |                |                |                |
| <b>33</b> Total miles driven during the year.<br>Add lines 30 through 32 .....                         |                |                |                |                |                |                |
| <b>34</b> Was the vehicle available for personal use during off-duty hours? .....                      | Yes            | No             | Yes            | No             | Yes            | No             |
| <b>35</b> Was the vehicle used primarily by a more than 5% owner or related person? .....              |                |                |                |                |                |                |
| <b>36</b> Is another vehicle available for personal use? .....                                         |                |                |                |                |                |                |

**Section C - Questions for Employers Who Provide Vehicles for Use by Their Employees**

Answer these questions to determine if you meet an exception to completing Section B for vehicles used by employees who aren't more than 5% owners or related persons.

|                                                                                                                                                                                                                                        | Yes | No |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|----|
| <b>37</b> Do you maintain a written policy statement that prohibits all personal use of vehicles, including commuting, by your employees? .....                                                                                        |     |    |
| <b>38</b> Do you maintain a written policy statement that prohibits personal use of vehicles, except commuting, by your employees? See the instructions for vehicles used by corporate officers, directors, or 1% or more owners ..... |     |    |
| <b>39</b> Do you treat all use of vehicles by employees as personal use? .....                                                                                                                                                         |     |    |
| <b>40</b> Do you provide more than five vehicles to your employees, obtain information from your employees about the use of the vehicles, and retain the information received? .....                                                   |     |    |
| <b>41</b> Do you meet the requirements concerning qualified automobile demonstration use? .....                                                                                                                                        |     |    |

**Note:** If your answer to 37, 38, 39, 40, or 41 is "Yes," don't complete Section B for the covered vehicles.

**Part VI Amortization**

| (a)<br>Description of costs | (b)<br>Date amortization<br>begins | (c)<br>Amortizable<br>amount | (d)<br>Code<br>section | (e)<br>Amortization<br>period or percentage | (f)<br>Amortization<br>for this year |
|-----------------------------|------------------------------------|------------------------------|------------------------|---------------------------------------------|--------------------------------------|
|-----------------------------|------------------------------------|------------------------------|------------------------|---------------------------------------------|--------------------------------------|

**42** Amortization of costs that begins during your 2019 tax year:

|  |   |   |  |  |  |
|--|---|---|--|--|--|
|  | : | : |  |  |  |
|  | : | : |  |  |  |

**43** Amortization of costs that began before your 2019 tax year **43**

**44** Total. Add amounts in column (f). See the instructions for where to report **44**

# Application for Automatic Extension of Time To File an Exempt Organization Return

OMB No. 1545-0047

► **File a separate application for each return.**  
► **Go to [www.irs.gov/Form8868](http://www.irs.gov/Form8868) for the latest information.**

**Electronic filing (e-file).** You can electronically file Form 8868 to request a 6-month automatic extension of time to file any of the forms listed below with the exception of Form 8870, Information Return for Transfers Associated With Certain Personal Benefit Contracts, for which an extension request must be sent to the IRS in paper format (see instructions). For more details on the electronic filing of this form, visit [www.irs.gov/e-file-providers/e-file-for-charities-and-non-profits](http://www.irs.gov/e-file-providers/e-file-for-charities-and-non-profits).

## Automatic 6-Month Extension of Time. Only submit original (no copies needed).

All corporations required to file an income tax return other than Form 990-T (including 1120-C filers), partnerships, REMICs, and trusts must use Form 7004 to request an extension of time to file income tax returns.

|                                                                                            |                                                                                                                               |                                                           |
|--------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------|
| <b>Type or print</b><br><br>File by the due date for filing your return. See instructions. | Name of exempt organization or other filer, see instructions.<br><b>SOPRIS BARRACUDA SWIM TEAM</b>                            | Taxpayer identification number (TIN)<br><b>**-***0401</b> |
|                                                                                            | Number, street, and room or suite no. If a P.O. box, see instructions.<br><b>PO BOX 1851</b>                                  |                                                           |
|                                                                                            | City, town or post office, state, and ZIP code. For a foreign address, see instructions.<br><b>GLENWOOD SPRINGS, CO 81602</b> |                                                           |

Enter the Return Code for the return that this application is for (file a separate application for each return) **01**

| Application Is For                       | Return Code | Application Is For                | Return Code |
|------------------------------------------|-------------|-----------------------------------|-------------|
| Form 990 or Form 990-EZ                  | 01          | Form 990-T (corporation)          | 07          |
| Form 990-BL                              | 02          | Form 1041-A                       | 08          |
| Form 4720 (individual)                   | 03          | Form 4720 (other than individual) | 09          |
| Form 990-PF                              | 04          | Form 5227                         | 10          |
| Form 990-T (sec. 401(a) or 408(a) trust) | 05          | Form 6069                         | 11          |
| Form 990-T (trust other than above)      | 06          | Form 8870                         | 12          |

**CRISTI NEWTON**  
• The books are in the care of ► **P.O. BOX 1851 - GLENWOOD SPRINGS, CO 81601**  
Telephone No. ► **970 945-5522** Fax No. ► ☐  
• If the organization does not have an office or place of business in the United States, check this box ☐  
• If this is for a Group Return, enter the organization's four digit Group Exemption Number (GEN) ☐. If this is for the whole group, check this box ☐. If it is for part of the group, check this box ☐ and attach a list with the names and TINs of all members the extension is for.

1 I request an automatic 6-month extension of time until **NOVEMBER 16, 2020**, to file the exempt organization return for the organization named above. The extension is for the organization's return for:  
► ☒ calendar year **2019** or  
► ☐ tax year beginning \_\_\_\_\_, and ending \_\_\_\_\_

2 If the tax year entered in line 1 is for less than 12 months, check reason: ☐ Initial return ☐ Final return  
☐ Change in accounting period

|                                                                                                                                                                                        |    |    |    |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----|----|----|
| 3a If this application is for Forms 990-BL, 990-PF, 990-T, 4720, or 6069, enter the tentative tax, less any nonrefundable credits. See instructions.                                   | 3a | \$ | 0. |
| b If this application is for Forms 990-PF, 990-T, 4720, or 6069, enter any refundable credits and estimated tax payments made. Include any prior year overpayment allowed as a credit. | 3b | \$ | 0. |
| c <b>Balance due.</b> Subtract line 3b from line 3a. Include your payment with this form, if required, by using EFTPS (Electronic Federal Tax Payment System). See instructions.       | 3c | \$ | 0. |

**Caution:** If you are going to make an electronic funds withdrawal (direct debit) with this Form 8868, see Form 8453-EO and Form 8879-EO for payment instructions.

LHA For Privacy Act and Paperwork Reduction Act Notice, see instructions.

Form 8868 (Rev. 1-2020)

# SOPRIS BARRACUDA SWIM TEAM

Budget Overview: 2020/2021 SEASON - FY21 P&L

September 2020 - August 2021

|                             | SEP 2020           | OCT 2020            | NOV 2020           | DEC 2020           | JAN 2021           | FEB 2021          | MAR 2021           | APR 2021           | MAY 2021           | JUN 2021           | JUL 2021           | AUG 2021           | TOTAL               |
|-----------------------------|--------------------|---------------------|--------------------|--------------------|--------------------|-------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------------|
| <b>Income</b>               |                    |                     |                    |                    |                    |                   |                    |                    |                    |                    |                    |                    |                     |
| Fundraisers - Team          | 0.00               | 0.00                | 4,500.00           | 0.00               | 0.00               | 7,500.00          | 0.00               | 6,500.00           | 0.00               | 0.00               | 0.00               | 0.00               | \$18,500.00         |
| Membership                  | 81,722.00          | 0.00                | 0.00               | 0.00               | 0.00               | 0.00              | 0.00               | 0.00               | 0.00               | 0.00               | 0.00               | 0.00               | \$81,722.00         |
| Membership-Other            | 900.00             | 900.00              | 900.00             | 900.00             | 900.00             | 900.00            | 900.00             | 900.00             | 900.00             | 900.00             | 900.00             | 900.00             | \$10,800.00         |
| Misc. Income                | 0.09               | 0.09                | 0.09               | 0.09               | 0.09               | 0.09              | 0.09               | 0.09               | 0.09               | 0.09               | 0.09               | 0.09               | \$1.08              |
| Sopris Swim Meet            | 0.00               | 0.00                | 0.00               | 3,000.00           | 0.00               | 0.00              | 0.00               | 0.00               | 3,000.00           | 0.00               | 0.00               | 0.00               | \$6,000.00          |
| <b>Total Income</b>         | <b>\$82,622.09</b> | <b>\$900.09</b>     | <b>\$5,400.09</b>  | <b>\$3,900.09</b>  | <b>\$900.09</b>    | <b>\$8,400.09</b> | <b>\$900.09</b>    | <b>\$7,400.09</b>  | <b>\$3,900.09</b>  | <b>\$900.09</b>    | <b>\$900.09</b>    | <b>\$900.09</b>    | <b>\$117,023.08</b> |
| <b>GROSS PROFIT</b>         | <b>\$82,622.09</b> | <b>\$900.09</b>     | <b>\$5,400.09</b>  | <b>\$3,900.09</b>  | <b>\$900.09</b>    | <b>\$8,400.09</b> | <b>\$900.09</b>    | <b>\$7,400.09</b>  | <b>\$3,900.09</b>  | <b>\$900.09</b>    | <b>\$900.09</b>    | <b>\$900.09</b>    | <b>\$117,023.08</b> |
| <b>Expenses</b>             |                    |                     |                    |                    |                    |                   |                    |                    |                    |                    |                    |                    |                     |
| Coaching Expenses           | 678.95             | 422.95              | 413.95             | 770.14             | 1,074.95           | 417.95            | 415.00             | 415.00             | 415.00             | 415.00             | 415.00             | 415.00             | \$6,268.89          |
| Fundraising Expenses        | 0.00               | 798.00              | 985.74             | 0.00               | 0.00               | 0.00              | 0.00               | 0.00               | 0.00               | 0.00               | 0.00               | 0.00               | \$1,783.74          |
| General & Admin Expenses    | 2,322.99           | 4,561.89            | 2,700.58           | 2,167.79           | 1,274.99           | 1,323.89          | 1,221.88           | 2,067.89           | 884.90             | 767.89             | 767.89             | 884.90             | \$20,947.48         |
| Payroll Expenses            | 6,240.51           | 6,371.85            | 6,485.77           | 6,395.37           | 6,334.20           | 6,340.44          | 6,283.75           | 6,283.75           | 6,283.75           | 6,283.75           | 6,283.75           | 6,283.75           | \$75,870.64         |
| Reimbursements              | 529.74             | 0.00                | 921.00             | 165.00             | 0.00               | 0.00              | 864.90             | 0.00               | 0.00               | 0.00               | 0.00               | 0.00               | \$2,480.64          |
| Sopris Swim Meet Expense    | 0.00               | 0.00                | 2,650.00           | 0.00               | 0.00               | 0.00              | 0.00               | 0.00               | 2,650.00           | 0.00               | 0.00               | 0.00               | \$5,300.00          |
| <b>Total Expenses</b>       | <b>\$9,772.19</b>  | <b>\$12,154.69</b>  | <b>\$14,167.04</b> | <b>\$9,498.30</b>  | <b>\$8,684.14</b>  | <b>\$8,082.28</b> | <b>\$8,785.53</b>  | <b>\$8,788.64</b>  | <b>\$10,233.65</b> | <b>\$7,488.64</b>  | <b>\$7,488.64</b>  | <b>\$7,583.65</b>  | <b>\$112,651.39</b> |
| <b>NET OPERATING INCOME</b> | <b>\$72,849.90</b> | <b>\$-11,254.60</b> | <b>\$-8,766.95</b> | <b>\$-5,598.21</b> | <b>\$-7,784.05</b> | <b>\$317.81</b>   | <b>\$-7,885.44</b> | <b>\$-1,388.55</b> | <b>\$-6,333.56</b> | <b>\$-6,588.55</b> | <b>\$-6,588.55</b> | <b>\$-6,683.58</b> | <b>\$4,371.69</b>   |
| <b>NET INCOME</b>           | <b>\$72,849.90</b> | <b>\$-11,254.60</b> | <b>\$-8,766.95</b> | <b>\$-5,598.21</b> | <b>\$-7,784.05</b> | <b>\$317.81</b>   | <b>\$-7,885.44</b> | <b>\$-1,388.55</b> | <b>\$-6,333.56</b> | <b>\$-6,588.55</b> | <b>\$-6,588.55</b> | <b>\$-6,683.58</b> | <b>\$4,371.69</b>   |



**CITY OF GLENWOOD SPRINGS GRANT APPLICATIONS  
2021**

|                                    |                  |
|------------------------------------|------------------|
| 2021 Tourism Budget                | \$71,394         |
| 2021 A&I Budget                    | \$159,491        |
| 2021 Year-end Reserve              | <u>\$75,730</u>  |
| <b>Total Available Grant Funds</b> | <b>\$306,615</b> |

|                                        | Request:              | FAB:             | Council                         |
|----------------------------------------|-----------------------|------------------|---------------------------------|
| <u>APPLICANT NAME</u>                  | <u>2021</u>           | <u>2021</u>      | <u>Approved:</u><br><u>2021</u> |
| A Way Out                              | \$4,500               | \$7,500          | \$4,500                         |
| Access After School                    | \$7,500               | \$7,500          | \$7,500                         |
| Andy Zanca Youth Empowerment Program   | \$3,000               | \$3,000          | \$3,000                         |
| Catholic Charities                     | \$30,000              | \$30,000         | \$30,000                        |
| Dance Initiative Inc                   | \$6,300               | \$6,300          | \$6,300                         |
| Family Visitor Programs                | \$5,000               | \$5,000          | \$5,000                         |
| Family Resource Center of RF Schools   | \$5,000               | \$5,000          | \$5,000                         |
| HomeCare and Hospice of the Valley     | \$5,000               | \$5,000          | \$5,000                         |
| Junior Achievement                     | \$2,000               | \$4,000          | \$2,000                         |
| KDNK Community Radio                   | \$5,000               | \$0              | \$0                             |
| Literacy Outreach                      | \$3,000               | \$3,000          | \$3,000                         |
| Middle Colorado Watershed Program      | \$5,000               | \$5,000          | \$5,000                         |
| Mountain Valley Developmental Services | \$10,000              | \$10,000         | \$10,000                        |
| Raising a Reader                       | \$3,000               | \$5,000          | \$3,000                         |
| River Bridge Regional Center           | \$10,000              | \$10,000         | \$10,000                        |
| Smiling Goat Ranch                     | \$10,000              | \$10,000         | \$10,000                        |
| Summer of Music                        | \$4,000               | \$4,000          | \$4,500                         |
| Summit54                               | \$10,000              | \$10,000         | \$10,000                        |
| Eagle Valley Land Trust                | \$20,000              | \$0              | \$0                             |
| Western Slope Veterans Association     | \$5,000               | \$5,000          | \$5,000                         |
| Youth Zone                             | <u>\$20,000</u>       | <u>\$20,000</u>  | <u>\$20,000</u>                 |
|                                        | <b>\$173,300</b>      | <b>\$155,300</b> | <b>\$148,800</b>                |
|                                        | <b>Remaining=&gt;</b> | <b>\$151,315</b> | <b>\$157,815</b>                |



**City Council**  
**STAFF REPORT**  
**City of Glenwood Springs**  
**October 7, 2021**

|                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Agenda Item:</b>          | 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-Second Reading                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| <b>Action Requested:</b>     | Approval of Ordinance 11, Series 2021                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| <b>Department:</b>           | Economic and Community Development                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| <b>Presented By:</b>         | Jennifer Ooton, Assistant City Manager                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| <b>Background Info:</b>      | <p>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.</p> <p>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.</p> <p>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.</p> |
| <b>Issues:</b>               | NA                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| <b>Staff Recommendation:</b> | 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**  
**City of Glenwood Springs**  
**October 7, 2021**

**Agenda Item:** Resolution 2021-27 Supporting a Land Water Conservation Fund Grant for the Sayre Park Phase II Project

**Action Requested:** Approve Resolution 2021-27 in support of a \$900,000 LWCF Grant for the Sayre Park Phase II Project.

**Department:** Parks & Recreation

**Presented By:**

**Background Info:** The City of Glenwood Springs seeks \$900,000 in Land & Water Conservation Fund (LWCF) grant funding with \$900,000 in match to construct the City's first universal design playground at Sayre Park as part of the Phase II Improvements Project.

The 7.6-acre park on Grand Avenue services residential neighborhoods to the north, east, and west; a commercial corridor to the south; and the Valley View Hospital medical center to the southeast. The park is located within a block from three local churches and adjacent to the St. Stephen Catholic School. Residents and visitors to the area span a wide range of ages and abilities, from the toddlers attending pre-school at St. Stephen Catholic School to the seniors living just blocks away at the Sunnyside Retirement Center.

Beginning in 2019, the City of Glenwood Springs launched a public engagement process about improvements to Sayre Park. The public engagement process (conducted in English and Spanish) has included surveys, stakeholder meetings, community open houses, one-on-one meetings, neighbor interviews, and city council presentations on the resulting Sayre Park Master Plan. Public engagement identified improvements to accessibility as a high priority for Sayre Park. Glenwood Springs does not have an all-inclusive playground where children with disabilities can improve their physical, cognitive and social skills side-by-side with their able-bodied friends. Approximately 120 kids in Glenwood Springs have a disability. A snapshot survey revealed that nine out of ten families with children with disabilities feel their child does not have the same opportunities to play as other children. These children are on the outside looking in and missing out on a crucial component to healthy, typical development.

Phase 2 of the Sayre Park Improvements Project includes construction of a universal design playground, ADA walkways, restroom improvements, and a pavilion/plaza in the northeast quadrant of the park. With LWCF grant funds, the City of Glenwood Springs will complete the construction of the inclusive playground. The 1:1 match will be provided by Rotary Club Grants, Park Impact Fees, Conservation Trust Fund and community donations.

The universal design playground will include such elements as accessible surfacing, exciting adaptive equipment, an inclusive apparatus layout, and an inviting theme. The project will enable people of all ages and abilities to access and enjoy the park.

**Issues:** None.

**Staff Recommendation:** Approve Resolution 2021-27 in support of a \$600,000 LWCF Grant for the Sayre Park Phase II Project.

## **RESOLUTION 2021-27**

### **A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GLENWOOD SPRINGS, COLORADO, AUTHORIZING AND SUPPORTING THE APPLICATION FOR A GRANT FROM THE COLORADO LAND & WATER CONSERVATION FUND FOR PHASE 2 OF THE SAYRE PARK REDEVELOPMENT.**

**WHEREAS**, the City of Glenwood Springs is a political subdivision of the State of Colorado, and therefore an eligible applicant for a grant awarded by the Colorado Land & Water Conservation Fund ("LCWF"); and

**WHEREAS**, the City of Glenwood Springs intends to submit a Grant Application to LCWF for Phase 2 of the Sayre Park redevelopment, requesting an award of \$900,000; and

**WHEREAS**, Phase 2 of the Sayre Park Improvements project includes construction of a universal design playground, ADA walkways, restroom improvements, and a pavilion/plaza in the northeast quadrant of the park. With LWCF grant funds, the City of Glenwood Springs will complete the construction of the inclusive playground; and

**WHEREAS**, City Council strongly supports the completion of Phase 2 of the Sayre Park redevelopment if awarded the LCWF Grant.

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

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

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

**Section 2.** The City Council of the City of Glenwood Springs strongly supports the Phase 2 Sayre Park redevelopment and has appropriated matching funds for a grant.

**Section 3.** The City Council of the City of Glenwood Springs will authorize the expenditure of funds necessary to meet the terms and obligations of any grant awarded pursuant to a Grant Agreement with LCWF.

**Section 4.** If the grant is awarded, the City of Glenwood Springs hereby authorizes the Mayor or Mayor Pro Tem to sign the grant agreement with LCWF.

INTRODUCED, READ AND PASSED THIS 7<sup>th</sup> DAY OF OCTOBER 2021.



CITY OF GLENWOOD SPRINGS, COLORADO

---

Jonathan Godes, Mayor

ATTEST:

---

Ryan Muse, Assistant City Clerk



**City Council**  
**STAFF REPORT**  
**City of Glenwood Springs**  
**October 7, 2021**

**Agenda Item:** 09-20 Consideration of an Annexation and the initial zoning/Rezoning of 15.818 acres to Commercial (CO) District and Planned Unit Development (PUD) District at 214 Center Drive (PIN: 2185-061-00-042).

**Action Requested:** **Action 1 - Annexation** – of a 15.818 acre parcel into the municipal limits of the City of Glenwood Springs.

**Action 2 - Initial Zoning/Rezoning** – of 3.533 acres to Commercial (CO) District and 12.285 acres to Planned Unit Development (PUD) District.

**Department:** Economic and Community Development

**Presented By:** Trent Hyatt, Senior Planner

**Background Info:** The Planning and Zoning Commission (Commission) is the recommending body to City Council for all Annexation and Rezoning applications. The Commission first considered the proposal at their March 23, 2021 regular meeting where public comment was taken. Said meeting was continued to the next regular meeting on April 27, 2021 and then again to May 25, 2021. At each step of the review process, the Commission received additional information from the applicant and staff and also received comments from the public. All information/materials provided to the Commission and the minutes from each meeting are attached for your review.

**Issues:** For a complete analysis of various issues related to the proposal, please refer to the attached staff reports, staff memos, applicant responses, and public comments submitted to date. However, the list below is a summary of the topics addressed during the review process.

**Issues Addressed**

1. Traffic, circulation, and access;
2. Emergency egress/evacuation;
3. Density of the project;
4. Lack of open space proposed and/or available in west Glenwood;
5. City growth and development;
6. Building heights and related view impacts;
7. Impacts to schools;
8. Quality of life issues/impacts;
9. Parking;
10. Water availability and use; and
11. Residential unit types provided.

**Planning and Zoning Commission Discussion/Recommendation**

The Commission took the actions outlined below at their May 25, 2021 meeting.

**Action 1 - Annexation** – of a 15.818 acre parcel into the municipal limits of the City of Glenwood

Springs.

The Commission voted unanimously 4-0 to recommend **denial** of the Annexation finding it is not consistent with the *Glenwood Springs Comprehensive Plan's* (Comp Plan) goals of livability, small town character, and safety and that it has the potential to create adverse impacts to the health, safety, and welfare of the City and adjacent neighborhoods. The Commission provided the comments/recommendations below.

#### **Considerations**

1. The City needs to determine the makeup of our small town and its future in conjunction with an update of the comprehensive plan;
2. A shortage of housing units in the City does not necessarily mean we have the capacity to accommodate them nor do we know the specific housing type needed ;
3. The Comp Plan identifies annexation of the subject parcel as a high priority but requests for other properties have also been denied for similar concerns to those identified during this review;
4. The proposal does not address Comp Plans goal of our small town character, does not direct growth inward, does not provide for civic spaces, and is not infill and redevelopment;
5. Offsite transportation and pedestrian improvements are needed in this area regardless of the current development proposal;
6. Need to address life safety egress issues before the approval of such a large development;
7. Density of the proposal is too high and applicant should consider development of the project in phases;
8. Site should be developed in conjunction with the redevelopment of the Glenwood Mall site.
9. Proposal of this size should have a direct connection to Highway 6;
10. Remove false gable roof connections between townhome units;
11. Consider scaling down density and offsite improvements accordingly; and
12. Revise City's Comp Plan before annexation and/or additional large scale development.

**Action 2 - Initial Zoning/Rezoning** – of 3.533 acres to Commercial (CO) District and 12.285 acres to Planned Unit Development (PUD) District.

The Commission voted unanimously 4-0 to recommend **denial** of the Rezoning finding it has adverse impacts related to traffic, evacuation/safety sight lines and potential expense to City. The Commission provided the comments/recommendations below.

#### **Considerations**

1. Consider reducing project density;
2. Provide story poles to identify building heights and remove lower gable on townhome units;
3. Remove on-street parking;
4. Require a minimum of 20 percent of the units are owner occupied housing that inclusionary housing exceed the required 10 percent minimum;
5. Complete evacuation planning and implementation adding significant density;
- 6; Provide space for a new fire station for the City;
7. Further consider expense to City of taking ownership of new road sections/rights-of-way;
8. Provided direct access to Highway 6;
9. Redevelop this parcel in conjunction with the Glenwood Mall site;
10. Further study traffic impacts;
11. Consider park land dedication for open space instead of a fee in lieu of;
12. Consider reducing surface parking via tuck under building parking; and
13. Solve evacuation/egress issues before adding congestion.

#### **Applicant's Response**

On July 9 and 12, the applicant submitted revisions to the proposal in an attempt to address some of the issues above. Most significant is the removal of the two easternmost apartment buildings along

Donegan Road and replacement thereof with 20 townhome units (for a total of 40) in four buildings. This reduces the total project unit count by 27, from 360 to 332. As a result, the total number of parking spaces required is reduced to 566 leaving an excess of 13 off street parking spaces. This is in addition to the on-street parking still proposed along Donegan and Storm King Roads.

#### **Other Related Developments**

#### **Staff Recommendation:**

##### **Action Alternatives**

Section 070.060.030(g)(1)d outlines the review and decision procedures for applications being considered by the Commission and/or City Council stating, "he applicable review body shall approve, approve with conditions, or deny the application based on the applicable approval criteria listed in the application-specific procedures. The body may also continue the hearing..."

**Action 1 - Annexation** – of a 15.818 acre parcel into the municipal limits of the City of Glenwood Springs.

##### **Staff Recommendation**

Staff recommends **approval (with conditions)** of the Annexation with the findings and conditions outlined below. Please note, the recommended conditions include significant changes related to the revisions to the proposal and by the applicant's potential purchase of the Glenwood Mall site.

##### **Recommended Findings:**

1. The annexation conforms to applicable state statutes.
2. The annexation is consistent with the Comprehensive Plan; and
3. The annexation minimizes potential adverse impacts to the City and does not negatively impact the City's public health, safety, and welfare.

##### **Recommended Conditions:**

1. The applicant shall comply with/address all City staff comments related to the proposal prior to submittal of any future development permit application.
2. Future development shall comply with the various requirements outlined in the PUD, where applicable, related items such as uses, building heights, densities, minimum open space, parking, and/or landscaping. The exact locations site features may change upon site/architectural plan review. The Glenwood Springs Municipal Code is otherwise applicable to any standards not addressed therein.
3. The applicant shall comply with all verbal representations made in the public hearings, as outlined in all application materials, and/or as revised per conditions herein and approved by the Community Development Director.
4. Prior to approval of any future development review application, the applicant shall apply for and receive the approval of a CDOT access permit, where applicable.
5. The applicant shall amend the annexation agreement to address the following:
  - a. The applicant shall provide a payment in the amount of \$40,000 to aid in the planning for and implementation of necessary emergency evacuation measures.
  - b. The applicant shall amend the development proposal as is necessary to include not less than one acre of land for the future construction of a new fire station for the Glenwood Springs Fire Department. Said land shall be dedicated to the City.
  - c. The applicant shall deed restrict a minimum of 20 percent of the residential units at 100 percent of area median income or 10 percent of the residential units at 90 percent of area median income. A minimum of 20 percent of the total residential units shall be resident occupied.
  - d. The applicant shall amend the development proposal as is necessary to include access to Highway 6 through the parcel to the south.
  - e. All offsite transportation and pedestrian related improvements to the Mel Ray, Storm King, and Donegan Roads rights-of-way.

f. The applicant shall amend the proposal as is necessary to include xeriscape drought resistant landscaping design.





1 ILLUSTRATIVE CONCEPT PLAN  
1" = 60'-0"



2 MASSING VIEW LOOKING SOUTH WEST  
NTS



3 MASSING VIEW LOOKING NORTH EAST  
NTS

|                                          |                 |
|------------------------------------------|-----------------|
| <b>LAND USES:</b>                        |                 |
| RESIDENTIAL (including Live-Work)        | 403,500 GSF +/- |
| CLUBHOUSE (Residential Office / Amenity) | 12,000 GSF +/-  |
| CLUBHOUSE (Restaurant / Pub)             | 2,000 GSF +/-   |
| TOTAL GROSS SQUARE FOOTAGE=              | 417,500 GSF +/- |

|                                  |                                                  |
|----------------------------------|--------------------------------------------------|
| Proposed Dwelling Units (DU):    | 272 DU                                           |
| Proposed Residential Density:    | 22.13 DU/AC                                      |
| Proposed Lot Coverage:           | 117,865 GSF (21.3% of the Development Site Area) |
| Common Open Space Area Provided: | 2.51 AC (20.4% of the Development Site Area)     |
| Landscaped Area Provided:        | 2.50 AC (20% of the Development Site Area)       |

|                                         |                                     |
|-----------------------------------------|-------------------------------------|
| <b>MINIMUM REQUIRED PARKING:</b>        |                                     |
| <i>Residential</i>                      | <i>QuantityRate Required Spaces</i> |
| Dwelling: Live-Work                     | 13 DU 1.0 SP/DU 13 Spaces           |
| Dwelling: Townhouse                     | 40 DU 1.5 SP/DU 60 Spaces           |
| Dwelling: Multifamily                   | 219 DU 1.5 SP/DU 329 Spaces         |
| Guest Parking (Townhouse & Multifamily) | 259 DU 1.0 SP/5 DU 52 Spaces        |
|                                         | <i>Subtotal 454 Spaces</i>          |
| <i>Non-Residential</i>                  |                                     |
| Restaurant                              | 2,000 SF 1 SP/200 SF 10 Spaces      |
|                                         | <i>Subtotal 10 Spaces</i>           |
|                                         | <b>Total Required 464 Spaces</b>    |

Notes:  
1. Guest Parking applies to Dwelling: Townhouse and Multifamily Uses Only (Table 030.1 Table of Allowed Uses)

|                                  |                               |
|----------------------------------|-------------------------------|
| <b>PROPOSED PARKING:</b>         |                               |
| On-Site Parking                  |                               |
| Surface Parking Lot              | 366 Spaces                    |
| Center Street                    | 14 Spaces                     |
| Freestanding Garages             | 16 Spaces                     |
| Integral Garages                 | 108 Spaces                    |
| <b>On-Site Parking Provided:</b> | <b>504 Spaces<sup>1</sup></b> |

Notes:  
1. On-site parking includes 14 accessible parking spaces.

NOTE: FINAL BUILDING GROSS SQUARE FOOTAGES, DESIGN, AND SITE LAYOUT/CONFIGURATION ARE CONCEPTUAL AND SUBJECT TO REFINEMENT AT THE TIME OF MAJOR SITE / ARCHITECTURAL PLAN REVIEW.

**APPLICANT**  
214 Center Drive, LLC  
PO Box 9833 Cincinnati, OH 45209  
p. 513. 479. 4396

**ARCHITECTURE / PLANNING / LANDSCAPE ARCHITECTURE**  
Hord Coplan Macht, Inc.  
1800 Wazee Street, Suite 450 Denver, CO 80202  
p. 303. 222. 2151

**CIVIL ENGINEER**  
Sopris Engineering, LLC.  
502 Main Street Carbondale, CO 81623  
p. 970. 704. 0311 f. 970. 704. 0313

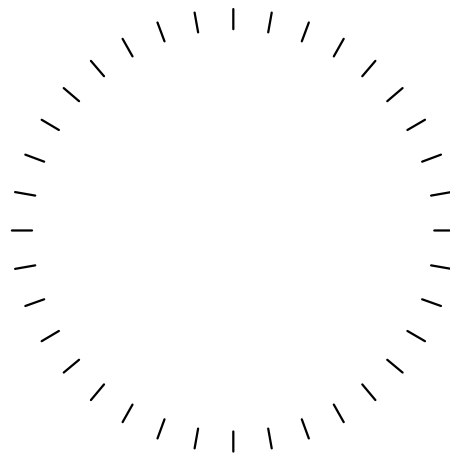
**LEGAL**  
Garfield & Hecht, P.C.  
901 Grand Avenue Glenwood Springs, CO 81601  
p. 970. 947. 1936

## 480 DONEGAN

GLENWOOD SPRINGS, COLORADO

**hord | coplan | macht**

ARCHITECTURE  
LANDSCAPE ARCHITECTURE  
PLANNING  
INTERIOR DESIGN



07/09/2021 Added Townhouses on Donegan  
09/30/2021 Revised Building Type C

Project Name  
480 DONEGAN

Project Number  
22023.00

Date  
03/12/2021

Scale  
AS NOTED

Drawing

ILLUSTRATIVE CONCEPT PLAN  
AND SITE MASSING

# LA1.0

ANNEXATION AND ZONING SUBMISSION

NOT FOR CONSTRUCTION



September 29, 2021

Dear City Council,

R2 Development in West Glenwood

Mark and I have been residents of Glenwood Springs for 48 years and 42 years respectively and love our little piece of paradise.

You, city council members, have an amazing responsibility in this place and time! To quote one of you at our last meeting about this annexation, "Democracy is messy". Well, it was messy to see the vote whether to approve or disapprove this annexation get hijacked during the actual vote, when 4 votes had already been cast to deny.

I would just like to remind you that as stewards of our great town, you must consider the LONG TERM consequences of allowing this annexation and development to go on at this location in the name of Glenwood Springs needing more "affordable housing". The big issue is the density of the project and resulting consequences.

Your own P&Z clearly stated the reasons that this project was denied, so I would ask that you pause this annexation and YOU JUST STOP...go back to the drawing board on what is good for West Glenwood, not what is good for the developer.

Update the comprehensive plan that is now 10 years old and address the evacuation and shelter in place concerns, the water issues that are not going away, and infrastructure such as roads and traffic that are neglected before making a decision on this annexation.

It is a tough ask, and I appreciate the job you are doing, but remember, all of us that live in West Glenwood are all every bit a part of Glenwood Springs.

Please have the foresight to look backward and address what others before you did not!

Susie and Mark Straus

West Glenwood Springs

**From:** [Ryan M. Muse](#)  
**To:** [Trent Hyatt](#)  
**Cc:** [Ryan M. Muse](#)  
**Subject:** FW: Photo and letter to city council  
**Date:** Wednesday, September 29, 2021 8:57:17 AM

---

Thanks,

Ryan Muse  
City Clerk  
Procurement Manager  
970-384-6406  
City of Glenwood Springs

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**From:** Jamie and Bob <jbdarien79@gmail.com>  
**Sent:** Tuesday, September 28, 2021 8:00 PM  
**To:** Ryan M. Muse <[ryan.muse@cogs.us](mailto:ryan.muse@cogs.us)>  
**Subject:** Photo and letter to city council

Caution! This message was sent from outside your organization.

[Allow sender](#) | [Block sender](#)

Please forward this email to all members of the City Council. Thanks so much Ryan.

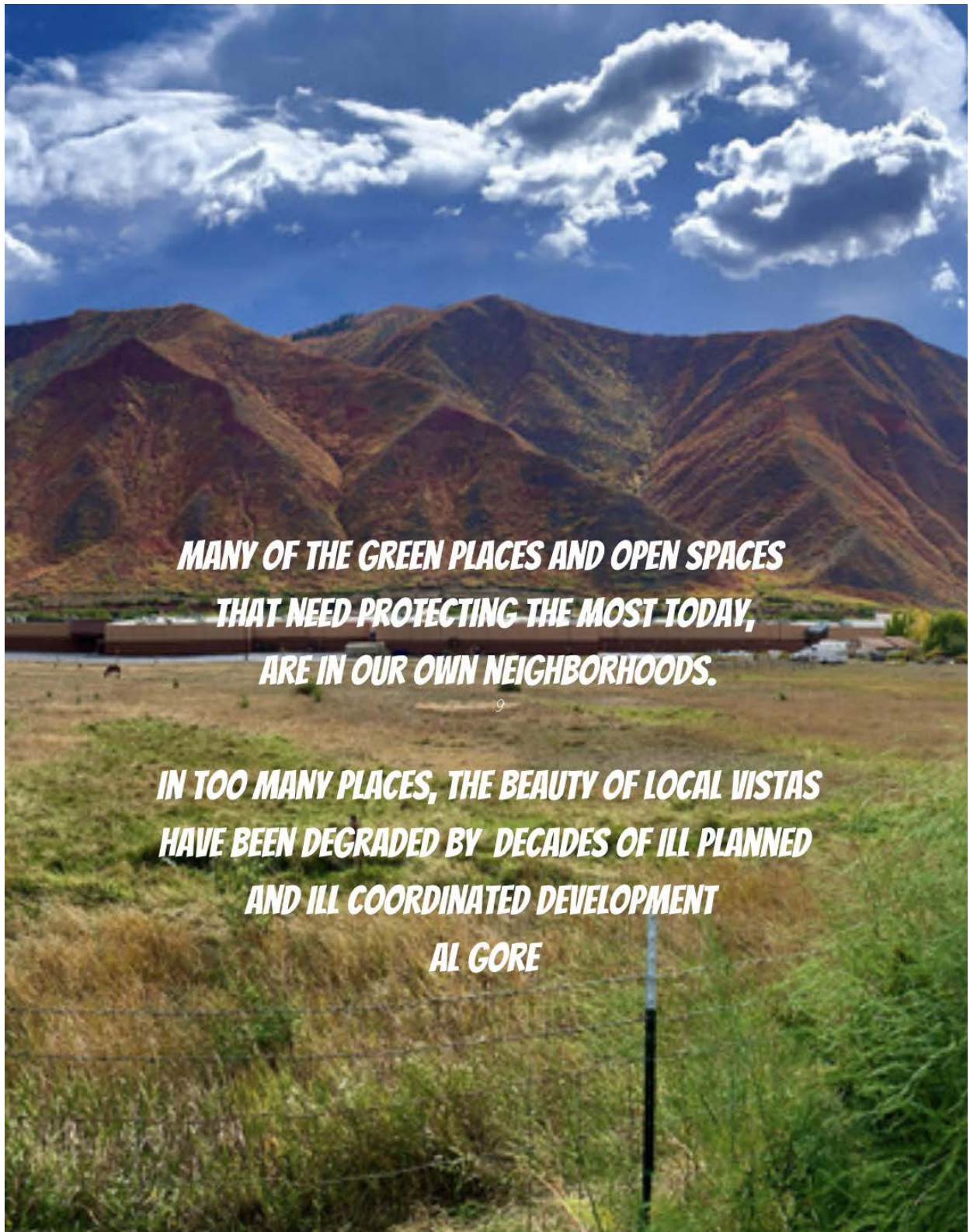
To all members of City Council-

I realize you've received many many emails from me, in hopes to encourage you to deny the annexation of 480 Donegan in West Glenwood. My main purpose in writing so many letters has been rooted in fear, fear of yet another evacuation due to a fire with no clear way out, for myself or the hundreds of new residents of R2's proposed development.

In all of my letters, I've given numerous reasons that speak also to the density of such a project.

However, I recently came across a quote by Al Gore that I feel speaks even more to denying this particular project by R2 developers;





***MANY OF THE GREEN PLACES AND OPEN SPACES  
THAT NEED PROTECTING THE MOST TODAY,  
ARE IN OUR OWN NEIGHBORHOODS.***

9

***IN TOO MANY PLACES, THE BEAUTY OF LOCAL VISTAS  
HAVE BEEN DEGRADED BY DECADES OF ILL PLANNED  
AND ILL COORDINATED DEVELOPMENT  
AL GORE***

Thank you, as always, for taking the time to read yet another letter opposing the R2 development.  
Take care-  
Jamie Darien

# COMMUNITY PETITION AGAINST

THE PROPOSED MULTI BUILDING <sup>332</sup> ~~400~~ UNIT APARTMENT COMPLEX  
AT 214 CENTER DR. (THE FIELD BEHIND THE WEST GLENWOOD MALL)  
BY PROPERTY OWNERS, CONCERNED CITIZENS, BUSINESSES AND VOTERS--

1. Traffic Impact
2. Noise and Air Pollution
3. Impact on Community Stores and Infrastructure
4. 2 Already Existing multi building apartment complexes in West Glenwood
5. Decreased Property Values
6. Loss of Quiet Community Ownership

| NAME               | ADDRESS                                | PHONE/E-MAIL                   |
|--------------------|----------------------------------------|--------------------------------|
| LISA M. MANZANO    | 804 1/2 St. LSC                        | 945-0990                       |
| Barbara M Thompson | 73 Native Ln GWS                       | 970-618-4532                   |
| Pam Taylor         | 182 B N 10 <sup>th</sup> St Carbondale | 303 725 6288                   |
| Margd Sedgley      | 300 Jefferson Rd.                      | 970-230-9187                   |
| Linda Malhorn      | 300 Wulfschne Rd                       | 239-560-2212                   |
| Jb Temple          | 269 137 Rd, GWS                        | 945-9260<br><del>608-888</del> |
| Michelle Lundin    | 1656 Crawford way GWS                  | 618 8415                       |
| Shelbi Bauer       | 351 Sparrowhawk D                      | 618-2642                       |
| Nicole Nelson      | 717 Grand Ave GWS 81601                | 970 945-9075                   |
| KRISSEY CLARK      | 1018 Colorado Ave GWS 81601            | 302-344-9062                   |





Natural grasses for them



dried grass/ water



Upside down world







©Rob Hinch



## Where Will Any of Us Live in 2027?

The Post Independent recently had an article about the growing deficit of affordable housing for even the middle class, and the grim prognosis for 2027. That's only 8 years from now.

Last month, the sad destruction of five mountain lions in West Glenwood captured our attention as it destroyed our cherished fantasy of life right now in our Valley.

We have filled in and filled up all the habitable places. Now we live with escalating conflicts with all the other beings whose home territory we have colonized. We can hardly avoid seeing that we are now in a war of extermination, in lethal competition for the basic resources of air, water, sustenance and habitat. There are no more empty places where we can relocate and release "problem" cats and bears into "the wild." The surviving remnant we so love to watch from our decks grows increasingly desperate, and when they destroy our gardens and kill our pets, we're sorry – but they have to go. Because there's nowhere for them to go, that means they have to be killed. But we're not like our pioneer ancestors, able to assume that their populations will adapt and thrive despite us. No, in our discomfort we perceive the mass extinctions of the Anthropocene. We wonder what we have done.

Bruno Latour, French philosopher of science and technology, has identified three universal phenomena he sees as symptoms of a single historical situation: first, "deregulation." Then an "increasingly vertiginous explosion of inequalities." And the third, a "systematic effort to deny the existence of climate change – 'climate' in the broad sense of the relations between human beings and the material conditions of their lives." In his essay *Down to Earth*, published in 2017 in France and now available in English, he says of this historical situation, "it is as though a significant segment of the ruling classes (known today rather too loosely as 'the elites') had concluded that the earth no longer had room enough for them and for everyone else." When we face stark realities like that which the West Glenwood mountain lions represent, we recognize that the "everyone" has long since ceased to include the fauna of our colonized spaces. But from the 1980s on, he says, these elites, having concluded that it is "pointless to act as though history were going to continue to move toward a common horizon, toward a world in which all humans could prosper...stopped purporting to lead and began instead to shelter themselves from the world." Places like Aspen are some of these shelters, where the illusion of a common world will be lovingly curated as long as possible. Unlike Glenwood, where the undeniable lack of options for the local lions has unleashed a profound, maybe existential, unease.

And yet, Bruno Latour points out a realistic hope for a future – one that accepts the limitations of a finite world, in which all its inhabitants are recognized as integral to it. He refers to it as the "Terrestrial attractor," contrasting it to the dead-end of the globalist fantasy in one direction, and the impossible retreat to an imagined golden past, in the opposite direction. It requires a complete reassessment of what makes life worthwhile within the limits of the world. It imposes a radical solidarity, a common search for ways to live together, which among other things will change what we mean by "affordable housing." No longer will the protection of property values have anything to do with having a home.

I can't see how the transition from the current impossible situation to a saner and more livable world will take place. But I see that it must, and I sense that the love for other beings, from the mountain lions on the ledges to the dogs who wait to welcome us home every night, may provide the inspiration and the determination to do what it takes to make it happen. Realizing we have made a world in which there will soon be no room for the others brings us right up to that point of choice. I hear it in the voices lamenting the Glenwood lions. We will either make a world that acknowledges each being's right to her own place to live, or we will come to inhabit a world that is home to no one.

-LAURIE RAYMOND





**From:** [Shirley Fockler](#)  
**To:** [Gretchen E Ricehill](#); [Jonathan Godes](#); [Tony Hershey](#); [Shelley Kaup](#); [Paula Stepp](#); [Charlie Willman](#); [Trent Hyatt](#)  
**Subject:** Opposition Letter Regarding 214 Center Drive  
**Date:** Tuesday, September 21, 2021 1:47:00 PM

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To: [gretchen.ricehill@cogs.us](mailto:gretchen.ricehill@cogs.us)  
[Jonathan.godes@cogs.us](mailto:Jonathan.godes@cogs.us)  
[Tony.hershey@cogs.us](mailto:Tony.hershey@cogs.us)  
[Shelley.kaup@cogs.us](mailto:Shelley.kaup@cogs.us)  
[Paula.stepp@cogs.us](mailto:Paula.stepp@cogs.us)  
[Charlie.willman@cogs.us](mailto:Charlie.willman@cogs.us)  
[Trent.hyatt@cogs.us](mailto:Trent.hyatt@cogs.us)

Subject: Annexation and Initial Zoning of 214 Center Drive, Glenwood Springs and Development by R2 Partnership

I am writing to express my opposition to the annexation, rezoning and development of the 12.285-acre property at 214 Center Drive currently under contract with R2 Partnership LLC. I recognize that the Roaring Fork Valley in general may have a housing need, but to allow 360 residential units, with 1200 tenants with only 650 parking spaces to be built on a plot of land next to a rural neighborhood is a concern for me on many levels.

Safety:

I'm confident that last year's wildfires in South Canyon and Glenwood Canyon have demonstrated the need for wise decisions to be made as you plan a strong and safe community for all residents of Glenwood Springs. Shortly after the South Canyon wildfire, the residents of West Glenwood saw firsthand how quickly gridlock occurred, leaving almost every road impassable until late into the evening.

To add another 1200 residents to the current 3500 residents of West Glenwood would be utterly catastrophic. Not only do all of these residents need to evacuate safely, but there are elderly and disabled residents who may need assistance, families with young children, as well as two schools and many daycare facilities. We are not talking IF a wildfire will happen again in Glenwood Springs but WHEN.

According to figure 2 of the Wildland Urban Interface Community Wildfire Protection Plan of April 2007, the area of West Glenwood has a hazard rating of "very high." West Glenwood has many roads leading to A SINGLE ROAD - Highway 6. Highway 6 cannot allow for the safe

evacuation of all the residents of West Glenwood as it stands today. Depending on the location of the fire, emergency vehicles may block off one or more roads to enable access to a fire or flood area, which would further restrict evacuation efforts.

Impact on Traffic:

The roads in West Glenwood are entirely inadequate to support a development of this size. The addition of 1000-1500 vehicles to our streets will create a traffic nightmare of overwhelming proportions and will turn West Glenwood into a parking lot. COVID has dramatically reduced traffic, and any traffic study done during these months will not reflect the reality of this area.

Proximity to schools:

Currently, the developer plans to have their main exit immediately opposite both the Two Rivers School and the Montessori School currently housed in the Glenwood Business Center. Even if the developer moves the exit street to somewhere else on Storm King, congestion and safety concerns for our young children, their parents, and our teachers are inevitable.

Green Space:

Glenwood residents value the beauty of the land and recognize the importance of green space; we will be losing yet another precious piece of land for our environment and wildlife. This pasture also affords West Glenwood with a good measure of protection against the spread of wildfires. Bike paths exist around town coming almost to this piece of property for both tourists and residents to recreate and enjoy this valley. Many tourists bike past the pasture to visit the area's Fish Hatcheries.

I urge you to protect its current population and help keep its residents safe by rejecting the application to annex and rezone this property.

As a lifetime resident of Glenwood Springs I am deeply saddened by what Glenwood has become. You should listen to Small Town by Jonathan Byrd and do some self reflection. Glenwood cannot continue to support what you are allowing.

Shirley Fockler  
601 Cowdin  
Glenwood Springs, CO

**From:** [Ryan M. Muse](#)  
**To:** [Trent Hyatt](#)  
**Subject:** FW: Traffic issues surrounding TRES  
**Date:** Friday, September 17, 2021 4:33:47 PM

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Ryan Muse  
City Clerk  
Procurement Manager  
970-384-6406  
City of Glenwood Springs

---

**From:** Bobbie Meriwether <meadowlark.2000meadowlark@gmail.com>  
**Sent:** Friday, September 17, 2021 4:24 PM  
**To:** Jonathan Godes <jonathan.godes@cogs.us>; Paula Stepp <paula.stepp@cogs.us>; Charlie Willman <charlie.willman@cogs.us>; Shelley Kaup <shelley.kaup@cogs.us>; Steve Davis <steve.davis@cogs.us>; Tony Hershey <tony.hershey@cogs.us>  
**Cc:** Ryan M. Muse <ryan.muse@cogs.us>  
**Subject:** Traffic issues surrounding TRES

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Dear Council members ,

I hope that the entire council and staff appreciate that we in West Glenwood are just as concerned about what happens in their immediate neighborhoods as much as any other observant councilperson is concerned for their own district . We have no other “ political “ agenda other than safety and well being of entire families including and especially .. the school children who would suffer most from the negative impacts associated with an enormous surge of population north of the Colorado river .

The teachers , coaches and kids of TRES school have tried with all their might to be as safe , creative and to be adaptive as possible to the conditions these children are in ..it’s hard too see most of their play area is asphalt and parked buses and cars . It is heartening to watch a caravan of young kids out for fresh air ( well smokey , dusty and diesel filled at times , sure) and vigorous exercise. They do so need and deserve their recreation . No child of any age is safe biking alone through the exits 114 , 116 . They need many supervising eyes including , driver’s eyes on high alert to their crossings.

Trying to watch a caravan of young children on bicycles try to negotiate the Exit 114 as they cross over to the Meadows trails area is a scary thing to witness . Even though it appears well supervised , motorists are certainly not always driving in a safe manner , not only in the narrow roads but also along Hwy 6 .. not to mention further afield .

Older children in middle school do not commonly bike or walk to school through exit 114 ..just too dangerous a passage in high traffic hours .

Also as far as “ walkability is concerned .. there are still too many unleashed dig incidents in West G area for many to walk and feel safe from aggression. Certainly not many kids walk their own dogs . I



had serious incidents 4 x this year alone ( this year my dog did not receive puncture wounds as in some past years though .) The last incident was a few days ago in West G west of Hotel C . Three small french bulldogs were being walked on thick 6' leashes when the older woman deliberately dropped the leashes on a "quiet" sidewalk. They rushed me and my well socialized and leashed mini Aussie, who did all he could to resist aggression while all three viciously barked , circled and tightly wrapped my ankles . So walkability .. is certainly at residents peril, a matter of luck, distance and good timing . There are simply 0 open spaces for residents to enjoy public space without a commute. Residents in nearby townhomes have children too . I have seen in my own Orchard Lane townhomes area , children whose very lives are endangered when they try to play outside . There is almost zero open space here. I have repeatedly seen these kids so long cooped up by covid burst into tears when told they could not run around least they come close to garage doors where people are backing out . I do not blame them . I blame the adult decision makers who have not considered their best interest . Residents here will meet with the HOA next week having called a special meeting about this situation . the R-1 school yard is still closed for covid yes , but also has never been welcoming to surrounding residents at off hours .

Please treat West G and North G , with as much attention as you would like to see given your own neighborhood .

Thanks for this opportunity at least take you all for a descriptive tour of West G.

Sincerely ,  
Bobbie Meriwether

**From:** [Annie Uyehara](#)  
**To:** [Debra Figueroa](#)  
**Cc:** [Jonathan Godes](#); [Trent Hyatt](#); [Ryan M. Muse](#); [Karl Hanlon](#)  
**Subject:** PLEASE ADD TO PACKET Letter to council after Sept. 7th special meeting on 480 Donegan  
**Date:** Thursday, September 16, 2021 1:50:49 PM

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Neither Ryan nor Trent have assured me they will add this to the packet for the October 7th meeting—which would be wrong to not add me—so I’m asking you.

Thank you!

Annie Uyehara

Begin forwarded message:

**From:** Annie Uyehara <[annie.u@comcast.net](mailto:annie.u@comcast.net)>  
**Subject:** PLEASE ADD TO PACKET Letter to council after Sept. 7th special meeting on 480 Donegan  
**Date:** September 13, 2021 at 8:47:41 PM MDT  
**To:** "Ryan M. Muse" <[ryan.muse@cogs.us](mailto:ryan.muse@cogs.us)>  
**Cc:** [jonathan.godes@cogs.us](mailto:jonathan.godes@cogs.us), Paula Stepp <[paula.stepp@cogs.us](mailto:paula.stepp@cogs.us)>, [ingrid.wussow@cogs.us](mailto:ingrid.wussow@cogs.us), [tony.hershey@cogs.us](mailto:tony.hershey@cogs.us), [charlie.willman@cogs.us](mailto:charlie.willman@cogs.us), [shelley.kaup@cogs.us](mailto:shelley.kaup@cogs.us), [steve.davis@cogs.us](mailto:steve.davis@cogs.us)

Begin forwarded message:

**From:** Annie Uyehara <[annie.u@comcast.net](mailto:annie.u@comcast.net)>  
**Subject:** Letter to council after Sept. 7th special meeting on 480 Donegan  
**Date:** September 9, 2021 at 3:38:59 PM MDT  
**To:** "Ryan M. Muse" <[ryan.muse@cogs.us](mailto:ryan.muse@cogs.us)>

Hi Ryan,

Please add this email to the packet for the next meeting.

Thank you!

Annie Uyehara

Dear City Council,

Dearest City Council members,

As you are poised to render your final votes on the two related agenda items concerning the 214 Center Drive Annexation Petition and the 480 Donegan Road Zoning/Rezoning application, I wanted to share a “few” more thoughts and concerns that have come to mind.

To begin with, I find one process that is very confusing and problematic. There is a very short time allowed for the public to digest and respond to items on a council agenda. The packet is published online by noon on Monday for a Thursday council meeting the SAME week. I’ve been told the reason why is to allow council to make any changes to the agenda. Any comments or concerns made by the citizenry during this short period are NOT part of the packet since it has already been published AND also an applicant is not made aware of concerns before the meeting. And with the case of the above proposals, the public is NOT allowed further oral comments if they have already made same, even if there have been major changes from the original proposal considered, such as some of you urging to include public parkland.

With whatever item a member of the public has interest in, the few days/hours between Monday noon and Thursday of the same week for your work sessions or general meeting, it can be difficult to seek further information and if desired, to reflect and respond adequately. I don’t know if there is a better approach, perhaps publishing a “DRAFT” packet “subject to change” the Thursday before the next Thursday meeting?

The next random item to share concerns the future of the West Glenwood Sanitation District and their facilities. Is there any thought that the City may have to take over the sanitary sewer needs of WGWS in the future? Already the City provides water and electricity for much of the un-annexed areas. I don’t know the boundaries of WG San.

Along with this concern is other future development and possible need to annex MORE of WGWS, including re-development requests and perhaps most importantly the future of the parcels west of Ami’s Acres where a modular home development is anticipated. Will the city be asked to extend water service and thus per code annex more of WGWS? The past history of the City providing water to WGWS without requiring annexation is interesting. Now per code, annexation is required IF water, but NOT sewer is provided. Will the city be asked to provide domestic water service and thus annex even more?

And related to sewer is my simplistic research/recollection there is a possible “threshold” of 10,000 in population where “storm water treatment” is required. Glenwood is now officially at this residency count. And it may be worthy of

consideration related to ANY decisions forthcoming if a possible issue and great expense.

#### Water Quality Control Division – Stormwater Program

[www.cdphe.state.co.us/wq/permitsunit](http://www.cdphe.state.co.us/wq/permitsunit)

“1) State must evaluate for permit coverage: If the municipality has a population from 10,000-50,000, is outside of an urbanized area, and has a population density of at least 1000/square mile. Designation Criteria: -discharge to sensitive waters -high growth or growth potential -size of population and population density -contiguity to an urbanized area -significant contributor of pollutants to State waters -adequacy of existing stormwater quality control programs 2) State can evaluate for permit coverage: Any municipality under 10,000 population, with less than 1000 population/square mile, and outside an urbanized area.”

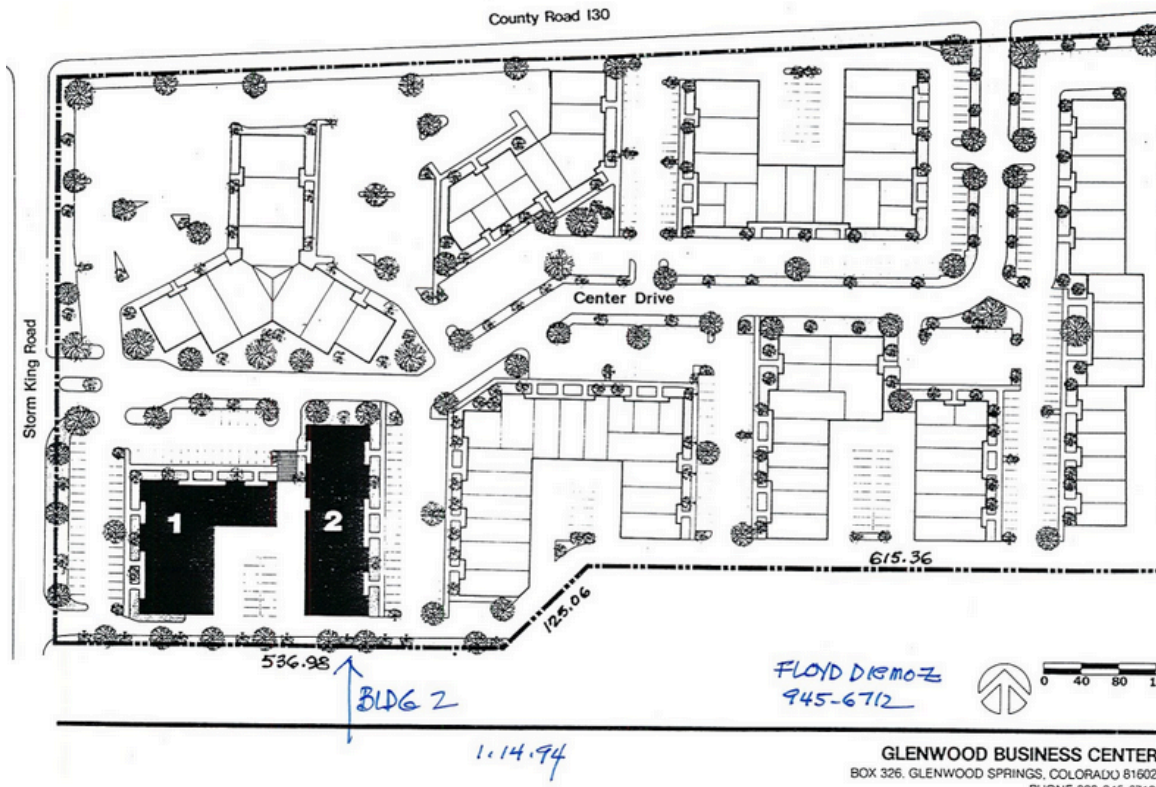
Since I’m cutting and pasting, I wanted to share something from GarCo related to Glenwood Partnership/Floyd Diemoz original plans of the fifteen buildings (three of which are already constructed) and 711 parking spaces oft mentioned. I know it is a gamble, but there is nothing preventing such development IN the county and would expect much less construction and ongoing impacts from such a development and thus would probably be more acceptable to neighbors, especially with a 25’ height limitation. And the 711 parking spaces may be a “red herring” as the initial application was anticipating and wanting to provide fewer spaces.

NOTE: County requirements are presently 1 parking space per 200 sq.ft. of office floor area. Other areas have found this could produce excessive parking areas and are re-evaluating this ratio. Our intent in using the 300 sq.ft. formula is to anticipate a reduced single passenger auto use in the future.

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**PARKING NOTE:** The parking formula we have adopted is being successfully used for office/warehouse type buildings throughout California, Oregon and Colorado. For pure office buildings, many communities are finding that the ratio of 1 space per 200 sq.ft. of office floor area can result in excessive parking. In the future, this imbalance may become more pronounced as increased car pooling and gasoline prices reduce single passenger auto use. While the illustrative site plan shown in this report more than meets existing code requirements, our intent will be to monitor parking trends so that future phases do not result in excessive parking areas.

## GLENWOOD BUSINESS CENTER



Something that has been brought to my attention numerous times are the current traffic impacts associated with Two Rivers Community School, especially with after-school pickup and the ensuing congestion. Also there are parking issues in this area which both contribute to possible emergency response issues. Many encourage you to visit this area during this after-school frenzy. Also pointed out to me is the traffic study done by R2 Partners was done during the earlier pandemic restrictions when school may not have been in person or with very limited attendance. This would NOT reflect current conditions if done during an "off" period and also in a broader sense, their study does not reflect current conditions with then people staying home or businesses affected by the slowdown. A revised study should be warranted and required to reflect current conditions.

A "wake me up when it is still dark" thought is no matter where traffic from development on this very dense residential proposal (or any other developments in WGWS), the traffic volumes will need to access Highway 6&24. There is an absolute need to involve CDOT for their input and recommendations. The proposed improvements to the intersection of Donegan Road and 6&24 are no longer included in the Draft Annexation Agreement. One wonders why? Perhaps it was proposed

without CDOT involvement? What will be the path of least resistance for traffic movement and increased volumes from all areas north of 6&24? To avoid the oftentimes congested and dangerous north-side I-70 Exit 113 roundabout will there be increased traffic on Soccer Field Road adjacent to the Middle School? Looking at the Street Map on the City website, maybe it does make sense as put forth by GarCo for the City to annex the balance of the residential subdivision north of these 214/480 parcels inclusive of the remainder of Mel Rey and Donegan Roads? And then how far west should be annexed? Will there still be enough water and wastewater capacity and staffing/equipment to serve not only these parcels under annexation consideration, but perhaps even more and more?

To share some thoughts about fire infrastructure/needs NOT related to emergency evacuation planning and implementation...the “carrot” of R2 Partners providing land, funding for evacuation planning (by their own consultants I recall) and helping fund the construction of a new fire station MAY pale in comparison to the construction of a new fire station, equipment and personnel needs and expenses faced by the City and GSRFD.

As you may have noticed in your recent budget documents/discussions there is a request to replace one fire pumper for \$800,000. Chief Tillotson has shared there are two others of the same age that could be anticipated need replacing as well. The one was refurbished but with poor results, thus I would expect the two others would need to be replaced as well at a probable increased inflationary cost. Also per the Chief there should be another aerial apparatus added to serve the growth in GWS especially with the many multi-story buildings (including 480 Donegan). This apparatus would be in the \$1 million range. And with the City’s recent Compensation Study and response to increase wages, this would be an important factor along with the expected increasing construction costs of a new fire station even with a dedication of land.

Also “fire-related” is the ISO (Insurance Services Office) rating affecting both homeowners and commercial insurance pricing. Per Chief Tillotson, the usual occurrence for ISO Rating Schedule for assessment and determination of a community’s rating has been every ten years but has changed to every five years. The pandemic affected the assessment and GWS is overdue for their inspection and determination of updated ISO rating. Currently those residents within five miles of a fire station in our area have an ISO rating of 2. This link shows some of the basis for their rating and could be worthy of your consideration now and into the future, especially with climate change and the wildfires we have had in our area, region, state and nation.

<https://www.isomitigation.com/ppc/fsrs/>

With the City building and approving more high density multi-level housing, the ISO rating for the ENTIRE city and surrounding areas could be reduced which would increase insurance rates and/or require near-term or immediate investment in equipment and personnel to preserve the current favorable 2 rating on a 1 to 10

scale. Perhaps this is something worthy of your consideration, with or without this project, additional other residential high-density project like at Glenwood Meadows, the approved ones behind Discount Tire and Bell-Rippy along with the expected inclusion and re-development of the WGW Mall. Growing larger and taller will have additional not-so-hidden costs and will additional development cover those costs? The adage of residential does not pay its way should encourage you to pursue more commercial development like another supermarket. What happened to Murdoch's coming to the Roaring Fork Marketplace? I'm heartened there has finally been movement on an "Attractions Tax" to help diversify Glenwood's dependence on sales tax dollars in a changing retail/commerce model.

A very disturbing "aberration or flaw" I discovered in my involvement with the 214/480 project-related items is the absence of input from your Parks and Recreation Commission and Director Brian Smith of those departments, as well as from our RE-1 School District. Many feel it is important to explore the inclusion of actual parkland to address the shortage in this area. I had reached out to both and finally got a response. The latter RE-1 representative said the City had not been in contact with the District.

With the requested residential density of one R2 iteration, the parkland and school land dedication requirements are very significant...5.8 acres for parkland and 4.4 acres for school land! Working backwards, this helps show how very, very dense and thus impactful in so many ways R2 proposes for JUST their residential/mixed use PUD zoning proposal, excluding whatever may be proposed for the mall redevelopment. Yes, they state they will limit the number of residents to 600, but is that realistic with 332 units???

Director Brian Smith replied via e-mail and to me it seems quite absurd the City process has not really discussed or included land dedications or fees-in-lieu before the Parks and Rec Commission, P&Z or even City Council prior to this point in time. Apparently the "process" (or Muni Code) prevents this from happening AND in a recent council meeting it was shared that the City typically acts as a pass through agent and collects and gives RE-1 the fees in lieu of requiring any actual land. I believe that NOT requiring ANY park or school land dedications is abdominal and represent huge missed opportunities.

There needs to be involvement and a conversation with our school district representatives. RE-1 Superintendent Rob Stein in a recent GSPI column (September 23, 2021) stated:

"...being able to provide affordable staff housing for nearly 10% of our workforce plays a critical part in making sure we can retain and recruit staff. Using the revenues from the program, combined with land made available to school districts through housing development, we will be able to expand our staff housing program over time."



And one of Brian Smith's reply to me:

Greg,

The estimated parkland fees for the last number of units proposed to Council (332) was \$1,369,452.62 (which represent 5.81 acres of land dedication). The applicant has requested that offsite bicycle/ped improvements adjacent to the site along Storm King and Donegan be deducted from that amount (this is outlined/allowed by Code for all projects). Please note, these are simply estimates as we don't know the exact final number of units that Council may or may not approve. Also, we don't actually collect or determine exact applicable fees until building permits. This information is not included in any packet information because is not official. Also, important to remember that a development permit review is still required for any development related to the annexation long before any building permit is issued.

We do not usually run these types of applications through the Parks and Recreation Commission as they are vetted through Planning and Zoning and a Departmental review by each Department include Parks and Recreation.

We do have a few schools that utilize adjacent parks as you pointed out. We have not historically charged for this use and instead have had a cooperative relationship with them in sharing of facilities. This is changing however, as we are proposing a new fee schedule and commercial use of parklands next year which will pull in permits needed by the schools to use the parks.

Hope this answers your questions and thanks for reaching out.

Best Regards,

**BRIAN E. SMITH**  
PARKS & RECREATION DIRECTOR

I had also reached out to Habitat for Humanity Roaring Fork that helps provide affordable, restricted owner-occupied housing, but they declined to be involved in a controversial project. Their NEED is having land upon which to build. They have a presence from Basalt to Parachute. Glenwood is missing the boat and hopefully can work with partners to build HFH housing in Glenwood. The City could with the revision of the Comp Plan and updating the Muni Code could foreseeably get land upon which to build employee housing. Maybe there could be that opportunity with this proposal and/or with the re-development of the WGS Mall.

SURPRISE, SURPRISE...the agenda for your next meeting (10/07/21) HAS been published online as of today, Saturday October 2... not late Monday as I've typically encountered. BUT a HUGE DISAPPOINTMENT is in the proposed Annexation Agreement the CITY agrees to accept fees-in-lieu of school land dedication and same with parkland dedication, the latter amount REDUCED by the costs to build bike lanes and walls and "private recreation facilities to be constructed on the PUD



portion of the property"! I along with many others (and hopefully some of YOU) believe this is a huge mistake if you agree to not pursue ANY actual land dedication. With the obvious shortage of parkland in WGW and perhaps RE-1 getting land to build staff housing there is a need for the city to truly analyze the ramifications of these two items and hold strong with a vision of what is best for current and future residents! The \$1.48 million in lieu of parkland ("offset" by the above...resulting in some lesser amount given to the City) and \$880,000 for school land will be spent and gone while actual land will be a permanent opportunity now and for future residents and generations. PLEASE delve deeply into dedications or dollars and what it means as YOU are the ones that may allow this project to be annexed into the City...for whose and what benefit.

Another thought/issue that comes to mind is the revelation by your City Attorney at the September 7, 2021 meeting that pretty much your zoning/rezoning decision boils down to just the zoning district applied (PUD or otherwise) along with density and height. To me, it seems the time, architectural renderings, Google maps extrapolating height impacts, preliminary site maps, engineering, etc. have been a waste of money and time for the developer, P&Z and you. Apparently what only matters is the zoning and annexation, as site maps will come later for a final decision by council or staff.

It is truly disheartening to see council recently and unexpectedly "negotiating" with R2 at council meetings, not allowing further public comment and seemingly negating the time, effort and work done prior by staff, P&Z and the citizenry in the many numerous public meetings including prior city council meetings. I believe there should be a "threshold" if changes are made to what was presented initially to then refer items back to staff and/or P&Z for further work and public comment.

This also brings up the perhaps "unwieldiness" of the process between council and P&Z where sometimes "conceptual review" is done at council level and then referred to P&Z with comments from council vs. with this specific annexation and zoning/re-zoning items. These were referred directly to P&Z and now has come back to council with P&Z recommendations to deny what was presented and now Council is "negotiating/revising" the original proposals to come up with what Council alone might think is the best. And to not have Parks and Rec involvement in the early stages or to "assume" RE-1 is satisfied with dollars passed through rather than being presented with the proposal and school land dedication seems unfair and absurd even if supposedly it is too "early" in the process. When should be the correct time?

It is absurd that Parks and Rec staff and commission as well as RE-1 School District will NOT be involved until AFTER a decision is made on the zoning! How could they/you require or acquire ANY land dedication if the "inn is already full"? This process is absolutely flawed...unless council mandates there will be a dedication of X +Y acres of land IF we approve annexation and zoning request. Again per your City Attorney, the PUD request mainly will decide "density and height". It is "bass-

ackward” trying to squeeze in five more pounds of potatoes into an already full ten pound bag! I just shake my head in disbelief that land dedications are and have been off the table, hidden from important stakeholders or just ignored. The finally revealed “Phasing Plan” included in your current packet shows no provision or ability to provide for public parkland, school land or land dedicated to the city for a fire station. Since the “site plans et al” MAY be essentially meaningless at this stage of the “game”, maybe you can require land dedications and they will come back with another “pretty picture”? Of course R2 will say “they can’t give any more as their numbers won’t work”. If you want to “play”, here are the rules. If you can’t work with the tools and rules, maybe it is time for them to find another game...maybe even near like the WGWS Mall property? If R2 can’t/won’t make it work, maybe there is another developer that can? Or revert to what GarCo zoning in place allows? Or find other partners including non-profits, employers, districts willing to find the funding to purchase this unincorporated parcel from Glenwood Partnership and create a better, more realistic, affordable, less impactful product than what R2 Partners wants and proposes?

That said, perhaps a strategy for you to consider is to approve annexation conditional to R2 purchasing the mall AND to allow/require an overall Master Plan for this vacant GarCo parcel and the old mall. The developed Glenwood Partnership portion could be annexed under an appropriate City Zone District. IF you desire to attach zoning to the vacant portion I would urge you to perhaps NOW attach RT Residential Transitional Zoning or RH Residential High Density to this unincorporated parcel AND perhaps allow it to change to PUD if the mall property is purchased AND a Master Plan done to incorporate all property between Highway 6&24 and Donegan Road. Both of these Residential Zone Districts allow a height up to 40’ that still may not be acceptable for many. The Bell-Rippy project underway is zoned RT and to their and your staff’s credit they will be providing public parkland unlike the hesitancy of R2 reluctantly proposing a “tot lot” for public parkland...probably already existing with the closed Montessori pre-school part of Glenwood Partnership Center Drive complex.

070.020.080 - Residential Transitional (RT) District.

(a)

Purpose. The RT district is intended to provide for transitional areas consisting of primarily residential uses at varied densities, with limited commercial uses that are compatible with surrounding neighborhoods. The RT district is intended to serve as a transitional buffer between residential and nonresidential zoning districts.

070.020.070 - Residential High-Density District (RH) District.

(a)

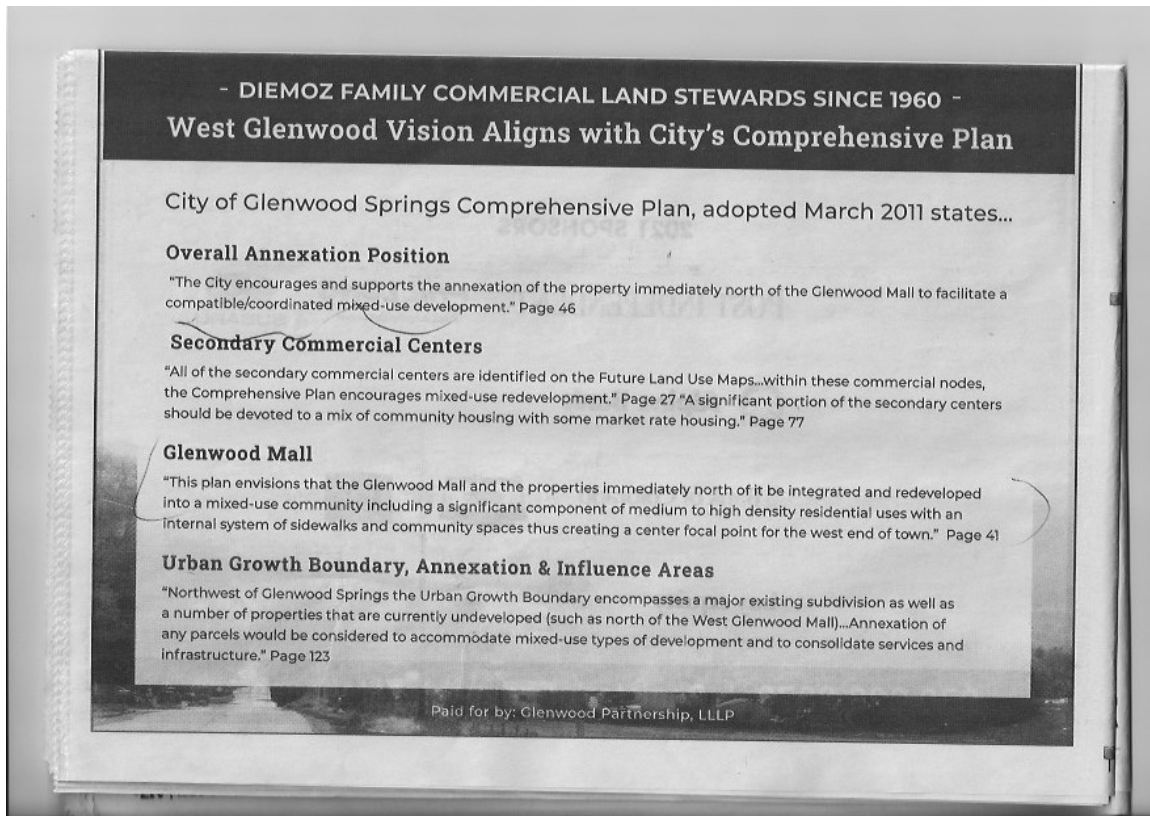
Purpose. The RH district is intended to accommodate various housing types ranging from single-family detached on small lots to multifamily dwellings. The RH district is intended to transition between established neighborhoods and more intense commercial or other nonresidential districts.

And to address some items related to the ads in the GSPI by Glenwood Partnership LLC on Friday, October 1<sup>st</sup>, with “justification” encouraging your approval of these applications using the 2011 Comp Plan:

-Is the R2 proposal a “compatible/coordinated mixed use development? I think not unless done along with a Master Plan including the mall, even if not, is it “compatible” with the existing neighborhood?

-And a Master Plan should be required as the ad highlights: “This plan envisions the Glenwood Mall and the properties immediately north of it be integrated and redeveloped into a mixed-use community...thus creating a center focal point for the west-end of town.” Again, this highlights the need for a Master Plan and the “focal point” may not be a positive one, especially with their seeming desire to “wall out” general public use of anything BUT a tot lot and their restaurant.

Speaking of “mixed use”, in my mind their offering of 13 live/work units is a token representation or inclusion of mixed-use development...13 units of their most recently proposed 332 units is just 3.9 percent of their “mixed use community”. This “snake in the grass” action glosses over their true focus of profitable residential rental and recently reluctantly some home ownership townhomes. I guess including the already built Center Drive buildings one could add those three to their “mixed use development” 2011 Comp Plan justification?



Their "Phase One" "Phase Two" of their finally shared Phasing Plan included in your packet still does not make much sense to me as it does not include the mall property which they are under contract to purchase. If done in conjunction, then direct access to 6&24 from there development could be achieved which would reduce the amount of traffic impacts to the existing neighborhood, conceivably reduce R2's expenditures for off-site infrastructure improvements such as the Donegan Road and 6&24 intersection improvements (which for whatever reason is now not included in the Draft Annexation Agreement!) AND allow better emergency response from a new fire station rather than via secondary roads (as the dedication to the City of land for a fire station IS included in the Agreement somewhere on this 15 acre parcel...not being able to anticipate or include the mall property). This too should highlight the best intention/outcome to somehow strive for or delay however possible your decisions until there is certainty with the purchase of the mall property and thus include all parcels into an overall Master Plan.

An analogy that comes to mind, perhaps not relevant in times of drought, is water filling up all the nooks and crannies of Glenwood Springs. The "flows" from our regional economy are filling up Glenwood. Some of it leaks out and flows to communities west of Glenwood. The beautiful and attractive reservoir of GWS seems to already be at capacity, but there has been the desire to see how much more "water" can be added. There are under-filled reservoirs in communities west of GWS. Granted the "erosion" of lifestyles for those who travel up and down the I-70 and SH 82 "rivers" cause impacts to quality of life and infrastructure. To add more

“water/residents” to our almost over-filled GWS requires serious planning and consideration. “We/you/they” are already trying to build more capacity, building higher and filling in the last spaces. I imagine something will break. The flows to and from the west of us, to the east of us and to the south of us already impact our and their lives. With more affordable (for both residents and developers) to areas west of GWS, maybe our GarCo commissioners will finally whole-heartedly support RFTA and perhaps even consider working with EaCo to provide public transit through Glenwood Canyon?

What is the best and smartest way to proceed? SOME final decisions will be made concerning the annexation and future development of the vacant West Glenwood Pasture parcel (whether this current proposal or another) and also the future redevelopment of the West Glenwood Mall. Whatever you decide at your next meeting(s) please take into consideration the many impacts both local to the neighborhood of this project as well as to the overall city and region. Only so many grains of rice/residents can fit into OUR bag. It can swell beyond capacity, then begin to overflow and then??? Will seams begin to fail and the economy, attractiveness and desirability decline and the bag starts emptying on its own, or will the bag catastrophically fail and have a huge(r) mess to deal with? Already there are many stray grains that are impacting the “tidiness” of our community requiring extra attention, focus and dollars spent to try to make things right(er). Putting Band-Aids on the bag when more and more grains are filling it, as seemingly done now without an overall plan does not seem to be a worthy or workable solution, thus the importance to update the Comp Plan. We should work with and seek help from other partners who are dealing with their own bags of rice along with those who are willing to help with fixes or willing to help carry the load. Already there are many vacant commercial spaces in GW...will this be followed by many vacant rental units? Lessons right or wrong can be learned from other communities. Well known is our regional economy and the challenges faced throughout. From jobs, housing, affordability, zoning, land use, geographical limitations, revenue sources/dependence...there are many, many challenges faced individually and collectively. What can ALL of us together do now and for the future?

Some on council and staff seem to be swayed by the amounts of time and dollars the applicants have spent to date putting forth their desires, vision and ambitions. I urge you to not be swayed by their “investment/gamble” but rather play the “long game” and seek the best return on OUR in-place investment of limited land within our valley. Seek to achieve a better, more sustainable, ecologically sound, resilient community with truly affordable, and inclusive of housing types through preserving and promoting creative partnerships and thinking. Include Muni Code updates to include comprehensive energy smart building requirements as well as addressing public safety/wildfire concerns such as evacuation planning, resilient building material, wildfire mitigation and safe spaces as addressed by many in not only WGWS but also applicable to our immediate area.

I thank you (so much) again for your time, patience, hopeful understanding and consideration of yet another “spewing of the keyboard” by yours truly. I thank you and city staff as well as many public voices spoken and unspoken for their concerns for YOUR/OUR city. Change is not easy or easy to predict. Reality sometimes bites. Hopefully with so many issues and challenges involved seemingly everywhere we look or touch, from a personal/family level to a city and region-wide scale, we all strive to make the best decisions we can with what we know and have available. Quick decisions are inevitable with often both immediate AND long-term consequences. I sincerely thank you and appreciate your time and dedication to the City of Glenwood Springs...with the physical infrastructure and associated characteristics as well as the human infrastructure and capacity. Both contribute to the successes of what we call home and have made it a very special community. With hope and action each of us, our descendants, as well as future generations will still have a desirable, attractive and safe place to call OUR home and to remain a very special destination for visitors upon which Glenwood’s reputation depends and is built.

With immense gratitude and appreciation for you time, efforts, work and patience,

Greg Jeung  
1188 CR 120  
Glenwood Springs CO 81601

Four of you were prepared to turn down this annexation on September 7th, but with some persuasion by Karl Hanlon (is that proper decorum for city council? I'm not sure), the majority of you, surprisingly, voted for a continuation on the motion to deny.

I don't know what three more weeks will garner.

There's generations of families that live in W. GWS as well as the hordes of commuters and visitors who'll be affected if 480 Donegan passes.

Your desire for more affordable housing won't be addressed; the water still isn't there. Infrastructure issues that already exist will only become more exacerbated.

A shiny, new firehouse isn't the answer, nor is the mall.

What about the 4 story buildings that will dwarf single story homes that have been there for decades, their families as well? Pride of ownership and a sense of home will be abandoned. The homes will more likely be bought out by R2 for more condos. Councilwoman Kaup might like that, it's on the valley floor, after all.

Developing on the valley floor makes sense, Ms. Kaup.

But not your comment on why you voted against a small amount of units at the last meeting because you wanted to keep a small town character, but advocate 332 units that clearly overrides that philosophy.

Mayor Godes, you confuse me. I am a former S. GWSer as you are/were, and we talked about fire evacuation concerns and building a S. Bridge—why would you not extend the same concern to the neighbors to the west?

You went on CNN telling people to stay away from Glenwood Springs because there isn't enough water.

That comment alone could be taken as anti-growth. Still, Mr. Godes, is there enough water for 900 more people in a field with a small ditch during a prolonged drought and global warming? Mr. Willman and Mr. Hershey understand that and thusly, made a motion to deny the annexation mostly on those grounds.

It's not smart growth if 480 Donegan creates a glut in the nearby schools (to say the schools will deny enrollment is oversimplifying the problem since the schools are already overpopulated), or strains the already understaffed police department. The traffic and infrastructure problems already exist; to exacerbate it doesn't seem like smart growth to me.

Ms. Wussow, I appreciate your balanced reasons for wanting to deny annexation for 480 Donegan. But you said you didn't hear any of us concerned citizens talk about affordable housing. But we did because we too, want affordable housing. I spoke about it at the 1st

public comment and I mentioned it in several letters to the council. I asked Mayor Godes to ask the developers for 100% affordable housing. What a legacy that would be for city council, to achieve that!

Finally, R2 is not not the only game in town. As you can attest to, there's plenty of development in the pipeline already, and plenty that has recently been completed.

Another developer with another opportunity will absolutely come along. And saying it will all be gone, Mayor Godes, if you don't approve annexation is kind of silly: Parkland can be created without 332 units.

Affordable housing surely must be achieved without some \$18 million I heard Mr. Hanlon quote at the meeting as being required by the city to make happen.

As Paula Stepp—who also wishes to deny annexation—wisely said, this is about timing, and she is doing her due diligence for all of the valley when it comes to infrastructure, traffic, student overpopulation, and public services. Fix these issues before you make them larger with an oversized development.

Take a deep breath. We all know growth is happening.

Waiting one more year will only foster smart growth.

Due diligence.

Nothing good comes from haste.

Annie Uyehara



**From:** [Annie](#)  
**To:** [Trent Hyatt](#); [Ryan M. Muse](#)  
**Cc:** [Tony Hershey](#); [Paula Stepp](#); [Ingrid Wussow](#); [Shelley Kaup](#); [Steve Davis](#); [Jonathan Godes](#); [Charlie Willman](#)  
**Subject:** Please add to tonight's meeting packet September 16 2021  
**Date:** Thursday, September 16, 2021 1:34:10 PM

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Dear council,

Forgive me if I missed something, but I have not seen or heard of a traffic impact study from R2. Wouldn't it stand to reason that R2 should have a traffic impact study? MountainView is 40 units and 480 Donegan is 332 units, which will greatly impact the traffic and overshadow the Mountainview project.

It is also obvious that if you add more units onto MountainView then you add more cars on the same road that 480 Donegan project wants to use as well, which is Highway 6 and 24.

Again, due diligence is required for all smart growth!

Sincerely,

Annie and Carl Uyehara  
Sent from my iPhone

On October 7<sup>th</sup> you will make a decision on 480 Donegan based upon a comprehensive plan that on September 19<sup>th</sup> you awarded a Denver design company a contract to update. How can a decision of such magnitude be made with this important update on the horizon? Councilwoman Kaup, you stated that “the developer is being very responsible in responding to the desires of the community.” Is it responsibility, or is R2 savvy in wanting to take advantage of this moment? Yes, we need a new fire station. Sure, we need the mall to be revitalized. But number one should be the safety of the community members that currently reside here.

If the developer is indeed taking responsibility in responding to community concerns, R2, being the long-term holders and thinkers that they are, should understand the desire to want to pursue this update prior to this significant decision being made. This time would also allow the city to see how the mall contract plays out, as the mall purchase would provide a true asset to the area – especially when talking about an addition of 600+ people.

Many agree that West Glenwood needs revitalized. But what is the true cost? Councilman Hershey said it best. “I’m not anti-growth, but it needs to be smart growth.” Councilman Willman too, when he stated that “it’s a good concept, but it’s too much in a little space.” I share their thoughts. With so many surrounding communities pursuing smart growth opportunities, why is Glenwood so far behind the curve? There is enough in the pipeline. Let’s learn from the options of shared purpose that exist up and down the valley.

With threats of wildfire and other natural disasters at the door, adding more people to an area with one access road that leads to a main thoroughfare through our tight mountain corridor is senseless. Please, let’s take some time to get a better sense of what this project can be, how traffic will be impacted, update the comprehensive plan, and implement an evacuation protocol before adding more people to this topographically sensitive area.

Sincerely,

Lacy King

Dear Council,

I attended your meeting and found it frustrating when it appeared 4 council members were deciding to deny the annexation before it was all rudely interrupted to continue.

I really want to thank Councilman Hershey & Willman and Councilwomen Stepp and Wussow for really listening to our concerns. Wussow expressed concern for water and when the next “event” would happen. Wisely said as I feel blessed we didn’t have any wildfires this year as I have survived the Storm King and Coal Seam fires living on Mitchell Creek. Would we be having this conversation if we did have a wildfire this year and W. Glenwood went into its usual gridlock trying to evacuate and people actually maybe dying. Because that is what we fear and unless you have experienced it you cannot understand what that feels like. You like to allude that an evacuation plan is being worked on but you have nothing concrete and why would you add to an existing problem without first fixing this dangerous situation. I don’t know if it’s even possible to fix with our geography, but I do know more people will only exacerbate the problem.

Councilman Hershey wisely said “I don’t think you can build your way out of this”. We don’t have the infrastructure to support this density. And it was disheartening to hear the mayor and another say they weren’t really concerned with the density. **Seriously??** We rarely see any law enforcement in W. Glenwood and we have cars racing up and down streets in the night. Again how can you add to an existing problem, especially since the police in Glenwood can barely take care of what they presently have. Not to mention the Fireman and schools and grocery stores etc.

Yes we would love a grocery store or a movie theater but you are basing that on a promise of property that hasn’t even been purchased. Of course they will say whatever it is you want to hear on what their plans for the Mall property will be. What if R2 hasn’t purchased the Mall property, how will the traffic exit off of Hwy 6? Now we go back to entering on Storm King or Donegan. I really encourage you to come to W. Glenwood when the school starts and ends to experience that

traffic nightmare. We all know to stay away in those pickup hours. Also you will see the streets parked up all the way around the school with teachers cars.

You talk about improving Mel Ray Rd. Does that mean you will be taking residents' yards out to widen the road to put in sidewalks? Did you not listen to the owners that have the semi truck business that must bring damaged semi's in off of Mel Ray. This viable business is needed due to our location to I-70. Does it really make sense to put a sidewalk in front of that???

R2 states there won't be 600 to 1000 people inhabiting those apartments. Somehow they will manage that. When you come to experience the school traffic please drive down Donegan and see the 8 cars parked in front of one residence and tell me how that scenario is not going to happen in their new development. Those extra cars are going to be parked throughout W. Glenwood.

With all the concerns of climate change and water some of you still lack concern over our water. Maybe condos or apartments do take less water but not with the amount of people that will be inhabiting them. If you read my previous letters be concerned about Mitchell creek that feeds the Reynolds Cain ditch. This year it barely rose at all from runoff. Many people have rights out of Mitchell creek and Diemoz does not have senior rights. It belongs to the Golf course, meaning they can call rights at any time and shut down other users. If any of those rights get changed meaning they are saying they will pass on any extra water to the city it must go thru water court first is my understanding. Look at what is happening to the West. Do you really believe that can't happen here? Maybe you should look into the amount of springs that have dried up that have been used for decades. That should tell you something.

All of us know the Diemoz property will be developed and they certainly have the right to sell, but not at the expense of the safety and quality of life for residences of W Glenwood that have lived here for decades. There are so many existing problems that need to be dealt with before you continue this building frenzy. Do you not feel the pain of the traffic or maybe you all get to walk or bicycle to work. The roundabout and our traffic problems not just in W Glenwood but thru out the city is exhausting. Most of our neighbors to the West try to stay away from

Glenwood because it's miserable to try and navigate and we only need one hiccup in the flow for it to turn into its usual gridlock.

We have so little vacant land left in this valley. All we ask is you slow down and do this right thing by all the people. Please don't cave to the developers promises that aren't concrete. Give us some of the small town pleasures of a park to bring our kids and grandkids to play or find another way to build the fire station on that property. Having a pool and clubhouse in a neighborhood where we aren't allowed does not seem a way to bring together a community.

Yes we all want affordable housing but I have heard that term used for years and I can't seem to put my finger on what is considered affordable to you and the developers. My kids who grew up here can't afford to buy a house. I have a daughter living in a spacious basement apartment renting from a generous couple at \$650/month. That my friends is affordable, not \$1600 for a single person. Wages in this valley don't mirror the cost of living.

My last comment is why do we have a Planning and Zoning committee? Is it just an exercise the city goes thru as I don't understand why you aren't taking them seriously with the reasons they denied it.

I can only hope you listen to your citizens. We did not have the pleasure of electing you since many of us live in the County. Watching what has happened to our City and Valley has been painful especially for those that grew up here, but I am sure our ancestors before us felt the same. Change is inevitable, but managing smart growth is crucial.

Respectfully,

Lee Bowles

**From:** [Jamie and Bob](#)  
**To:** [Trent Hyatt](#)  
**Subject:** Fwd: Reaction to Sept 7th council meeting  
**Date:** Friday, September 10, 2021 5:19:54 PM

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Please include in the packet for City Council  
Thank you.

Dear Members of the City Council

I attended this past City Council meeting on September 7th, as I've attended all others in regards to the R2 development proposal. I must say, I left that meeting disappointed, frustrated and very confused.

I believed (wrongly) the council was to make a decision that evening regarding annexation and zoning possibilities for the property on 480 Donnegan.

After remarks from council and the developers, Councilman Willman "moved" to deny the request to annex 480 Donnegan, citing too much density. Councilman Hershey agreed to the denial and stated his concerns for water. Councilwoman Wussow also wanted the annexation denied because of having too many units in such a small space. Councilwoman Stepp then moved to speak, but was interrupted by Councilwoman Kaup as she spoke to allowing the development at 480 Donnegan. Kaup cited the need to allow change, grow our town, and to provide more housing and redevelopment of the mall. After Kaup spoke, Councilwoman Stepp continued with her initial time/thoughts and was in agreement to the motion, stating too much density, not enough housing diversity, lack of information from the PD, GSFD, and the school district in regards to serving more people. Stepp wanted to discuss and develop an evacuation plan before allowing any development, and before the next "event" for evacuation takes place.

**Four (majority) in agreement to the motion to deny the request for annexation!**

And then, it appeared to me, a very strange thing happened, as Councilwoman Kaup immediately interrupted and asked to make yet another motion, even though the original motion hadn't yet completed input from the remaining council members, Godes and Davis.

It was then explained Kaup couldn't make another motion but could either "Table" the original motion, or ask for a "Continuance", as she then did.

Godes suggested a short break, but not before seconding Kaup's desire to continue .

After more discussion, (barely audible I might add), another “vote” was taken in regards to the Continuation happening in 3 weeks. Stepp and Hershey held their ground and voted no, the others voted yes.

The end or the beginning?

It’s hard to be a quiet “bystander” when so many questions, doubts, confusion are screeching through your entire body. I understand this wasn’t time for Public Comments, yet most of the Bystanders hadn’t witnessed such a process, which added to our state of confusion.

Kaup said many had approached her wanting a grocery store and movie theater in West Glenwood, and she thought approving this development would provide that opportunity. Also she kept referring to the opportunity of affordable housing.

To Councilwoman Kaup, that would be a firm “no” to both speculations.

R2 does not have to produce any ideas/plans/thoughts to what the redevelopment of the Mall might suggest. It may even be leveled out to allow for more building. And as shared in their presentation, the majority of units will be “middle income” affordability.

Please know, the majority in attendance, whether through physical presence, Zoom, those writing letters to either the Council Members or Post editor, and in addition to the 1700 who signed the petition to deny this annexation , we are not “**protestors**”. We are actually “**protectors**” of our homes, true Affordable Housing for all, climate, character, values, and above all....safety.

So once again, I ask the Council to listen to your constituents and hearts, and vote knowing Councilwomen Wussow lives in West Glenwood, but vote as if you and your families call Western Hills your home as well

Thank you.

Jamie Darien

**From:** [Christina Gore](#)  
**To:** [Trent Hyatt](#)  
**Subject:** Letter to all City Council Members  
**Date:** Friday, September 10, 2021 10:33:55 AM

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Trent - will you please forward this to all City Council Members so it will be in their packets.  
Thank you

Dear City Council Member,

I was happy to see you continued the discussion on the proposed project behind the West Glenwood Mall. As before I would bring your attention to the difficulty, if not impossibility of quick evacuation of the area in case of a fire or other emergency.

Also - are we sure the water supply is adequate for 1000 new citizens in that development? I know the developers say that they would not allow that many people to live there. That may be true of the people currently running the development company, but as they age and retire we have no guarantee that their successors would follow their lead.

And just in general the development does not fit the current density of the neighborhood.

From the above you may think I am against development, I am not, but I think a more realistic number of homes in the area would be to follow current neighborhood density of four to six single family homes per acre.

Thank you for your time and attention to my letter.

Thank you,  
Christina Gore



September 29, 2021

Dear City Council,

R2 Development in West Glenwood

Mark and I have been residents of Glenwood Springs for 48 years and 42 years respectively and love our little piece of paradise.

You, city council members, have an amazing responsibility in this place and time! To quote one of you at our last meeting about this annexation, "Democracy is messy". Well, it was messy to see the vote whether to approve or disapprove this annexation get hijacked during the actual vote, when 4 votes had already been cast to deny.

I would just like to remind you that as stewards of our great town, you must consider the LONG TERM consequences of allowing this annexation and development to go on at this location in the name of Glenwood Springs needing more "affordable housing". The big issue is the density of the project and resulting consequences.

Your own P&Z clearly stated the reasons that this project was denied, so I would ask that you pause this annexation and YOU JUST STOP...go back to the drawing board on what is good for West Glenwood, not what is good for the developer.

Update the comprehensive plan that is now 10 years old and address the evacuation and shelter in place concerns, the water issues that are not going away, and infrastructure such as roads and traffic that are neglected before making a decision on this annexation.

It is a tough ask, and I appreciate the job you are doing, but remember, all of us that live in West Glenwood are all every bit a part of Glenwood Springs.

Please have the foresight to look backward and address what others before you did not!

Susie and Mark Straus

West Glenwood Springs



2021 Income Limit and Maximum Rent Tables  
for All Colorado Counties  
20% to 120% of Area Median Income (AMI)

HUD Effective Date: April 01, 2021

- The IRS allows LIHTC projects that placed in service as of 12.31.2008 to use higher HERA Special limits.
- All LIHTC and CHFA Loan projects are "held harmless" from limit decreases. To be "held harmless," a project must be in service before 05.16.2021.
- LIHTC and CHFA Multifamily Loan projects whose counties experienced a decrease in 2021 limits and that place in service before 05.16.2021 may continue to apply the same limits used in 2020.

| County   | HERA | AMI  | 2021 Maximum Rents |        |        |        |        | 2021 Income Limits |          |          |          |          |          |          |          |
|----------|------|------|--------------------|--------|--------|--------|--------|--------------------|----------|----------|----------|----------|----------|----------|----------|
|          |      |      | 0 Bdrm             | 1 Bdrm | 2 Bdrm | 3 Bdrm | 4 Bdrm | 1 Person           | 2 Person | 3 Person | 4 Person | 5 Person | 6 Person | 7 Person | 8 Person |
| Elbert   |      | 120% | 2,202              | 2,359  | 2,832  | 3,270  | 3,648  | 88,080             | 100,680  | 113,280  | 125,760  | 135,840  | 145,920  | 156,000  | 166,080  |
| Elbert   |      | 100% | 1,835              | 1,966  | 2,360  | 2,725  | 3,040  | 73,400             | 83,900   | 94,400   | 104,800  | 113,200  | 121,600  | 130,000  | 138,400  |
| Elbert   |      | 80%  | 1,468              | 1,573  | 1,888  | 2,180  | 2,432  | 58,720             | 67,120   | 75,520   | 83,840   | 90,560   | 97,280   | 104,000  | 110,720  |
| Elbert   |      | 70%  | 1,284              | 1,376  | 1,652  | 1,907  | 2,128  | 51,380             | 58,730   | 66,080   | 73,360   | 79,240   | 85,120   | 91,000   | 96,880   |
| Elbert   |      | 60%  | 1,101              | 1,179  | 1,416  | 1,635  | 1,824  | 44,040             | 50,340   | 56,640   | 62,880   | 67,920   | 72,960   | 78,000   | 83,040   |
| Elbert   |      | 55%  | 1,009              | 1,081  | 1,298  | 1,498  | 1,672  | 40,370             | 46,145   | 51,920   | 57,640   | 62,260   | 66,880   | 71,500   | 76,120   |
| Elbert   |      | 50%  | 917                | 983    | 1,180  | 1,362  | 1,520  | 36,700             | 41,950   | 47,200   | 52,400   | 56,600   | 60,800   | 65,000   | 69,200   |
| Elbert   |      | 45%  | 825                | 884    | 1,062  | 1,226  | 1,368  | 33,030             | 37,755   | 42,480   | 47,160   | 50,940   | 54,720   | 58,500   | 62,280   |
| Elbert   |      | 40%  | 734                | 786    | 944    | 1,090  | 1,216  | 29,360             | 33,560   | 37,760   | 41,920   | 45,280   | 48,640   | 52,000   | 55,360   |
| Elbert   |      | 30%  | 550                | 589    | 708    | 817    | 912    | 22,020             | 25,170   | 28,320   | 31,440   | 33,960   | 36,480   | 39,000   | 41,520   |
| Elbert   |      | 20%  | 367                | 393    | 472    | 545    | 608    | 14,680             | 16,780   | 18,880   | 20,960   | 22,640   | 24,320   | 26,000   | 27,680   |
|          |      |      |                    |        |        |        |        |                    |          |          |          |          |          |          |          |
| Fremont  |      | 120% | 1,545              | 1,654  | 1,986  | 2,293  | 2,559  | 61,800             | 70,560   | 79,440   | 88,200   | 95,280   | 102,360  | 109,440  | 116,520  |
| Fremont  |      | 100% | 1,287              | 1,378  | 1,655  | 1,911  | 2,132  | 51,500             | 58,800   | 66,200   | 73,500   | 79,400   | 85,300   | 91,200   | 97,100   |
| Fremont  |      | 80%  | 1,030              | 1,103  | 1,324  | 1,529  | 1,706  | 41,200             | 47,040   | 52,960   | 58,800   | 63,520   | 68,240   | 72,960   | 77,680   |
| Fremont  |      | 70%  | 901                | 965    | 1,158  | 1,337  | 1,492  | 36,050             | 41,160   | 46,340   | 51,450   | 55,580   | 59,710   | 63,840   | 67,970   |
| Fremont  |      | 60%  | 772                | 827    | 993    | 1,146  | 1,279  | 30,900             | 35,280   | 39,720   | 44,100   | 47,640   | 51,180   | 54,720   | 58,260   |
| Fremont  |      | 55%  | 708                | 758    | 910    | 1,051  | 1,172  | 28,325             | 32,340   | 36,410   | 40,425   | 43,670   | 46,915   | 50,160   | 53,405   |
| Fremont  |      | 50%  | 643                | 689    | 827    | 955    | 1,066  | 25,750             | 29,400   | 33,100   | 36,750   | 39,700   | 42,650   | 45,600   | 48,550   |
| Fremont  |      | 45%  | 579                | 620    | 744    | 860    | 959    | 23,175             | 26,460   | 29,790   | 33,075   | 35,730   | 38,385   | 41,040   | 43,695   |
| Fremont  |      | 40%  | 515                | 551    | 662    | 764    | 853    | 20,600             | 23,520   | 26,480   | 29,400   | 31,760   | 34,120   | 36,480   | 38,840   |
| Fremont  |      | 30%  | 386                | 413    | 496    | 573    | 639    | 15,450             | 17,640   | 19,860   | 22,050   | 23,820   | 25,590   | 27,360   | 29,130   |
| Fremont  |      | 20%  | 257                | 275    | 331    | 382    | 426    | 10,300             | 11,760   | 13,240   | 14,700   | 15,880   | 17,060   | 18,240   | 19,420   |
|          |      |      |                    |        |        |        |        |                    |          |          |          |          |          |          |          |
| Garfield |      | 120% | 1,857              | 1,989  | 2,385  | 2,755  | 3,075  | 74,280             | 84,840   | 95,400   | 105,960  | 114,480  | 123,000  | 131,400  | 139,920  |
| Garfield |      | 100% | 1,547              | 1,657  | 1,987  | 2,296  | 2,562  | 61,900             | 70,700   | 79,500   | 88,300   | 95,400   | 102,500  | 109,500  | 116,600  |
| Garfield |      | 80%  | 1,238              | 1,326  | 1,590  | 1,837  | 2,050  | 49,520             | 56,560   | 63,600   | 70,640   | 76,320   | 82,000   | 87,600   | 93,280   |
| Garfield |      | 70%  | 1,083              | 1,160  | 1,391  | 1,607  | 1,793  | 43,330             | 49,490   | 55,650   | 61,810   | 66,780   | 71,750   | 76,650   | 81,620   |
| Garfield |      | 60%  | 928                | 994    | 1,192  | 1,377  | 1,537  | 37,140             | 42,420   | 47,700   | 52,980   | 57,240   | 61,500   | 65,700   | 69,960   |
| Garfield |      | 55%  | 851                | 911    | 1,093  | 1,262  | 1,409  | 34,045             | 38,885   | 43,725   | 48,565   | 52,470   | 56,375   | 60,225   | 64,130   |
| Garfield |      | 50%  | 773                | 828    | 993    | 1,148  | 1,281  | 30,950             | 35,350   | 39,750   | 44,150   | 47,700   | 51,250   | 54,750   | 58,300   |
| Garfield |      | 45%  | 696                | 745    | 894    | 1,033  | 1,153  | 27,855             | 31,815   | 35,775   | 39,735   | 42,930   | 46,125   | 49,275   | 52,470   |
| Garfield |      | 40%  | 619                | 663    | 795    | 918    | 1,025  | 24,760             | 28,280   | 31,800   | 35,320   | 38,160   | 41,000   | 43,800   | 46,640   |
| Garfield |      | 30%  | 464                | 497    | 596    | 688    | 768    | 18,570             | 21,210   | 23,850   | 26,490   | 28,620   | 30,750   | 32,850   | 34,980   |
| Garfield |      | 20%  | 309                | 331    | 397    | 459    | 512    | 12,380             | 14,140   | 15,900   | 17,660   | 19,080   | 20,500   | 21,900   | 23,320   |

## ANNEXATION AGREEMENT

THIS ANNEXATION AGREEMENT made and entered into this \_\_\_\_ day of \_\_\_\_\_, 20\_\_ by and between the CITY OF GLENWOOD SPRINGS, COLORADO, a Colorado home-rule municipality (hereinafter “City”), GLENWOOD PARTNERSHIP LLLP, a Colorado limited liability limited partnership (“Owner”), and COMMERCIAL DEVELOPMENT SERVICES GROUP, LLC, a Delaware limited liability company (“CDSG”). Each of the City, Owner, and CDSG may be referred to as a Party, and all of the foregoing may be referred to hereinafter as the “Parties.”

### WITNESSETH:

WHEREAS, Owner is the owner of certain real property currently located in unincorporated Garfield County, Colorado, more particularly described on Exhibit A attached hereto and incorporated herein (the “Property”); and

WHEREAS, CDSG is under contract to purchase a portion of the Property and develop that portion as mixed-use, multi-family housing development; and

WHEREAS, the portion of the Property to be retained by Owner is currently developed for office and warehouse purposes; and

WHEREAS, Owner desires to annex the Property and connect it to the City of Glenwood Springs and has filed a Petition for Annexation (“Petition”) to do the same; and

WHEREAS, along with the Petition, Owner and CDSG submitted a zoning application for the Property asking that the City approve (i) Commercial (CO) zoning for Owner’s retained portion of the Property and (ii) Planned Unit Development (PUD) zoning for CDSG’s portion of the Property as more fully described in Exhibit B hereto; and

WHEREAS, on June 3, 2021, the City Council held a duly and properly noticed public hearing at which time the City Council adopted a resolution finding Owner’s Petition to be in substantial compliance with the statutory requirements for annexation of the Property to the City; and

WHEREAS, on July 29, August 19, September 7, and October 7, 2021, the City Council held a duly and properly noticed annexation hearing at which time the City Council approved the annexation and zoning of the Property as set forth in Ordinance No. \_\_, Series 2021, and Ordinance No. \_\_, Series 2021; and

WHEREAS, C.R.S. §§31-12-101, *et seq.*, authorizes the City and Owner to enter into an Annexation Agreement; and

WHEREAS, the City and Owner desire to enter into this Agreement to set forth their agreements in writing concerning the terms and conditions of annexation of the Property to the City.

NOW, THEREFORE, for and in consideration of the mutual promises and covenants contained herein, and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the Parties agree as follows:

1. **Purpose.** The purpose of this Agreement is to set forth the terms and conditions of the annexation of the Property to the City. Except as expressly provided for herein to the contrary, all conditions herein are in addition to any and all requirements concerning annexation contained in the Municipal Code of the City of Glenwood Springs (hereinafter “City Code”) or the Municipal Annexation Act of 1965, as amended, C.R.S. §§31-12-101, *et seq.* This Agreement is intended to provide a contractual relationship between the City and Owner to ensure compliance with the City Code, state statutes, and all terms and conditions set forth herein. This Agreement includes additional terms and conditions for the purposes of the Municipal Annexation Act.

2. **Annexation.** The annexation of the Property shall be in accordance with the Colorado Municipal Annexation Act of 1965, C.R.S. §§31-12-101, *et seq.*, as amended.

3. **Zoning.** The PUD Plan attached hereto as Exhibit B shall govern the development of that portion of the Property designated as “PUD” in the Plan. The remaining portion of the Property shall be zoned as Commercial (CO) and subject to the regulations set forth in the City’s Municipal Code. The City agrees that, upon annexation of the Property, the zoning of a portion of the Property as PUD and the remaining portion as Commercial (CO) would be consistent with the City’s Comprehensive Plan.

4. **Specific Conditions.** In consideration of the annexation of the Property, and in further consideration of the City providing municipal services to the Property, as hereinafter provided, the Parties agree that it is appropriate that the following payments, dedications and other exactions be made:

(a) CDSG or its successor or assign shall pay Fire and Emergency Services Impact Fees for the PUD portion of the Property in accordance with Section 070.040.030(g)(5) at the time of building permit for each phase of development. Said fees will be paid by Owner or its successor or assign on the Commercial (CO) portion of the Property if required at the time of any future development.

(b) CDSG or its successor or assign shall pay and the City shall accept fees in lieu of land dedication for the benefit of schools in the RE-I School District (the “District”) pursuant to Municipal Code Section 070.040.030(g)(4), or any amended version thereof in force and effect at the time of the final development permit approval for the PUD portion of the Property. Such fees shall be applicable to the number of units proposed for all residential phases scheduled for development and shall be payable upon the issuance of a building permit for a residential dwelling unit. No school land dedication or fee in lieu thereof will be required for the Commercial (CO) portion of the Property unless and until the Property is redeveloped as residential.

(c) CDSG or its successor or assign shall pay and the City shall accept fees in lieu of parkland dedication pursuant to Municipal Code Section 070.040.030(g)(2), or any amended version thereof in force and effect at the time of the final development permit approval for the PUD portion of the Property, subject to reductions: (i) for private

recreation facilities to be constructed on the PUD portion of the Property; (ii) for the design and installation of the northern bike lane along Donegan Road from the western edge of the Property east to Soccer Field Road; (iii) for the design and installation of the southern bike lane and wall (where necessary) along Donegan Road from the eastern boundary of the Property east to Soccer Field Road; and (iv) on any other basis approved by the City under Municipal Code Section 070.040.030(g)(2). No parkland dedication or a fee in lieu thereof will be required for the Commercial (CO) portion of the Property unless and until the Property is redeveloped for residential purposes.

(d) CDSG or its successor or assign shall pay all water tap fee and water system improvement fees required under Municipal Code Section 080.040.010(c) and Article 080.060, respectively, applicable to the development of the PUD portion of the Property. No water tap fees or water system improvement fees will be required for the Commercial (CO) portion of the Property unless and until additional water capacity is needed therefor. Should a change in use of any structure on any portion of the Property occur in the future that causes an increase in water usage, the owner of the structure will be required to pay the system improvement fee associated with the increased use in accordance with Municipal Code in effect at the time of the change in use.

(e) Owner agrees to pay all actual costs incurred for notice publication, recording fees, attorney fees and similar reasonable administrative charges related to the annexation of the Property.

5. **Affordable Housing.** CDSG shall deed restrict a minimum of ~~20-10~~ percent of the residential ~~for rent apartment~~ units at ~~100-80~~ percent of area median income ~~or and~~ 10 percent of the residential ~~for rent apartment~~ units at ~~90-130~~ percent of area median income. A minimum of 20 percent of the total ~~for rent residential residential apartment~~ units shall be resident occupied. The deed restricted unit mix shall be dispersed amongst the unit types and bedroom configurations.

CDSG shall construct a minimum of thirty-five (35) for sale units, all of which shall be resident occupied. Ten percent of the for-sale units constructed shall be deed restricted as to sale price. CDSG and the City shall negotiate the terms of said deed restriction and the financial contribution of the City as a part of the affordable housing deed-restriction agreement referenced below.

6. **Affordable Housing Agreement.** The Parties shall enter into an affordable housing deed-restriction agreement to be finalized and recorded at the earlier of (a) the closing of CDSG's purchase of the PUD portion of the Property or (b) issuance of the first building permit for the same.

7. **Dedication of Water Rights.** At or before the time of recordation of the final plat subdividing the Property as shown in the PUD Plan, Owner and/or CDSG, as appropriate, shall assign to the City, free and clear of all liens and encumbrances (subject only to the provisions of Section 8, below), all of Owner or CDSG's right, title, and interest in and to 614 shares of Reynolds & Cain Ditch Company stock (the "Shares") historically used on the undeveloped portion of the Property. By this conveyance, Owner and CDSG shall fully satisfy any and all water rights dedication requirements of the City for annexation and development of the Property as set forth in the Municipal Charter and Municipal Code and as approved by the City Council.

8. **Lease-Back of Water Rights.** As consideration for the Shares, the City hereby leases all of the water represented by the Shares to Owner and CDSG for irrigation of the PUD portion of the Property at the rate of \$1.00 per year. The City agrees to lease the Shares to Owner and CDSG until such time as the City may be required to use the Shares for another purpose. In the event the City can no longer lease the Shares to Owner and CDSG, the City will provide notice to Owner and CDSG thereof at least sixty (60) days prior to the termination of use of the Shares and will waive any tap or service improvement fees Owner and CDSG would otherwise be required to pay for increasing their use of City water as a result of losing use of the Shares.

9. **Resource Conservation.** CDSG shall revise the PUD landscaping to provide drought resistant xeriscaping and design all improvements to provide leading edge and best management practices for conservation, fixtures, and practices for the development. In addition, the residential buildings within the PUD development portion of the Property shall not use natural gas unless CDSG can demonstrate to the satisfaction of the City that it is the only alternative.

10. **Off-Site Improvements and Other Obligations.** As an element of the City's approval of (i) the Petition, (ii) the PUD zoning application, and (iii) acceptance of this Agreement, CDSG has agreed to design and, upon approval of the City Engineer, construct certain off-site improvements, and to make certain financial contributions and dedications to the City, namely:

(a) Install a bike lane along the north and south sides of Donegan Road for the length of the Property and extending east to Soccer Field Road;

(b) Install parallel parking and a detached 6-foot sidewalk on the south side of Donegan Road and extend the sidewalk and related improvements east to Soccer Field Road;

(c) Stripe bike lanes on the east and west side of Storm King Road south of Center Drive.

(d) Widen the east side of Storm King Drive north of Center Drive to add a northbound bike lane, parallel parking, and a detached 6 foot wide sidewalk.

~~Install an eastbound left turn lane and an eastbound acceleration lane from the southbound left turn lane at the State Highway 6 and Donegan Road intersection consistent with recommendation set forth in CDSG's traffic study.~~

~~Install a five foot sidewalk to the west side of Melray Road between SH 6 & 24 and Donegan.~~

(e) CDSG shall either amend the PUD as is necessary to include not less than one acre of land for the future construction of a new fire station for the Glenwood Springs Fire Department or provide such land at a location acceptable to the City. Said land shall be dedicated to the City. Notwithstanding the foregoing, the land to be dedicated to the City may be less than one acre only to the extent that shared parking for the fire station is located on adjacent property. CDSG and the City agree to cooperate in good faith to develop an urban firehouse plan and design for the new fire station.

(f) CDSG shall provide \$100,000 to be used for emergency planning and the cost to construct emergency access and egress improvements.

(g) Amend the development proposal as is necessary to include emergency access to Highway 6 through the parcel to the south.

(h) Amend the annexation map to include the annexation of Storm King to Donegan to Mel Ray.

~~Provide an annexation map for Mel Ray from Donegan to 6 & 24 if on or before June 1, 2022 Garfield County can establish ownership of the ROW allowing the City to legally annex the ROW. In the event that the ROW cannot be annexed the improvements related Mel Ray shall not be required to be constructed however, CDSG shall pay to the City an amount equal to the engineers estimate of the cost of improvements.~~

(i) Reconstruction of the foregoing streets before acceptance by the City.

The off-site street improvements described in this Section 10 shall be completed prior to or contemporaneously with the issuance of a final and permanent certificate of occupancy for the first building to be constructed within the PUD portion of the Property. Parkland dedication fees required in connection with development of the PUD portion of the Property shall be reduced by the total actual costs incurred by CDSG to (i) engineer, design, and install the northern bike lane along Donegan Road from the western edge of the Property east to Soccer Field Road; (ii) engineer, design, and install the southern bike lane, sidewalk, and wall (where necessary) along Donegan Road from the eastern boundary of the Property east to Soccer Field Road.

In addition to the foregoing, no final and permanent certificate of occupancy for the first building to be constructed within the PUD portion of the Property shall be issued unless: 1) the emergency access described in (h) above has been constructed and is operational; 2) a new water tank serving North and West Glenwood has been constructed and is operational; and 3) CDSG has dedicated the land for a new West Glenwood Fire Station ~~is substantially complete~~. The foregoing shall not be a condition precedent of issuance of a final and permanent certificate of occupancy for the first building to be constructed within the PUD portion of the Property unless the City has budgeted for the planning and completion of the emergency access improvements, water tank, and West Glenwood Fire Station in the Fiscal Year 2022 and 2023 budgets.

The City and CDSG agree that the improvements, dedications, and financial contributions listed in Section 4 and (a) – (i) of this Section establish the full and complete obligations of CDSG and its successors and assigns with respect to off-site pedestrian/traffic/transportation improvements, impact and dedication fees, and emergency planning related to the development of the PUD portion of the Property.

11. **Site Planning and Phasing**. Development of the PUD portion of the Property will require approval of a site plan through a public entitlement process. Site Plan approval shall be through a Master Plan pursuant to GSMC Title 070, ~~and~~ shall include the West Glenwood Mall site to the South of the PUD Property; provided, however, that if (i) CDSG or its affiliate, successor, or assign does not purchase the Mall property, or (ii) if a Master Plan application is submitted to the City but the Master Plan is not approved within eighteen (18) months of execution of this Agreement, ~~the Master Plan shall not be a condition precedent to filing for a Site Plan on the PUD Property. if a Master Plan has been submitted within six (6) months of execution of this Agreement and has not been approved within eighteen (18) months of execution of this Agreement~~



~~and CDSG or its affiliate, successor, or assign fails to purchase the Mall property. In the event of the foregoing a Master Plan is not required pursuant to the foregoing sentence, then the development of the PUD portion of the Property will be phased as shown on Exhibit C. Construction of Phase 2 cannot be commenced until all other conditions of this Agreement have been completed. The restriction on construction of Phase 2 shall not apply to the construction of a fire station in the event the land dedicated pursuant to Section 10(ge) is located in the area designated as Phase 2 on Exhibit C. CDSG agrees that if a Master Plan is not required as provided in this Section 11, CDSG will use good faith efforts to work with the current or future owner/developer of the Mall property to integrate and transition the PUD portion of the Property with the redevelopment of the Mall property.~~

12. **Vested Rights**. In order to allow Owner and CDSG a reasonable opportunity to develop the Property in accordance with this Agreement and the PUD Plan, the PUD Plan and related development rights and uses approved hereby shall, to the extent allowed by law, constitute a “site specific development plan” under C.R.S. §§24-68-101 *et seq.*, as amended. The site specific development plan shall be vested for a period of ten years beginning on the date the final plat subdividing the Property as shown in the PUD Plan is recorded (the “Vested Period”). The Property as to which rights have been vested shall be immune from changes in the City’s land use regulations for the duration of the Vested Period except as provided in this Section 12. Except in instances of force majeure, the requirements of federal or state law, cases of preemption or other superior jurisdictional mandate, the City shall not initiate any zoning or land use action which would alter, impair, prevent, diminish, impose a moratorium on development, or otherwise unreasonably delay any of Owner’s or CDSG’s rights set forth in this Agreement or their plans for development or zoning, as approved by the City. Notwithstanding the foregoing, the establishment of vested property rights under this Agreement shall not prevent the City from enacting and enforcing regulations of general applicability (including, but not limited to, building, fire, plumbing, electrical and mechanical codes, including the preliminary plat and final plat subdivision requirements under the Municipal Code and other City ordinances), except where the approved plans for development of the Property or state or federal regulations provide otherwise, as all of such regulations exist on the date of this Agreement or may be enacted or amended after the date of this Agreement.

13. **Conditions Precedent**. Notwithstanding the date set forth in the introductory paragraph of this Agreement, annexation of the Property shall not be effective, and this Agreement shall not be in force, until:

(a) Final Approval has occurred, meaning the thirtieth day after the effective date of the latest of the motion, ordinance, and/or resolution by which the City Council approves (i) this Agreement; (ii) publication after final passage on second reading of the ordinance by which City Council approves the annexation of the Property; (iii) the zoning of the Property as PUD and Commercial (CO) as provided in Exhibit B; and (iv) subdivision and major site plan approval for the PUD portion of the Property consistent with Exhibit B; and

(b) The affordable housing agreement called for in Section 6 hereof has been approved by both the City and CDSG; and



(c) The annexation map has been recorded with the Garfield County Clerk & Recorder; and

(d) The Parties have executed and delivered this Agreement for recordation with the Garfield County Clerk & Recorder.

14. **Failure of Conditions.** Until all of the conditions set forth in subsection 13 above have been satisfied, this document shall constitute an offer by Owner and CDSG and the City to enter into this Agreement (notwithstanding the Parties' mutual execution and delivery of this document), and the annexation and zoning of the Property shall not be effective. Consequently, at any time before such conditions are satisfied, Owner may withdraw the Petition and Owner and/or CDSG may withdraw its offer to enter into this Agreement. If Owner withdraws the Petition or Owner and/or CDSG withdraw its offer to enter into this Agreement, or if final approval does not otherwise occur for any reason, then this Agreement shall be deemed void and of no force or effect, and the Property shall be deemed not annexed to the City. Owner and CDSG may exercise their rights under this Section 14 independently.

15. **Deannexation.** The provisions of this Agreement, as well as acceptable City zoning of the Property, are material considerations of Owner's agreement to annex the Property to the City. Therefore, in the event (a) the City fails to perform under the terms of this Agreement, or (b) Owner, CDSG, or both are unable to obtain, either before or after annexation proceedings are complete, Commercial (CO) and PUD zoning of the Property as described above and/or subdivision and/or development approval for development of the Property which they in their sole discretion find acceptable, Owner, CDSG, and the City stipulate and agree, pursuant to C.R.S. §31-12-501, that it shall be in the best interest of the City that the Property (or a portion of thereof) be de-annexed from the City. In such event, the City agrees that it shall initiate de-annexation proceedings, and to take all steps necessary to effect the de-annexation. The City further acknowledges and agrees that de-annexation is not prohibited by the City Charter or Municipal Code and ordinances, and that the City will not amend its ordinances to preclude a de-annexation permitted hereunder. The Parties' right to de-annex shall be in addition to any other rights available to them at law or under this Agreement. Upon the de-annexation of the Property (or portion thereof) from the municipal boundaries and specific jurisdiction of the City, the City agrees that it shall convey, assign, transfer and quitclaim to Owner or their successors and assigns, any and all water rights (the public dedication of which is more fully described by Section 6 hereof) previously dedicated by Owner hereunder to the City for the public use and benefit.

16. **Assignment.** The parties agree and acknowledge that the rights and obligations of Owner and CDSG under this Agreement may be assigned by them to persons or entities acquiring title to the Property or a portion thereof without the prior consent of the City if, and only if, such assignee agrees in writing to be bound by the terms and conditions of this Agreement, and the Owner or CDSG, as applicable, shall give notice to the City of any such conveyance, together with the assignee's written agreement to be bound by the terms and conditions of this Agreement.

17. **Waiver of Defects.** In executing this Agreement, Owner and CDSG waive all objections either may have concerning defects, if any, in the formalities whereby it is executed, or concerning the power of the City to impose conditions on Owner or CDSG as set forth herein, and concerning the procedure, substance and form of the ordinances or resolutions adopting this Agreement.

18. **Final Agreement.** This Agreement supersedes and controls all prior written and oral agreements and representations relating to the annexation of the Property to the City, and is the total integrated agreement between the City, Owner, and CDSG.

19. **Modifications.** This Agreement shall not be amended except by subsequent written agreement between the Parties hereto.

20. **Release of Liability.** It is expressly understood that the City cannot legally be bound by the representations of any of its officers or agents or their designees except in accordance with the City Code, City ordinances and the laws of the State of Colorado. Owner and CDSG, when dealing with the City, act at their own risk as to any representation or undertaking by the City officers, agents or their designees which is subsequently held unlawful by a court of law.

21. **Captions.** The captions in this Agreement are inserted only for convenience and in no way define, limit, or prescribe the scope or intent of this Agreement or any part thereof.

22. **Binding Effect.** This Agreement shall be binding upon and inure to the benefit of the Parties hereto and their respective heirs, successors, and assigns.

23. **Severability.** If any provision(s) of this Agreement shall be determined to be void or invalid by a court of competent jurisdiction, then such determination shall not affect any other provision hereof, all of which other provisions shall remain in full force and effect. It is the intention of the parties hereto that, if any provision of this Agreement is capable of two constructions, one of which would render the provision void, and the other of which would render the provision valid, then the provision shall have the meaning that renders it valid.

24. **Governing Law.** The laws of the State of Colorado shall govern the validity, performance, and enforcement of this Agreement. Should either party institute legal suit or action for enforcement of any obligation contained herein, it is agreed that the venue of such suit or action shall be in Garfield County, Colorado.

25. **Attorneys' Fees; Survival.** Should this Agreement become the subject of litigation between the City and Owner or CDSG, the prevailing party shall be entitled to attorneys' fees and costs of suit actually incurred, including expert witness fees. All rights concerning remedies and/or attorneys' fees shall survive any termination of this Agreement.

26. **Gender.** Whenever the context shall require, the singular number shall include the plural, the plural the singular, and the use of any gender shall be applicable to all genders.

27. **Counterparts.** This Agreement may be executed in counterparts, each of which shall be deemed an original and all of which, when taken together, shall be deemed one and the same instrument.

28. **Notice.** All notices required under this Agreement shall be in writing and shall be hand-delivered or sent by first class mail postage prepaid, to the addresses of the parties set forth herein. All notices by hand delivery shall be effective upon receipt. All notices by mail shall be considered effective seventy-two (72) hours after deposit in the United States Mail with the proper

address as set forth below. Either party by notice so given may change the address to which future notices may be sent.

Notice to the City:                   City Manager  
City of Glenwood Springs  
101 West 8<sup>th</sup> Street  
Glenwood Springs, CO 81601

With copy to:                       City Attorney  
101 West 8<sup>th</sup> Street  
Glenwood Springs, CO 81601

Notice to GP:                       Glenwood Partnership, LLLP  
214 Center Drive  
Glenwood Springs, CO 81601

Notice to CDSG:                   Commercial Development Services Group, LLC  
P.O. Box 9833  
Cincinnati, Ohio 45209

29.    **Authority.** Each person signing this Agreement represents and warrants that he/she is fully authorized to enter into and execute this Agreement and to bind the Party it represents to the terms and conditions hereof.

**WHEREFORE**, the Parties hereto have executed duplicate originals of this Agreement on the day and year first written above.

CITY OF GLENWOOD SPRINGS

\_\_\_\_\_  
Jonathan Godes, Mayor

ATTEST:

\_\_\_\_\_  
Ryan Muse, City Clerk

**GLENWOOD PARTNERSHIP, LLLP:**

\_\_\_\_\_  
TITLE: \_\_\_\_\_

STATE OF COLORADO    )  
                                          ) ss.  
COUNTY OF GARFIELD    )

Subscribed, sworn to and acknowledged before me this \_\_\_\_\_ day of \_\_\_\_\_,  
20\_\_\_\_, by \_\_\_\_\_, as \_\_\_\_\_ of Glenwood Partnership, LLLP

Witness my hand and official seal.

My commission expires: \_\_\_\_\_

\_\_\_\_\_  
Notary Public

**COMMERCIAL SERVICES  
DEVELOPMENT GROUP, LLC:**

\_\_\_\_\_  
TITLE: \_\_\_\_\_

STATE OF COLORADO    )  
                                          ) ss.  
COUNTY OF GARFIELD    )

Subscribed, sworn to and acknowledged before me this \_\_\_\_\_ day of \_\_\_\_\_,  
20\_\_\_\_, by \_\_\_\_\_ as \_\_\_\_\_ of Commercial Services Development  
Group, LLC

Witness my hand and official seal.

My commission expires: \_\_\_\_\_

\_\_\_\_\_  
Notary Public

**Exhibit A**

**Description of Property**

A PORTION OF THE FOLLOWING DESCRIBED REAL PROPERTY:

A TRACT OF LAND SITUATED IN SECTION 6, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE NORTH LINE OF THE GLENWOOD SPRINGS MALL SUBDIVISION WHENCE THE WITNESS CORNER TO THE S1/4 CORNER OF SECTION 34, TOWNSHIP 5 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEARS N 89° 13' 08" E 866.63 FEET SAID POINT OF BEGINNING ALSO BEING THE SOUTHEAST CORNER OF THAT PARCEL DESCRIBED AS PARCEL C IN BOOK 1205 AT PAGE 589 IN THE OFFICE OF THE GARFIELD COUNTY CLERK AND RECORDER;

THENCE ALONG THE EAST LINE OF SAID PARCEL C N 2° 44' 00" E 605.64 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF COUNTY ROAD NO. 130;

THENCE ALONG SAID RIGHT-OF-WAY N 89° 52' 00" E 312.68 FEET;

THENCE N 89° 49' 18" E 860.83 FEET TO THE WEST LINE OF THE MEL-RAY SUBDIVISION;

THENCE ALONG SAID WEST LINE S 1° 52' 00" W 575.96 FEET;

THENCE DEPARTING SAID EAST LINE AND ALONG THE NORTH LINE OF SAID GLENWOOD SPRINGS MALL N 87° 18' 00" W 615.36 FEET;

THENCE S 47° 42' 00" W 125.06 FEET;

THENCE N 87° 18' 00" W 476.98 FEET TO THE POINT OF BEGINNING.

COUNTY OF GARFIELD

STATE OF COLORADO.

**EXHIBIT B**

PUD Plan

DRAFT

**EXHIBIT C**

Phasing Plan

DRAFT





## CITY COUNCIL LIST OF MOTIONS

Date: October 7, 2021  
To: City Council  
From: Trent Hyatt, Senior Planner  
Subject: #09-20- Consideration of an Annexation and the initial zoning/Rezoning of 15.818 acres to Commercial (CO) District and Planned Unit Development (PUD) District at 214 Center Drive (PIN: 2185-061-00-042).

**Action 1 – Ordinance 2021-08 - Annexation** – of a 15.818 acre parcel into the municipal limits of the City of Glenwood Springs.

### **Motion to Approve:**

I move to reverse the recommendation of the Planning and Zoning Commission and approve the request for an Annexation, as outlined in Ordinance 2021-08, of a 15.818 acre parcel into the municipal limits of the City of Glenwood Springs with the recommended findings and conditions listed on Pages 1-2 of the City Council List of Motions September 7, 2021.

### **Recommended Findings:**

1. The annexation conforms to applicable state statutes.
2. The annexation is consistent with the Comprehensive Plan; and
3. The annexation minimizes potential adverse impacts to the City and does not negatively impact the City's public health, safety, and welfare.

### **Recommended Conditions:**

1. Prior to second reading of the annexation ordinance, the applicant shall revise the annexation map to include adjacent Storm King, and Donegan Roads rights-of-way roadway sections related to the project.
2. The applicant shall comply with/address all City staff comments related to the proposal prior to submittal of any future development permit application.
3. Future development shall comply with the various requirements outlined in the PUD, where applicable, related items such as uses, building heights, densities, minimum open space, parking, and/or landscaping.
4. The exact locations of site features may change upon site/architectural or master plan review. The *Glenwood Springs Municipal Code* is otherwise applicable to any standards not addressed therein.
5. The applicant shall comply with all verbal representations made in the public hearings, as outlined in all application materials, and/or as revised per conditions herein and approved by the Community Development Director.
6. Prior to approval of any future development review application, the applicant shall apply for and receive the approval of a CDOT access permit, where applicable.
7. The applicant shall enter into an annexation agreement with the City. Said agreement shall provide for the following items related to the to the annexed property:
  - a. A payment in the amount of \$100,000 to aid in the planning for and implementation of necessary emergency evacuation measures.

- b. The dedication to the City of not less than one acre of land, unless less land area is determined necessary by City, for the future construction of a new fire station for the Glenwood Springs Fire Department.
  - c. The applicant shall deed restrict a minimum of 10 percent of the residential apartment units at 80 percent of area median income and 10 percent of the residential apartment units at 130 percent of area median income. A minimum of 20 percent of the total residential apartment units shall be resident occupied.
  - d. Any future development proposal shall include direct access to Highway 6 through the parcel to the south.
  - e. All related offsite transportation, bicycle, and pedestrian related improvements to the Storm King, and Donegan Roads rights-of-way.
8. The subject property shall be developed pursuant to a Master Plan per Section 070.060.050(b) of the *Glenwood Springs Municipal Code*, unless otherwise permitted by the agreement.
  9. The future Master Plan submittal shall provide for a meaningful public open space area.

#### 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 City Council **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 land use application. You should support your findings with information outlining the shortcomings of the request as shown in the example below:

#### Motion to Deny:

I move to uphold the recommendation of the Planning and Zoning Commission and deny the request for a the request for an Annexation, as outlined in Ordinance 2021-08, of a 15.818 acre parcel into the municipal limits of the City of Glenwood Springs finding [**please state your findings here**, potential finding are provided below]....

1. The annexation DOES NOT conform to applicable state statutes.
2. The annexation is NOT consistent with the Comprehensive Plan; and
3. The annexation DOES NOT minimize potential adverse impacts to the City and DOES negatively impact the City's public health, safety, and welfare.

**Action 2 -Ordinance 2021-09 - Initial Zoning/Rezoning** – of 3.533 acres to Commercial (CO) District and 12.285 acres to Planned Unit Development (PUD) District.

**Motion to Approve:**

I move to reverse the recommendation of the Planning and Zoning Commission and approve the request for an Initial Zoning/Rezoning, as outlined in Ordinance 2021-09, of 3.533 acres to Commercial (CO) District and 12.285 acres to Planned Unit Development (PUD) District with the recommended findings and conditions listed on Page 3 of the City Council List of Motions September 7, 2021.

**Recommended Findings:**

1. The rezonings are consistent with the City's comprehensive plan and the purpose of the *Glenwood Springs Municipal Code*;
2. The rezonings are consistent with the purpose statements of the Commercial (CO) and Planned Unit Development (PUD) zoning districts;
3. Substantial changes in the area warrant a zoning change;
4. The intensity of existing and proposed development in the new zoning districts is not expected to create significantly adverse impacts to surrounding properties or the neighborhood.
5. The PUD rezoning will meet any and all applicable standards of this Code not expressly modified by the PUD application; and
6. The PUD provides multiple, varied residential housing types and densities.

**Recommended Conditions:**

1. The applicant shall submit a Minor Subdivision application to create the two lots outlined in the request.
2. Future development shall comply with the various requirements outlined in the PUD, where applicable. The *Glenwood Springs Municipal Code* is otherwise applicable to any aspect not addressed therein.
3. The applicant shall comply with all verbal representations made in the public hearings, as outlined in all application materials, and/or as revised per conditions herein and approved by the Community Development Director.

**Alternative Motion**

\*\*\*A member of City Council has requested that land use applications include suggested motions for both approval and denial. In most instances, staff has worked diligently with the applicant to address requirements outlined in the *Glenwood Springs Municipal Code* (Code) applicable to any given proposal. Therefore, we are usually in support of an application by the time it reaches the Planning and Zoning Commission and/or City Council. However, if the Planning and Zoning Commission does not believe the application meets the Code's minimum standards, your denial motion should be based on one or more of the same approval criteria applicable to the application. You should support your findings with information outlining the shortcomings of the request as shown in the example below:

**Motion to Deny:**

I move to uphold the recommendation of the Planning and Zoning Commission and deny the

request for an Initial Zoning/Rezoning, as outlined in Ordinance 2021-09, of 3.533 acres to Commercial (CO) District and 12.285 acres to Planned Unit Development (PUD) District finding [please state your findings here, potential finding are provided below]....

1. The rezonings are NOT consistent with the City's comprehensive plan and the purpose of the *Glenwood Springs Municipal Code*;
2. The rezonings are NOT consistent with the purpose statements of the Commercial (CO) and Planned Unit Development (PUD) zoning districts;
3. Substantial changes in the area DO NOT warrant a zoning change;
4. The intensity of existing and proposed development in the new zoning districts IS expected to create significantly adverse impacts to surrounding properties or the neighborhood.
5. The PUD rezoning will NOT meet any and all applicable standards of this Code not expressly modified by the PUD application; and
6. The PUD DOES NOT provides multiple, varied residential housing types and densities.

## **ANNEXATION AGREEMENT**

THIS ANNEXATION AGREEMENT made and entered into this \_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_ by and between the CITY OF GLENWOOD SPRINGS, COLORADO, a Colorado home-rule municipality (hereinafter “City”), GLENWOOD PARTNERSHIP LLLP, a Colorado limited liability limited partnership (“Owner”), and COMMERCIAL DEVELOPMENT SERVICES GROUP, LLC, a Delaware limited liability company (“CDSG”). Each of the City, Owner, and CDSG may be referred to as a Party, and all of the foregoing may be referred to hereinafter as the “Parties.”

### **W I T N E S S E T H:**

WHEREAS, Owner is the owner of certain real property currently located in unincorporated Garfield County, Colorado, more particularly described on Exhibit A attached hereto and incorporated herein (the “Property”); and

WHEREAS, CDSG is under contract to purchase a portion of the Property and develop that portion as mixed-use, multi-family housing development; and

WHEREAS, the portion of the Property to be retained by Owner is currently developed for office and warehouse purposes; and

WHEREAS, Owner desires to annex the Property and connect it to the City of Glenwood Springs and has filed a Petition for Annexation (“Petition”) to do the same; and

WHEREAS, along with the Petition, Owner and CDSG submitted a zoning application for the Property asking that the City approve (i) Commercial (CO) zoning for Owner’s retained portion of the Property and (ii) Planned Unit Development (PUD) zoning for CDSG’s portion of the Property as more fully described in Exhibit B hereto; and

WHEREAS, on June 3, 2021, the City Council held a duly and properly noticed public hearing at which time the City Council adopted a resolution finding Owner’s Petition to be in substantial compliance with the statutory requirements for annexation of the Property to the City; and

WHEREAS, on July 29, August 19, and September 7, 2021, the City Council held a duly and properly noticed annexation hearing at which time the City Council approved the annexation and zoning of the Property as set forth in Ordinance No. \_\_, Series 2021, and Ordinance No. \_\_, Series 2021; and

WHEREAS, C.R.S. §§31-12-101, *et seq.*, authorizes the City and Owner to enter into an Annexation Agreement; and

WHEREAS, the City and Owner desire to enter into this Agreement to set forth their agreements in writing concerning the terms and conditions of annexation of the Property to the City.

NOW, THEREFORE, for and in consideration of the mutual promises and covenants contained herein, and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the Parties agree as follows:

1. **Purpose.** The purpose of this Agreement is to set forth the terms and conditions of the annexation of the Property to the City. Except as expressly provided for herein to the contrary, all conditions herein are in addition to any and all requirements concerning annexation contained in the Municipal Code of the City of Glenwood Springs (hereinafter “City Code”) or the Municipal Annexation Act of 1965, as amended, C.R.S. §§31-12-101, *et seq.* This Agreement is intended to provide a contractual relationship between the City and Owner to ensure compliance with the City Code, state statutes, and all terms and conditions set forth herein. This Agreement includes additional terms and conditions for the purposes of the Municipal Annexation Act.

2. **Annexation.** The annexation of the Property shall be in accordance with the Colorado Municipal Annexation Act of 1965, C.R.S. §§31-12-101, *et seq.*, as amended.

3. **Zoning.** The PUD Plan attached hereto as Exhibit B shall govern the development of that portion of the Property designated as “PUD” in the Plan. The remaining portion of the Property shall be zoned as Commercial (CO) and subject to the regulations set forth in the City’s Municipal Code. The City agrees that, upon annexation of the Property, the zoning of a portion of the Property as PUD and the remaining portion as Commercial (CO) would be consistent with the City’s Comprehensive Plan.

4. **Specific Conditions.** In consideration of the annexation of the Property, and in further consideration of the City providing municipal services to the Property, as hereinafter provided, the Parties agree that it is appropriate that the following payments, dedications and other exactions be made:

(a) CDSG or its successor or assign shall pay Fire and Emergency Services Impact Fees for the PUD portion of the Property in accordance with Section 070.040.030(g)(5) at the time of building permit for each phase of development. Said fees will be paid by Owner or its successor or assign on the Commercial (CO) portion of the Property if required at the time of any future development.

(b) CDSG or its successor or assign shall pay and the City shall accept fees in lieu of land dedication for the benefit of schools in the RE-I School District (the “District”) pursuant to Municipal Code Section 070.040.030(g)(4), or any amended version thereof in force and effect at the time of the final development permit approval for the PUD portion of the Property. Such fees shall be applicable to the number of units proposed for all residential phases scheduled for development and shall be payable upon the issuance of a building permit for a residential dwelling unit. No school land dedication or fee in lieu thereof will be required for the Commercial (CO) portion of the Property unless and until the Property is redeveloped as residential.

(c) CDSG or its successor or assign shall pay and the City shall accept fees in lieu of parkland dedication pursuant to Municipal Code Section 070.040.030(g)(2), or any amended version thereof in force and effect at the time of the final development permit approval for the PUD portion of the Property, subject to reductions: (i) for private

recreation facilities to be constructed on the PUD portion of the Property; (ii) for the design and installation of the northern bike lane along Donegan Road from the western edge of the Property east to Soccer Field Road; (iii) for the design and installation of the southern bike lane and wall (where necessary) along Donegan Road from the eastern boundary of the Property east to Soccer Field Road; and (iv) on any other basis approved by the City under Municipal Code Section 070.040.030(g)(2). No parkland dedication or a fee in lieu thereof will be required for the Commercial (CO) portion of the Property unless and until the Property is redeveloped for residential purposes.

(d) CDSG or its successor or assign shall pay all water tap fee and water system improvement fees required under Municipal Code Section 080.040.010(c) and Article 080.060, respectively, applicable to the development of the PUD portion of the Property. No water tap fees or water system improvement fees will be required for the Commercial (CO) portion of the Property unless and until additional water capacity is needed therefor. Should a change in use of any structure on any portion of the Property occur in the future that causes an increase in water usage, the owner of the structure will be required to pay the system improvement fee associated with the increased use in accordance with Municipal Code in effect at the time of the change in use.

(e) Owner agrees to pay all actual costs incurred for notice publication, recording fees, attorney fees and similar reasonable administrative charges related to the annexation of the Property.

5. **Affordable Housing.** CDSG shall deed restrict a minimum of 20 percent of the residential ~~for-rent-apartment~~ units at 100 percent of area median income or 10 percent of the residential for rent units at 90 percent of area median income. A minimum of 20 percent of the total ~~for-rent-residential-residential apartment~~ units shall be resident occupied. The deed restricted unit mix shall be dispersed amongst the unit types and bedroom configurations.

CDSG shall construct a minimum of thirty-five (35) for sale units, all of which shall be resident occupied. Ten percent of the for-sale units constructed shall be deed restricted as to sale price. CDSG and the City shall negotiate the terms of said deed restriction and the financial contribution of the City as a part of the affordable housing deed-restriction agreement referenced below.

6. **Affordable Housing Agreement.** The Parties shall enter into an affordable housing deed-restriction agreement to be finalized and recorded at the earlier of (a) the closing of CDSG's purchase of the PUD portion of the Property or (b) issuance of the first building permit for the same.

7. **Dedication of Water Rights.** At or before the time of recordation of the final plat subdividing the Property as shown in the PUD Plan, Owner and/or CDSG, as appropriate, shall assign to the City, free and clear of all liens and encumbrances (subject only to the provisions of Section 8, below), all of Owner or CDSG's right, title, and interest in and to 614 shares of Reynolds & Cain Ditch Company stock (the "Shares") historically used on the undeveloped portion of the Property. By this conveyance, Owner and CDSG shall fully satisfy any and all water rights dedication requirements of the City for annexation and development of the Property as set forth in the Municipal Charter and Municipal Code and as approved by the City Council.

8. **Lease-Back of Water Rights.** As consideration for the Shares, the City hereby leases all of the water represented by the Shares to Owner and CDSG ~~in the proportion mentioned in Section 7, above,~~ for irrigation of the PUD portion of the Property at the rate of \$1.00 per year. The City agrees to lease the Shares to Owner and CDSG until such time as the City may be required to use the Shares for another purpose. In the event the City can no longer lease the Shares to Owner and CDSG, the City will provide notice to Owner and CDSG thereof at least sixty (60) days prior to the termination of use of the Shares and will waive any tap or service improvement fees Owner and CDSG would otherwise be required to pay for increasing their use of City water as a result of losing use of the Shares.

9. **Resource Conservation.** CDSG shall revise the PUD landscaping to provide drought resistant xeriscaping and design all improvements to provide leading edge and best management practices for conservation, fixtures, and practices for the development. In addition, the PUD development shall not use natural gas unless CDSG can demonstrate to the satisfaction of the City that it is the only alternative.

10. **Off-Site Improvements and Other Obligations.** As an element of the City's approval of (i) the Petition, (ii) the PUD zoning application, and (iii) acceptance of this Agreement, CDSG has agreed to design and, upon approval of the City Engineer, construct certain off-site improvements, and to make certain financial contributions and dedications to the City to the surrounding street system, namely:

(a) Install a bike lane along the north and south sides of Donegan Road for the length of the Property and extending east to Soccer Field Road;

(b) Install parallel parking and a detached 6-foot sidewalk on the south side of Donegan Road and extend the sidewalk and related improvements east to Soccer Field Road;

(c) Stripe bike lanes on the east and west side of Storm King Road south of Center Drive.

(d) Widen the east side of Storm King Drive north of Center Drive to add a northbound bike lane, parallel parking, and a detached 6 foot wide sidewalk.

(e) Install an eastbound left turn lane and an eastbound acceleration lane from the southbound left turn lane at the State Highway 6 and Donegan Road intersection consistent with recommendation set forth in CDSG's traffic study.

(f) Install a five foot sidewalk to the west side of Melray Road between SH 6 & 24 and Donegan.

(g) CDSG shall either amend the PUD as is necessary to include not less than one acre of land for the future construction of a new fire station for the Glenwood Springs Fire Department or provide such land at a location acceptable to the City. Said land shall be dedicated to the City. Notwithstanding the foregoing, the land to be dedicated to the ~~Fire Department~~City may be less than one acre only to the extent that shared parking for the fire station is located on adjacent property. ~~Said land shall be dedicated to the City.~~

(h) CDSG shall provide \$100,000 to be used for emergency planning and the cost to construct emergency access and egress improvements.



(i) Amend the development proposal as is necessary to include emergency access to Highway 6 through the parcel to the south.

(j) Amend the annexation map to include the annexation of Storm King to Donegan to Mel Ray.

(k) Provide an annexation map for Mel Ray from Donegan to 6 & 24 if, on or before June 1, 2022, Garfield County can establish ownership of the Mel Ray ROW-right-of-way allowing the City to legally annex the ROW-right-of-way. In the event that the ROW-right-of-way cannot be annexed by said date, the improvements related Mel Ray proposed by CDSG shall not be required to be constructed; provided, however, CDSG shall pay to the City an amount equal to the engineers estimate of the cost of improvements to Mel Ray, which funds shall be used by the City to repair and maintain roads in West Glenwood, including, but not limited to, the roundabout on Highway 6 & 24, or for emergency planning or infrastructure.

(l) Reconstruction of the foregoing streets before acceptance by the City.

The off-site street improvements described in this Section 10 shall be completed prior to or contemporaneously with the issuance of a final and permanent certificate of occupancy for the first building to be constructed within the PUD portion of the Property. Parkland dedication fees required in connection with development of the PUD portion of the Property shall be reduced by the total actual costs incurred by CDSG to (i) engineer, design, and install the northern bike lane along Donegan Road from the western edge of the Property east to Soccer Field Road; (ii) engineer, design, and install the southern bike lane, sidewalk, and wall (where necessary) along Donegan Road from the eastern boundary of the Property east to Soccer Field Road.

In addition to the foregoing, ~~no issuance of a~~ final and permanent certificate of occupancy for the first building to be constructed within the PUD portion of the Property shall be issued unless: 1) the emergency access described in (h) above has been constructed and is operational; 2) a new water tank serving North and West Glenwood has been constructed and is operational; and 3) a new West Glenwood Fire Station is under construction-substantially complete. The foregoing shall not be a condition precedent of issuance of a final and permanent certificate of occupancy for the first building to be constructed within the PUD portion of the Property unless the City has budgeted for the planning and completion of the emergency access improvements, water tank, and West Glenwood Fire Station in the Fiscal Year 2022 and 2023 budgets.

The City and CDSG agree that the improvements, dedications, and financial contributions listed in Section 4 and (a) – (l) of this Section establish the full and complete obligations of CDSG and its successors and assigns with respect to off-site pedestrian/traffic/transportation improvements, impact and dedication fees, and emergency planning related to the development of the PUD portion of the Property.

11. Site Planning and Phasing. The PUD portion of the Property still requires approval of a site plan through a public entitlement process. Site Plan approval shall be through a Master Plan pursuant to GSMC 070 and shall include the West Glenwood Mall site to the South of the PUD Property. The Master Site Plan shall not be a condition precedent to filing for a Site Plan on the PUD Property if a Master Plan has been submitted within six (6) months of execution of this Agreement and has not been approved within eighteen (18) months of execution of this

~~Agreement and CDSG or its affiliate, successor, or assign fails to purchases the Mall property. In the event of the foregoing then the development of the PUD portion of the Property will be phased as shown on Exhibit C. Construction of Phase 2 cannot be commenced until all other conditions of this Agreement have been completed. The restriction on construction of Phase 2 shall not apply to the construction of a fire station in the event the land dedicated pursuant to Section 10(g) is located in the area designated as Phase 2 on Exhibit C.~~**Phasing.** ~~The development of the PUD portion of the Property will be phased as shown on Exhibit C. Construction of Phase 2 cannot be commenced until there is an approved redevelopment plan for the West Glenwood Mall site to the south; provided, however, that the forgoing shall not be a condition precedent to construction of Phase 2 if the (i) a Mall redevelopment plan has not been submitted to the City within six (6) months but not approved within three (3) years from the commencement of construction of Phase 1, and (ii) provided that CDSG or its affiliate, successor, or assign purchases the Mall property, CDSG (or its affiliate, successor, or assign) has submitted a redevelopment plan to the City within six (6) months of its purchase of the Mall property. The restriction on construction of Phase 2 shall not apply to the construction of a fire station in the event the land dedicated pursuant to Section 10(g) is located in the area designated as Phase 2 on Exhibit C.~~

12. **Vested Rights.** In order to allow Owner and CDSG a reasonable opportunity to develop the Property in accordance with this Agreement and the PUD Plan, the **PUD Plan and related** development rights and uses approved hereby shall, to the extent allowed by law, constitute a “site specific development plan” under C.R.S. §§24-68-101 *et seq.*, as amended. The site specific development plan shall be vested for a period of ten years beginning on the date the final plat subdividing the Property as shown in the PUD Plan is recorded (the “Vested Period”). The Property as to which rights have been vested shall be immune from changes in the City’s land use regulations for the duration of the Vested Period except as provided in this Section 12. Except in instances of force majeure, the requirements of federal or state law, cases of preemption or other superior jurisdictional mandate, the City shall not initiate any zoning or land use action which would alter, impair, prevent, diminish, impose a moratorium on development, or otherwise unreasonably delay any of Owner’s or CDSG’s rights set forth in this Agreement or their plans for development or zoning, as approved by the City. Notwithstanding the foregoing, the establishment of vested property rights under this Agreement shall not prevent the City from enacting and enforcing regulations of general applicability (including, but not limited to, building, fire, plumbing, electrical and mechanical codes, including the preliminary plat and final plat subdivision requirements under the Municipal Code and other City ordinances), except where the approved plans for development of the Property or state or federal regulations provide otherwise, as all of such regulations exist on the date of this Agreement or may be enacted or amended after the date of this Agreement.

13. **Conditions Precedent.** Notwithstanding the date set forth in the introductory paragraph of this Agreement, annexation of the Property shall not be effective, and this Agreement shall not be in force, until:

- (a) Final Approval has occurred, meaning the thirtieth day after the effective date of the latest of the motion, ordinance, and/or resolution by which the City Council approves (i) this Agreement; (ii) publication after final passage on second reading of the ordinance by which City Council approves the annexation of the Property; (iii) the zoning of the Property as PUD and Commercial (CO) as provided in Exhibit B; and (iv)

subdivision and major site plan approval for the PUD portion of the Property consistent with Exhibit B; and

(b) The affordable housing agreement called for in Section 6 hereof has been approved by both the City and CDSG; and

(c) The annexation map has been recorded with the Garfield County Clerk & Recorder; and

(d) The Parties have executed and delivered this Agreement for recordation with the Garfield County Clerk & Recorder.

14. **Failure of Conditions.** Until all of the conditions set forth in subsection 13 above have been satisfied, this document shall constitute an offer by Owner and CDSG and the City to enter into this Agreement (notwithstanding the Parties' mutual execution and delivery of this document), and the annexation and zoning of the Property shall not be effective. Consequently, at any time before such conditions are satisfied, Owner may withdraw the Petition and Owner and/or CDSG may withdraw its offer to enter into this Agreement. If Owner withdraws the Petition or Owner and/or CDSG withdraw its offer to enter into this Agreement, or if final approval does not otherwise occur for any reason, then this Agreement shall be deemed void and of no force or effect, and the Property shall be deemed not annexed to the City. Owner and CDSG may exercise their rights under this Section 14 independently.

15. **Deannexation.** The provisions of this Agreement, as well as acceptable City zoning of the Property, are material considerations of Owner's agreement to annex the Property to the City. Therefore, in the event (a) the City fails to perform under the terms of this Agreement, or (b) Owner, CDSG, or both are unable to obtain, either before or after annexation proceedings are complete, Commercial (CO) and PUD zoning of the Property as described above and/or subdivision and/or development approval for development of the Property which they in their sole discretion find acceptable, Owner, CDSG, and the City stipulate and agree, pursuant to C.R.S. §31-12-501, that it shall be in the best interest of the City that the Property (or a portion thereof) be de-annexed from the City. In such event, the City agrees that it shall initiate de-annexation proceedings, and to take all steps necessary to effect the de-annexation. The City further acknowledges and agrees that de-annexation is not prohibited by the City Charter or Municipal Code and ordinances, and that the City will not amend its ordinances to preclude a de-annexation permitted hereunder. The Parties' right to de-annex shall be in addition to any other rights available to them at law or under this Agreement. Upon the de-annexation of the Property (or portion thereof) from the municipal boundaries and specific jurisdiction of the City, the City agrees that it shall convey, assign, transfer and quitclaim to Owner or their successors and assigns, any and all water rights (the public dedication of which is more fully described by Section 6 hereof) previously dedicated by Owner hereunder to the City for the public use and benefit.

16. **Assignment.** The parties agree and acknowledge that the rights and obligations of Owner and CDSG under this Agreement may be assigned by them to persons or entities acquiring title to the Property or a portion thereof without the prior consent of the City if, and only if, such assignee agrees in writing to be bound by the terms and conditions of this Agreement, and the Owner or CDSG, as applicable, shall give notice to the City of any such conveyance, together with the assignee's written agreement to be bound by the terms and conditions of this Agreement.

17. **Waiver of Defects.** In executing this Agreement, Owner and CDSG waive all objections either may have concerning defects, if any, in the formalities whereby it is executed, or concerning the power of the City to impose conditions on Owner or CDSG as set forth herein, and concerning the procedure, substance and form of the ordinances or resolutions adopting this Agreement.

18. **Final Agreement.** This Agreement supersedes and controls all prior written and oral agreements and representations relating to the annexation of the Property to the City, and is the total integrated agreement between the City, Owner, and CDSG.

19. **Modifications.** This Agreement shall not be amended except by subsequent written agreement between the Parties hereto.

20. **Release of Liability.** It is expressly understood that the City cannot legally be bound by the representations of any of its officers or agents or their designees except in accordance with the City Code, City ordinances and the laws of the State of Colorado. Owner and CDSG, when dealing with the City, act at their own risk as to any representation or undertaking by the City officers, agents or their designees which is subsequently held unlawful by a court of law.

21. **Captions.** The captions in this Agreement are inserted only for convenience and in no way define, limit, or prescribe the scope or intent of this Agreement or any part thereof.

22. **Binding Effect.** This Agreement shall be binding upon and inure to the benefit of the Parties hereto and their respective heirs, successors, and assigns.

23. **Severability.** If any provision(s) of this Agreement shall be determined to be void or invalid by a court of competent jurisdiction, then such determination shall not affect any other provision hereof, all of which other provisions shall remain in full force and effect. It is the intention of the parties hereto that, if any provision of this Agreement is capable of two constructions, one of which would render the provision void, and the other of which would render the provision valid, then the provision shall have the meaning that renders it valid.

24. **Governing Law.** The laws of the State of Colorado shall govern the validity, performance, and enforcement of this Agreement. Should either party institute legal suit or action for enforcement of any obligation contained herein, it is agreed that the venue of such suit or action shall be in Garfield County, Colorado.

25. **Attorneys' Fees; Survival.** Should this Agreement become the subject of litigation between the City and Owner or CDSG, the prevailing party shall be entitled to attorneys' fees and costs of suit actually incurred, including expert witness fees. All rights concerning remedies and/or attorneys' fees shall survive any termination of this Agreement.

26. **Gender.** Whenever the context shall require, the singular number shall include the plural, the plural the singular, and the use of any gender shall be applicable to all genders.

27. **Counterparts.** This Agreement may be executed in counterparts, each of which shall be deemed an original and all of which, when taken together, shall be deemed one and the same instrument.

28. **Notice.** All notices required under this Agreement shall be in writing and shall be hand-delivered or sent by first class mail postage prepaid, to the addresses of the parties set forth herein. All notices by hand delivery shall be effective upon receipt. All notices by mail shall be considered effective seventy-two (72) hours after deposit in the United States Mail with the proper address as set forth below. Either party by notice so given may change the address to which future notices may be sent.

Notice to the City:                      City Manager  
                                                    City of Glenwood Springs  
                                                    101 West 8<sup>th</sup> Street  
                                                    Glenwood Springs, CO 81601

With copy to:                              City Attorney  
                                                    101 West 8<sup>th</sup> Street  
                                                    Glenwood Springs, CO 81601

Notice to GP:                                Glenwood Partnership, LLLP  
                                                    [214 Center Drive](#)  
                                                    [Glenwood Springs, CO 81601](#)

Notice to CDSG:                            Commercial Development Services Group, LLC  
                                                    [P.O. Box 9833](#)  
                                                    [Cincinnati, Ohio 45209](#)

29. **Authority.** Each person signing this Agreement represents and warrants that he/she is fully authorized to enter into and execute this Agreement and to bind the Party it represents to the terms and conditions hereof.

**WHEREFORE**, the Parties hereto have executed duplicate originals of this Agreement on the day and year first written above.

CITY OF GLENWOOD SPRINGS

---

Jonathan Godes, Mayor

ATTEST:

---

Ryan Muse, City Clerk

**GLENWOOD PARTNERSHIP, LLLP:**

\_\_\_\_\_  
TITLE: \_\_\_\_\_

STATE OF COLORADO    )  
                                          ) ss.  
COUNTY OF GARFIELD    )

Subscribed, sworn to and acknowledged before me this \_\_\_\_\_ day of \_\_\_\_\_,  
20\_\_\_\_, by \_\_\_\_\_, as \_\_\_\_\_ of Glenwood Partnership, LLLP

Witness my hand and official seal.

My commission expires: \_\_\_\_\_

\_\_\_\_\_  
Notary Public

**COMMERCIAL SERVICES  
DEVELOPMENT GROUP, LLC:**

\_\_\_\_\_  
TITLE:\_\_\_\_\_

STATE OF COLORADO    )  
                                      ) ss.  
COUNTY OF GARFIELD    )

Subscribed, sworn to and acknowledged before me this \_\_\_\_\_ day of \_\_\_\_\_,  
20\_\_\_\_, by \_\_\_\_\_ as \_\_\_\_\_ of Commercial Services Development  
Group, LLC

Witness my hand and official seal.

My commission expires: \_\_\_\_\_

\_\_\_\_\_  
Notary Public

**Exhibit A**

Description of Property

A PORTION OF THE FOLLOWING DESCRIBED REAL PROPERTY:

A TRACT OF LAND SITUATED IN SECTION 6, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE NORTH LINE OF THE GLENWOOD SPRINGS MALL SUBDIVISION WHENCE THE WITNESS CORNER TO THE S1/4 CORNER OF SECTION 34, TOWNSHIP 5 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEARS N 89° 13' 08" E 866.63 FEET SAID POINT OF BEGINNING ALSO BEING THE SOUTHEAST CORNER OF THAT PARCEL DESCRIBED AS PARCEL C IN BOOK 1205 AT PAGE 589 IN THE OFFICE OF THE GARFIELD COUNTY CLERK AND RECORDER;

THENCE ALONG THE EAST LINE OF SAID PARCEL C N 2° 44' 00" E 605.64 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF COUNTY ROAD NO. 130;

THENCE ALONG SAID RIGHT-OF-WAY N 89° 52' 00" E 312.68 FEET;

THENCE N 89° 49' 18" E 860.83 FEET TO THE WEST LINE OF THE MEL-RAY SUBDIVISION;

THENCE ALONG SAID WEST LINE S 1° 52' 00" W 575.96 FEET;

THENCE DEPARTING SAID EAST LINE AND ALONG THE NORTH LINE OF SAID GLENWOOD SPRINGS MALL N 87° 18' 00" W 615.36 FEET;

THENCE S 47° 42' 00" W 125.06 FEET;

THENCE N 87° 18' 00" W 476.98 FEET TO THE POINT OF BEGINNING.

COUNTY OF GARFIELD

STATE OF COLORADO.



**EXHIBIT B**

PUD Plan

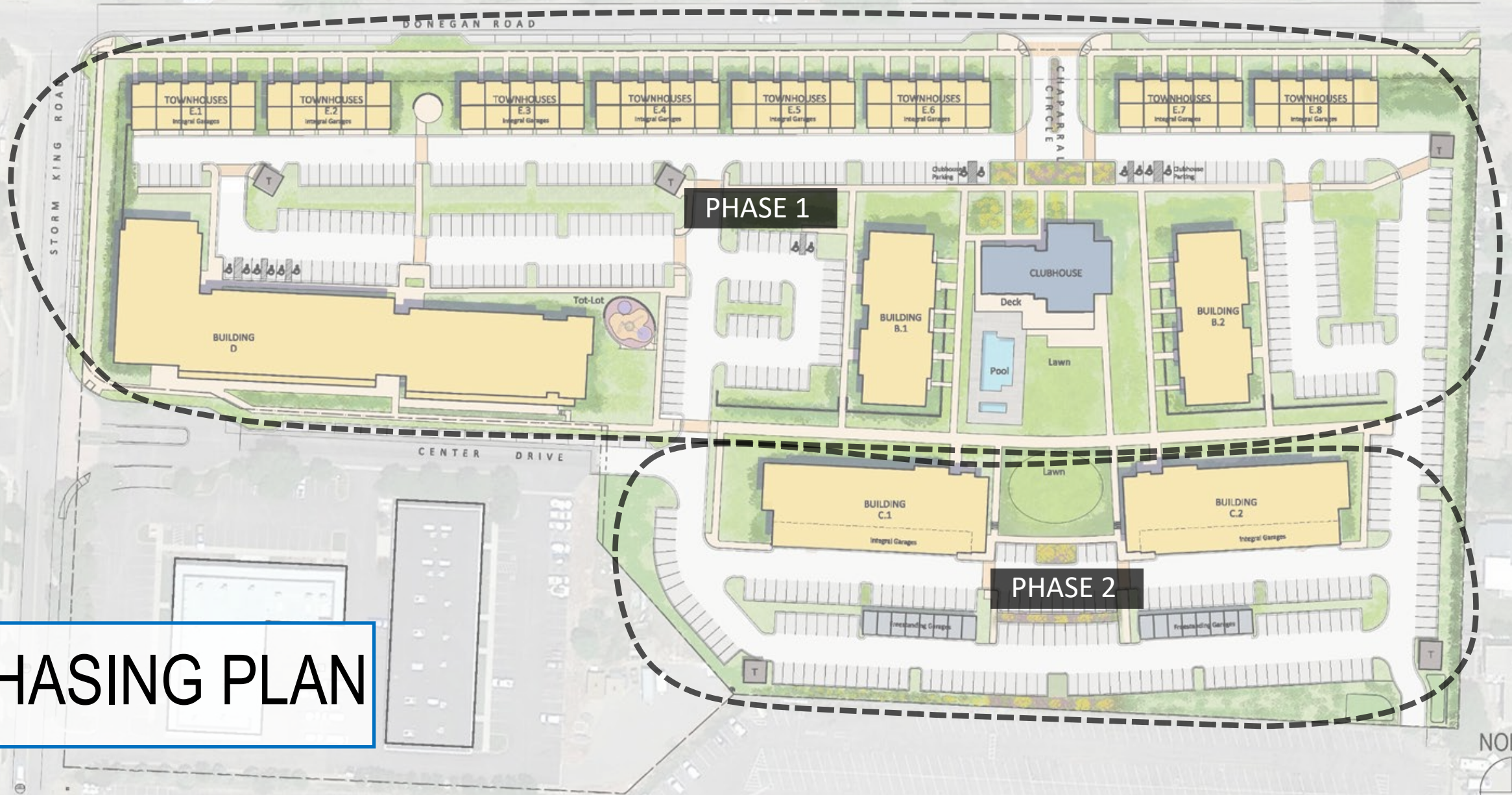
DRAFT

**EXHIBIT C**

Phasing Plan

DRAFT

# PHASING PLAN





## CITY COUNCIL LIST OF MOTIONS

Date: September 7, 2021  
To: City Council  
From: Trent Hyatt, Senior Planner  
Subject: #09-20- Consideration of an Annexation and the initial zoning/Rezoning of 15.818 acres to Commercial (CO) District and Planned Unit Development (PUD) District at 214 Center Drive (PIN: 2185-061-00-042).

**Action 1 – Ordinance 2021-08 - Annexation** – of a 15.818 acre parcel into the municipal limits of the City of Glenwood Springs.

### **Motion to Approve:**

I move to reverse the recommendation of the Planning and Zoning Commission and approve the request for an Annexation, as outlined in Ordinance 2021-08, of a 15.818 acre parcel into the municipal limits of the City of Glenwood Springs with the recommended findings and conditions listed on Pages 1-2 of the City Council List of Motions September 7, 2021.

### **Recommended Findings:**

1. The annexation conforms to applicable state statutes.
2. The annexation is consistent with the Comprehensive Plan; and
3. The annexation minimizes potential adverse impacts to the City and does not negatively impact the City's public health, safety, and welfare.

### **Recommended Conditions:**

1. Prior to second reading of the annexation ordinance, the applicant shall revise the annexation map to include adjacent Storm King, and Donegan Roads rights-of-way roadway sections related to the project.
2. The applicant shall comply with/address all City staff comments related to the proposal prior to submittal of any future development permit application.
3. Future development shall comply with the various requirements outlined in the PUD, where applicable, related items such as uses, building heights, densities, minimum open space, parking, and/or landscaping.
4. The exact locations site features may change upon site/architectural or master plan review. The Glenwood Springs Municipal Code is otherwise applicable to any standards not addressed therein.
5. The applicant shall comply with all verbal representations made in the public hearings, as outlined in all application materials, and/or as revised per conditions herein and approved by the Community Development Director.
6. Prior to approval of any future development review application, the applicant shall apply for and receive the approval of a CDOT access permit, where applicable.
7. The applicant shall provide for the following:
  - a. The applicant shall provide a payment in the amount of \$100,000 to aid in the planning for and implementation of necessary emergency evacuation measures.

- b. The applicant shall amend the development proposal as is necessary to include not less than one acre of land for the future construction of a new fire station for the Glenwood Springs Fire Department. Said land shall be dedicated to the City.
  - c. The applicant shall deed restrict a minimum of 20 percent of the residential units at 100 percent of area median income or 10 percent of the residential units at 90 percent of area median income. A minimum of 20 percent of the total residential units shall be resident occupied.
  - d. The applicant shall amend the development proposal as is necessary to include access to Highway 6 through the parcel to the south.
  - e. All related offsite transportation and pedestrian related improvements to the Storm King, and Donegan Roads rights-of-way.
- 8. The subject property shall be developed pursuant to a Master Plan per Section 070.060.050(b) of the *Glenwood Springs Municipal Code*.
  - 9. The future Master Plan submittal shall provide for a meaningful public open space area.

#### 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 City Council 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:**

I move to uphold the recommendation of the Planning and Zoning Commission and deny the request for a the request for an Annexation, as outlined in Ordinance 2021-08, of a 15.818 acre parcel into the municipal limits of the City of Glenwood Springs finding [**please state your findings here**, potential finding are provided below]....

- 1. The annexation DOES NOT conform to applicable state statutes.
- 2. The annexation is NOT consistent with the Comprehensive Plan; and
- 3. The annexation DOES NOT minimize potential adverse impacts to the City and DOES negatively impact the City's public health, safety, and welfare.



**Action 2 -Ordinance 2021-09 - Initial Zoning/Rezoning** – of 3.533 acres to Commercial (CO) District and 12.285 acres to Planned Unit Development (PUD) District.

**Motion to Approve:**

I move to reverse the recommendation of the Planning and Zoning Commission and approve the request for an Initial Zoning/Rezoning, as outlined in Ordinance 2021-09, of 3.533 acres to Commercial (CO) District and 12.285 acres to Planned Unit Development (PUD) District with the recommended findings and conditions listed on Page 3 of the City Council List of Motions September 7, 2021.

**Recommended Findings:**

1. The rezonings are consistent with the City's comprehensive plan and the purpose of the *Glenwood Springs Municipal Code*;
2. The rezonings are consistent with the purpose statements of the Commercial (CO) and Planned Unit Development (PUD) zoning districts;
3. Substantial changes in the area warrant a zoning change;
4. The intensity of existing and proposed development in the new zoning districts is not expected to create significantly adverse impacts to surrounding properties or the neighborhood.
5. The PUD rezoning will meet any and all applicable standards of this Code not expressly modified by the PUD application; and
6. The PUD provides multiple, varied residential housing types and densities.

**Recommended Conditions:**

1. The applicant shall submit a Minor Subdivision application to create the two lots outlined in the request.
2. Future development shall comply with the various requirements outlined in the PUD, where applicable. The *Glenwood Springs Municipal Code* is otherwise applicable to any aspect not addressed therein.
3. The applicant shall comply with all verbal representations made in the public hearings, as outlined in all application materials, and/or as revised per conditions herein and approved by the Community Development Director.

**Alternative Motion**

\*\*\*A member of City Council has requested that land use applications include suggested motions for both approval and denial. In most instances, staff has worked diligently with the applicant to address requirements outlined in the *Glenwood Springs Municipal Code* (Code) applicable to any given proposal. Therefore, we are usually in support of an application by the time it reaches the Planning and Zoning Commission and/or City Council. However, if the Planning and Zoning Commission does not believe the application meets the Code's minimum standards, your denial motion should be based on one or more of the same approval criteria applicable to the application. You should support your findings with information outlining the shortcomings of the request as shown in the example below:

**Motion to Deny:**

I move to uphold the recommendation of the Planning and Zoning Commission and deny the request for an Initial Zoning/Rezoning, as outlined in Ordinance 2021-09, of 3.533 acres to Commercial (CO) District and 12.285 acres to Planned Unit Development (PUD) District finding [please state your findings here, potential finding are provided below]....

1. The rezonings are NOT consistent with the City's comprehensive plan and the purpose of the *Glenwood Springs Municipal Code*;
2. The rezonings are NOT consistent with the purpose statements of the Commercial (CO) and Planned Unit Development (PUD) zoning districts;
3. Substantial changes in the area DO NOT warrant a zoning change;
4. The intensity of existing and proposed development in the new zoning districts IS expected to create significantly adverse impacts to surrounding properties or the neighborhood.
5. The PUD rezoning will NOT meet any and all applicable standards of this Code not expressly modified by the PUD application; and
6. The PUD DOES NOT provides multiple, varied residential housing types and densities.

**From:** [Ryan M. Muse](#)  
**To:** [Trent Hyatt](#)  
**Cc:** [Ryan M. Muse](#)  
**Subject:** FW: West Glenwood Pasture  
**Date:** Monday, September 6, 2021 3:48:38 PM

---

Include in packet

Ryan Muse  
City Clerk  
970-384-6406  
City of Glenwood Springs

---

**From:** LAURIE RAYMOND <laurieraymond16@comcast.net>  
**Sent:** Monday, September 6, 2021 3:46 PM  
**To:** Ryan M. Muse <ryan.muse@cogs.us>  
**Subject:** West Glenwood Pasture

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Hello, Please include this in the comments to council for the Sept 7 meeting. Thank you.

Dear Council Members:

You have many difficult tasks on your plate, and I appreciate your having allocated time since the last meeting for more thoughtful consideration of all the issues the 480 Donegan proposal contains.

I second the request to postpone a decision until the new comprehensive plan has been completed. The West Glenwood neighborhoods are already overcrowded and under-served. The new plan will have to take climate change into consideration in all its aspects.

I'm looking forward to taking the survey that will become available tomorrow, and commend council for requesting input. I do hope it will have at least some open ended questions and is not all multiple choice! And I further encourage you to convene small groups to brainstorm possible solutions, going forward. Here's one I can't resist mentioning now, though I do realize it can't be seriously entertained as a proposal at this time.

As a West Glenwood resident and business owner, I would LOVE to see the Mall add a second story of housing that would be affordable to the retail workers and small business employees working there and nearby. This would not require the additional footprint of any of the proposed housing. Wouldn't it be possible to obtain support through housing and transportation grants? Think of the cars it would keep off the road! And there is already plenty of parking. I would expect that Mall businesses



would welcome a move that would tend to let them keep good employees by keeping them close and happy! Other housing solutions I'd like to see considered would require revisiting existing zoning so that single family houses could safely and affordably convert or build ADUs. It would current residents options in the spiraling escalation of real estate values, property taxes and forced departures. That would be in keeping with small-town character far more than more cookie-cutter multiplexes.

These issues have been long in the making and won't be solved - or at least won't be solved well -- unless we acknowledge that we are at a point of no return if we continue to put growth at the top of our list of priorities. I believe that I and my neighbors are willing to work to craft real solutions. But speaking for myself, if the city doesn't permit necessary change to happen, I'll be among the heartbroken folks who give up on it.

Laurie Raymond

**From:** [Christina Gore](#)  
**To:** [Trent Hyatt](#)  
**Subject:** letter to City Council Members  
**Date:** Tuesday, September 7, 2021 11:40:05 AM

---

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Hi Trent,

Will you please share this with all of the City Council Members.

Thank you,

Christina Gore

Dear City Council Members,

I am a citizen of Glenwood Springs.

I am writing to ask you not to allow the proposed development behind the West Glenwood Springs Mall. In the event of another fire in the area people living in the area may not be able to evacuate in time. Also the proposed density does not fit with the current density in the area.

I am not against development of the area, I just think it should match current density with individual single family homes behind the mall.

Thank you for your time and attention to this letter

Thank you,  
Christina Gore

**From:** [from:harlangwen2@aol.com](mailto:from:harlangwen2@aol.com)  
**To:** [Shelley Kaup](#); [Tony Hershey](#); [Paula Stepp](#); [charlie.willman.cogs.us@aol.com](mailto:charlie.willman.cogs.us@aol.com); [Ingrid Wussow](#); [Steve Davis](#); [Jonathan Godes](#); [Trent Hyatt](#); [Debra Figueroa](#)  
**Cc:** [paul.schirmer@cdsq-us.com](mailto:paul.schirmer@cdsq-us.com)  
**Subject:** Oppose 480 Donegan Annexation  
**Date:** Tuesday, September 7, 2021 3:00:20 PM

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I am opposing the Annexation of 480 Donegan Pasture for the proposed development of 360 rental units. There are numerous reasons why I am opposed but the main reason is the SAFETY of lives during a wildfire in this neighborhood. Adding this many people and cars in any situation is dangerous and unacceptable. Which brings me to this point: The units will be built but no occupancy until the three conditions are met. First is the evacuation in the event of a fire, the water tower needs to be reconstructed to hold more water, and a new fire station (which is not to fight a wildfire). This is unacceptable as there cannot be a plan for an evacuation as all roads lead to the already impacted round-about. I asked a structural engineer what happens in this event to the already built structures. The answer was a Variance-Really. This is probably true as I am sure the Developers will not be willing to bulldoze the structures. I guess they get what they want by hook or by crook.

I will state this question again: When will the 2,000 needed housing get reduced. Carbondale is building housing units, more Lofts are being built, I understand the Miniature Golf on Hwy 6 will be turned into housing units, 6 Canyon has been built (and not fully occupied), and it goes on and on.

West Glenwood is not the only place that is considered the Roaring Fork Valley.

Thank you City Council for your time,  
Gwendolyn Porter

**From:** [Erin Wiencek](#)  
**To:** [Trent Hyatt](#); [Steve Davis](#); [Jonathan Godes](#); [Tony Hershey](#); [Shelley Kaup](#); [Paula Stepp](#); [Charlie Willman](#); [Ingrid Wussow](#)  
**Subject:** West Glenwood Pasture Development  
**Date:** Sunday, August 29, 2021 3:56:06 PM

---

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Please add my letter to the City Council agenda/packet for the September 7<sup>th</sup> City Council Meeting.

Dear City Council:

I am not anti-growth, but rather I am pro smart-growth. The 480 Donegan project is definitely not the pro smart-growth we need in Glenwood Springs.

In 1976 I moved here and lived with my parents through 1979. In 1980 I moved out and shared housing with a roommate. In 1981 I moved away because I couldn't afford to live here. As my employer said "You can't eat the scenery can you?"

From 1981 – 1982 I rented in Carbondale and Glenwood, lived in low income housing, and worked two to three jobs at varying times.

In 1983 I built a small home with unfinished space and over the years have added on and remodeled as I could afford to, from time to time still working more than one job.

Does this sound familiar? This is my story but I imagine that it was much the same for some of you. A young man spoke at the recent City Council meeting about growing up here but he can't afford to live here. His concerns, while true, are not new and have not changed in the forty years I have lived here.

My point is this: Housing issues in this valley– availability and affordability, have existed for a very long time. These same issues existed over forty years ago when I moved here. The town built more housing, we became more crowded, safety and crime became an issue, traffic became an issue – and all the while housing is STILL an issue. Given our geographical restrictions and that we live in a resort town it always will be an issue.

I'm sure you remember the Field Of Dreams movie that states "If you build it, they will come". Yes they will, and with their arrival we'll have even more housing, safety, crime and traffic issues. And R2, though they say they "are THE solution to the existing problem" – will actually **be part** of the existing problem.

You have the power and responsibility to put a stop to this building insanity and to take care of the constituents you currently have - your friends, family members, and neighbors - who have a right to green space, low crime, traffic safety, and a comprehensive evacuation plan.

Please do the right thing and put a moratorium on growth, including 480 Donegan, until our concerns are met.

Thank you.

Erin Wiencek

**From:** [Jamie and Bob](#)  
**To:** [Debra Figueroa](#); [Trent Hyatt](#)  
**Subject:** 480 Donnegan  
**Date:** Tuesday, August 24, 2021 8:55:32 AM

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Dear Ms. Figuero and Mr. Hyatt,  
I'm finally learning not to contact council members directly so I'm asking you both to include this letter in a packet to give to all the City Council members.  
Thanks so much -  
Jamie Darien

Dear Members of our City Council,

I feel one last letter, opposing the West Glenwood R2 Development site, is warranted to highlight the need for an update to the Comprehensive Plan adopted in 2011, before continuing with any future development(s) in West Glenwood.

Ten years is a long time since the last plan was written. As I said in the August 19th meeting, much has changed in that time....mostly with an increase of people and traffic, and a common need for low income housing.

An update to address these needs by reviewing and possibly renewing parameters and boundaries, will allow for a ***comprehensive plan that can help determine future developments, and not developments determining the plan for the city.***

As I've stated before, this current development brought before Council, is the only development that is in a neighborhood and within close proximity to a school. Because of this requested location, many neighboring citizens will be affected by a large increase in traffic, noise, side street-parking, and people.

I'm not familiar with Comprehensive plans in general, but I'm questioning the prospect of such a plan providing viable evacuation routes in case of a fire or other emergency - our number one concern in Western Hills and all of West Glenwood.

Allowing a Comprehensive plan to address open space, safety concerns and prioritize additional resources needed (ie a new Fire Station housed within the development), is so needed at this time. A plan which would address Glenwood's "caring capacity" - a term I was recently made aware of, a capacity which determines a town's population size, in regards to maintaining and sustaining a quality of life for all of it's residents.

So again, I'm writing another letter (perhaps my fourth or fifth...I've lost count) to encourage all of you to delay and/or deny R2's request for annexation and rezoning of 480 Donegan, until an updated Comprehensive Plan is completed.

I do appreciate you all once again hearing/reading my thoughts on this project.

Thanks as always, for taking your time in coming to such an important and such an ***impactful*** decision.

In peace and with much gratitude,  
Jamie Darien

**From:** [Charlie Willman](#)  
**To:** [Trent Hyatt](#)  
**Subject:** FW: Forgot the photos! after Aug. 19th meeting  
**Date:** Tuesday, August 24, 2021 8:19:59 AM

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**From:** Annie Uyehara <annie.u@comcast.net>  
**Sent:** Monday, August 23, 2021 4:23 PM  
**To:** Steve Davis <steve.davis@cogs.us>; Jonathan Godes <jonathan.godes@cogs.us>; Tony Hershey <tony.hershey@cogs.us>; Shelley Kaup <shelley.kaup@cogs.us>; Paula Stepp <paula.stepp@cogs.us>; Charlie Willman <charlie.willman@cogs.us>; Ingrid Wussow <ingrid.wussow@cogs.us>; Karl Hanlon <kjh@mountainlawfirm.com>  
**Subject:** Forgot the photos! after Aug. 19th meeting

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Hello all, again,

Here are photos taken today, Monday, August 23rd right around 3:30pm, with Two Rivers school students getting out of class. The cars lined up are in Storm King Drive. An entrance/exit onto a large development like 480 Donegan would cause gridlock and a safety issue.

The other photos are along Donegan Street—a photo of Two Rivers staff parking on the side of the road; and the other of cars and people traveling on Donegan as well as evidence that homeowners already use Donegan as a parking area, so to speak.

I hope you all make it a priority to see what the safety issues are about by visiting W. GWS. To be honest, I didn't even know this area existed when I first moved to GWS in 2010 to S. GWS.

If you visit, you'll see narrow roads, and road upon road snaking up to "pocket neighborhoods" that surprise in the numbers of houses that are there. All these residents spill out onto Donegan. As well, there are often-visited areas like Mitchell Creek fish hatchery and the narrow roads that lead up there.

I looked at the ditch, and was surprised at how small it is. I wonder how 480 Donegan residents will get enough water, especially in our global-warming world. To ask for a swimming pool is more than exorbitant.

Thank you for looking at the photos, and if you need a guide to show you around W. GWS, please contact me!

Sincerely,

Annie Uyehara















On Aug 23, 2021, at 2:27 PM, Annie Uyehara <[annie.u@comcast.net](mailto:annie.u@comcast.net)> wrote:

Dear City Council,

Firstly, thank you very much, all the council members who take time to read our many letters filled with many concerns about the 480 Donegan project. Please, read on! I'm grateful to those who asked questions for city staff and R2 Partners and PR staff on Aug. 19th.

This isn't so much a letter as it's a compilation of what was said (and wasn't), what was asked and answered (or not) at the meeting and what I hope and pray is remembered, digested, considered, and researched some more before City Council takes a vote on annexation of 480 Donegan:

- Haley Carmer, from R2's PR firm said:

"We are the solution to the existing problem. Density ensures affordable housing."

It may indeed, but density creates a host of problems: infrastructure, being a "bad neighbor," losing our "small

town character” and forever changing the footprint from a rural neighborhood to a Willits-like area, which would essentially take away retail traffic from downtown Glenwood and move it west. That may be nice for residents, but not for merchants.

-Someone said, “Small town character can be hard to define.” Ha! It’s not 27-32 feet tall buildings towering over one-story houses that have been there for 40 years! High density housing erases “small town character.” Planning and Zoning rejected it, saying it’s “incompatible” for a few good reasons. I don’t know why that is seemingly being ignored by staff.

-I loved that quite a few council members brought up the fact that besides tiny Gregory Park, there’s no parks or open space in W. GWS. A marvelous idea would be for the county and city to collaborate and buy the Diemoz property and make it into a beautiful, tree-filled open space. What a legacy for the city, what a legacy for the Diemoz family! What good neighbors they would be!

-But, should the city make the mistake to annex 480 Donegan, it would be a kind, environmentally friendly thing to require open space, replete with hundreds of trees to mitigate the warming planet. It’s worth losing a private pool and restaurant.

-It was one of the most talked about questions from the meeting when Willman asked, “How big is Sayre Park?” because we know there’s just one park and it’s not even close to the size of Sayre Park. In response, R2 said providing a park would cut into their profit. Thank you, Ms. Wussow, Mr. Willman, and Ms. Stepp, for caring that there’s no open space in W. GWS and it’s for the health and welfare of the community and the environment, that there be open space.

-Parkland: Karl Hanlon interrupted R2 from speaking on this. Some of us wondered if Hanlon was working for R2 as well, since he spoke more for them than they did themselves. He said staff can “negotiate” with the developer. No one heard if R2 was interested in negotiating.

-Haley said, “[People are saying] put a pause and update the comp plan but today you have to follow the comp plan in place.”

City Council isn’t beholden to an outdated comp plan when climate change, accelerated growth, and a 10-year drought have changed our town dramatically. Haley threatened that if the city updated its 11-year-old comp plan, “that all the money to the city” will disappear. City Council, other developers are eager and willing offer money as well, hopefully for smart housing and smart growth. But first, the comp plan needs to be updated; there’s too many problems that aren’t being addressed that will only grow if not.

-Infrastructure and evacuation routes: For that to occur, the county and CDOT will need to get involved, said Karl Hanlon. The \$100K R2 is offering will take care of ONE gate/access line, according to Terri Partch. CDOT has spent so much money on Glenwood Canyon, and our county can’t pay for a South Bridge, so how can we expect cooperation to build a proper evacuation route?

-A firehouse is needed. But it’s one small piece of the puzzle. Again: infrastructure, guaranteed water (it goes beyond 480 Donegan needs), and evacuation plans and routes must be addressed before adding some 900+ people with families into an already scary situation in W. GWS, which by the way, *matters to its people as much as those living in S. GWS care about their safety. Let’s take care of all of our citizens.*

-Ms. Stepp asked how to get money for infrastructure. Hanlon said, “We don’t have a property tax but I suggest we ID the need for a fire station and the mall to balance the cost but we will incur new costs. . . Mel Ray, we can’t annex it, we have to negotiate with the county.”

-The Mall was spoken of as if it’s the key to obtain the money needed for infrastructure and wildfire evacuation routes. Hanlon said “the Mall and annexation are linked together.” But R2 said they are at the “Early phase of [a contract to purchase the Mall] and have to work closely with Ross.” It’s not a guaranteed sale, and several previous buyers saw their contract fall through. Ross might indeed be a thorn in R2’s side. To consider the mall as the cash cow for revenue is premature.

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A presumption then, is R2 could eliminate the private pool and restaurant, and still make a profit while providing much needed open space for all of W. Glenwood Springs.

Hanlon concluded that he heard loud and clear about the concern for open space in W. GWS. We all are grateful he heard that. More importantly, Hanlon said to the council, when trying to decide whether to vote now or continue at a special meeting said, take your time, "You guys need to get it right, this is a big application."

INDEED,

IT IS. DUE DILIGENCE IS REQUIRED.

I hope and pray that all the council members are giving 480 Donegan all the due diligence it requires, because it matters, not only to those impacted by it in W. GWS, but by those in downtown, and all thoroughfares. As Shelly Kaup commented, "Putting in a public park is very important, and I am concerned about traffic. On Mel Ray Rd, it would be a 31% increase of traffic."

Godes conclude by saying he'd like 25% affordable housing and Willman by saying he needs to know more about traffic impact. Tony Hershey said he wanted to go home about an hour earlier. Light humor! We all did, none of us wanted to be there, defending the safety of our lives by short-sighted high density housing that is incompatible to the area.

Sincerely,

Annie Uyebara

**From:** [Charlie Willman](#)  
**To:** [Trent Hyatt](#)  
**Subject:** FW: A letter to you all, written after Aug. 19th meeting  
**Date:** Tuesday, August 24, 2021 8:13:55 AM

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**From:** Annie Uyehara <annie.u@comcast.net>  
**Sent:** Monday, August 23, 2021 2:28 PM  
**To:** Steve Davis <steve.davis@cogs.us>; Jonathan Godes <jonathan.godes@cogs.us>; Tony Hershey <tony.hershey@cogs.us>; Shelley Kaup <shelley.kaup@cogs.us>; Paula Stepp <paula.stepp@cogs.us>; Charlie Willman <charlie.willman@cogs.us>; Ingrid Wussow <ingrid.wussow@cogs.us>; Karl Hanlon <kjh@mountainlawfirm.com>  
**Subject:** A letter to you all, written after Aug. 19th meeting

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Dear City Council,

Firstly, thank you very much, all the council members who take time to read our many letters filled with many concerns about the 480 Donegan project. Please, read on! I'm grateful to those who asked questions for city staff and R2 Partners and PR staff on Aug. 19th.

This isn't so much a letter as it's a compilation of what was said (and wasn't), what was asked and answered (or not) at the meeting and what I hope and pray is remembered, digested, considered, and researched some more before City Council takes a vote on annexation of 480 Donegan:

- Haley Carmer, from R2's PR firm said:

"We are the solution to the existing problem. Density ensures affordable housing."

It may indeed, but density creates a host of problems: infrastructure, being a "bad neighbor," losing our "small town character" and forever changing the footprint from a rural neighborhood to a Willits-like area, which would essentially take away retail traffic from downtown Glenwood and move it west. That may be nice for residents, but not for merchants.

-Someone said, "Small town character can be hard to define." Ha! It's not 27-32 feet tall buildings towering over one-story houses that have been there for 40 years! High density housing erases "small town character." Planning and Zoning rejected it, saying it's "incompatible" for a few good reasons. I don't know why that is seemingly being ignored by staff.

-I loved that quite a few council members brought up the fact that besides tiny Gregory Park, there's no parks or open space in W. GWS. A marvelous idea would be for the county and city to collaborate and buy the Diemoz property and make it into a beautiful, tree-filled open space. What a legacy for the city, what a legacy for the Diemoz family! What good neighbors they would be!

-But, should the city make the mistake to annex 480 Donegan, it would be a kind, environmentally friendly thing to require open space, replete with hundreds of trees to mitigate the warming planet. It's worth losing a private pool and restaurant.

-It was one of the most talked about questions from the meeting when Willman asked, "How big is Sayre Park?" because we know there's just one park and it's not even close to the size of Sayre Park. In response, R2 said providing a park would cut into their profit. Thank you, Ms. Wussow, Mr. Willman, and Ms. Stepp, for caring that there's no open space in W. GWS and it's for the health and welfare of the community and the environment, that there be open space.

-Parkland: Karl Hanlon interrupted R2 from speaking on this. Some of us wondered if Hanlon was working for R2 as well, since he spoke more for them than they did themselves. He said staff can "negotiate" with the developer. No one heard if R2 was interested in negotiating.

-Haley said, “[People are saying] put a pause and update the comp plan but today you have to follow the comp plan in place.”

City Council isn’t beholden to an outdated comp plan when climate change, accelerated growth, and a 10-year drought have changed our town dramatically. Haley threatened that if the city updated its 11-year-old comp plan, “that all the money to the city” will disappear. City Council, other developers are eager and willing offer money as well, hopefully for smart housing and smart growth. But first, the comp plan needs to be updated; there’s too many problems that aren’t being addressed that will only grow if not.

-Infrastructure and evacuation routes: For that to occur, the county and CDOT will need to get involved, said Karl Hanlon. The \$100K R2 is offering will take care of ONE gate/access line, according to Terri Partch. CDOT has spent so much money on Glenwood Canyon, and our county can’t pay for a South Bridge, so how can we expect cooperation to build a proper evacuation route?

-A firehouse is needed. But it’s one small piece of the puzzle. Again: infrastructure, guaranteed water (it goes beyond 480 Donegan needs), and evacuation plans and routes must be addressed before adding some 900+ people with families into an already scary situation in W. GWS, which by the way, *matters to its people as much as those living in S. GWS care about their safety. Let’s take care of all of our citizens.*

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Sincerely,

Annie Uyehara

**From:** [hunter@sopris.net](mailto:hunter@sopris.net)  
**To:** [Trent Hyatt](#)  
**Cc:** [Charlie Willman](#)  
**Subject:** FW: west Glenwood development  
**Date:** Friday, August 20, 2021 10:57:23 AM

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Hi Trent,

I sent a note to Charlie, but he said send it to you. Please see below.

Have you ever thought about why the planning offices are always about “development”? I never see any effort into the opposite of “development”. The best towns and cities have lots of great non-built land. Vancouver, B.C. is that way.

I don’t see one thing in your webpage about climate change. The most important thing in the world and no mention. What will likely end the human race. Shouldn’t CC be the first thing in every agenda?

“Development” was not used in the title back in the day.

The way GS goes affects Carbondale.

Thanks, Pat

---

**From:** Charlie Willman <[charlie.charliewillmanlaw@gmail.com](mailto:charlie.charliewillmanlaw@gmail.com)>  
**Sent:** Friday, August 20, 2021 10:32 AM  
**To:** [hunter@sopris.net](mailto:hunter@sopris.net)  
**Subject:** Re: west Glenwood development

Pat,

I cannot review this as it is submitted outside of a the quasi judicial hearing.

You should submit to Trent at City Development office.

Charlie

On 8/20/2021 10:07 AM, [hunter@sopris.net](mailto:hunter@sopris.net) wrote:

Hi Charlie,

My 2 cents: the right answer is no development. Even 100% “affordable” would be wrong. All development leaves huge “externalities” for the greater community to have to deal with. Those costs are never covered by the developers. Whatever housing they would build means new people who need all the services all the rest of us require.



Developer makes a profit. Community pays for services forever. This is one big reason that towns are always chasing tax revenue. It is a vicious circle. But you probably knew that.

With climate change. The problems with I-70, water issues, and the virus; adding more population is a bad policy.

Land without buildings may be the most valuable thing a community can have. There is, I think, a big psychological plus with "vacant" land in a city. Could always be gardens and/or even a permaculture field.

Developers are not the friends of towns and cities.

Is there anybody that can create persuasive guidance for "no build" policies?

Best,

Pat

***Patrick Hunter***

***1131 County Road 106***

***Carbondale, CO 81623***

***970-379-0274***

**From:** [Ryan M. Muse](#)  
**To:** [Trent Hyatt](#)  
**Subject:** FW: West Glenwood Pasture Development  
**Date:** Thursday, September 2, 2021 8:48:35 AM

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Ryan Muse  
City Clerk  
970-384-6406  
City of Glenwood Springs

---

**From:** mgibson@rof.net <mgibson@rof.net>  
**Sent:** Wednesday, September 1, 2021 5:15 PM  
**To:** letters@postindependent.com; letters@aspen-times.com; letters@aspdailynews.com  
**Cc:** Ryan M. Muse <ryan.muse@cogs.us>; Mark <mgibson@rof.net>  
**Subject:** West Glenwood Pasture Development

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My name is M. Gibson, town of West Glenwood, 970-945-4922, email = [mgibson@rof.net](mailto:mgibson@rof.net)

This letter is also sent to Ryan Muse: Ryan, Please include this letter to "BE IN THE PACKET" for the next City Council meeting September 7th, 2021

300 word limit Letters to Editors. 3 minute limit Public Comment time for City Planning & Zoning, County Board of Commissioners and Glenwood City Council. Once you have spoken, you cannot speak again at future meetings.

At the 8/19/21 City Council Meeting, it was brought up that City P&Z and many others had requested R2 Developers to provide "Story Poles" to illustrate visual impacts of their 480 Donegan project.

During Council Q&A session with Developers (Glenwood City Council, YouTube, 2021/08/19, at 3hr.10min.44sec.), Councilor Willman asked Developer, "Somebody mentioned Story Poles. Is there a reason you haven't done the Story Poles?"

Developer replied "Well what we actually did do is we did it's not on here it was on the original presentation but we went to a great length and expense to actually do a visual from those front porches because it was asked by P&Z we actually did a Google Map, and (?ANSI?) can describe the process but it's probably about as accurate as you can imagine of what you would actually be seeing across the street if you were looking outside of your window and so what we did is that which we think is the most accurate depiction of what that visual would be uhh looking from someone's house".

Fact Check: There are no "porches" across from 480 Donegan; the Google Map is looking more south/southeast away from Red Mountain and through the only opening into the development off of Donegan, not at the other 38 townhomes across from Donegan to the west/southwest.

PLEASE PLEASE City Council, before approval, require the Developer to put up Story Poles reflecting accurate building heights and have them "line out" the sidewalks/bike paths/setbacks/parking spaces

proposed on Donegan, Mel Ray and Storm King.

And then do a physical walkthrough in person with the neighborhood.

M. Gibson  
West Glenwood

**From:** [dhauter@rof.net](mailto:dhauter@rof.net)  
**To:** [Steve Davis](#); [Jonathan Godes](#); [tony.hershey@cog.us](mailto:tony.hershey@cog.us); [Shelley Kaup](#); [Paula Stepp](#); [Charlie Willman](#); [Ingrid Wussow](#)  
**Cc:** [Trent Hyatt](#)  
**Subject:** West Glenwood Annexation and Development  
**Date:** Thursday, September 2, 2021 1:27:15 PM

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City Council Members,

Please consider postponing any decision in reference to the proposed West Glenwood Annexation and Development until the Updated Comprehensive Plan is adopted next year.

In the RFP the City is soliciting services from a planning firm to provide a full range of services to guide the city through the challenges facing us on planning related decisions. The RFP states:

***“As comprehensive plans are the backbone of any community planning effort, it is important that the Glenwood Springs Comprehensive plan be updated to meet the new on ongoing needs of the community.”***

Any major land use decisions made now before completing the work of updating the Comprehensive Plan clearly would not follow logically from the statement above. It would be non sequitur, absurd and confusing to grant approval of any major development in West Glenwood Springs without first adopting a new Comprehensive Plan. Things have changed, we have new principles to follow for the development of the Transit Oriented community needed to get people out of their cars, into affordable housing, within mixed use neighborhoods. The way we design our communities has changed; climate change is here. Any additional impact on infrastructure is critical. The need for planning has never been greater and the need for a wider range of stakeholders and public interest make for a difficult landscape. It is time to step back from the approval of this development and look at the broader context and potential effects on community and environment.

The updated Comprehensive Plan is scheduled by the city to be written and adopted in 2022. Let’s take a little time for the Comprehensive Planning process to work and communicate it to all constituents.

Sincerely,  
David Hauter

## COMMUNITY PETITION AGAINST

THE PROPOSED MULTI BUILDING 413 UNIT APARTMENT COMPLEX  
AT 214 CENTER DR. (THE FIELD BEHIND THE WEST GLENWOOD MALL)  
BY PROPERTY OWNERS, CONCERNED CITIZENS, BUSINESSES AND VOTERS--

1. Traffic Impact
2. Noise and Air Pollution
3. Impact on Community Stores and Infrastructure
4. 2 Already Existing multi building apartment complexes in West Glenwood
5. Decreased Property Values
6. Loss of Quiet Community Ownership

| NAME                           | ADDRESS                     | PHONE/E-MAIL                  |
|--------------------------------|-----------------------------|-------------------------------|
| <sup>1</sup> Jean Smith        | 173 Mel Ray Rd 65           | 970-366-6598                  |
| <sup>2</sup> Blas Obro         | 50591 Hwy 6 #5              | 970 618-9289                  |
| <sup>3</sup> Dawn D. Mundy     | 865 Stoneridge Ct           | dawnedannette865@gmail.com    |
| <sup>4</sup> Bang H. H.        | 172 Sunny Acres Rd          | 970-618-1879                  |
| <sup>5</sup> Manuel Cruz       | 125 Center Rd #7            | 970-355-9089                  |
| <sup>6</sup> Allan B. Syddall  | 0144 Mel Ray Rd #8          | 970-379-6086                  |
| <sup>7</sup> Laura Bunkle      | 0144 Mel Ray Rd #1          | 970-319-0744                  |
| <sup>8</sup> Anna L. Sigmond   | Rafael Vazquez 0144 Mel Ray | (970) 274-3015 (970) 274-6392 |
| <sup>9</sup> Rafael A. Vazquez | 0144 Mel Ray                | (970) 274-3015                |
| <sup>10p</sup> Kim Alford      | 191 Melray                  | 970-945-6173                  |

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| NAME                            | ADDRESS             | PHONE/E-MAIL |
|---------------------------------|---------------------|--------------|
| <sup>11</sup> Krista Ward       | 191 Mel Rey Rd.     | 970-379-6530 |
| <sup>12</sup> Lacey King        | 206 Mel Rey Rd.     | 970-379-4167 |
| <sup>13</sup> David King        | 206 Mel Rey Rd.     | 970-319-6764 |
| <sup>14</sup> Wayne Nash        | 241 Mel Rey Rd.     | 970-379-3236 |
| <sup>15</sup> Eric Schuck       | 194 Mel Rey Rd.     | 970-404-5066 |
| <sup>16</sup> Kennyt Hamburg    | 194 Mel Rey Rd.     | 970-319-3758 |
| <sup>17</sup> Edna Montanez     | 170 Mel Rey Road    | 970 2743059  |
| <sup>18</sup> Ho Salam          | 72 CHAPARRAL CIRCLE | 230 1067     |
| <sup>19</sup> Judith W. O'Brien | 8301 MEL Rey Rd.    | 970-945-9270 |

20p

City Council of Glenwood Spgs / Garfield Co. Commissioners

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NAME

ADDRESS

PHONE/E-MAIL

1 Robert Ross 135 E 10th St, Rifle, CO everClean18@gmail.com

2 Patricia Welch 39 Creekside pfwelch@yahoo.com

3 Ray Ciborowski 471 Mtn Shadows Dr. ciborowskysign.com

4 Brenda Ulbarni 0172 Sunny Acre brendaulbarni@kw.com

5 Tiffany Leggett 333 Mtn Shadows theggsstone@hotmail.com

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7

8

9

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City Council of Glenwood Spgs. / Garfield Co. Commissioners

8/18/2021

**DEVELOPMENT SUMMARY -  
HOUSING**

| Project Name                           | Unit type                                       | Total Units | Square footage | Acres  | Units per acre | Status                                                         |
|----------------------------------------|-------------------------------------------------|-------------|----------------|--------|----------------|----------------------------------------------------------------|
| Lofts at Red Mountain, phase 1         | Studio-1-2 bedroom rentals in 2 buildings       | 88          | 555-1270 sf    |        | 2              | 43.80 Construction complete; CO issued                         |
| Lofts at Red Mountain, phase 2         | studio-1-2 bedroom rentals in 3 buildings       | 97          | 555-1270 sf    |        | 1.84           | 52.80 Construction complete; TCO issued                        |
| Lofts at Red Mountain, phase 3         | studio & 1 bedroom rentals in 1 building        | 88          | 535-720 sf     |        | 0.52           | 168.26 Approved; in construction                               |
| Bell Rippy, MultiFamily                | 1-2 bedroom rentals in 5 buildings and 1 duplex | 98          | 630 - 910 sf   |        | 5.63           | 17.42 Approved; not constructed                                |
| TB & SB LLC                            | 1 bedroom condos                                | 13          | 535-820 sf     |        |                | Temporary CO issued                                            |
| Oasis Creek duplexes-subdivision       | for sale duplexes                               | 12          | 2300-2400 sf   |        |                | Approved subdivision. No housing units constructed.            |
| Six Canyons                            | 1-2 bedroom rentals                             | 116         | 683-1064 sf    |        | 3.73           | 31.05 Construction complete; CO issued                         |
| Cardiff Glen Lot 95 & 96               | For sale townhouse units                        | 29          |                |        | 1.95           | 14.84 In construction                                          |
| Caverns Village Mixed Use              | 1-2 bedroom rental units                        | 19          | 565 - 980 sf   |        |                | In construction                                                |
| Glenwood Mall Area (Diemoz Annexation) | 3 bedroom townhomes                             |             |                |        |                | Application submitted; Annexation                              |
|                                        | 1-2-3 bedroom apartments                        | 332         |                | 12.929 | 27.02          | calendar set; City Council special meeting scheduled 6/29/2021 |
|                                        | Live/work units                                 |             |                |        |                |                                                                |
| 2512 S Grand                           | 1 - 2 bedroom units                             | 24          |                |        |                | Pre-application meeting conducted                              |
| BLD GW Meadows proposal- Wulfsohn Rd   | Multifamily                                     | 300         |                | 27.929 | 10.74          | Application submitted; awaiting P & Z meeting                  |
| Western Hotel                          | Multifamily                                     | 11          |                | 0.05   | 220.00         | Application submitted. P & Z meeting scheduled June 22, 2021   |
| 405 Laurel                             | Multifamily                                     | 10          | 675-720 sf     | 0.46   | 21.74          | Approved. Not constructed                                      |
| Lofts Phase IV                         | Efficiency - 3 bedroom                          | 36          | 454-1270 sf    | 0.96   | 37.50          | Application submitted; awaiting P & Z meeting                  |
| Mountain View Flats                    | 1-3 Bedroom                                     | 40          |                | 1.29   | 31.00          | Pre-application meeting conducted                              |
| <b>TOTAL</b>                           |                                                 | <b>1313</b> |                |        |                |                                                                |

**IN PIPELINE**

|                             |                                       |    |  |  |  |                        |
|-----------------------------|---------------------------------------|----|--|--|--|------------------------|
| Gould - west of Ami's Acres | single family detached -modular units | 68 |  |  |  | Garfield County review |
|-----------------------------|---------------------------------------|----|--|--|--|------------------------|

**TOTAL****68****RECENT INQUIRIES**

|                                 |                 |           |  |  |  |                                  |
|---------------------------------|-----------------|-----------|--|--|--|----------------------------------|
| Affordable Inn motel conversion | 1 bedroom units | 63 approx |  |  |  | Withdrawn                        |
| Rivers redevelopment            | unknown         | 41 approx |  |  |  | No application submitted to date |



## **ANNEXATION AGREEMENT**

THIS ANNEXATION AGREEMENT made and entered into this \_\_\_\_ day of \_\_\_\_\_, 20\_\_ by and between the CITY OF GLENWOOD SPRINGS, COLORADO, a Colorado home-rule municipality (hereinafter “City”), GLENWOOD PARTNERSHIP LLLP, a Colorado limited liability limited partnership (“Owner”), and COMMERCIAL DEVELOPMENT SERVICES GROUP, LLC, a Delaware limited liability company (“CDSG”). Each of the City, Owner, and CDSG may be referred to as a Party, and all of the foregoing may be referred to hereinafter as the “Parties.”

### **WITNESSETH:**

WHEREAS, Owner is the owner of certain real property currently located in unincorporated Garfield County, Colorado, more particularly described on Exhibit A attached hereto and incorporated herein (the “Property”); and

WHEREAS, CDSG is under contract to purchase a portion of the Property and develop that portion as mixed-use, multi-family housing development; and

WHEREAS, the portion of the Property to be retained by Owner is currently developed for office and warehouse purposes; and

WHEREAS, Owner desires to annex the Property and connect it to the City of Glenwood Springs and has filed a Petition for Annexation (“Petition”) to do the same; and

WHEREAS, along with the Petition, Owner and CDSG submitted a zoning application for the Property asking that the City approve (i) Commercial (CO) zoning for Owner’s retained portion of the Property and (ii) Planned Unit Development (PUD) zoning for CDSG’s portion of the Property as more fully described in Exhibit B hereto; and

WHEREAS, on June 3, 2021, the City Council held a duly and properly noticed public hearing at which time the City Council adopted a resolution finding Owner’s Petition to be in substantial compliance with the statutory requirements for annexation of the Property to the City; and

WHEREAS, on July 29 and \_\_\_\_, 2021, the City Council held a duly and properly noticed annexation hearing at which time the City Council approved the annexation and zoning of the Property as set forth in Ordinance No. \_\_, Series 2021, and Ordinance No. \_\_, Series 2021; and

WHEREAS, C.R.S. §§31-12-101, *et seq.*, authorizes the City and Owner to enter into an Annexation Agreement; and

WHEREAS, the City and Owner desire to enter into this Agreement to set forth their agreements in writing concerning the terms and conditions of annexation of the Property to the City.

NOW, THEREFORE, for and in consideration of the mutual promises and covenants contained herein, and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the Parties agree as follows:

1. **Purpose.** The purpose of this Agreement is to set forth the terms and conditions of the annexation of the Property to the City. Except as expressly provided for herein to the contrary, all conditions herein are in addition to any and all requirements concerning annexation contained in the Municipal Code of the City of Glenwood Springs (hereinafter “City Code”) or the Municipal Annexation Act of 1965, as amended, C.R.S. §§31-12-101, *et seq.* This Agreement is intended to provide a contractual relationship between the City and Owner to ensure compliance with the City Code, state statutes, and all terms and conditions set forth herein. This Agreement includes additional terms and conditions for the purposes of the Municipal Annexation Act.

2. **Annexation.** The annexation of the Property shall be in accordance with the Colorado Municipal Annexation Act of 1965, C.R.S. §§31-12-101, *et seq.*, as amended.

3. **Zoning.** The PUD Plan attached hereto as Exhibit B shall govern the development of that portion of the Property designated as “PUD” in the Plan. The remaining portion of the Property shall be zoned as Commercial (CO) and subject to the regulations set forth in the City’s Municipal Code. The City agrees that, upon annexation of the Property, the zoning of a portion of the Property as PUD and the remaining portion as Commercial (CO) would be consistent with the City’s Comprehensive Plan.

4. **Specific Conditions.** In consideration of the annexation of the Property, and in further consideration of the City providing municipal services to the Property, as hereinafter provided, the Parties agree that it is appropriate that the following payments, dedications and other exactions be made:

(a) CDSG or its successor or assign shall pay Fire and Emergency Services Impact Fees for the PUD portion of the Property in accordance with Section 070.040.030(g)(5) at the time of building permit for each phase of development. Said fees will be paid by Owner or its successor or assign on the Commercial (CO) portion of the Property if required at the time of any future development.

(b) CDSG or its successor or assign shall pay and the City shall accept fees in lieu of land dedication for the benefit of schools in the RE-I School District (the “District”) pursuant to Municipal Code Section 070.040.030(g)(4), or any amended version thereof in force and effect at the time of the final development permit approval for the PUD portion of the Property. Such fees shall be applicable to the number of units proposed for all residential phases scheduled for development and shall be payable upon the issuance of a building permit for a residential dwelling unit. No school land dedication or fee in lieu thereof will be required for the Commercial (CO) portion of the Property unless and until the Property is redeveloped as residential.

(c) CDSG or its successor or assign shall pay and the City shall accept fees in lieu of parkland dedication pursuant to Municipal Code Section 070.040.030(g)(2), or any amended version thereof in force and effect at the time of the final development permit approval for the PUD portion of the Property, subject to reductions: (i) for private

recreation facilities to be constructed on the PUD portion of the Property; (ii) for the design and installation of the northern bike lane along Donegan Road from the western edge of the Property east to Soccer Field Road; (iii) for the design and installation of the southern bike lane and wall (where necessary) along Donegan Road from the eastern boundary of the Property east to Soccer Field Road; and (iv) on any other basis approved by the City under Municipal Code Section 070.040.030(g)(2). No parkland dedication or a fee in lieu thereof will be required for the Commercial (CO) portion of the Property unless and until the Property is redeveloped for residential purposes.

(d) CDSG or its successor or assign shall pay all water tap fee and water system improvement fees required under Municipal Code Section 080.040.010(c) and Article 080.060, respectively, applicable to the development of the PUD portion of the Property. No water tap fees or water system improvement fees will be required for the Commercial (CO) portion of the Property unless and until additional water capacity is needed therefor. Should a change in use of any structure on any portion of the Property occur in the future that causes an increase in water usage, the owner of the structure will be required to pay the system improvement fee associated with the increased use in accordance with Municipal Code in effect at the time of the change in use.

(e) Owner agrees to pay all actual costs incurred for notice publication, recording fees, attorney fees and similar reasonable administrative charges related to the annexation of the Property.

5. **Affordable Housing.** CDSG shall deed restrict a minimum of 20 percent of the residential for rent units at 100 percent of area median income or 10 percent of the residential for rent units at 90 percent of area median income. A minimum of 20 percent of the total for rent residential units shall be resident occupied. The deed restricted unit mix shall be dispersed amongst the unit types and bedroom configurations.

CDSG shall construct a minimum of thirty-five (35) for sale units, all of which shall be resident occupied. Ten percent of the for-sale units constructed shall be deed restricted as to sale price. CDSG and the City shall negotiate the terms of said deed restriction and the financial contribution of the City as a part of the affordable housing deed-restriction agreement referenced below.

6. **Affordable Housing Agreement.** The Parties shall enter into an affordable housing deed-restriction agreement to be finalized and recorded at the earlier of (a) the closing of CDSG's purchase of the PUD portion of the Property or (b) issuance of the first building permit for the same.

7. **Dedication of Water Rights.** At or before the time of recordation of the final plat subdividing the Property as shown in the PUD Plan, Owner and/or CDSG, as appropriate, shall assign to the City, free and clear of all liens and encumbrances (subject only to the provisions of Section 8, below), all of Owner or CDSG's right, title, and interest in and to 614 shares of Reynolds & Cain Ditch Company stock (the "Shares") historically used on the undeveloped portion of the Property. By this conveyance, Owner and CDSG shall fully satisfy any and all water rights dedication requirements of the City for annexation and development of the Property as set forth in the Municipal Charter and Municipal Code and as approved by the City Council.

8. **Lease-Back of Water Rights.** As consideration for the Shares, the City hereby leases all of the water represented by the Shares to Owner and CDSG in the proportion mentioned in Section 7, above, for irrigation of the Property at the rate of \$1.00 per year. The City agrees to lease the Shares to Owner and CDSG until such time as the City may be required to use the Shares for another purpose. In the event the City can no longer lease the Shares to Owner and CDSG, the City will provide notice to Owner and CDSG thereof at least sixty (60) days prior to the termination of use of the Shares and will waive any tap or service improvement fees Owner and CDSG would otherwise be required to pay for increasing their use of City water as a result of losing use of the Shares.

9. **Resource Conservation.** CDSG shall revise the PUD landscaping to provide drought resistant xeriscaping and design all improvements to provide leading edge and best management practices for conservation, fixtures, and practices for the development. In addition, the development shall not use natural gas unless CDSG can demonstrate to the satisfaction of the City that it is the only alternative.

10. **Off-Site Improvements and Other Obligations.** As an element of the City's approval of (i) the Petition, (ii) the PUD zoning application, and (iii) acceptance of this Agreement, CDSG has agreed to design and, upon approval of the City Engineer, construct certain improvements to the surrounding street system, namely:

(a) Install a bike lane along the north and south sides of Donegan Road for the length of the Property and extending east to Soccer Field Road;

(b) Install parallel parking and a detached 6-foot sidewalk on the south side of Donegan Road and extend the sidewalk and related improvements east to Soccer Field Road;

(c) Stripe bike lanes on the east and west side of Storm King Road south of Center Drive.

(d) Widen the east side of Storm King Drive north of Center Drive to add a northbound bike lane, parallel parking, and a detached 6 foot wide sidewalk.

(e) Install an eastbound left turn lane and an eastbound acceleration lane from the southbound left turn lane at the State Highway 6 and Donegan Road intersection consistent with recommendation set forth in CDSG's traffic study.

(f) Install a five foot sidewalk to the west side of Melray Road between SH 6 & 24 and Donegan.

(g) CDSG shall either amend the PUD as is necessary to include not less than one acre of land for the future construction of a new fire station for the Glenwood Springs Fire Department or provide such land at a location acceptable to the City. Notwithstanding the foregoing, the land to be dedicated to the Fire Department may be less than one acre only to the extent that shared parking for the fire station is located on adjacent property. Said land shall be dedicated to the City.

(h) CDSG shall provide \$~~10~~40,000 to be used for emergency planning and ~~20%~~ ~~of the costs~~ to construct emergency access and egress improvements.

(i) Amend the development proposal as is necessary to include emergency access to Highway 6 through the parcel to the south.

(j) Amend the annexation map to include the annexation of Storm King to Donegan to Mel Ray ~~and Mel Ray from Donegan to 6 & 24.~~

(k) Provide an annexation map for Mel Ray from Donegan to 6 & 24 if on or before June 1, 2022 Garfield County can establish ownership of the ROW allowing the City to legally annex the ROW. In the event that the ROW cannot be annexed the improvements related Mel Ray shall not be required to be constructed however, CDSG shall pay to the City an amount equal to the engineers estimate of the cost of improvements.

~~(k)(l)~~ Reconstruction of the foregoing streets before acceptance by the City.

The improvements described in this Section 10 shall be completed prior to or contemporaneously with the issuance of a final and permanent certificate of occupancy for the first building to be constructed within the PUD portion of the Property. Parkland dedication fees required in connection with development of the PUD portion of the Property shall be reduced by the total actual costs incurred by CDSG to (i) engineer, design, and install the northern bike lane along Donegan Road from the western edge of the Property east to Soccer Field Road; (ii) engineer, design, and install the southern bike lane, sidewalk, and wall (where necessary) along Donegan Road from the eastern boundary of the Property east to Soccer Field Road.

In addition to the foregoing no issuance of a final and permanent certificate of occupancy for the first building to be constructed within the PUD portion of the Property shall be issued unless: 1) the emergency access described in (h) above has been constructed and is operational; 2) a new water tank serving North and West Glenwood has been constructed and is operational; and 3) a new West Glenwood Fire Station is substantially complete. The foregoing shall not be a condition precedent of issuance of a final and permanent certificate of occupancy for the first building to be constructed within the PUD portion of the Property unless the City has budgeted for the planning and completion of the emergency access improvements, water tank and West Glenwood Fire Station in the Fiscal Year 2022 and 2023 budgets.

11. **Phasing.** The development of the PUD portion of the Property~~Project~~ will be phased as shown on Exhibit C. Construction of Phase 2 cannot be commenced until there is an approved redevelopment plan for the West Glenwood Mall site to the south; provided, however, that the forgoing shall not be a condition precedent to construction of Phase 2 if the Mall redevelopment plan has not been submitted to the City within six (6) months but not approved within three(3) years from the commencement of construction of Phase 1.

12. **Vested Rights.** In order to allow Owner and CDSG a reasonable opportunity to develop the Property in accordance with this Agreement and the PUD Plan, the development rights and uses approved hereby shall, to the extent allowed by law, constitute a “site specific development plan” under C.R.S. §§24-68-101 *et seq.*, as amended. The site specific development plan shall be vested for a period of ten years beginning on the date the final plat subdividing the Property as shown in the PUD Plan is recorded (the “Vested Period”). The Property as to which rights have been vested shall be immune from changes in the City’s land use regulations for the duration of the Vested Period except as provided in this Section 12. Except in instances of force majeure, the requirements of federal or state law, cases of preemption or other superior jurisdictional

mandate, the City shall not initiate any zoning or land use action which would alter, impair, prevent, diminish, impose a moratorium on development, or otherwise unreasonably delay any of Owner's or CDSG's rights set forth in this Agreement or their plans for development or zoning, as approved by the City. Notwithstanding the foregoing, the establishment of vested property rights under this Agreement shall not prevent the City from enacting and enforcing regulations of general applicability (including, but not limited to, building, fire, plumbing, electrical and mechanical codes, including the preliminary plat and final plat subdivision requirements under the Municipal Code and other City ordinances), except where the approved plans for development of the Property or state or federal regulations provide otherwise, as all of such regulations exist on the date of this Agreement or may be enacted or amended after the date of this Agreement.

13. **Conditions Precedent.** Notwithstanding the date set forth in the introductory paragraph of this Agreement, annexation of the Property shall not be effective, and this Agreement shall not be in force, until:

(a) Final Approval has occurred, meaning the thirtieth day after the effective date of the latest of the motion, ordinance, and/or resolution by which the City Council approves (i) this Agreement; (ii) publication after final passage on second reading of the ordinance by which City Council approves the annexation of the Property; (iii) the zoning of the Property as PUD and Commercial (CO) as provided in Exhibit B; and (iv) subdivision and major site plan approval for the PUD portion of the Property consistent with Exhibit B; and

(b) The affordable housing agreement called for in Section 6 hereof has been approved by both the City and CDSG; and

(c) The annexation map has been recorded with the Garfield County Clerk & Recorder; and

(d) The Parties have executed and delivered this Agreement for recordation with the Garfield County Clerk & Recorder.

14. **Failure of Conditions.** Until all of the conditions set forth in subsection 13 above have been satisfied, this document shall constitute an offer by Owner and CDSG and the City to enter into this Agreement (notwithstanding the Parties' mutual execution and delivery of this document), and the annexation and zoning of the Property shall not be effective. Consequently, at any time before such conditions are satisfied, Owner may withdraw the Petition and Owner and/or CDSG may withdraw its offer to enter into this Agreement. If Owner withdraws the Petition or Owner and/or CDSG withdraw its offer to enter into this Agreement, or if final approval does not otherwise occur for any reason, then this Agreement shall be deemed void and of no force or effect, and the Property shall be deemed not annexed to the City. Owner and CDSG may exercise their rights under this Section 14 independently.

15. **Deannexation.** The provisions of this Agreement, as well as acceptable City zoning of the Property, are material considerations of Owner's agreement to annex the Property to the City. Therefore, in the event (a) the City fails to perform under the terms of this Agreement, or (b) Owner, CDSG, or both are unable to obtain, either before or after annexation proceedings are complete, Commercial (CO) and PUD zoning of the Property as described above and/or subdivision and/or development approval for development of the Property which they in their sole

discretion find acceptable, Owner, CDSG, and the City stipulate and agree, pursuant to C.R.S. §31-12-501, that it shall be in the best interest of the City that the Property (or a portion of thereof) be de-annexed from the City. In such event, the City agrees that it shall initiate de-annexation proceedings, and to take all steps necessary to effect the de-annexation. The City further acknowledges and agrees that de-annexation is not prohibited by the City Charter or Municipal Code and ordinances, and that the City will not amend its ordinances to preclude a de-annexation permitted hereunder. The Parties' right to de-annex shall be in addition to any other rights available to them at law or under this Agreement. Upon the de-annexation of the Property (or portion thereof) from the municipal boundaries and specific jurisdiction of the City, the City agrees that it shall convey, assign, transfer and quitclaim to Owner or their successors and assigns, any and all water rights (the public dedication of which is more fully described by Section 6 hereof) previously dedicated by Owner hereunder to the City for the public use and benefit.

16. **Assignment.** The parties agree and acknowledge that the rights and obligations of Owner and CDSG under this Agreement may be assigned by them to persons or entities acquiring title to the Property or a portion thereof without the prior consent of the City if, and only if, such assignee agrees in writing to be bound by the terms and conditions of this Agreement, and the Owner or CDSG, as applicable, shall give notice to the City of any such conveyance, together with the assignee's written agreement to be bound by the terms and conditions of this Agreement.

17. **Waiver of Defects.** In executing this Agreement, Owner and CDSG waive all objections either may have concerning defects, if any, in the formalities whereby it is executed, or concerning the power of the City to impose conditions on Owner or CDSG as set forth herein, and concerning the procedure, substance and form of the ordinances or resolutions adopting this Agreement.

18. **Final Agreement.** This Agreement supersedes and controls all prior written and oral agreements and representations relating to the annexation of the Property to the City, and is the total integrated agreement between the City, Owner, and CDSG.

19. **Modifications.** This Agreement shall not be amended except by subsequent written agreement between the Parties hereto.

20. **Release of Liability.** It is expressly understood that the City cannot legally be bound by the representations of any of its officers or agents or their designees except in accordance with the City Code, City ordinances and the laws of the State of Colorado. Owner and CDSG, when dealing with the City, act at their own risk as to any representation or undertaking by the City officers, agents or their designees which is subsequently held unlawful by a court of law.

21. **Captions.** The captions in this Agreement are inserted only for convenience and in no way define, limit, or prescribe the scope or intent of this Agreement or any part thereof.

22. **Binding Effect.** This Agreement shall be binding upon and inure to the benefit of the Parties hereto and their respective heirs, successors, and assigns.

23. **Severability.** If any provision(s) of this Agreement shall be determined to be void or invalid by a court of competent jurisdiction, then such determination shall not affect any other

provision hereof, all of which other provisions shall remain in full force and effect. It is the intention of the parties hereto that, if any provision of this Agreement is capable of two constructions, one of which would render the provision void, and the other of which would render the provision valid, then the provision shall have the meaning that renders it valid.

24. **Governing Law.** The laws of the State of Colorado shall govern the validity, performance, and enforcement of this Agreement. Should either party institute legal suit or action for enforcement of any obligation contained herein, it is agreed that the venue of such suit or action shall be in Garfield County, Colorado.

25. **Attorneys' Fees; Survival.** Should this Agreement become the subject of litigation between the City and Owner or CDSG, the prevailing party shall be entitled to attorneys' fees and costs of suit actually incurred, including expert witness fees. All rights concerning remedies and/or attorneys' fees shall survive any termination of this Agreement.

26. **Gender.** Whenever the context shall require, the singular number shall include the plural, the plural the singular, and the use of any gender shall be applicable to all genders.

27. **Counterparts.** This Agreement may be executed in counterparts, each of which shall be deemed an original and all of which, when taken together, shall be deemed one and the same instrument.

28. **Notice.** All notices required under this Agreement shall be in writing and shall be hand-delivered or sent by first class mail postage prepaid, to the addresses of the parties set forth herein. All notices by hand delivery shall be effective upon receipt. All notices by mail shall be considered effective seventy-two (72) hours after deposit in the United States Mail with the proper address as set forth below. Either party by notice so given may change the address to which future notices may be sent.

Notice to the City: City Manager  
City of Glenwood Springs  
101 West 8<sup>th</sup> Street  
Glenwood Springs, CO 81601

With copy to: City Attorney  
101 West 8<sup>th</sup> Street  
Glenwood Springs, CO 81601

Notice to GP: Glenwood Partnership, LLLP

Notice to CDSG: Commercial Development Services Group, LLC



29. **Authority.** Each person signing this Agreement represents and warrants that he/she is fully authorized to enter into and execute this Agreement and to bind the Party it represents to the terms and conditions hereof.

DRAFT

**WHEREFORE**, the Parties hereto have executed duplicate originals of this Agreement on the day and year first written above.

CITY OF GLENWOOD SPRINGS

---

Jonathan Godes, Mayor

ATTEST:

---

Ryan Muse, City Clerk

DRAFT

**GLENWOOD PARTNERSHIP, LLLP:**

\_\_\_\_\_  
TITLE: \_\_\_\_\_

STATE OF COLORADO    )  
                                          ) ss.  
COUNTY OF GARFIELD    )

Subscribed, sworn to and acknowledged before me this \_\_\_\_\_ day of \_\_\_\_\_,  
20\_\_\_\_, by \_\_\_\_\_, as \_\_\_\_\_ of Glenwood Partnership, LLLP

Witness my hand and official seal.

My commission expires: \_\_\_\_\_

\_\_\_\_\_  
Notary Public

**COMMERCIAL SERVICES  
DEVELOPMENT GROUP, LLC:**

\_\_\_\_\_  
TITLE:\_\_\_\_\_

STATE OF COLORADO    )  
                                      ) ss.  
COUNTY OF GARFIELD    )

Subscribed, sworn to and acknowledged before me this \_\_\_\_\_ day of \_\_\_\_\_,  
20\_\_\_\_, by \_\_\_\_\_ as \_\_\_\_\_ of Commercial Services Development  
Group, LLC

Witness my hand and official seal.

My commission expires: \_\_\_\_\_

\_\_\_\_\_  
Notary Public

**Exhibit A**

Description of Property

A PORTION OF THE FOLLOWING DESCRIBED REAL PROPERTY:

A TRACT OF LAND SITUATED IN SECTION 6, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE NORTH LINE OF THE GLENWOOD SPRINGS MALL SUBDIVISION WHENCE THE WITNESS CORNER TO THE S1/4 CORNER OF SECTION 34, TOWNSHIP 5 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEARS N 89° 13' 08" E 866.63 FEET SAID POINT OF BEGINNING ALSO BEING THE SOUTHEAST CORNER OF THAT PARCEL DESCRIBED AS PARCEL C IN BOOK 1205 AT PAGE 589 IN THE OFFICE OF THE GARFIELD COUNTY CLERK AND RECORDER;

THENCE ALONG THE EAST LINE OF SAID PARCEL C N 2° 44' 00" E 605.64 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF COUNTY ROAD NO. 130;

THENCE ALONG SAID RIGHT-OF-WAY N 89° 52' 00" E 312.68 FEET;

THENCE N 89° 49' 18" E 860.83 FEET TO THE WEST LINE OF THE MEL-RAY SUBDIVISION;

THENCE ALONG SAID WEST LINE S 1° 52' 00" W 575.96 FEET;

THENCE DEPARTING SAID EAST LINE AND ALONG THE NORTH LINE OF SAID GLENWOOD SPRINGS MALL N 87° 18' 00" W 615.36 FEET;

THENCE S 47° 42' 00" W 125.06 FEET;

THENCE N 87° 18' 00" W 476.98 FEET TO THE POINT OF BEGINNING.

COUNTY OF GARFIELD

STATE OF COLORADO.

**EXHIBIT B**

PUD Plan

DRAFT

**EXHIBIT C**

**Phasing Plan**

DRAFT



ANNEXATION MAP OF:  
**480 DONEGAN**  
SITUATED IN A PORTION OF SECTION 6, TOWNSHIP 6 SOUTH,  
RANGE 89 WEST OF THE 6TH P.M. COUNTY OF GARFIELD, STATE OF COLORADO  
SHEET 1 OF 1

TITLE DESCRIPTION (THIS SURVEY EDITS/ADDITIONS)

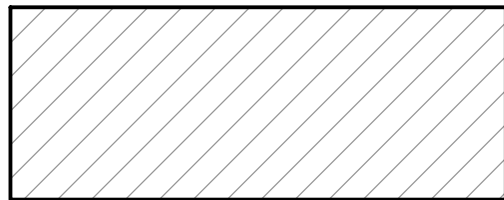
A TRACT OF LAND SITUATED IN SECTION 6, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE NORTH LINE OF THE GLENWOOD SPRINGS MALL SUBDIVISION  
WHENCE THE WITNESS CORNER TO THE S1/4 CORNER OF SECTION 34, TOWNSHIP 5 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEARS N 89° 13' 08" E 866.63 FEET (N 38°40'53" E 853.45 FEET FIELD) SAID POINT OF BEGINNING ALSO BEING THE SOUTHEAST CORNER OF THAT PARCEL DESCRIBED AS PARCEL C IN BOOK 1205 AT PAGE 589 IN THE OFFICE OF THE GARFIELD COUNTY CLERK AND RECORDER;  
THENCE ALONG THE EAST LINE OF SAID PARCEL C N 2° 44' 00" E 605.64 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF COUNTY ROAD NO. 130;  
THENCE ALONG SAID RIGHT-OF-WAY N 89° 52' 00" E 312.68 FEET;  
THENCE (CONTINUING ALONG SAID RIGHT-OF-WAY) N 89° 49' 18" E 860.83 FEET TO THE WEST LINE OF THE MEL-RAY SUBDIVISION;  
THENCE ALONG SAID WEST LINE S 1° 52' 00" W 575.96 FEET;  
THENCE DEPARTING SAID EAST (WEST) LINE AND ALONG THE NORTH LINE OF SAID GLENWOOD SPRINGS MALL N 87° 18' 00" W 615.36 FEET;  
THENCE (CONTINUING ALONG SAID NORTH LINE) S 47° 42' 00" W 125.06 FEET;  
THENCE (CONTINUING ALONG SAID NORTH LINE) N 87° 18' 00" W 476.98 FEET TO THE POINT OF BEGINNING.

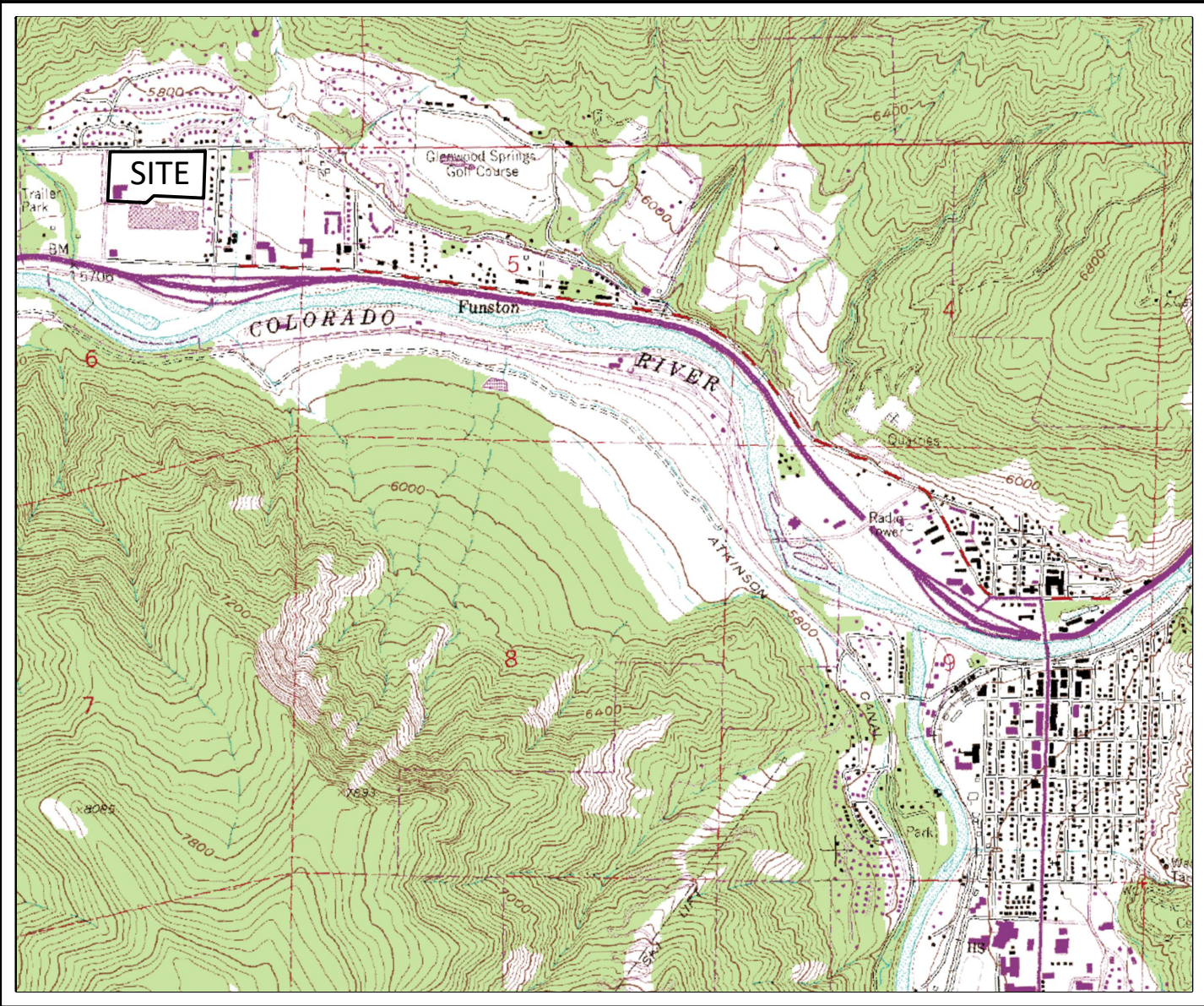
COUNTY OF GARFIELD  
STATE OF COLORADO.

CONTIGUOUS BOUNDARY CALCULATION

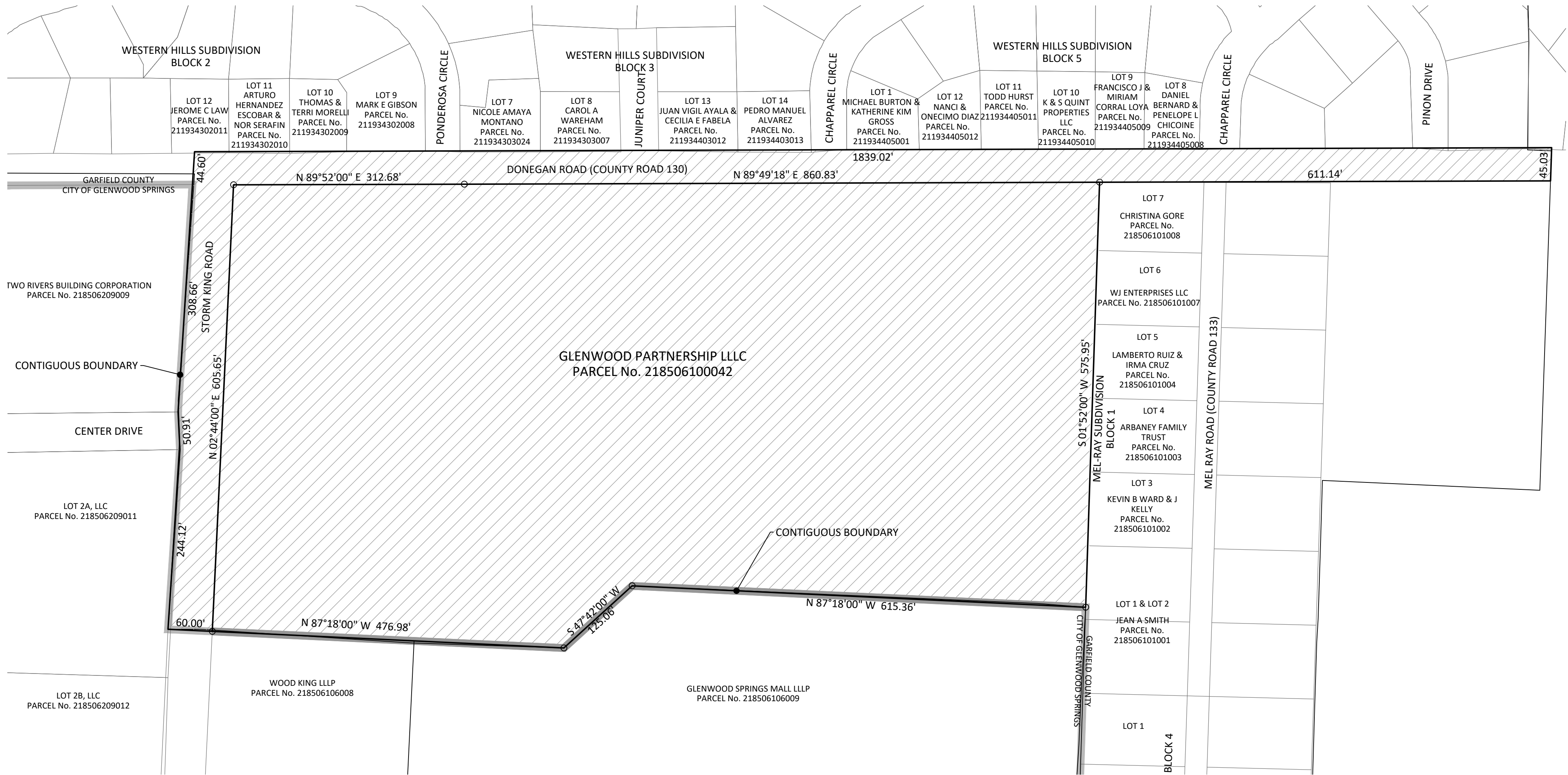
|                                     |          |
|-------------------------------------|----------|
| TOTAL BOUNDARY                      | 4996.84' |
| 1/6TH CONTIGUITY<br>(4996.84 x 1/6) | 832.81'  |
| CONTIGUOUS BOUNDARY                 | 1881.09' |



AREA TO BE ANNEXED



VICINITY MAP  
SCALE: 1" = 2000'



MAP NOTES

- 1) DATE OF PREPARATION: October 2020  
UPDATED: January 2021  
UPDATED: August 2021
- 2) BASIS OF BEARING: A bearing of S 01°52'00" W along the westerly boundary line of Mel-Ray Subdivision, according to the map thereof recorded in Book 245 at Page 515 of the Garfield County records.
- 3) BASIS OF MAP: The Resubdivision of Glenwood Springs Mall Subdivision, the Map of Mel-Ray Subdivision, the Improvement Survey prepared by Sopris Engineering dated January 25, 2021, and the Title Commitment prepared by Land Title Guarantee Company under Order No. ABS63014094-2, effective date January 10, 2020.
- 4) This survey does not constitute a title search by Sopris Engineering, LLC (SE) to determine ownership or easements of record. For all information regarding easements, rights-of-way and/or title of record SE relied upon the items outlined in Note 3.
- 5) Adjoiner information was taken from the Garfield County GIS website and is accurate as of this date, January 25, 2021.
- 6) All references to recorded documents and plats indicated herein refer to the records of the Garfield County Clerk and Recorder.

CITY COUNCIL CERTIFICATE

The annexation depicted on this map was approved by the City Council of Glenwood Springs, Garfield County, Colorado, by Ordinance No. \_\_\_\_, Series of \_\_\_\_, on the \_\_\_\_ day of \_\_\_\_, 2021.

\_\_\_\_\_  
Mayor

Witness my hand and the seal of the City of Glenwood Springs.

ATTEST:

\_\_\_\_\_  
City Clerk

SURVEYOR'S STATEMENT

I, Mark S. Beckler, L.S. No. 28643, a professional land surveyor licensed under the laws of the State of Colorado, do hereby state that the Annexation Map of 480 Donegan, as shown hereon, was prepared under my supervision on the basis of certain plats, deeds and other documents of record which were augmented with a field inspection conducted under my supervision and that such Annexation Map is true and correct to the best of my knowledge and belief.

BY: \_\_\_\_\_  
Mark S. Beckler, L.S. No.28643

\_\_\_\_\_  
Dated

CLERK AND RECORDER'S ACCEPTANCE

This Annexation Map was filed for record in the office of the Clerk and Recorder of Garfield County at \_\_\_\_ o'clock \_\_\_\_ M. on the \_\_\_\_ day of \_\_\_\_, 2021, as Reception No. \_\_\_\_.

\_\_\_\_\_  
Clerk and Recorder

By \_\_\_\_\_  
Deputy

DRAFT

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

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



**From:** [Ryan M. Muse](#)  
**To:** [Trent Hyatt](#)  
**Subject:** FW: Annexation proposal  
**Date:** Thursday, August 19, 2021 9:10:42 AM  
**Attachments:** [Screen Shot 2021-08-19 at 8.18.56 AM.png](#)

---

Here yas are

Ryan Muse  
City Clerk  
970-384-6406  
City of Glenwood Springs

---

**From:** Thelma Zabel <tjzabel@gmail.com>  
**Sent:** Thursday, August 19, 2021 9:05 AM  
**To:** Steve Davis <steve.davis@cogs.us>; Shelley Kaup <shelley.kaup@cogs.us>; Jonathan Godes <jonathan.godes@cogs.us>; Charlie Willman <charlie.willman@cogs.us>; Paula Stepp <paula.stepp@cogs.us>; Tony Hershey <tony.hershey@cogs.us>; Ryan M. Muse <ryan.muse@cogs.us>; Debra Figueroa <debra.figueroa@cogs.us>  
**Subject:** Annexation proposal

Caution! This message was sent from outside your organization.

[Allow sender](#) | [Block sender](#)

Re: Annexation of a 15.818-acre parcel into the municipal limits of the City of Glenwood Springs and Initial Zoning/Rezoning of 3.533 acres to Commercial (CO) District and 12.285 acres to Planned Unit Development (PUD) District.

As stated in my first letter on this subject, I believe that there are a number of reasons to oppose the annexation, rezoning and development of the 15.818-acre property at 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz, and the 12.285-acre PUD proposal that's currently under contract with R2 Partnership LLC

I would like to focus on low-income/affordable housing. I think we all, including possibly council members, would like some clarification on the intentions of the developers regarding the type of housing planned. The project has been referred to as low-income housing but in an article in the Aspen Daily News and perhaps at other times that I'm not aware of, the developer is quoted as saying this would provide housing for middle-income families? Which is it? And a more important question for Council to consider is this. What does our town most need at this time?

A rent/work calculator (See attachment.) looks at maximum affordable monthly rent based on # of hrs worked/week and pay/hour and might be helpful as the Council attempts to answer the question of current housing needs. With all the recent building, what is the availability of affordable housing for local firefighters, police officers, teachers, health care workers, restaurant wait staff, etc. Consider 30% of income towards rent as the "standard" and then let's see what affordable housing for the different pay grades might really look like. An example follows.

The following figures are from The City of GS Salary Grade Plan Effective 1/1/2020 -

Regular Full-Time Non Exempt. I understand that these figures may be higher for 2021 but they give us an idea of what a beginning employee for GSPD might be able to afford to live in the town that he or she works in.

|                                     |         |         |         |
|-------------------------------------|---------|---------|---------|
| 50 2108 POLICE CADET - TRAINEE      | 23.9178 | 28.7212 | 33.5245 |
| 50 2110 POLICE ADMIN ASSISTANT II   | 23.9178 | 28.7212 | 33.5245 |
| max affordable rent (30% of income) | \$1200  |         | \$1450  |

\$1550+

$(\$24 \times 40 \text{ hrs} = 960 \times 4.2 \text{ wks/mo} = \$4032 \times 30\% = \$1209 \text{ for rent})$

According to Indeed Salaries, a restaurant server makes an average of \$11.87 per hour. See [www.indeed.com/hire/job-description/restaurant-server](http://www.indeed.com/hire/job-description/restaurant-server). This amount is roughly half of the police trainee salary in the example above so we might assume that a restaurant server working 40 hours/week could afford \$600/month in rent. This precludes the fact that that individual might have a spouse, partner and/or roommate(s) sharing the expenses of an apartment to help pay rent. Or that person might take on a second job.

Nevertheless, my point is that we all need to be looking at solutions for providing housing to those workers who support our city's welfare and well being as well as supporting this economy of ours that is based largely on tourism. There used to be a housing fund that local realtors contributed to for grants to new homebuyers. Is that still in place? There are other options to consider such as Habitat for Humanity with the motto, Giving a Hand Up, Not A Handout.

Again, this housing issue is only one of many issues that the current annexation proposal has raised. You have read in emails or heard from your constituents at Council meetings a myriad of concerns. We want you to be able to look at solutions to problems with the most up to date information available. The bottom line is that our Comprehensive Plan and Master Plan need to be updated with current and future needs of the citizens of Glenwood Spring in mind. Should you vote to approve this proposal now? The answer is no, not until the Comprehensive Plan and Master Plan have both been updated.

Thank you for your consideration.

Thelma Zabel

89 Rock Ledge Drive

Glenwood Springs

*In Difficult times carry something beautiful in your heart.*

## Maximum Affordable Monthly Rent

| Hours/week→<br>Pay/hour↓ | 20    | 25    | 30      | 35      | 40      | 45      |
|--------------------------|-------|-------|---------|---------|---------|---------|
| \$8                      | \$200 | \$250 | \$300   | \$350   | \$400   | \$450   |
| \$9                      | \$225 | \$281 | \$338   | \$394   | \$450   | \$506   |
| \$10                     | \$250 | \$313 | \$375   | \$438   | \$500   | \$563   |
| \$11                     | \$275 | \$344 | \$413   | \$481   | \$550   | \$619   |
| \$12                     | \$300 | \$375 | \$450   | \$525   | \$600   | \$675   |
| \$13                     | \$325 | \$406 | \$488   | \$569   | \$650   | \$731   |
| \$14                     | \$350 | \$438 | \$525   | \$613   | \$700   | \$788   |
| \$15                     | \$375 | \$469 | \$563   | \$656   | \$750   | \$844   |
| \$16                     | \$400 | \$500 | \$600   | \$700   | \$800   | \$900   |
| \$17                     | \$425 | \$531 | \$638   | \$744   | \$850   | \$956   |
| \$18                     | \$450 | \$563 | \$675   | \$788   | \$900   | \$1,013 |
| \$19                     | \$475 | \$594 | \$713   | \$831   | \$950   | \$1,069 |
| \$20                     | \$500 | \$625 | \$750   | \$875   | \$1,000 | \$1,125 |
| \$21                     | \$525 | \$656 | \$788   | \$919   | \$1,050 | \$1,181 |
| \$22                     | \$550 | \$688 | \$825   | \$963   | \$1,100 | \$1,238 |
| \$23                     | \$575 | \$719 | \$863   | \$1,006 | \$1,150 | \$1,294 |
| \$24                     | \$600 | \$750 | \$900   | \$1,050 | \$1,200 | \$1,350 |
| \$25                     | \$625 | \$781 | \$938   | \$1,094 | \$1,250 | \$1,406 |
| \$26                     | \$650 | \$813 | \$975   | \$1,138 | \$1,300 | \$1,463 |
| \$27                     | \$675 | \$844 | \$1,013 | \$1,181 | \$1,350 | \$1,519 |
| \$28                     | \$700 | \$875 | \$1,050 | \$1,225 | \$1,400 | \$1,575 |
| \$29                     | \$725 | \$906 | \$1,088 | \$1,269 | \$1,450 | \$1,631 |
| \$30                     | \$750 | \$938 | \$1,125 | \$1,313 | \$1,500 | \$1,688 |

How to read the table: Find your hourly rate down the column on the left and your weekly hours across the top. Then find your maximum affordable rent at the intersection.

For example, if you get paid \$20/hr. and work 35 hours a week, then your max. rent is \$875.

Calculation: Hours x Hourly Rate x 50 Weeks = Monthly Rent  
 35 x \$20 x 50 = \$3,500  
 \$3,500 ÷ 4 = \$875

**From:** [Lynette Brickell](#)  
**To:** [Trent Hyatt](#); [Ryan M. Muse](#)  
**Subject:** West Glenwood 214 Center Drive-Donagan annexation  
**Date:** Thursday, August 19, 2021 11:23:34 AM

---

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I had originally sent an email opposing this project during the initial stages. I assumed that when Planning & Zoning rejected this development, that the City Council would follow suit and not allow this to happen.

WRONG! Money, bargaining chips, and I will scratch your back, if you will scratch mine, seems to be the order of the day now.

I am very opposed to this development due to the various reasons that most of the West Glenwood residents and others have stated over and over again. I live behind the Two Rivers Community School and am always in the thick of the traffic, especially when school begins and lets out. There is traffic congestion every single day on Storm King Road, Hwy 6 & 24, Donegan Road, and the Roundabout area, let alone during a closure or evacuation. I have lived over here through both the Storm King fire and the Coal Seam Fire and thought I would probably burn up trying to get out of West Glenwood. Things have not improved much at all since then.

We do not have enough law enforcement, fire fighting personnel, water, parking, pedestrian and bike traffic, etc., to accommodate the density of this housing project. I would think it would be obvious to the Council that the community does not want this area to develop with the proposal at hand, as there were over 1700 signers on the petition.

City Council was elected to have the community's best interest in their decision-making. Please listen to our citizens and make the right decision. NO TO ANNEXATION AND THIS DEVELOPMENT!

Thank you for your time and consideration. Please include in the packet for tonight's meeting if still possible.

Lynette Brickell  
0010 Ponderosa Circle  
Glenwood Springs, CO 81601

**From:** [Erin Wiencek](#)  
**To:** [Trent Hyatt](#); [Steve Davis](#); [Jonathan Godes](#); [Tony Hershey](#); [Shelley Kaup](#); [Paula Stepp](#); [Charlie Willman](#); [Ingrid Wussow](#)  
**Subject:** West Glenwood Pasture Development  
**Date:** Sunday, August 15, 2021 10:53:34 AM

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Re: Development of West Glenwood Pasture by R2 Developers

**I request that my email be included in the City Council agenda packet for Thursday, August 19<sup>th</sup>.**

I have concerns regarding the affordability, and also the mis-representation, of the proposed housing at the West Glenwood Pasture by R2 Developers.

The proposed development started with a description of **low-income** housing and as of the July 29<sup>th</sup> meeting it was described by R2, the developer, as **middle-income** housing. The proposed cost of that housing, when described as low income, is way higher than what a low income family could afford in Glenwood Springs. Now, described as middle income housing, the same is true. It is not priced affordably for low- or middle-income families. Do the math – the developer has lowered the number of housing units therefore they are higher priced in order to retain his profits.

The developer also mentioned that pedestrian/bike traffic along Donegan Road has only one way out of danger – the Reynolds and Cain Ditch. In 38 years living in West Glenwood, travelling Donegan Road almost daily, I have never seen a pedestrian or biker dive for the ditch. In fact, what I have witnessed is all traffic, including motor vehicles, being equally polite to allow safe passage through our lovely rural neighborhood.

He mentions using the Reynolds and Cain Ditch rights to water landscaping. The pasture's rights are not senior so it's not realistic to believe there will be enough water to keep landscaping green. I have seen very low water levels in that ditch from year to year and with climate change this is of concern. It will not likely get better.

I hope you see these statements from the developer as the typical sales maneuvers that they are.

I hope that each of you, our City Council members, see your own Council legacy as one that provides a benefit for our entire community. Community includes those who already live here - seniors, families, dogs, kids with kites, tourists and even each of you. More concrete structures, overcrowding, and our already existing safety issues are a very poor legacy. Do we really need to provide more housing for more people?

Please consider this: **At some point continuing to build, and also protect your friends and neighbors' quality of life, the very reason for your jobs, are mutually exclusive. That time is here.**

**Erin Wiencek**

**From:** [Michael Hoban](#)  
**To:** [letters@aspentimes.com](mailto:letters@aspentimes.com); [letters@postindependent.com](mailto:letters@postindependent.com); [Trent Hyatt](#); [Ryan M. Muse](#); [Shelley Kaup](#)  
**Subject:** West Glenwood pasture development  
**Date:** Saturday, August 14, 2021 2:04:38 PM

---

Just got home to West Glenwood. We are so fortunate to live here. It is friendly, family oriented, and the sunniest place in town. R2 development, from Cincinnati, wants to build some 330 unaffordable units in West Glenwood, behind the mall. This will destroy us. They have lawyers, architects, traffic engineers, and even a PR lady. She says this massive development will bring "A new future to a blighted area." Wow! Thanks for the info. How about the traffic nightmares. What about our small town character. How about our safety, our welfare, and quality of life. Do they plan on 4 laneing Melray, Donegan, and storming road? Will the roundabouts be widened so we can escape the next fire. It is just money to them. It is our home and our future for us. Please join us on Facebook at West Glenwood pasture development and on Thursday, August 19, for Glenwood Springs city council meeting on annexation. Michael Hoban, West Glenwood

Sent from my iPad

To: [kathleen@prstudioco.com](mailto:kathleen@prstudioco.com)  
cc: [trent.hyatt@cogs.us](mailto:trent.hyatt@cogs.us)  
[steve.davis@cogs.us](mailto:steve.davis@cogs.us) [jonathan.godes@cogs.us](mailto:jonathan.godes@cogs.us) [tony.hershey@cogs.us](mailto:tony.hershey@cogs.us)  
[shelley.kaup@cogs.us](mailto:shelley.kaup@cogs.us) [paula.stepp@cogs.us](mailto:paula.stepp@cogs.us) [charlie.willman@cogs.us](mailto:charlie.willman@cogs.us) [ingrid.wussow@cogs.us](mailto:ingrid.wussow@cogs.us)

August 11, 2021

Dear Ms Wanatowicz:

Your recent appeal on Instagram for investors in the 480 Donegan Project -- "...a new future for a blighted area" is how you portrayed it -- interested me. As a resident as well as a business owner in West Glenwood, I was offended, but not entirely surprised, to see my community described as "blighted." A pasture hardly qualifies as blight, nor do the unpretentious older homes and small businesses in the neighborhood. The Mall, yes -- but the Mall is not part of the 480 Donegan project. Then I realized you're probably thinking of the mobile home parks in the area -- not because they *are* blighted, but because, I suspect, they embody your very definition of blight.

There are at least 8 mobile home parks in West Glenwood, and they represent the only truly affordable housing in the entire region for a diverse and contributing segment of the greater community. I'm one of those trailer owners, living here since 2003. To avoid speaking for others, let me tell you what this housing option has meant for me. My partner and I bought our trailer when we decided to lease the space on Highway 6 & 24 to start our business. We needed to be close enough to walk to work, knowing how frequently weather and accidents close roads here. Our business was our investment; our 20 year old trailer was for living. Its affordability let us put our limited financial resources into the new business. High Tails has been a valued community resource ever since, surviving the great recession and my partner's illness and death. During the lock-down phase of the pandemic, we continued to serve our neighbors as an essential business, and to provide employment during a hard time. Over the years, the trailer parks in West Glenwood have been home to many of our customers and employees. There is no other "affordable" housing within a hundred miles where we would have been able to live and do what we do. If there were more such housing, we would not have lost so many good employees over the years who couldn't find a place they could afford to live.

The residents of these mobile home parks are a diverse group, but one thing many of us have in common is a way of looking at our homes, our living situations, not primarily as real estate, but as homes for living that enable us to do what gives our lives meaning. We are trades-people, social workers, teachers, contractors, small business owners. We feel lucky to be part of this community, whether as singles, couples, families or retirees. We value the combination of conviviality, comfort and frugality that this type of housing affords. Many of us work in fields that don't pay a lot of money, but we enjoy what we do and are content. And we've turned these parks into stable, friendly neighborhoods.

There is a place for developments like the 480 Donegan Project, and there are certainly people who would like living there. Most would be short-termers, looking at tenancy as a temporary living situation. They'd be working middle-income jobs, or starting out in a profession. I would never denigrate their priorities or what they bring to a community. But not everyone would choose to live that way, even if they could afford to. I could not afford to, nor would I choose to. The breadth of human diversity that enriches everyone encompasses more than racial, ethnic and socio-economic differences.

So while the city and county have shown West Glenwood decades of benign neglect, its residents and businesses have managed to forge a kind of tolerant appreciation for each other. We don't crave the kind of cookie-cutter development R2 wants to sell us. We're an independent lot, not into enforcing a bland, uniform, lowest-common-denominator-of-taste aesthetic. We're the kind of community where working people can have their work trucks and equipment in plain sight. Sure, we'd

like better roads, an adequate fire station, maybe sidewalks. We need serious emergency evacuation and sheltering-in-place planning and infrastructure, but we like our neighborhoods as idiosyncratically diverse as they are, and aren't too proud to include trailer parks. Although we're happy enough with the pasture, we'd love a park with some shared garden space; but our priorities have been shaped by recent experience with wildfires. Some new life injected into the Mall would be welcome, but not if it comes at a price of basic safety..

Maybe R2 isn't aware, but in Colorado, over 100,000 people live in trailer parks. They are the largest type of unsubsidized affordable housing, by far, in Colorado. Since passage last year of 2 new laws respecting their economic importance, maybe this is a ripe field for some new kinds of community investment or public/private partnerships. Consider how tax and zoning changes could facilitate a renaissance in this and other types of housing, like adu rental units. I know that isn't the kind of development R2 does, but there are better locations for their kind of project in the valley. Places where, just for example, emergency planning would present fewer intractable challenges.



**From:** [Debra Figueroa](#)  
**To:** [Ryan M. Muse](#); [Trent Hyatt](#)  
**Cc:** [Jennifer Ooton](#)  
**Subject:** Fwd: West Glenwood Pasture Development  
**Date:** Monday, August 9, 2021 4:47:02 PM

---

For the packet. Thank you

Begin forwarded message:

**From:** Gregg Velasquez <outlook\_2A6DDD372B06DDBC@outlook.com>  
**Date:** August 8, 2021 at 10:45:28 AM MDT  
**To:** Jonathan Godes <jonathan.godes@cogs.us>, Tony Hershey <tony.hershey@cogs.us>, Shelley Kaup <shelley.kaup@cogs.us>, Paula Stepp <paula.stepp@cogs.us>, Charlie Willman <charlie.willman@cogs.us>, ingid.wussow@cogs.us  
**Cc:** Debra Figueroa <debra.figueroa@cogs.us>  
**Subject:** West Glenwood Pasture Development

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To Glenwood Springs City Council:

The city of Glenwood Springs is at a turning point with the decision you make on the West Glenwood housing project. Understanding that housing is a critical issue, this proposal does nothing to address the real problem. While this project may be part of the solution in the future, voting to annex this property and allowing this project to be built is premature before other areas of concern are addressed first. Until essential infrastructure upgrades are completed, and a legitimate evacuation plan is implemented, proceeding with this project is a recipe for disaster. I have seen a lot of changes in the more than 60 years I have lived in Glenwood, some good, and some bad, but I know that your decision on whether this project proceeds is a heavy burden that will directly impact us West Glenwood residents for the rest of our lives.

From my firsthand experience, evacuating for the Coal Seam fire was complete chaos. There was no evacuation plan. My wife and I reside at 200 Cedar Crest Drive, and it took us 2 hours to get to North Glenwood, after first being routed east on Donegan, then back west toward the fire on Hwy 6, and finally onto 170 where we sat in stopped traffic as the fire burned directly across the river from us. It was a complete cluster, and we were all lucky that no one died. Even without this proposed project, we already have all the additional vehicles from Six Canyons that are sure to compound our paths to safety. By adding additional traffic with no new solution in place, evacuating West Glenwood will become deadly.

The small-town character of Glenwood has passed for the fulltime residents. We are now a bedroom community for Aspen. The tight housing market was pinched tighter by the city's allowance of VRBOs that turned neighborhoods

into motels, so that ship has already sailed. Adding more sardines to a can that's already full will ruin the little we have left. South Bridge and city infrastructure need to be the priority for your residents. Tourism is necessary and wanted, but please consider the needs of current residents first. The addition of a new fire station may certainly be needed, but the lure of free land or 20% cost sharing is not worth the other costs to the city. The additional load to streets, parks, water, electric, police, and fire departments is sure to impact the already understaffed departments and city budgets.

I ask you to please take a moment and try to solve some of the concerns and problems we have before new ones are created for the betterment of all of us.

Sincerely,

Gregg Velasquez

Sent from [Mail](#) for Windows 10

**From:** [Jeanne](#)  
**To:** [Trent Hyatt](#); [Ryan M. Muse](#)  
**Subject:** 480 Donegan Road project  
**Date:** Monday, August 9, 2021 8:00:52 AM

---

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Please include my letter in the City Council packet for August 19.

This proposal calls for too high a density for this area.

Whenever I-70 is closed for wildfires, accidents, mudslides we have gridlock in west Glenwood Springs and sometimes

the bridge in town is also affected. Adding another 900 vehicles/day to this is a safety issue.

It doesn't make sense to me that the city considers the south bridge project a safety issue but doesn't address safety when adding such density to the other side of town.

Traffic and gridlock will be a nightmare.

We need a fire evacuation plan in place before any more building is planned.

Another question is does Glenwood Springs have the infrastructure to handle more development?

Think about climate change. Water is getting more scarce.

How much additional building can we absorb?

The comprehensive plan need to be updated first.

Jeanne Dekoninck

Sent from [Mail](#) for Windows 10

**From:** [Shelley Kaup](#)  
**To:** [Becky Wi](#)  
**Cc:** [Trent Hyatt](#)  
**Subject:** Re: High Density housing development proposed for West Glenwood  
**Date:** Wednesday, August 4, 2021 2:23:33 PM  
**Attachments:** [Outlook-45uww1ic.png](#)

---

Becky,

Thank you for sending in your comments, we appreciate the input from the community. We will make sure they are added to the public record for the project.

Kind regards,

Shelley

*Shelley Kaup*

Councilor At-Large

City of Glenwood Springs

970-948-9018 (cell)



<https://www.ci.glenwood-springs.co.us/>

---

**From:** Becky Wi <becwin33@hotmail.com>

**Sent:** Tuesday, August 3, 2021 6:44 PM

**To:** ryan.muse@cogs.us <IMCEATO-+20ryan+2Emuse+40cogs+2Eus@namprd19.prod.outlook.com>; Jonathan Godes <jonathan.godes@cogs.us>; Tony Hershey <tony.hershey@cogs.us>; Paula Stepp <paula.stepp@cogs.us>; Charlie Willman <charlie.willman@cogs.us>; Ingrid Wussow <ingrid.wussow@cogs.us>; Shelley Kaup <shelley.kaup@cogs.us>; Debra Figueroa <debra.figueroa@cogs.us>; Steve Davis <steve.davis@cogs.us>

**Subject:** High Density housing development proposed for West Glenwood

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Dear Council members,

I am a resident of Glenwood Springs. I was virtually present at the council meeting last Thursday, when this project was discussed. I too feel strongly that this development is not feasible.

A valley this small and narrow is not able to add more housing without compromising the safety of the residents. There are not enough escape routes to handle the current residents in case of an emergency.

I can see from my house on Traver Trail how traffic stands still on Wulfson, Midland and I 70 due to fire, flood and accidents.

We are experiencing daily how crucial it is to have our interstates and highways open for people to be able to come and go, and also, how often this is impossible. Closures have become the norm.

In addition to not enough ways to leave the city, I am also concerned about the placement of the roundabouts. In my experience, the roundabouts do not work smoothly in heavy traffic or with large trucks. All of us on the north side of the Colorado River need to go through one of the two roundabouts to access either highway.

I have seen how one semi brings all traffic to a halt while it enters and leaves the roundabout. If traffic were to back up in the short distance from the roundabout to the on ramp, cars would wait in the roundabout, blocking all vehicles. We also have the many large trucks servicing the RMI mine.

The city has already added the high rise between Donagan and Hwy 6, and the 3 developments at the Meadows. Our roads and roundabouts can't handle the addition of an estimated 1,000 more vehicles.

The majority of commuter traffic drives up valley each day to work. These commuters would add to the heavy traffic passing through Glenwood each morning and evening.

While I agree that housing is important, we must find reliable roadways that can handle the current residents in an emergency, before we add another housing unit.

Please choose safety.

Becky Winchester  
606 N Traver Trail  
Glenwood Springs CO

**From:** [Shelley Kaup](#)  
**To:** [Steve Boat](#)  
**Cc:** [Trent Hyatt](#)  
**Subject:** Re: West Glenwood development proposal  
**Date:** Wednesday, August 4, 2021 2:21:31 PM  
**Attachments:** [Outlook-imghzshx.png](#)

---

Steve,

Thank you for sending in your comments, we appreciate all the public input. We will make sure they are added to the public record for the project.

Kind regards,

Shelley

*Shelley Kaup*

Councilor At-Large

City of Glenwood Springs

970-948-9018 (cell)



<https://www.ci.glenwood-springs.co.us/>

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**From:** Steve Boat <steveboat@outlook.com>  
**Sent:** Tuesday, August 3, 2021 7:18 PM  
**To:** Ryan M. Muse <ryan.muse@cogs.us>; Debra Figueroa <debra.figueroa@cogs.us>; Steve Davis <steve.davis@cogs.us>; Jonathan Godes <jonathan.godes@cogs.us>; Tony Hershey <tony.hershey@cogs.us>; Paula Stepp <paula.stepp@cogs.us>; Charlie Willman <charlie.willman@cogs.us>; Ingrid Wussow <ingrid.wussow@cogs.us>; Shelley Kaup <shelley.kaup@cogs.us>  
**Subject:** West Glenwood development proposal

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Subject: Annexation, Rezoning and Development of 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz and Development of 480 Donegan Road by R2 Partnership. Please include this in the city council packet for the next meeting on this project.

Dear City Counsel,

First, I would like to thank your time and efforts in serving. Balancing short term needs and requests

with the long term well being of a community, is a difficult job. I have a few comments concerning the West Glenwood proposal currently being considered.

1. Affordable housing is a common problem in resort communities as well as many urban areas in the country. While it needs to be continually addressed, when considering growth, it should be partly addressed, by providing space available for businesses to provide employment within the community. Removing commercial zoned property from the comprehensive plan limits the future of the entire community.
2. The Aspen times recently stated the valley is in need of 2000 units for employees in the valley. Do we know what percentage of those 2000 units would provide housing for people actually working in Glenwood? Evolving into a bedroom community for up valley is not scenario most Glenwood residents are looking for.
3. If the need is housing for up valley workers, there isn't a worse place in Glenwood to put this kind of density from a traffic movement perspective. The up valley workers would need to travel the entire length of the town twice a day into and out of a dead end, bottle neck situation. Is Midland being considered, as a bypass, for the additional traffic associated with this type of density?

I would encourage you to say no the current proposal.

Thank you for your time and attention in this matter.

Kind Regards,

Steve Boat  
704 Traver Trail  
Glenwood Springs, CO

**From:** [Shelley Kaup](#)  
**To:** [Diane Boat](#)  
**Cc:** [Trent Hyatt](#)  
**Subject:** Re: West Glenwood development proposal  
**Date:** Wednesday, August 4, 2021 2:19:41 PM  
**Attachments:** [Outlook-3junve4h.png](#)

---

Diane,

Thank you for sending in your comments. We will make sure they are added to the public record for the project.

Kind regards,

Shelley

*Shelley Kaup*

Councilor At-Large

City of Glenwood Springs

970-948-9018 (cell)



<https://www.ci.glenwood-springs.co.us/>

---

**From:** Diane Boat <dianeboat@outlook.com>  
**Sent:** Tuesday, August 3, 2021 7:37 PM  
**To:** Ryan M. Muse <ryan.muse@cogs.us>; Debra Figueroa <debra.figueroa@cogs.us>; Steve Davis <steve.davis@cogs.us>; Jonathan Godes <jonathan.godes@cogs.us>; Tony Hershey <tony.hershey@cogs.us>; Paula Stepp <paula.stepp@cogs.us>; Charlie Willman <charlie.willman@cogs.us>; Ingrid Wussow <ingrid.wussow@cogs.us>; Shelley Kaup <shelley.kaup@cogs.us>  
**Subject:** West Glenwood development proposal

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Subject: Annexation, Rezoning and Development of 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz and Development of 480 Donegan Road by R2 Partnership. Please include this in the city council packet for the next meeting on this project.

How many high-density housing units have been approved for the City of Glenwood Springs in the recent past? Over 1000? How many single-family



homes have been built or vacant lots approved in the recent past? 0? What is the addition of all of these high-density units and no low-density housing doing to our community? I don't believe the continual addition of only high-density housing to our community is meeting our goals of livability and small-town character. It feels like anything that is advertised as affordable housing gets approved by the City, even though they are not actually affordable, they are not actually housing employees working in Glenwood Springs and they are not meeting our goals of livability and small-town character. These high-density housing projects are not bringing families to our community that stay here for generations. Since these high-density units are not required to be occupied by Glenwood Springs based business employees, they are likely providing housing for up-valley workers, which is helping solve up-valley housing problems but not helping Glenwood Springs workers. By providing housing for up-valley workers, we are changing our community from small-town to urban and allowing the up-valley communities to maintain their small-town character. We are becoming a bedroom community for up-valley. I think we should be our own community, not someone else's bedroom community.

Drastically changing the zoning on a piece of property is not fair to the community and nearby homeowners who have relied on a property's zoning to determine if the neighborhood is livable in the future, only to have that changed in a moment.

Other problems with this proposal: emergency evacuation, daily traffic impacts, lack of open space, excessive building height, impacts on our schools, lack of parking, drain on city services and infrastructures... This project will aggravate all of our current problems.

What if this proposal was in your neighborhood? It might be easy for you to make this type of decision when it isn't in your backyard but please consider how it will affect this neighborhood. What would you do, how would you feel, if it was in your backyard?

Thank you for your time and consideration.

Diane Boat

704 N. Traver Trail  
Glenwood Springs, Colorado

**From:** [jean.smith](#)  
**To:** [Trent Hyatt](#)  
**Subject:** Donegan prop  
**Date:** Wednesday, August 4, 2021 1:50:16 PM

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This is Jean Smith and I live on Mel Rey. My street is simply too narrow to include a sidewalk without taking my property parking. Also my highest utility is the West Glenwood sanitation bill and I understand that has not been taken and consider ration. Also pictured were four-story buildings directly behind me at the south end of the property. That would be immense. Clearly two stories taller than my building. Way out of context for the whole neighborhood. This project is simply too dense and too huge for West Glenwood. Thank you

4728 County Road 154

Glenwood Springs, Co. 81601

Community Development Department

Members of the City Council,

I am a 60 year resident of Glenwood Springs. I recently bought a townhouse close to the proposed 214 Center Drive development and plan to move in within a year. While there have been many changes in Glenwood since I moved here, Glenwood is still a desirable place to live. I think we need to take a hard look now to see what the future Glenwood will look like. I feel that the annexation and the proposed build out of this property is totally inappropriate for the long term good of Glenwood. I think that we are building too many apartments for the city population and many of the occupants of these apartments are not invested in their neighborhood or the city. We are housing the up valley work force. We need more places for families to move into a first time house and to reap the benefits of home ownership. All of the things that people are against in any development are doubly true for this monstrous development. The increased traffic; noise and light pollution; school, road, infrastructure impact; and water and sewer issues are all negative reasons to question this development.

The existing roads in the area are totally inadequate for increased traffic. This includes Donegan and Mel Ray Roads. Safe pedestrian and bike infrastructure along both of these roads needs to be included. The increased density from 4-5 units/acre to 29/acre is very inconsistent with the surrounding Western Hills subdivision area. The abrupt change between single unit residential to a four story building is stark. I agree with the Garfield County Community Development Director that a transition density should be considered consisting of townhouses, duplexes and single family houses. The other part of the development should be decreased to 3 stories and moved closer to the mall to preserve site lines of the existing homes. As always, parking will be an issue and it needs to be determined that each unit needs a minimum of 2 parking spaces. A three bedroom unit could have up to 6 drivers living in it. There should be no parking along any of the streets.

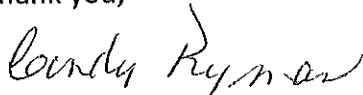
Because Glenwood is looking to increase its sewer and water rates a total of over 100% in the next 10 years, I feel that adding 1000+ residents is a slap in the face to the citizens who have been saddled with providing the services. We are looking at potential water issues from the fire

and adding more demands is inappropriate. The developer will come to the city and ask for reduced impact fees for roads, schools, water, etc., etc. They always do and it's always granted. I think most of us are tired of that.

There was a recent study done on the potential for lives and structures lost unless the South Glenwood bridge was built. I don't think a study even needs to be done for this subdivision because there will be a stark increase in potential loss of life and property from fires if this annexation and development is allowed as envisioned. I have seen nothing that has been discussed about improved evacuation of the entire West Glenwood area.

While I believe that eventually this development will be passed, I hope that the county's recommendations and citizens input will be considered and a much lower density with a variety of housing units will be seen as more appropriate for the neighborhood and city.

Thank you,

A handwritten signature in cursive script that reads "Cindy Ryman". The signature is written in black ink and is positioned below the "Thank you," text.

Cindy Ryman

**From:** [james conway](#)  
**To:** [Trent Hyatt](#)  
**Subject:** Fwd: West Glenwood Pasture Development  
**Date:** Tuesday, August 3, 2021 5:47:56 PM

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**From:** **james conway** <[jimconway1967@gmail.com](mailto:jimconway1967@gmail.com)>  
**Date:** Sat, Mar 27, 2021 at 2:01 PM  
**Subject:** West Glenwood Pasture Development  
**To:** <[trent.hyatt@cogs.us](mailto:trent.hyatt@cogs.us)>

Dear Mr. Hyatt,

I am writing in opposition to the proposed development located in the pasture behind the Glenwood Springs Mall.

Glenwood has always been a small city with a balanced mix of single family homes, townhomes and condominiums, and apartments. Glenwood is known for it's small town atmosphere and I fear we are now in danger of losing that .The enormous size of this proposal threatens to change forever the atmosphere of our town. Along with the other large apartment projects recently approved, I see us becoming a bedroom community for up valley workers and fear we are at risk of losing the reasons we all came here in the first place. The Western Slope is desirable to developers and we residents rely on our elected officials to protect our community by acting as a check on uncontrolled growth.

I also believe approving this development is a slap in the face to the residents of West Glenwood , especially those living north of Donegan Road ,as this will change what has been a family area to a high density area having more in common with the large front range communities than the small western slope town we all love.  
I think the local residents deserve better.

We have been evacuated twice during our time here and I agree with the comments and concerns that if we have a fire or other emergency, Donegan, Mel Rey and the other roads in this area can't handle the projected traffic safely. Last summer , a small fire in South Canyon created chaos in West Glenwood. If this development is approved, such chaos will become a common event. This situation could quickly become more than just an inconvenience. We could actually face a dangerous situation in case of fire or other emergency..

Also, West Glenwood lacks amenities such as a grocery store, coffee shops, parks, and open space that are necessary for a large concentrated population.The entire Glenwood community doesn't have the infrastructure to support such a massive influx of new residents. Good planning should seek to avoid the necessity of reliance on automobiles and encourage pedestrian use. A development of this size will create many auto trips per day for routine services that are not available nearby.

I am also concerned about our future water needs as climate change continues to impact us all.

I realize that this area will not remain a pasture forever, although I and many others believe leaving the pasture as a park or open space would be a good idea. I am asking that the city not approve this project and instead look for alternatives that may result in a smart development that will complement and not destroy our neighborhood..

James Conway  
147 Donegan road  
Glenwood Springs. ,

**From:** [Michael Hoban](#)  
**To:** [Ryan M. Muse](#); [Trent Hyatt](#)  
**Subject:** West Glenwood pasture development  
**Date:** Monday, August 2, 2021 5:16:58 PM

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PLEASE INCLUDE IN 8/5 CITY COUNCIL PACKET

**From:** Michael Hoban <HOBDOG49@gmail.com>  
**Date:** July 28, 2021 at 12:09:21 PM MDT  
**To:** shelly.kaup@cogs.us  
**Subject:** West Glenwood pasture development

Hello. My name is Michael Hoban and I have been a resident of Glenwood Springs for over 50 years. I would like to state a few reasons why we sincerely believe this project should not be annexed into the city. It would be like dropping a bomb onto West Glenwood. Our infrastructure is completely unable to handle this project. Our roads are totally inadequate. Schools, the grocery store, the clinic, the hospital etc. would be overwhelmed. The scary part is the safety issue with fire. Last summer was total gridlock due to the fire in South Canyon. Our only escape was either to run or ride a bike. The South Canyon fire and The coal seam fire we're terrifyingly close to our homes. We had to be evacuated and were close even then, to not be able to escape.

We have other important and useful projects for those 12.3 acres. A senior center and a small amount of senior housing. A new fire station. Baseball field. Soccer. It is also a great place to grow food. We love West Glenwood dearly and we refuse to let our part of town be destroyed. Please Deny the applicants annexation. Thank you, Michael Hoban.  
Sent from my iPad



this is for the Aug 5th, 2021

To: Trent Hyatt, city planner /o debra Figueroa #cc packet 215 Center Drive  
annexation

- If what is now a simple Pasture is built out to stated numbers .. the Project would represent approx 10 % of Glenwood's entire population .. A small "city " within 12,000 acres.

West Glenwood is a typical mountain /rural community with a proud and varied history . This is not Denver . What surrounds these acres ? A quiet neighborhood with the imperiled Mitchell Creek drainage flowing through it ..just a short distance upstream , is a fish hatchery . Storm King mountain and the Canyons define our history and touch our daily lives with their power. Here, in the Mountain West, Mountains , canyons and streams set the rules of what can be done . They must be respected .

- City could choose to pause .. to plan better , to look at the big picture . The Old Glenwood Mall in under proposal . There should be a master plan for both . Glenwood must not lose its wonderful identity , it must remain .. a special place. And a place that working people call their home .

To provide publicly assessable Parkland for this area does NOT preclude the Diemosz family parcel from being developed.

The Pasture area simply represents what is beautiful about the natural world. Places like this are endangered.

They are necessary .

Parklands could provide the relief of SHADE instead of more concrete. West G needs a buffer between the residents , the blazing Sun , Wildfire and Storms that blow in on powerful Western Winds.

- Dedicated School land is also needed for existing schools.

The only public park around is Gregory Park , (funded by Great Outdoors CO ):It has ONE small public shelter. The Two Rivers school, many times seek out the Park for Shade. Children deserve more than hot concrete.

- Based on the density of this Project city code would determine what the size of this parkland would be.

[Aprox 6 acres parkland / + 4 acres school land = total 10 acres of dedication out of the existing parcel. ]

- Before continuing to allow multilevel buildings of any size , residents should feel confident that infrastructure is in place . The city will be in obligated to mitigate the costs imposed by Big development. Water is scarce , fire fighting response very expensive . Pavement is cheap . What arrangements would benefit Glenwood the greater ? With big projects, come escalating costs to everyone and everything involved.

We are very skeptical that there will be adequate 1.) fire fighting capability as well as 2) reliable city water supply +including irrigated water . When the steams run low or are turbid from rain , fish cannot breathe . They die. It is clear that finite resources need protection , not exploitation.

- Mike Samson commented at a recent meeting . No dissension came from his other two board members.. he said that he supports a "...coalition of groups, organizations, governments that could come together and work with the Diemoz family to make that a more beneficial area to the people that already live there...he would even be in favor as a County Commissioner to be part of that.

\*\*\*\*\*

At a nearby school , there is a very small , tucked away plot with a few volunteer , straggly trees .. children built a natural area , touchingly simple. They keep it tidy . It has a "comfortable" rock under a shade tree . painted with letters on the seat that say " sit here".

City council, would you pause and think what kind of city you will plan around their future. We ask for you to " Do the right things" . . They , as well as you deserve time to consider a sustainable future.

Sincerely, Britta Meriwether  
152 Orchard Lane  
GWS, CO 81601

## PETITION: KEEP GLENWOOD SAFE – STOP THE OVERDEVELOPMENT

The undersigned residents urge Glenwood Springs City Council to stop the overdevelopment of Glenwood Springs and to advocate for smart growth practices. Glenwood Springs is being destroyed by the addition of large multi-family developments and endangering the safety of **ALL** of its residents. In the last three years 800 multi-family units have been built or approved and all but 29 of those are for rental.

We ask that you reject the current petition for annexation and the subsequent development by R2 Partnership of Cincinnati to build 360 units on the 12.285-acre plot of land behind the West Glenwood Mall. If this is approved it will add 1100 rental tenants (a population increase of 10% in one small plot of land) and their vehicles. We urge you to see that West Glenwood is incapable of handling a development of this density with major concerns over safe evacuation when another fire, flood or rockslide occurs as well as inadequate infrastructure, density five times the size of the adjacent community, traffic congestion, pollution and over-priced rentals. During the last two wildfires our roads were gridlocked and lives could easily have been lost.

[illegible]

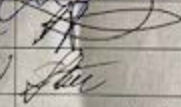
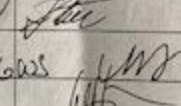
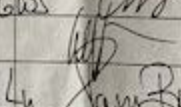
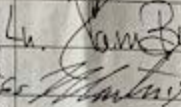
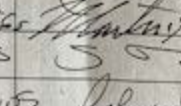
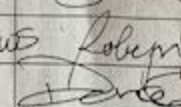
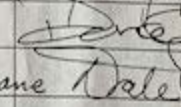
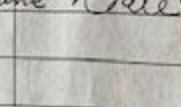
**From:** [Annie Stephens](#)  
**To:** [Ryan M. Muse](#); [Trent Hyatt](#)  
**Subject:** For City Council Packet 8/5 re "480 Donegan"  
**Date:** Monday, August 2, 2021 3:37:54 PM

Another sheet of petition signatures for inclusion in Council's packet this Thursday  
Thank you

**PETITION: KEEP GLENWOOD SAFE – STOP THE OVERDEVELOPMENT**

The undersigned residents urge Glenwood Springs City Council to stop the overdevelopment of Glenwood Springs and to advocate for smart growth practices. Glenwood Springs is being destroyed by the addition of large multi-family developments and endangering the safety of **ALL** of its residents. In the last three years 800 multi-family units have been built or approved and all but 29 of those are for rental.

We ask that you reject the current petition for annexation and the subsequent development by R2 Partnership of Cincinnati to build 360 units on the 12.285-acre plot of land behind the West Glenwood Mall. If this is approved it will add 1100 rental tenants (a population increase of 10% in one small plot of land) and their vehicles. We urge you to see that West Glenwood is incapable of handling a development of this density with major concerns over safe evacuation when another fire, flood or rockslide occurs as well as inadequate infrastructure, density five times the size of the adjacent community, traffic congestion, pollution and over-priced rentals. During the last two wildfires our roads were gridlocked and lives could easily have been lost.

| PRINT FULL NAME | PRINT STREET ADDRESS       | SIGNATURE                                                                           |
|-----------------|----------------------------|-------------------------------------------------------------------------------------|
| Ceryl Cain      | 1801 Grand                 |   |
| Tom Patrone     | 10 Cooper Place Gardendale |  |
| STEVEN KING     | 36 Hidenway Lk. Gwd        |  |
| Megan Dean      | 1136 CTRd 129 GWS          |  |
| Whit Dea        | 1136 CTRd 129              |  |
| Jamell Burns    | 100 Wildwood Ln.           |  |
| Martin Kellman  | 1068 County Rd 129 GWS     |  |
| Sarah Ludington | 1558 CR. 129 GWS           |  |
| Robert Hahn     | 1517 CR 129 GWS            |  |
| Donald Weber    | 941 CR 129 GWS             |  |
| Dale Reed       | 1489 No Nanz Lane          |  |
|                 |                            |                                                                                     |
|                 |                            |                                                                                     |

Sent from my iPhone

**From:** [Ann Stephens](#)  
**To:** [Ryan M. Muse](#); [Trent Hyatt](#)  
**Subject:** TO BE INCLUDED IN THURSDAY'S CITY COUNCIL PACKET RE "480 DONEGAN"  
**Date:** Monday, August 2, 2021 11:48:15 AM

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As a follow on to our previous emailed comments (already included in last week's packet) we have some more comments to add.

1. All along R2 has been quoted as talking about "providing affordable housing" and the fact that there is "such a demand for affordability in this market", yet we noticed at the City Council meeting on 29 July for the first time R2 referred to this development "to provide middle-income housing" (YouTube video mark 53 minutes). Maybe this development isn't going to meet a need for people to live closer to their workplace at all because many families rely on two or three jobs just to live anywhere in the valley yet alone live in Glenwood Springs.
2. That being said it would be good to have clarity on the rental prices and square footage for microunits, 1, 2 and 3 bedroom units and the asking price for the 35 townhomes "they will attempt to sell".
3. Despite the reduction of 28 units we want to reiterate that this development will be EIGHT times the density of the neighborhood to the north of the property. There is NO WHERE in Glenwood Springs where you have a development of this size next to single family homes.
4. As others pointed out at last week's meeting how will the City enforce the number of tenants? Will variance officers go in once a month to check each and every unit to make sure that only the legal contracted amount of tenants are living there?
5. In Erin Talkington's memo to R2 Partners she talks about how on average 200 new households are projected to move to Glenwood each year over the next five years. We have noted the following recently completed projects or other projects in the pipeline:
  - a. Buffalo Valley - 54 units
  - b. The Lofts - 181 built and 300 more approved
  - c. Bell Rippy Apartments - 100 units
  - d. Six Canyon - 116 units

- e. Real America (behind Discount Tires on Hwy 6) - proposing 54 units
- f. Other development sites potentially being bought and (over)developed: Ami's Acres, the Mini Golf Course on Hwy 6, Rivers Restaurant site etc.

When is enough ENOUGH? The decisions you our City Council make can destroy not only the small town character of Glenwood Springs but seriously jeopardize the safety of your citizens.

- 6. We would urge you not to “accept fees in lieu of” for parkland/school dedication.
- 7. We continue to urge you to deny both the annexation and rezoning of this land. First revisit the Comprehensive Plan and make sure that the Wildfire Evacuation Plan is in place (not just for West Glenwood but for all of the citizens of Glenwood Springs).

Thank you

Randy & Annie Stephens

Copy of our 3-minute speech

My name is Annie Stephens. My husband and I live in West Glenwood

We're opposed to this development for many reasons the main one being SAFETY but I'd like to address some of the other impacts this development will have on our small town and quality of life.

If you take the exact acreage of land immediately to the north of this property you will count 43 residential houses compared to the 332 units the developer is proposing. That's almost EIGHT times the density. There is nowhere in Glenwood with a development of this size next to single family homes.

R2s proposed development will be TRIPLE the units of Six Canyon apartments. I question how this fits in with “health, safety and welfare” and the City's vision of “small town character”

The residents on this development could bring in 1000 or more vehicles. Consider the traffic impact to Glenwood Springs but specifically to the three narrow roads surrounding this property and the two nearby roundabouts used by the majority of people in the valley.

On top of the daily road trips by the residents themselves, you will have

- delivery vehicles - Post Office, Fed Ex, UPS
- department stores delivery vehicles
- U-Haul vehicles/removal/storage vehicles
- trash/snow removal vehicles
- emergency vehicles
- restaurant workers
- food delivery vehicles
- people dining at the restaurant
- customers and clients utilizing the 13 live/work units
- and lastly people visiting all of the residents living on this development

Even with road improvements West Glenwood is incapable of handling a development of this size. These additional vehicles will have a devastating impact on the infrastructure, clogging the streets and turning our city into a parking lot.

Your Planning and Zoning Commission denied this unanimously, County Commissioners had considerable concerns over its impact, almost 600 Facebook members and 1,500 petition signatories oppose this development. We urge you to place a moratorium on these large scale developments until plans are in place to keep all of us safe. We are urging you to make a decision that you can live with - not one that some of us could die by.

Put safety first

**From:** [Charlie Willman](#)  
**To:** [Trent Hyatt](#)  
**Subject:** Fwd: Donegan Development  
**Date:** Sunday, August 1, 2021 3:24:28 PM

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

From: Russ Brown <[russellbrown.co@gmail.com](mailto:russellbrown.co@gmail.com)>  
Date: Aug 1, 2021 4:25 PM  
Subject: Donegan Development  
To: Charlie Willman <[charlie.willman@cogs.us](mailto:charlie.willman@cogs.us)>  
Cc:

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To Glenwood City Council;

I cannot speak again and yet had more to say after thinking about it....

The Meadows was a super large project and the first developer comes along and shows the city their opportunity and the city jumped all over it...I was on P&Z when this vote took place and I was the lone dissenting vote and would vote that way again today if it was my choice for the simple reason that it was the first design and project we had seen....there were more and better opportunities to make something better than what we ended up with...we didn't take the time to look down the road and see other projects and opportunities to build a better development....So my point is this...This is the first concept we have seen drawn out and shown....is there a better opportunity from another developer who can put together a better project on this parcel?...this parcel will be developed and my hope is that Council have the foresight to look down the road and see that there may be several possibilities for this and there may be something much better out there yet to be seen...are we in a big hurry? Slow down and reject this development and there will be others trying to bring a better project to us in West Glenwood .... As the Meadows was and this will be, Monster projects affecting our Community and we need foresight to wait....the right project will come!

--

Russ Brown  
[russellbrown.co@gmail.com](mailto:russellbrown.co@gmail.com)  
970-945-2800 hm  
970-618-9552 (Verizon cell)  
165 Vista Dr  
Glenwood Springs



**From:** [Michael Hoban](#)  
**To:** [Trent Hyatt](#); [Shelley Kaup](#)  
**Subject:** Fwd: West glenwood pasture development  
**Date:** Saturday, July 31, 2021 12:36:41 PM

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Please include this letter in city council packet before August 5, 2021 thank you

Sent from my iPad

Begin forwarded message:

**From:** Michael Hoban <HOBDOG49@gmail.com>  
**Date:** July 31, 2021 at 12:06:40 PM MDT  
**To:** letters@aspentimes.com, letters@postindependent.com  
**Subject:** West glenwood pasture development

Allvalley residence, please take a walk or a drive around the old pasture behind the mall in West Glenwood Springs. especially all of Glenwood city Council. Imagine what 330 units in the pasture would be like. It is mine boggling! Try to imagine 1000 people and over 900 vehicles. We are tired of hearing the R 2 developers telling us how wonderful these 330 unaffordable units would be. This is a lie. It goes against all the goals of Glenwood Springs. Our small town character, our safety, our welfare, and our quality of life. We have been through the fires and the evaluations.If approved,we will be trapped and some of us could die in the next fire. Our infrastructure is not capable of handling these impacts. Traffic will be a nightmare. Gridlock twice a day. Schools overwhelmed. Smiles will disappear. Water, roundabouts , water treatment facility, will be at capacity. This project just not just does not fit in West Glenwood.Too much for our narrow Valleys, and especially in the west, we need some elbow room. This is an extremely serious issue for us. Like planning and zoning, we are asking the city council to deny this application. Please join us at 6 PM on Thursday, August 5 for Glenwood Springs city Council meeting. We need everyone's support. Also please join us on Facebook at West Glenwood pasture development.thank you.

Michael Hoban West Glenwood

Sent from my iPad



## CITY COUNCIL LIST OF MOTIONS

Date: August 19, 2021  
To: City Council  
From: Trent Hyatt, Senior Planner  
Subject: #09-20- Consideration of an Annexation and the initial zoning/Rezoning of 15.818 acres to Commercial (CO) District and Planned Unit Development (PUD) District at 214 Center Drive (PIN: 2185-061-00-042).

### ACTION ITEMS AND STAFF RECOMMENDATIONS

Section 070.060.030(g)(1)d outlines the review and decision procedures for applications being considered by the Commission and/or City Council stating, "the applicable review body shall approve, approve with conditions, or deny the application based on the applicable approval criteria listed in the application-specific procedures. The body may also continue the hearing..."

---

#### **Action 1:**

**Action 1 – Ordinance 2021-08 - Annexation** – of a 15.818 acre parcel into the municipal limits of the City of Glenwood Springs.

#### **Staff Recommendation**

Staff recommends approval (with conditions) of the Annexation with the findings and conditions outlined on the following page. Please note, the recommended conditions include significant changes related to the revisions to the proposal and by the applicant's potential purchase of the Glenwood Mall site.:

#### **Recommended Findings:**

1. The annexation conforms to applicable state statutes.
2. The annexation is consistent with the Comprehensive Plan; and
3. The annexation minimizes potential adverse impacts to the City and does not negatively impact the City's public health, safety, and welfare.

#### **Recommended Conditions:**

1. Prior to second reading of the annexation ordinance, the applicant shall revise the annexation map to include adjacent Mel Ray, Storm King, and Donegan Roads rights-of-way roadway sections related to the project.
2. The applicant shall comply with/address all City staff comments related to the proposal prior to submittal of any future development permit application.
3. Future development shall comply with the various requirements outlined in the PUD, where applicable, related items such as uses, building heights, densities, minimum open space, parking, and/or landscaping.
4. The exact locations site features may change upon site/architectural plan review. The Glenwood Springs Municipal Code is otherwise applicable to any standards not addressed therein.
5. The applicant shall comply with all verbal representations made in the public hearings, as outlined in all application materials, and/or as revised per conditions herein and approved by the Community Development Director.

6. Prior to approval of any future development review application, the applicant shall apply for and receive the approval of a CDOT access permit, where applicable. The applicant shall amend the annexation agreement to address the following:
  - a. The applicant shall provide a payment in the amount of \$40,000 to aid in the planning for and implementation of necessary emergency evacuation measures.
  - b. The applicant shall amend the development proposal as is necessary to include not less than one acre of land for the future construction of a new fire station for the Glenwood Springs Fire Department. Said land shall be dedicated to the City.
  - c. The applicant shall deed restrict a minimum of 20 percent of the residential units at 100 percent of area median income or 10 percent of the residential units at 90 percent of area median income. A minimum of 20 percent of the total residential units shall be resident occupied.
  - d. The applicant shall amend the development proposal as is necessary to include access to Highway 6 through the parcel to the south.
  - e. All offsite transportation and pedestrian related improvements to the Mel Ray, Storm King, and Donegan Roads rights-of-way.

#### **Alternative Motion**

\*\*\*A member of City Council has requested that land use applications include suggested motions for both approval and denial. In most instances, staff has worked diligently with the applicant to address requirements outlined in the *Glenwood Springs Municipal Code* (Code) applicable to any given proposal. Therefore, we are usually in support of an application by the time it reaches the Planning and Zoning Commission and/or City Council. However, if City Council does not believe the application meets the Code's minimum standards, your denial motion should be based on one or more of the same approval criteria applicable to the application. You should support your findings with information outlining the shortcomings of the request as shown in the example below:

#### **MOTION TO DENY**

##### **Action 1:**

**Action 1 - Annexation** – of a 15.818 acre parcel into the municipal limits of the City of Glenwood Springs.

I move to **deny finding that** –

1. The annexation **DOES NOT** conform to applicable state statutes.
2. The annexation is **NOT** consistent with the Comprehensive Plan; and
3. The annexation **DOES NOT** minimize potential adverse impacts to the City and **DOES** negatively impact the City's public health, safety, and welfare.

**Action 2 -Ordinance 2021-09 - Initial Zoning/Rezoning** – of 3.533 acres to Commercial (CO) District and 12.285 acres to Planned Unit Development (PUD) District.

**Staff recommendation:** Staff recommends **approval (with conditions)** of the Initial Zoning/Rezoning request with the findings and conditions below:

**Recommended Findings:**

1. The rezonings are consistent with the City's comprehensive plan and the purpose of the *Glenwood Springs Municipal Code*;
2. The rezonings are consistent with the purpose statements of the Commercial (CO) and Planned Unit Development (PUD) zoning districts;
3. Substantial changes in the area warrant a zoning change;
4. The intensity of existing and proposed development in the new zoning districts is not expected to create significantly adverse impacts to surrounding properties or the neighborhood.
5. The PUD rezoning will meet any and all applicable standards of this Code not expressly modified by the PUD application; and
6. The PUD provides multiple, varied residential housing types and densities.

**Recommended Conditions:**

1. The applicant shall submit a Minor Subdivision application to create the two lots outlined in the request.
2. Future development shall comply with the various requirements outlined in the PUD, where applicable. The *Glenwood Springs Municipal Code* is otherwise applicable to any aspect not addressed therein.
3. The applicant shall comply with all verbal representations made in the public hearings, as outlined in all application materials, and/or as revised per conditions herein and approved by the Community Development Director.

**Alternative Motion**

\*\*\*A member of City Council has requested that land use applications include suggested motions for both approval and denial. In most instances, staff has worked diligently with the applicant to address requirements outlined in the *Glenwood Springs Municipal Code* (Code) applicable to any given proposal. Therefore, we are usually in support of an application by the time it reaches the Planning and Zoning Commission and/or City Council. However, if the Planning and Zoning Commission does not believe the application meets the Code's minimum standards, your denial motion should be based on one or more of the same approval criteria applicable to the application. You should support your findings with information outlining the shortcomings of the request as shown in the example below:

**MOTION TO DENY**

**Action 2 - Initial Zoning/Rezoning** – of 3.533 acres to Commercial (CO) District and 12.285 acres to Planned Unit Development (PUD) District.

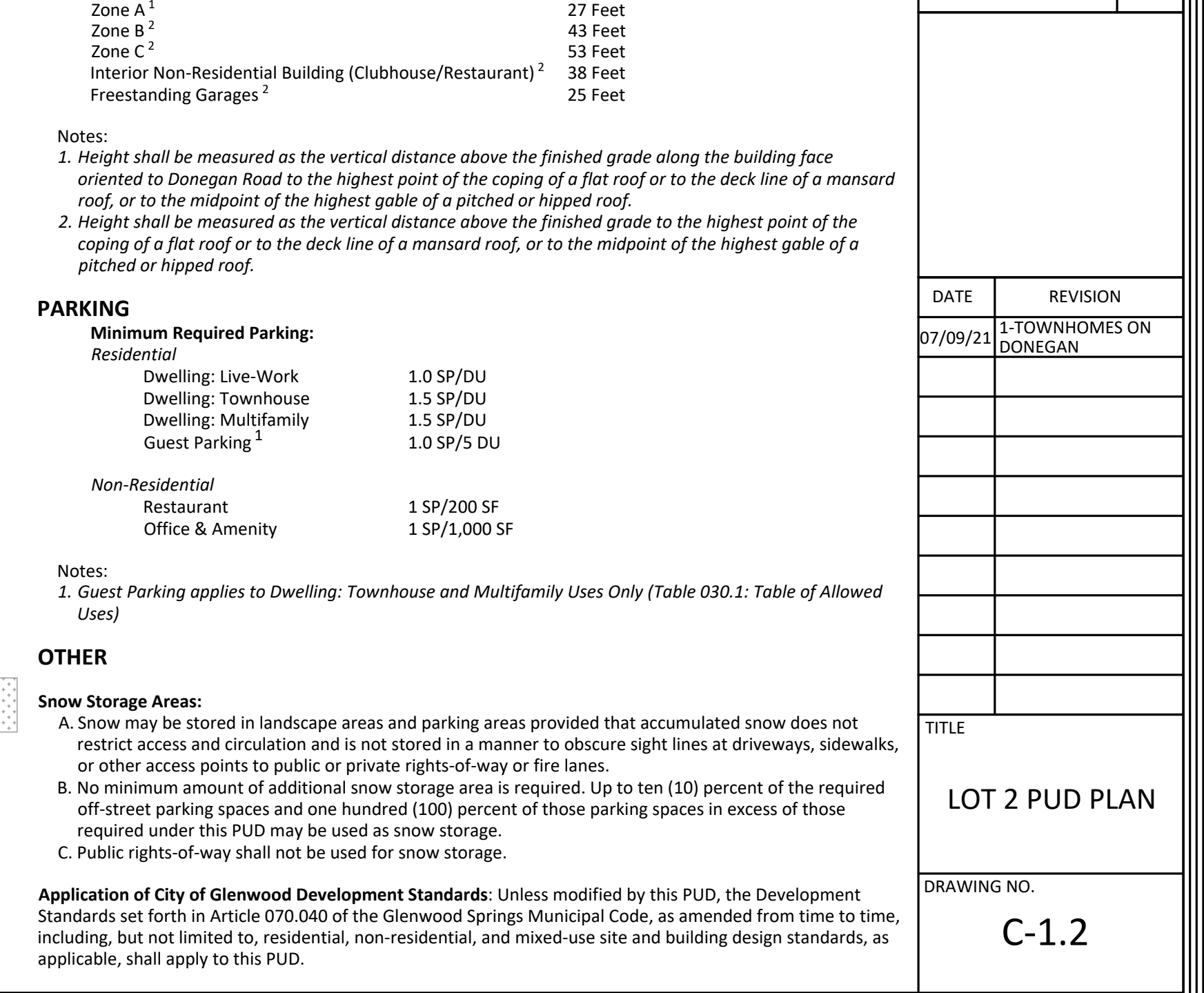
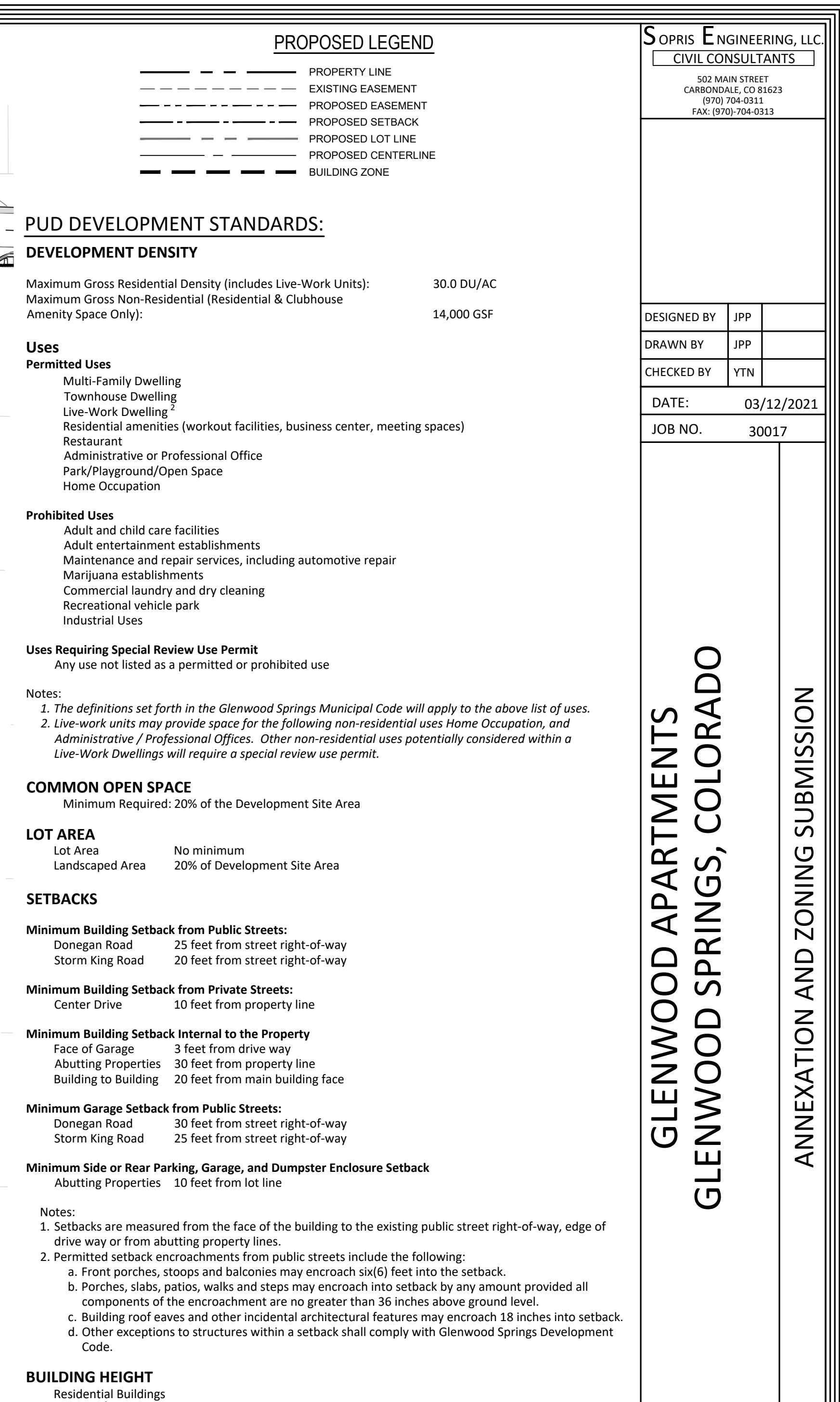
I move to **deny finding that** –

1. The rezonings are **NOT** consistent with the City's comprehensive plan and the purpose of the *Glenwood Springs Municipal Code*;
2. The rezonings are **NOT** consistent with the purpose statements of the Commercial (CO)

and Planned Unit Development (PUD) zoning districts;

3. Substantial changes in the area **DO NOT** warrant a zoning change;
4. The intensity of existing and proposed development in the new zoning districts **IS** expected to create significantly adverse impacts to surrounding properties or the neighborhood.
5. The PUD rezoning will **NOT** meet any and all applicable standards of this Code not expressly modified by the PUD application; and
6. The PUD **DOES NOT** provides multiple, varied residential housing types and densities.





**Glenwood Springs Office**  
901 Grand Avenue, Suite 201  
Glenwood Springs, Colorado 81601  
Telephone (970) 947-1936  
Facsimile (970) 947-1937

**GARFIELD & HECHT, P.C.**  
ATTORNEYS AT LAW  
Since 1975

[www.garfieldhecht.com](http://www.garfieldhecht.com)

Haley Carmer  
[hcarmer@garfieldhecht.com](mailto:hcarmer@garfieldhecht.com)

July 12, 2021

**VIA ELECTRONIC SUBMISSION**

Trent Hyatt, Planning Director  
City of Glenwood Springs  
Community Development Department  
101 West 8<sup>th</sup> Street  
Glenwood Springs, Colorado 81601

**RE:** 214 Center Drive/480 Donegan  
Supplemental Annexation and Zoning Submission

Dear Trent:

214 Center Drive, LLC (“Applicant”) previously submitted applications for the annexation and zoning (collectively, the “Application”) of the property currently known as 214 Center Drive, Glenwood Springs, Parcel Number 218506100042 (the “Property”). Applicant is proposing that, upon annexation, the developed portion of the Property be zoned Commercial (CO) and the vacant portion be zoned as a planned unit development (PUD). On July 9, 2021, Applicant submitted a revised PUD plan for the Property. This revised PUD plan eliminates the two apartment buildings adjacent to Donegan Road and replaces them with 20 townhome units across four townhome buildings. This brings the total townhome count to 40. The maximum height of the buildings adjacent to Donegan Road has also been reduced from 30 feet to 27 feet to be consistent with existing townhomes in the immediate vicinity.

Applicant anticipates that it will attempt to sell all 40 townhomes for individual ownership and not include them as part of the rental complex. Whether the townhomes will be rented in the future will be decided by future owners of each unit.

By replacing the apartment buildings with townhomes, the overall density of the project has been reduced by 28 units, for a total unit count of 332. Six parking spaces were removed at the northeast corner of the Property to add additional open space. That leaves 579 on-site parking spaces within the PUD portion of the Property. With the reduced density, only 566 spaces are required, meaning that the new development will more than satisfy all of its parking needs on-site. The revised PUD plan still shows new on-street parking on Donegan and Storm King, but those spaces are not needed to meet the development’s parking needs.

Please contact us if you need additional information or have questions regarding the revised PUD plan. We look forward to discussing this new plan and the Application generally with City Council at the July 29, 2021, public hearing.

Sincerely,  
GARFIELD & HECHT, P.C.

A handwritten signature in black ink, appearing to read 'Haley Carmer', written in a cursive style.

Haley Carmer  
*Attorneys for 214 Center Drive, LLC*

Enclosures



## **ANNEXATION AGREEMENT**

THIS ANNEXATION AGREEMENT made and entered into this \_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_ by and between the CITY OF GLENWOOD SPRINGS, COLORADO, a Colorado home-rule municipality (hereinafter “City”), GLENWOOD PARTNERSHIP LLLP, a Colorado limited liability limited partnership (“Owner”), and COMMERCIAL DEVELOPMENT SERVICES GROUP, LLC, a Delaware limited liability company (“CDSG”). Each of the City, Owner, and CDSG may be referred to as a Party, and all of the foregoing may be referred to hereinafter as the “Parties.”

### **W I T N E S S E T H:**

WHEREAS, Owner is the owner of certain real property currently located in unincorporated Garfield County, Colorado, more particularly described on Exhibit A attached hereto and incorporated herein (the “Property”); and

WHEREAS, CDSG is under contract to purchase a portion of the Property and develop that portion as mixed-use, multi-family housing development; and

WHEREAS, the portion of the Property to be retained by Owner is currently developed for office and warehouse purposes; and

WHEREAS, Owner desires to annex the Property and connect it to the City of Glenwood Springs and has filed a Petition for Annexation (“Petition”) to do the same; and

WHEREAS, along with the Petition, Owner and CDSG submitted a zoning application for the Property asking that the City approve (i) Commercial (CO) zoning for Owner’s retained portion of the Property and (ii) Planned Unit Development (PUD) zoning for CDSG’s portion of the Property as more fully described in Exhibit B hereto; and

WHEREAS, on June 3, 2021, the City Council held a duly and properly noticed public hearing at which time the City Council adopted a resolution finding Owner’s Petition to be in substantial compliance with the statutory requirements for annexation of the Property to the City; and

WHEREAS, on July 29 and \_\_\_\_\_, 2021, the City Council held a duly and properly noticed annexation hearing at which time the City Council approved the annexation and zoning of the Property as set forth in Ordinance No. \_\_, Series 2021, and Ordinance No. \_\_, Series 2021; and

WHEREAS, C.R.S. §§31-12-101, *et seq.*, authorizes the City and Owner to enter into an Annexation Agreement; and

WHEREAS, the City and Owner desire to enter into this Agreement to set forth their agreements in writing concerning the terms and conditions of annexation of the Property to the City.

NOW, THEREFORE, for and in consideration of the mutual promises and covenants contained herein, and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the Parties agree as follows:

1. **Purpose.** The purpose of this Agreement is to set forth the terms and conditions of the annexation of the Property to the City. Except as expressly provided for herein to the contrary, all conditions herein are in addition to any and all requirements concerning annexation contained in the Municipal Code of the City of Glenwood Springs (hereinafter “City Code”) or the Municipal Annexation Act of 1965, as amended, C.R.S. §§31-12-101, *et seq.* This Agreement is intended to provide a contractual relationship between the City and Owner to ensure compliance with the City Code, state statutes, and all terms and conditions set forth herein. This Agreement includes additional terms and conditions for the purposes of the Municipal Annexation Act.

2. **Annexation.** The annexation of the Property shall be in accordance with the Colorado Municipal Annexation Act of 1965, C.R.S. §§31-12-101, *et seq.*, as amended.

3. **Zoning.** The PUD Plan attached hereto as Exhibit B shall govern the development of that portion of the Property designated as “PUD” in the Plan. The remaining portion of the Property shall be zoned as Commercial (CO) and subject to the regulations set forth in the City’s Municipal Code. The City agrees that, upon annexation of the Property, the zoning of a portion of the Property as PUD and the remaining portion as Commercial (CO) would be consistent with the City’s Comprehensive Plan.

4. **Specific Conditions.** In consideration of the annexation of the Property, and in further consideration of the City providing municipal services to the Property, as hereinafter provided, the Parties agree that it is appropriate that the following payments, dedications and other exactions be made:

(a) CDSG or its successor or assign shall pay Fire and Emergency Services Impact Fees for the PUD portion of the Property in accordance with Section 070.040.030(g)(5) at the time of building permit for each phase of development. Said fees will be paid by Owner or its successor or assign on the Commercial (CO) portion of the Property if required at the time of any future development.

(b) CDSG or its successor or assign shall pay and the City shall accept fees in lieu of land dedication for the benefit of schools in the RE-I School District (the “District”) pursuant to Municipal Code Section 070.040.030(g)(4), or any amended version thereof in force and effect at the time of the final development permit approval for the PUD portion of the Property. Such fees shall be applicable to the number of units proposed for all residential phases scheduled for development and shall be payable upon the issuance of a building permit for a residential dwelling unit. No school land dedication or fee in lieu thereof will be required for the Commercial (CO) portion of the Property unless and until the Property is redeveloped as residential.

(c) CDSG or its successor or assign shall pay and the City shall accept fees in lieu of parkland dedication pursuant to Municipal Code Section 070.040.030(g)(2), or any amended version thereof in force and effect at the time of the final development permit approval for the PUD portion of the Property, subject to reductions: (i) for private

recreation facilities to be constructed on the PUD portion of the Property; (ii) for the design and installation of the northern bike lane along Donegan Road from the western edge of the Property east to Soccer Field Road; (iii) for the design and installation of the southern bike lane and wall (where necessary) along Donegan Road from the eastern boundary of the Property east to Soccer Field Road; and (iv) on any other basis approved by the City under Municipal Code Section 070.040.030(g)(2). No parkland dedication or a fee in lieu thereof will be required for the Commercial (CO) portion of the Property unless and until the Property is redeveloped for residential purposes.

(d) CDSG or its successor or assign shall pay all water tap fee and water system improvement fees required under Municipal Code Section 080.040.010(c) and Article 080.060, respectively, applicable to the development of the PUD portion of the Property. No water tap fees or water system improvement fees will be required for the Commercial (CO) portion of the Property unless and until additional water capacity is needed therefor. Should a change in use of any structure on any portion of the Property occur in the future that causes an increase in water usage, the owner of the structure will be required to pay the system improvement fee associated with the increased use in accordance with Municipal Code in effect at the time of the change in use.

(e) Owner agrees to pay all actual costs incurred for notice publication, recording fees, attorney fees and similar reasonable administrative charges related to the annexation of the Property.

5. **Affordable Housing.** CDSG shall deed restrict a minimum of 20 percent of the residential for rent units at 100 percent of area median income or 10 percent of the residential for rent units at 90 percent of area median income. A minimum of 20 percent of the total residential units shall be resident occupied. The deed restricted unit mix shall be dispersed amongst the unit types and bedroom configurations.

CDSG shall construct a minimum of thirty-five (35) for sale units, all of which shall be resident occupied. Ten percent of the for-sale units constructed shall be deed restricted as to sale price. CDSG and the City shall negotiate the terms of said deed restriction and the financial contribution of the City as a part of the affordable housing deed-restriction agreement referenced below.

6. **Affordable Housing Agreement.** The Parties shall enter into an affordable housing deed-restriction agreement to be finalized and recorded at the earlier of (a) the closing of CDSG's purchase of the PUD portion of the Property or (b) issuance of the first building permit for the same.

7. **Dedication of Water Rights.** At or before the time of recordation of the final plat subdividing the Property as shown in the PUD Plan, Owner and/or CDSG, as appropriate, shall assign to the City, free and clear of all liens and encumbrances (subject only to the provisions of Section 8, below), all of Owner or CDSG's right, title, and interest in and to \_\_\_\_ shares of Reynolds & Cain Ditch Company stock (the "Shares") historically used on the undeveloped portion of the Property. By this conveyance, Owner and CDSG shall fully satisfy any and all water rights dedication requirements of the City for annexation and development of the Property as set forth in the Municipal Charter and Municipal Code and as approved by the City Council.

8. **Lease-Back of Water Rights.** As consideration for the Shares, the City hereby leases all of the water represented by the Shares to Owner and CDSG in the proportion mentioned in Section 7, above, for irrigation of the Property at the rate of \$1.00 per year. The City agrees to lease the Shares to Owner and CDSG until such time as the City may be required to use the Shares for another purpose. In the event the City can no longer lease the Shares to Owner and CDSG, the City will provide notice to Owner and CDSG thereof at least sixty (60) days prior to the termination of use of the Shares and will waive any tap or service improvement fees Owner and CDSG would otherwise be required to pay for increasing their use of City water as a result of losing use of the Shares.

9. **Resource Conservation.** CDSG shall revise the PUD landscaping to provide drought resistant xeriscaping and design all improvements to provide leading edge and best management practices for conservation, fixtures, and practices for the development. In addition, the development shall not use natural gas unless CDSG can demonstrate to the satisfaction of the City that it is the only alternative.

10. **Off-Site Improvements and Other Obligations.** As an element of the City's approval of (i) the Petition, (ii) the PUD zoning application, and (iii) acceptance of this Agreement, CDSG has agreed to design and, upon approval of the City Engineer, construct certain improvements to the surrounding street system, namely:

(a) Install a bike lane along the north and south sides of Donegan Road for the length of the Property and extending east to Soccer Field Road;

(b) Install parallel parking and a detached 6-foot sidewalk on the south side of Donegan Road and extend the sidewalk and related improvements east to Soccer Field Road;

(c) Stripe bike lanes on the east and west side of Storm King Road south of Center Drive.

(d) Widen the east side of Storm King Drive north of Center Drive to add a northbound bike lane, parallel parking, and a detached 6 foot wide sidewalk.

(e) Install an eastbound left turn lane and an eastbound acceleration lane from the southbound left turn lane at the State Highway 6 and Donegan Road intersection consistent with recommendation set forth in CDSG's traffic study.

(f) Install a five foot sidewalk to the west side of Melray Road between SH 6 & 24 and Donegan.

(g) CDSG shall either amend the PUD as is necessary to include not less than one acre of land for the future construction of a new fire station for the Glenwood Springs Fire Department or provide such land at a location acceptable to the City. Notwithstanding the foregoing, the land to be dedicated to the Fire Department may be less than one acre only to the extent that shared parking for the fire station is located on adjacent property. Said land shall be dedicated to the City.

(h) CDSG shall provide \$40,000 to be used for emergency planning and 20% of the costs to construct emergency access and egress improvements.

- (i) Amend the development proposal as is necessary to include emergency access to Highway 6 through the parcel to the south.
- (j) Amend the annexation map to include the annexation of Storm King to Donegan to Mel Ray and Mel Ray from Donegan to 6 & 24.
- (k) Reconstruction of the foregoing streets before acceptance by the City.

The improvements described in this Section 10 shall be completed prior to or contemporaneously with the issuance of a final and permanent certificate of occupancy for the first building to be constructed within the PUD portion of the Property. Parkland dedication fees required in connection with development of the PUD portion of the Property shall be reduced by the total actual costs incurred by CDSG to (i) engineer, design, and install the northern bike lane along Donegan Road from the western edge of the Property east to Soccer Field Road; (ii) engineer, design, and install the southern bike lane, sidewalk, and wall (where necessary) along Donegan Road from the eastern boundary of the Property east to Soccer Field Road.

11. **Phasing.** The Project will be phased as shown on Exhibit C. Construction of Phase 2 cannot be commenced until there is an approved redevelopment plan for the West Glenwood Mall site to the south.

12. **Vested Rights.** In order to allow Owner and CDSG a reasonable opportunity to develop the Property in accordance with this Agreement and the PUD Plan, the development rights and uses approved hereby shall, to the extent allowed by law, constitute a “site specific development plan” under C.R.S. §§24-68-101 *et seq.*, as amended. The site specific development plan shall be vested for a period of ten years beginning on the date the final plat subdividing the Property as shown in the PUD Plan is recorded (the “Vested Period”). The Property as to which rights have been vested shall be immune from changes in the City’s land use regulations for the duration of the Vested Period except as provided in this Section 12. Except in instances of force majeure, the requirements of federal or state law, cases of preemption or other superior jurisdictional mandate, the City shall not initiate any zoning or land use action which would alter, impair, prevent, diminish, impose a moratorium on development, or otherwise unreasonably delay any of Owner’s or CDSG’s rights set forth in this Agreement or their plans for development or zoning, as approved by the City. Notwithstanding the foregoing, the establishment of vested property rights under this Agreement shall not prevent the City from enacting and enforcing regulations of general applicability (including, but not limited to, building, fire, plumbing, electrical and mechanical codes, including the preliminary plat and final plat subdivision requirements under the Municipal Code and other City ordinances), except where the approved plans for development of the Property or state or federal regulations provide otherwise, as all of such regulations exist on the date of this Agreement or may be enacted or amended after the date of this Agreement.

13. **Conditions Precedent.** Notwithstanding the date set forth in the introductory paragraph of this Agreement, annexation of the Property shall not be effective, and this Agreement shall not be in force, until:

- (a) Final Approval has occurred, meaning the thirtieth day after the effective date of the latest of the motion, ordinance, and/or resolution by which the City Council approves (i) this Agreement; (ii) publication after final passage on second reading of the ordinance by which City Council approves the annexation of the Property; (iii) the zoning

of the Property as PUD and Commercial (CO) as provided in Exhibit B; and (iv) subdivision and major site plan approval for the PUD portion of the Property consistent with Exhibit B; and

(b) The affordable housing agreement called for in Section 6 hereof has been approved by both the City and CDSG; and

(c) The annexation map has been recorded with the Garfield County Clerk & Recorder; and

(d) The Parties have executed and delivered this Agreement for recordation with the Garfield County Clerk & Recorder.

14. **Failure of Conditions.** Until all of the conditions set forth in subsection 13 above have been satisfied, this document shall constitute an offer by Owner and CDSG and the City to enter into this Agreement (notwithstanding the Parties' mutual execution and delivery of this document), and the annexation and zoning of the Property shall not be effective. Consequently, at any time before such conditions are satisfied, Owner may withdraw the Petition and Owner and/or CDSG may withdraw its offer to enter into this Agreement. If Owner withdraws the Petition or Owner and/or CDSG withdraw its offer to enter into this Agreement, or if final approval does not otherwise occur for any reason, then this Agreement shall be deemed void and of no force or effect, and the Property shall be deemed not annexed to the City. Owner and CDSG may exercise their rights under this Section 14 independently.

15. **Deannexation.** The provisions of this Agreement, as well as acceptable City zoning of the Property, are material considerations of Owner's agreement to annex the Property to the City. Therefore, in the event (a) the City fails to perform under the terms of this Agreement, or (b) Owner, CDSG, or both are unable to obtain, either before or after annexation proceedings are complete, Commercial (CO) and PUD zoning of the Property as described above and/or subdivision and/or development approval for development of the Property which they in their sole discretion find acceptable, Owner, CDSG, and the City stipulate and agree, pursuant to C.R.S. §31-12-501, that it shall be in the best interest of the City that the Property (or a portion thereof) be de-annexed from the City. In such event, the City agrees that it shall initiate de-annexation proceedings, and to take all steps necessary to effect the de-annexation. The City further acknowledges and agrees that de-annexation is not prohibited by the City Charter or Municipal Code and ordinances, and that the City will not amend its ordinances to preclude a de-annexation permitted hereunder. The Parties' right to de-annex shall be in addition to any other rights available to them at law or under this Agreement. Upon the de-annexation of the Property (or portion thereof) from the municipal boundaries and specific jurisdiction of the City, the City agrees that it shall convey, assign, transfer and quitclaim to Owner or their successors and assigns, any and all water rights (the public dedication of which is more fully described by Section 6 hereof) previously dedicated by Owner hereunder to the City for the public use and benefit.

16. **Assignment.** The parties agree and acknowledge that the rights and obligations of Owner and CDSG under this Agreement may be assigned by them to persons or entities acquiring title to the Property or a portion thereof without the prior consent of the City if, and only if, such assignee agrees in writing to be bound by the terms and conditions of this Agreement, and the Owner or CDSG, as applicable, shall give notice to the City of any such conveyance, together with the assignee's written agreement to be bound by the terms and conditions of this Agreement.

17. **Waiver of Defects.** In executing this Agreement, Owner and CDSG waive all objections either may have concerning defects, if any, in the formalities whereby it is executed, or concerning the power of the City to impose conditions on Owner or CDSG as set forth herein, and concerning the procedure, substance and form of the ordinances or resolutions adopting this Agreement.

18. **Final Agreement.** This Agreement supersedes and controls all prior written and oral agreements and representations relating to the annexation of the Property to the City, and is the total integrated agreement between the City, Owner, and CDSG.

19. **Modifications.** This Agreement shall not be amended except by subsequent written agreement between the Parties hereto.

20. **Release of Liability.** It is expressly understood that the City cannot legally be bound by the representations of any of its officers or agents or their designees except in accordance with the City Code, City ordinances and the laws of the State of Colorado. Owner and CDSG, when dealing with the City, act at their own risk as to any representation or undertaking by the City officers, agents or their designees which is subsequently held unlawful by a court of law.

21. **Captions.** The captions in this Agreement are inserted only for convenience and in no way define, limit, or prescribe the scope or intent of this Agreement or any part thereof.

22. **Binding Effect.** This Agreement shall be binding upon and inure to the benefit of the Parties hereto and their respective heirs, successors, and assigns.

23. **Severability.** If any provision(s) of this Agreement shall be determined to be void or invalid by a court of competent jurisdiction, then such determination shall not affect any other provision hereof, all of which other provisions shall remain in full force and effect. It is the intention of the parties hereto that, if any provision of this Agreement is capable of two constructions, one of which would render the provision void, and the other of which would render the provision valid, then the provision shall have the meaning that renders it valid.

24. **Governing Law.** The laws of the State of Colorado shall govern the validity, performance, and enforcement of this Agreement. Should either party institute legal suit or action for enforcement of any obligation contained herein, it is agreed that the venue of such suit or action shall be in Garfield County, Colorado.

25. **Attorneys' Fees; Survival.** Should this Agreement become the subject of litigation between the City and Owner or CDSG, the prevailing party shall be entitled to attorneys' fees and costs of suit actually incurred, including expert witness fees. All rights concerning remedies and/or attorneys' fees shall survive any termination of this Agreement.

26. **Gender.** Whenever the context shall require, the singular number shall include the plural, the plural the singular, and the use of any gender shall be applicable to all genders.

27. **Counterparts.** This Agreement may be executed in counterparts, each of which shall be deemed an original and all of which, when taken together, shall be deemed one and the same instrument.

28. **Notice.** All notices required under this Agreement shall be in writing and shall be hand-delivered or sent by first class mail postage prepaid, to the addresses of the parties set forth herein. All notices by hand delivery shall be effective upon receipt. All notices by mail shall be considered effective seventy-two (72) hours after deposit in the United States Mail with the proper address as set forth below. Either party by notice so given may change the address to which future notices may be sent.

Notice to the City:                      City Manager  
                                                    City of Glenwood Springs  
                                                    101 West 8<sup>th</sup> Street  
                                                    Glenwood Springs, CO 81601

With copy to:                              City Attorney  
                                                    101 West 8<sup>th</sup> Street  
                                                    Glenwood Springs, CO 81601

Notice to GP:                                Glenwood Partnership, LLLP

Notice to CDSG:                            Commercial Development Services Group, LLC

29. **Authority.** Each person signing this Agreement represents and warrants that he/she is fully authorized to enter into and execute this Agreement and to bind the Party it represents to the terms and conditions hereof.



**WHEREFORE**, the Parties hereto have executed duplicate originals of this Agreement on the day and year first written above.

CITY OF GLENWOOD SPRINGS

---

Jonathan Godes, Mayor

ATTEST:

---

Ryan Muse, City Clerk

DRAFT

**GLENWOOD PARTNERSHIP, LLLP:**

\_\_\_\_\_  
TITLE: \_\_\_\_\_

STATE OF COLORADO    )  
                                          ) ss.  
COUNTY OF GARFIELD    )

Subscribed, sworn to and acknowledged before me this \_\_\_\_\_ day of \_\_\_\_\_,  
20\_\_\_\_, by \_\_\_\_\_, as \_\_\_\_\_ of Glenwood Partnership, LLLP

Witness my hand and official seal.

My commission expires: \_\_\_\_\_

\_\_\_\_\_  
Notary Public

**COMMERCIAL SERVICES  
DEVELOPMENT GROUP, LLC:**

\_\_\_\_\_  
TITLE:\_\_\_\_\_

STATE OF COLORADO    )  
                                      ) ss.  
COUNTY OF GARFIELD    )

Subscribed, sworn to and acknowledged before me this \_\_\_\_\_ day of \_\_\_\_\_,  
20\_\_\_\_, by \_\_\_\_\_ as \_\_\_\_\_ of Commercial Services Development  
Group, LLC

Witness my hand and official seal.

My commission expires: \_\_\_\_\_

\_\_\_\_\_  
Notary Public

**Exhibit A**

Description of Property

A PORTION OF THE FOLLOWING DESCRIBED REAL PROPERTY:

A TRACT OF LAND SITUATED IN SECTION 6, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE NORTH LINE OF THE GLENWOOD SPRINGS MALL SUBDIVISION WHENCE THE WITNESS CORNER TO THE S1/4 CORNER OF SECTION 34, TOWNSHIP 5 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEARS N 89° 13' 08" E 866.63 FEET SAID POINT OF BEGINNING ALSO BEING THE SOUTHEAST CORNER OF THAT PARCEL DESCRIBED AS PARCEL C IN BOOK 1205 AT PAGE 589 IN THE OFFICE OF THE GARFIELD COUNTY CLERK AND RECORDER;

THENCE ALONG THE EAST LINE OF SAID PARCEL C N 2° 44' 00" E 605.64 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF COUNTY ROAD NO. 130;

THENCE ALONG SAID RIGHT-OF-WAY N 89° 52' 00" E 312.68 FEET;

THENCE N 89° 49' 18" E 860.83 FEET TO THE WEST LINE OF THE MEL-RAY SUBDIVISION;

THENCE ALONG SAID WEST LINE S 1° 52' 00" W 575.96 FEET;

THENCE DEPARTING SAID EAST LINE AND ALONG THE NORTH LINE OF SAID GLENWOOD SPRINGS MALL N 87° 18' 00" W 615.36 FEET;

THENCE S 47° 42' 00" W 125.06 FEET;

THENCE N 87° 18' 00" W 476.98 FEET TO THE POINT OF BEGINNING.

COUNTY OF GARFIELD

STATE OF COLORADO.

**EXHIBIT B**

PUD Plan

DRAFT

**EXHIBIT C**

**Phasing Plan**

DRAFT

## **ANNEXATION AGREEMENT**

THIS ANNEXATION AGREEMENT made and entered into this \_\_\_\_ day of \_\_\_\_\_, 20\_\_ by and between the CITY OF GLENWOOD SPRINGS, COLORADO, a Colorado home-rule municipality (hereinafter “City”), GLENWOOD PARTNERSHIP LLLP, a Colorado limited liability limited partnership (“Owner”), and COMMERCIAL DEVELOPMENT SERVICES GROUP, LLC, a Delaware limited liability company (“CDSG”). Each of the City, Owner, and CDSG may be referred to as a Party, and all of the foregoing may be referred to hereinafter as the “Parties.”

### **WITNESSETH:**

WHEREAS, Owner is the owner of certain real property currently located in unincorporated Garfield County, Colorado, more particularly described on Exhibit A attached hereto and incorporated herein (the “Property”); and

WHEREAS, CDSG is under contract to purchase a portion of the Property and develop that portion as mixed-use, multi-family housing development; and

WHEREAS, the portion of the Property to be retained by Owner is currently developed for office and warehouse purposes; and

WHEREAS, Owner desires to annex the Property and connect it to the City of Glenwood Springs and has filed a Petition for Annexation (“Petition”) to do the same; and

WHEREAS, along with the Petition, Owner and CDSG submitted a zoning application for the Property asking that the City approve (i) Commercial (CO) zoning for Owner’s retained portion of the Property and (ii) Planned Unit Development (PUD) zoning for CDSG’s portion of the Property as more fully described in Exhibit B hereto; and

WHEREAS, on \_\_\_\_\_, 2021, the City Council held a duly and properly noticed public hearing at which time the City Council adopted a resolution finding Owner’s Petition to be in substantial compliance with the statutory requirements for annexation of the Property to the City; and

WHEREAS, on \_\_\_\_\_, 2021, the City Council held a duly and properly noticed annexation hearing at which time the City Council approved the annexation and zoning of the Property as set forth in Ordinance No. \_\_, Series 2021, and Ordinance No. \_\_, Series 2021; and

WHEREAS, C.R.S. §§31-12-101, *et seq.*, authorizes the City and Owner to enter into an Annexation Agreement; and

WHEREAS, the City and Owner desire to enter into this Agreement to set forth their agreements in writing concerning the terms and conditions of annexation of the Property to the City.

NOW, THEREFORE, for and in consideration of the mutual promises and covenants contained herein, and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the Parties agree as follows:

1. **Purpose.** The purpose of this Agreement is to set forth the terms and conditions of the annexation of the Property to the City. Except as expressly provided for herein to the contrary, all conditions herein are in addition to any and all requirements concerning annexation contained in the Municipal Code of the City of Glenwood Springs (hereinafter “City Code”) or the Municipal Annexation Act of 1965, as amended, C.R.S. §§31-12-101, *et seq.* This Agreement is intended to provide a contractual relationship between the City and Owner to ensure compliance with the City Code, state statutes, and all terms and conditions set forth herein. This Agreement includes additional terms and conditions for the purposes of the Municipal Annexation Act.

2. **Annexation.** The annexation of the Property shall be in accordance with the Colorado Municipal Annexation Act of 1965, C.R.S. §§31-12-101, *et seq.*, as amended.

3. **Zoning.** The PUD Plan attached hereto as Exhibit B shall govern the development of that portion of the Property designated as “PUD” in the Plan. The remaining portion of the Property shall be zoned as Commercial (CO) and subject to the regulations set forth in the City’s Municipal Code. The City agrees that, upon annexation of the Property, the zoning of a portion of the Property as PUD and the remaining portion as Commercial (CO) would be consistent with the City’s Comprehensive Plan.

4. **Specific Conditions.** In consideration of the annexation of the Property, and in further consideration of the City providing municipal services to the Property, as hereinafter provided, the Parties agree that it is appropriate that the following payments, dedications and other exactions be made:

(a) CDSG or its successor or assign shall pay Fire and Emergency Services Impact Fees for the PUD portion of the Property in accordance with Section 070.040.030(g)(5) at the time of building permit for each phase of development. Said fees will be paid by Owner or its successor or assign on the Commercial (CO) portion of the Property if required at the time of any future development.

(b) CDSG or its successor or assign shall pay and the City shall accept fees in lieu of land dedication for the benefit of schools in the RE-I School District (the “District”) pursuant to Municipal Code Section 070.040.030(g)(4), or any amended version thereof in force and effect at the time of the final development permit approval for the PUD portion of the Property. Such fees shall be applicable to the number of units proposed for all residential phases scheduled for development and shall be payable upon the issuance of a building permit for a residential dwelling unit. No school land dedication or fee in lieu thereof will be required for the Commercial (CO) portion of the Property unless and until the Property is redeveloped as residential.

(c) CDSG or its successor or assign shall pay and the City shall accept fees in lieu of parkland dedication pursuant to Municipal Code Section 070.040.030(g)(2), or any amended version thereof in force and effect at the time of the final development permit approval for the PUD portion of the Property, subject to reductions: (i) for private



recreation facilities to be constructed on the PUD portion of the Property; (ii) on any other bases approved by the City under Municipal Code Section 070.040.030(g)(2). No parkland dedication or a fee in lieu thereof will be required for the Commercial (CO) portion of the Property unless and until the Property is redeveloped for residential purposes.

(d) CDSG or its successor or assign shall pay all water tap fee and water system improvement fees required under Municipal Code Section 080.040.010(c) and Article 080.060, respectively, applicable to the development of the PUD portion of the Property. No water tap fees or water system improvement fees will be required for the Commercial (CO) portion of the Property unless and until additional water capacity is needed therefor. Should a change in use of any structure on any portion of the Property occur in the future that causes an increase in water usage, the owner of the structure will be required to pay the system improvement fee associated with the increased use in accordance with Municipal Code in effect at the time if the change in use.

(e) Owner agrees to pay all actual costs incurred for notice publication, recording fees, attorney fees and similar reasonable administrative charges related to the annexation of the Property.

5. **Affordable Housing.** CDSG shall deed restrict a minimum of 20 percent of the residential for rent units at 100 percent of area median income or 10 percent of the residential for rent units at 90 percent of area median income. A minimum of 20 percent of the total residential units shall be resident occupied. The deed restricted unit mix shall be dispersed amongst the unit types and bedroom configurations.

CDSG shall construct a minimum of thirty-five (35) for sale units all of which shall be resident occupied. Eight (8) of said units shall be deed restricted as to sale price. CDSG and the City shall negotiate the terms of said deed restriction and the financial contribution of the City as a part of the affordable housing deed-restriction agreement referenced below.

6. The Parties shall enter into an affordable housing deed-restriction agreement to be finalized and recorded at the earlier of (a) the closing of CDSG's purchase of the PUD portion of the Property or (b) issuance of the first building permit for the same.

7. **Dedication of Water Rights.** At or before the time of recordation of the final plat subdividing the Property as shown in the PUD Plan, Owner and/or CDSG, as appropriate, shall assign to the City, free and clear of all liens and encumbrances (subject only to the provisions of Section 7, below. By this conveyance, Owner and CDSG shall fully satisfy any and all water rights dedication requirements of the City for annexation and development of the Property as set forth in the Municipal Charter and Municipal Code and as approved by the City Council.

8. **Lease-Back of Water Rights.** As consideration for the Shares, the City hereby leases all of the water represented by the Shares to Owner and CDSG in the proportion mentioned in Section 6, above, for irrigation of the Property at the rate of \$1.00 per year. The City agrees to lease the Shares to Owner and CDSG until such time as the City may be required to use the Shares for another purpose. In the event the City can no longer lease the Shares to Owner and CDSG, the City will provide notice to Owner and CDSG thereof at least sixty (60) days prior to the termination of use of the Shares and will waive any tap or service improvement fees Owner and CDSG would

otherwise be required to pay for increasing their use of City water as a result of losing use of the Shares.

9. **Resource Conservation.** CDSG shall revise the PUD landscaping to provide drought resistant xeriscaping and design all improvements to provide leading edge and best management practices for conservation, fixtures, and practices for the development. In addition, the development shall not use natural gas unless CDSG can demonstrate to the satisfaction of the City that it is the only alternative.

10. **Off-Site Improvements and Other Obligations.** As an element of the City's approval of (i) the Petition, (ii) the PUD zoning application, and (iii) acceptance of this Agreement, CDSG has agreed to design and, upon approval of the City Engineer, construct certain improvements to the surrounding street system, namely:

- (a) Install a bike lane along the north and south sides of Donegan Road for the length of the Property and extending east to Soccer Field Road;
- (b) Install parallel parking and a detached 6-foot sidewalk on the south side of Donegan Road and extend the sidewalk and related improvements east to Soccer Field Road;
- (c) Stripe bike lanes on the east and west side of Storm King Road south of Center Drive.
- (d) Widen the east side of Storm King Drive north of Center Drive to add a northbound bike lane, parallel parking, and a detached 6 foot wide sidewalk.
- (e) Install an eastbound left turn lane and an eastbound acceleration lane from the southbound left turn lane at the State Highway 6 and Donegan Road intersection consistent with recommendation set forth in CDSG's traffic study.
- (f) Install a five foot sidewalk to the west side of Melray Road between SH 6 & 24 and Donegan.
- (g) CDSG shall either amend the PUD as is necessary to include not less than one acre of land for the future construction of a new fire station for the Glenwood Springs Fire Department or provide such land at a location acceptable to the City. Said land shall be dedicated to the City.
- (h) CDSG shall provide \$40,000 to be used for emergency planning and 20% of the costs to construct emergency access and egress improvements.
- (i) Amend the development proposal as is necessary to include access to Highway 6 through the parcel to the south.
- (j) Amend the annexation map to include the annexation of Storm King to Donegan to Mel Ray and Mel Ray from Donegan to 6 & 24.
- (k) Reconstruction of the foregoing streets before acceptance by the City.

The improvements described in this Section 8 shall be completed prior to or contemporaneously with the issuance of a final and permanent certificate of occupancy for the first building to be constructed within the PUD portion of the Property. Parkland dedication fees

required in connection with development of the PUD portion of the Property shall be reduced by the total actual costs incurred by CDSG to (i) install the northern bike lane along Donegan Road from the western edge of the Property east to Soccer Field Road; (ii) install the southern bike lane, sidewalk, and wall (where necessary) along Donegan Road from the eastern boundary of the Property east to Soccer Field Road.

11. **Phasing**. The Project will be phased as shown on Exhibit \_\_\_\_\_. Construction of Phase 2 cannot be commenced until there is an approved redevelopment plan for the West Glenwood Mall site to the south.

12. **Vested Rights**. In order to allow Owner and CDSG a reasonable opportunity to develop the Property in accordance with this Agreement and the PUD Plan, the development rights and uses approved hereby shall, to the extent allowed by law, constitute a “site specific development plan” under C.R.S. §§24-68-101 *et seq.*, as amended. The site specific development plan shall be vested for a period of five years beginning on the date the final plat subdividing the Property as shown in the PUD Plan is recorded (the “Vested Period”). The Property as to which rights have been vested shall be immune from changes in the City’s land use regulations for the duration of the Vested Period except as provided in this Section 9. Except in instances of force majeure, the requirements of federal or state law, cases of preemption or other superior jurisdictional mandate, the City shall not initiate any zoning or land use action which would alter, impair, prevent, diminish, impose a moratorium on development, or otherwise unreasonably delay any of Owner’s or CDSG’s rights set forth in this Agreement or their plans for development or zoning, as approved by the City. Notwithstanding the foregoing, the establishment of vested property rights under this Agreement shall not prevent the City from enacting and enforcing regulations of general applicability (including, but not limited to, building, fire, plumbing, electrical and mechanical codes, including the preliminary plat and final plat subdivision requirements under the Municipal Code and other City ordinances), except where the approved plans for development of the Property or state or federal regulations provide otherwise, as all of such regulations exist on the date of this Agreement or may be enacted or amended after the date of this Agreement.

13. **Conditions Precedent**. Notwithstanding the date set forth in the introductory paragraph of this Agreement, annexation of the Property shall not be effective, and this Agreement shall not be in force, until:

(a) Final Approval has occurred, meaning the thirtieth day after the effective date of the latest of the motion, ordinance, and/or resolution by which the City Council approves (i) this Agreement; (ii) publication after final passage on second reading of the ordinance by which City Council approves the annexation of the Property; (iii) the zoning of the Property as PUD and Commercial (CO) as provided in Exhibit B; and (iv) subdivision and major site plan approval for the PUD portion of the Property consistent with Exhibit B; and

(b) The annexation map has been recorded with the Garfield County Clerk & Recorder; and

(c) The Parties have executed and delivered this Agreement for recordation with the Garfield County Clerk & Recorder.

14. **Failure of Conditions.** Until all of the conditions set forth in subsection 10 above have been satisfied, this document shall constitute an offer by Owner and CDSG and the City to enter into this Agreement (notwithstanding the Parties' mutual execution and delivery of this document), and the annexation and zoning of the Property shall not be effective. Consequently, at any time before such conditions are satisfied, Owner may withdraw the Petition and Owner and/or CDSG may withdraw its offer to enter into this Agreement. If Owner withdraws the Petition or Owner and/or CDSG withdraw its offer to enter into this Agreement, or if final approval does not otherwise occur for any reason, then this Agreement shall be deemed void and of no force or effect, and the Property shall be deemed not annexed to the City. Owner and CDSG may exercise their rights under this Section 11 independently.

15. **Deannexation.** The provisions of this Agreement, as well as acceptable City zoning of the Property, are material considerations of Owner's agreement to annex the Property to the City. Therefore, in the event (a) the City fails to perform under the terms of this Agreement, or (b) Owner, CDSG, or both are unable to obtain, either before or after annexation proceedings are complete, Commercial (CO) and PUD zoning of the Property as described above and/or subdivision and/or development approval for development of the Property which they in their sole discretion find acceptable, Owner, CDSG, and the City stipulate and agree, pursuant to C.R.S. §31-12-501, that it shall be in the best interest of the City that the Property (or a portion of thereof) be de-annexed from the City. In such event, the City agrees that it shall initiate de-annexation proceedings, and to take all steps necessary to effect the de-annexation. The City further acknowledges and agrees that de-annexation is not prohibited by the City Charter or Municipal Code and ordinances, and that the City will not amend its ordinances to preclude a de-annexation permitted hereunder. The Parties' right to de-annex shall be in addition to any other rights available to them at law or under this Agreement. Upon the de-annexation of the Property (or portion thereof) from the municipal boundaries and specific jurisdiction of the City, the City agrees that it shall convey, assign, transfer and quitclaim to Owner or their successors and assigns, any and all water rights (the public dedication of which is more fully described by Section 6 hereof) previously dedicated by Owner hereunder to the City for the public use and benefit.

16. **Assignment.** The parties agree and acknowledge that the rights and obligations of Owner and CDSG under this Agreement may be assigned by them to persons or entities acquiring title to the Property or a portion thereof without the prior consent of the City if, and only if, such assignee agrees in writing to be bound by the terms and conditions of this Agreement, and the Owner or CDSG, as applicable, shall give notice to the City of any such conveyance, together with the assignee's written agreement to be bound by the terms and conditions of this Agreement.

17. **Waiver of Defects.** In executing this Agreement, Owner and CDSG waive all objections either may have concerning defects, if any, in the formalities whereby it is executed, or concerning the power of the City to impose conditions on Owner or CDSG as set forth herein, and concerning the procedure, substance and form of the ordinances or resolutions adopting this Agreement.

18. **Final Agreement.** This Agreement supersedes and controls all prior written and oral agreements and representations relating to the annexation of the Property to the City, and is the total integrated agreement between the City, Owner, and CDSG.

19. **Modifications.** This Agreement shall not be amended except by subsequent written agreement between the Parties hereto.

20. **Release of Liability.** It is expressly understood that the City cannot legally be bound by the representations of any of its officers or agents or their designees except in accordance with the City Code, City ordinances and the laws of the State of Colorado. Owner and CDSG, when dealing with the City, act at their own risk as to any representation or undertaking by the City officers, agents or their designees which is subsequently held unlawful by a court of law.

21. **Captions.** The captions in this Agreement are inserted only for convenience and in no way define, limit, or prescribe the scope or intent of this Agreement or any part thereof.

22. **Binding Effect.** This Agreement shall be binding upon and inure to the benefit of the Parties hereto and their respective heirs, successors, and assigns.

23. **Severability.** If any provision(s) of this Agreement shall be determined to be void or invalid by a court of competent jurisdiction, then such determination shall not affect any other provision hereof, all of which other provisions shall remain in full force and effect. It is the intention of the parties hereto that, if any provision of this Agreement is capable of two constructions, one of which would render the provision void, and the other of which would render the provision valid, then the provision shall have the meaning that renders it valid.

24. **Governing Law.** The laws of the State of Colorado shall govern the validity, performance, and enforcement of this Agreement. Should either party institute legal suit or action for enforcement of any obligation contained herein, it is agreed that the venue of such suit or action shall be in Garfield County, Colorado.

25. **Attorneys' Fees; Survival.** Should this Agreement become the subject of litigation between the City and Owner or CDSG, the prevailing party shall be entitled to attorneys' fees and costs of suit actually incurred, including expert witness fees. All rights concerning remedies and/or attorneys' fees shall survive any termination of this Agreement.

26. **Gender.** Whenever the context shall require, the singular number shall include the plural, the plural the singular, and the use of any gender shall be applicable to all genders.

27. **Counterparts.** This Agreement may be executed in counterparts, each of which shall be deemed an original and all of which, when taken together, shall be deemed one and the same instrument.

28. **Notice.** All notices required under this Agreement shall be in writing and shall be hand-delivered or sent by first class mail postage prepaid, to the addresses of the parties set forth herein. All notices by hand delivery shall be effective upon receipt. All notices by mail shall be considered effective seventy-two (72) hours after deposit in the United States Mail with the proper address as set forth below. Either party by notice so given may change the address to which future notices may be sent.

Notice to the City:

City Manager  
City of Glenwood Springs

101 West 8<sup>th</sup> Street  
Glenwood Springs, CO 81601

With copy to: City Attorney  
101 West 8<sup>th</sup> Street  
Glenwood Springs, CO 81601

Notice to GP: Glenwood Partnership, LLLP

Notice to CDSG: Commercial Development Services Group, LLC

29. **Authority.** Each person signing this Agreement represents and warrants that he/she is fully authorized to enter into and execute this Agreement and to bind the Party it represents to the terms and conditions hereof.

**WHEREFORE**, the Parties hereto have executed duplicate originals of this Agreement on the day and year first written above.

CITY OF GLENWOOD SPRINGS

\_\_\_\_\_  
Jonathan Godes, Mayor

ATTEST:

\_\_\_\_\_  
Ryan Muse, City Clerk

**GLENWOOD PARTNERSHIP, LLLP:**

\_\_\_\_\_  
TITLE: \_\_\_\_\_

STATE OF COLORADO    )  
                                          ) ss.  
COUNTY OF GARFIELD    )

Subscribed, sworn to and acknowledged before me this \_\_\_\_\_ day of \_\_\_\_\_,  
20\_\_\_\_, by \_\_\_\_\_, as \_\_\_\_\_ of Glenwood Partnership, LLLP

Witness my hand and official seal.

My commission expires: \_\_\_\_\_

\_\_\_\_\_  
Notary Public

**COMMERCIAL SERVICES  
DEVELOPMENT GROUP, LLC:**

\_\_\_\_\_  
TITLE: \_\_\_\_\_

STATE OF COLORADO    )  
                                          ) ss.  
COUNTY OF GARFIELD    )

Subscribed, sworn to and acknowledged before me this \_\_\_\_\_ day of \_\_\_\_\_,  
20\_\_\_\_, by \_\_\_\_\_ as \_\_\_\_\_ of Commercial Services Development  
Group, LLC

Witness my hand and official seal.

My commission expires: \_\_\_\_\_

\_\_\_\_\_  
Notary Public



**Exhibit A**

**Description of Property**

A PORTION OF THE FOLLOWING DESCRIBED REAL PROPERTY:

A TRACT OF LAND SITUATED IN SECTION 6, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE NORTH LINE OF THE GLENWOOD SPRINGS MALL SUBDIVISION WHENCE THE WITNESS CORNER TO THE S1/4 CORNER OF SECTION 34, TOWNSHIP 5 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEARS N 89° 13' 08" E 866.63 FEET SAID POINT OF BEGINNING ALSO BEING THE SOUTHEAST CORNER OF THAT PARCEL DESCRIBED AS PARCEL C IN BOOK 1205 AT PAGE 589 IN THE OFFICE OF THE GARFIELD COUNTY CLERK AND RECORDER;

THENCE ALONG THE EAST LINE OF SAID PARCEL C N 2° 44' 00" E 605.64 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF COUNTY ROAD NO. 130;

THENCE ALONG SAID RIGHT-OF-WAY N 89° 52' 00" E 312.68 FEET;

THENCE N 89° 49' 18" E 860.83 FEET TO THE WEST LINE OF THE MEL-RAY SUBDIVISION;

THENCE ALONG SAID WEST LINE S 1° 52' 00" W 575.96 FEET;

THENCE DEPARTING SAID EAST LINE AND ALONG THE NORTH LINE OF SAID GLENWOOD SPRINGS MALL N 87° 18' 00" W 615.36 FEET;

THENCE S 47° 42' 00" W 125.06 FEET;

THENCE N 87° 18' 00" W 476.98 FEET TO THE POINT OF BEGINNING.

COUNTY OF GARFIELD

STATE OF COLORADO.

**EXHIBIT B**

PUD Plan

DRAFT

**Tom Jankovsky**  
District 1

**John Martin, Chair**  
District 2

**Mike Samson, Chair Pro Tem**  
District 3



July 19, 2021

City of Glenwood Springs  
c/o Jenn Ooton, Assistant City Manager  
101 West 8<sup>th</sup> Street  
Glenwood Springs, CO 81601

Dear Ms. Ooton,

Thank you for submitting an Annexation Impact Report (dated July 2, 2021) for the 214 Center LLC annexation of a 15.8 acres parcel into the City. The proposed annexation is located in west Glenwood Springs north of the Glenwood Mall, south of Donegan Road, and east of Storm King Road.

The County's Future Land Use map designates the property Urban Growth Area, and the County Zoning is Commercial Limited. The Glenwood Springs 2011 Comprehensive Plan designates the property as a Secondary Commercial.

According to the Annexation Impact Report, the applicant 214 Center Drive LLC, is proposing a Planned Unit Development (PUD) that will include the construction of 360 residential units (a mix of apartments, townhomes, and live work units), along with 12,000 SF of restaurant and clubhouse.

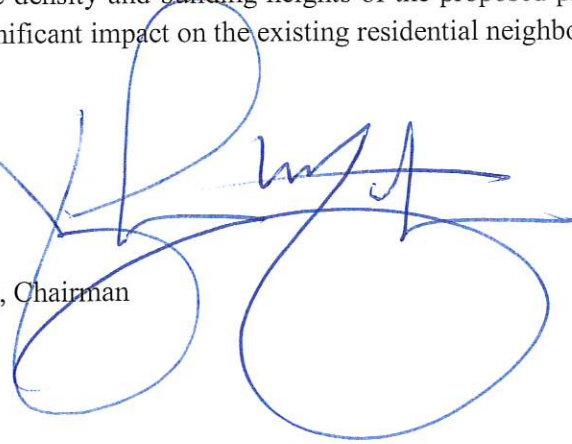
The Garfield County Board of County Commissioners held a public meeting on July 19, 2021, to discuss the annexation. Based on that discussion the Commissioners have the following comments/concerns to be shared with the Glenwood Springs City Council:

1. The proposed project will have considerable impacts on Mel Ray Road, Donegan Road and Storm King Roads. Portions of these roads are currently within the County. If the City annexes the subject property, the County portions of Mel Ray, Donegan and Storm King are to be annexed into the City.
2. The proposed project will increase traffic volumes at the intersections of SH 6 and Donegan Road, SH 6, and Mel Ray Road along with SH 6 and Storm King Road. Improvements to these CDOT intersections should be in place prior to introducing significant project-based traffic into the system.
3. Because the project will exacerbate congestion issues that arise during required evacuations/interstate closure, consideration should be given to the development and implementation of improved evacuation plans.

4. The density and building heights of the proposed project are incompatible with and will have a significant impact on the existing residential neighborhoods.

Sincerely,

John Martin, Chairman

A large, stylized handwritten signature in blue ink, likely belonging to John Martin, Chairman. The signature is written over the "Sincerely," and "John Martin, Chairman" text.

July 23, 2021

Dear members of the Glenwood Springs City Council,

We agree with the Glenwood Springs P&Z who voted 4-0 to recommend denial of both the annexation and rezoning of the 15 acres in a pasture north of the Glenwood Springs Mall in West Glenwood Springs, CO for the proposed housing development. I also learned that apartments are to be constructed on Hwy 6 where the miniature golf course is now located and on land behind Discount Tires. The roads, intersections, and roundabout are not adequate for the increased traffic that would come with this and the other two developments. Will adequate parking off the road be available? Water and sewage infrastructure is not adequate. How about parks and sidewalks to accommodate the increase in population?

A. William Mischlich



Paula Mischlich



0277 Mountain Shadows Dr.  
Glenwood Springs, CO

81601

PLEASE INCLUDE THIS LETTER IN THE CITY COUNCIL PACKET FOR 29 JULY 2021

City Manager & City Clerk  
101 8th Street  
Glenwood Springs CO 81601

Dear Glenwood City Council

In the 20 years that I have been a Glenwood City resident I have never written a letter to my City Council before, however the annexation, rezoning and development of 480 Donegan Road by R2 Partnership compels me to do so.

These are my concerns:

1. Is There Enough Water? We have just had our water fees raised over 30% this year with further increases to come in future years. The drought appears to be occurring in many regions of our country and with that drought and high temperatures comes wildfires. Our supply of water isn't a given. We must be resourceful and responsible with how our city uses its water supply and consequently we must build responsibly, not driven by the dollar but by safety.
2. Fire Evacuations. In the last 25 years there have been two dangerous fires in West Glenwood Springs. I lived in Mountain Mobile Home Park during the Coal Seam Fire evacuation. During the 111 Fire, West Glenwood was in total gridlock until 10.30pm. If you allow R2 to build 332 more homes in one small area with easily 900 more people evacuation will be even more compromised.
3. Traffic. I have lived off Midland for about nine years now. Increased traffic makes it more and more difficult to turn onto Midland in either direction. How many more cars might be added with 332 more homes several miles away – maybe 600, maybe 900?
4. This development will require MORE school space, medical care, law enforcement, fire responders, grocery stores, parks, and affordable recreation.

Each time you approve these large developments to be built in our small town it exacerbates all of these conditions. I urge you our City Councilors to put a halt on this type of large development and take the safety of your current residents seriously. In the light of Glenwood Canyon being closed every time there is a mudslide consider what you would do if there were another wildfire in South Canyon – how would people escape?

I urge you to protect the current population of Glenwood (both city and county) and help keep residents safe by rejecting the application to annex, rezone and develop this property.

Yours

A handwritten signature in cursive script that reads "Marsha A. Hutson".

Marsha Hutson  
1318 Oak Way Avenue  
Glenwood Springs, CO 81601

PLEASE INCLUDE THIS LETTER IN THE CITY COUNCIL PACKET FOR 29 JULY 2021

City Manager & City Clerk  
101 8th Street  
Glenwood Springs CO 81601

Re: Annexation of a 15.818-acre parcel into the municipal limits of the City of Glenwood Springs and Initial Zoning/Rezoning of 3.533 acres to Commercial (CO) District and 12.285 acres to Planned Unit Development (PUD) District.

I am writing to express my opposition to the annexation, rezoning and development of the 15.818-acre property at 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz, and specifically the 12.285-acre PUD proposal (also known as 480 Donegan) currently under contract with R2 Partnership LLC. I recognize that the Roaring Fork Valley does need more affordable housing, but to allow 360 units on this property, at this time, before the Comprehensive Plan is complete and evacuation plans are in place, is unconscionable.

**Safety:**

According to figure 2 of the Wildland Urban Interface Community Wildfire Protection Plan of April 2007, the area of West Glenwood has a hazard rating of "very high." Fire Chief Tillotson claims that the West Glenwood Fire Department is undersized and obsolete, believing our concerns to be valid. The lack of emergency services in West Glenwood needs to be addressed before adding a significant increase to the population. The new reality is extreme fire danger.

West Glenwood residents got a taste of just how helpless we are last summer after the 111 Fire. Plans are necessary in the event of a natural disaster to counteract how people actually behave in the event of an emergency with no guidance. We, as a community, must start planning now. Our community, neighborhood by neighborhood, household by household, must begin now to organize adequate emergency responses. The physical layout of West Glenwood makes dependence on official services hopelessly inadequate.

**Impact on Traffic:**

COVID has drastically reduced traffic, therefore the traffic study done during these months, no matter the algorithm used to calculate the increase, cannot properly reflect the reality of this area. The addition of 1000+ vehicles and a minimum of 2,200 trips per day to our streets will create a traffic nightmare of overwhelming proportions. Congestion near schools and safety concerns for our young children are inevitable.

**Comprehensive Plan:**

How is it possible "that the benefits of development are distributed evenly across society" when this building is the equivalent to 7 large complexes here in town? Glenwood Greens, Machebeuf, Holiday House, Manor I, Manor II, 23rd Street, and Six Canyons is 381 units in total. This is a proposal of 360 in one location! If sustainability is the key foundation to the plan, it's clear that



the social and environmental aspects of sustainability cannot be met through the proposal now under consideration.

Since 2011, when the current Comprehensive Plan was adopted, there have been monumental shifts in perception of the hazards it left out. It's hopelessly inadequate to meet today's needs, let alone tomorrows. We are fortunate having local resources for cutting edge technologies. We must enlist them. Development and design should demand working with the existing land features, infrastructure, demographic shifts and foreseeable challenges like climate effects on regional weather patterns and drought. Designing for energy efficiency, water conservation, defensibility against fire and flood, ease of maintenance on critical systems – while being minimally dependent on outside services, is possible in this day and age. It's past time that we integrate land use regulations that prioritizes safety and optimally dense communities.

In closing, the neighborhood opposition to these proposals is about a recognition that we have much to do before responsible development on *any* scale makes sense here, from a basic safety perspective. If there is one thing our world has learned during COVID it is that no matter how economically stable we are, how fiscally responsible we are, unprecedented changes create new demands on both basic infrastructure and community organization to protect ourselves from their most dire impacts. How much we plan for the future, we are nothing if we don't protect our people.

It is my opinion that a moratorium needs to be placed on all non-single-family developments in Glenwood Springs until (a) a current Wildfire Evacuation Plan is not only in place but can be implemented to allow for the safe evacuation of all Glenwood Springs residents, (b) a thorough assessment of how the annexation will impact water supply now and into the future, and (c) the Comprehensive Plan has been updated.

Floyd Diemoz has served Glenwood Springs well over the decades, including contributions to public safety, efficiency and community well-being. Designing for the present and future needs of this West Glenwood neighborhood is a challenge worthy of his experience and talents. But this proposed development is not it, and this is not the time to stand on property rights over public safety. Both *can* be served, but only if both are embraced.

I urge you to protect the current population and help keep residents safe by rejecting the application to annex and rezone this property.

Roberta Elvick

7-19-21

I may not live in West Glenwood, but my job is here. Something as minor as a traffic cop pulling someone over in the west bound lane near Canyon Creek will back up traffic. If there is ever a serious evacuation, people will be running on foot for their lives.

PLEASE INCLUDE THIS LETTER IN THE CITY COUNCIL PACKET FOR 29 JULY 2021

City Manager & City Clerk  
101 8th Street  
Glenwood Springs CO 81601

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**Safety:**

According to figure 2 of the Wildland Urban Interface Community Wildfire Protection Plan of April 2007, the area of West Glenwood has a hazard rating of "very high." Fire Chief Tillotson claims that the West Glenwood Fire Department is undersized and obsolete, believing our concerns to be valid. The lack of emergency services in West Glenwood needs to be addressed before adding a significant increase to the population. The new reality is extreme fire danger.

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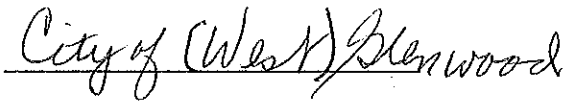
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It is my opinion that a moratorium needs to be placed on all non-single-family developments in Glenwood Springs until (a) a current Wildfire Evacuation Plan is not only in place but can be implemented to allow for the safe evacuation of all Glenwood Springs residents, (b) a thorough assessment of how the annexation will impact water supply now and into the future, and (c) the Comprehensive Plan has been updated.

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Britt Meriwether

  
City of West Glenwood

PLEASE INCLUDE THIS LETTER IN THE CITY COUNCIL PACKET FOR 29 JULY 2021

City Manager & City Clerk  
101 8th Street  
Glenwood Springs CO 81601

Re: Annexation of a 15.818-acre parcel into the municipal limits of the City of Glenwood Springs and Initial Zoning/Rezoning of 3.533 acres to Commercial (CO) District and 12.285 acres to Planned Unit Development (PUD) District.

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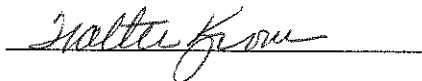
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WALTER KROM

*Can't imagine another 1000+ cars at the  
Fuel Ray roundabout! What a mess!*

**From:** [Paula Stepp](#)  
**To:** [Christina Gore](#)  
**Cc:** [Trent Hyatt](#)  
**Subject:** RE: West Glenwood R2 development  
**Date:** Thursday, July 29, 2021 10:54:08 AM

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Hello Christina

Please forward your comment to Trent Hyatt copied here. In our quasi judicial role, city council can not consider any comments other than those in our packet or presenting during the public hearing.

Thank you  
Paula Stepp

---

**From:** Christina Gore <toothdoc121@yahoo.com>  
**Sent:** Thursday, July 29, 2021 8:56 AM  
**To:** Paula Stepp <paula.stepp@cogs.us>  
**Subject:** West Glenwood R2 development

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Dear Ms. Stepp,

I am writing to ask you to vote against this development as it is now planned. Our neighborhood can't support the density of proposed housing.

I am not against development of this piece of property, but in my opinion it is better suited to about 50 single family homes, not the over 300 units that are currently proposed.

Thank you for your time and attention to my concern.

Christina Gore

**From:** [Ryan M. Muse](#)  
**To:** [Trent Hyatt](#)  
**Subject:** FW: West Glenwood Pasture Development  
**Date:** Thursday, July 29, 2021 10:49:38 AM

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Ryan Muse  
City Clerk  
970-384-6406  
City of Glenwood Springs

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**From:** Trary LaMee <trarylamee@yahoo.com>  
**Sent:** Friday, July 23, 2021 4:57 PM  
**To:** Ryan M. Muse <ryan.muse@cogs.us>; Debra Figueroa <debra.figueroa@cogs.us>  
**Cc:** Steve Davis <steve.davis@cogs.us>; Jonathan Godes <jonathan.godes@cogs.us>; Tony Hershey <tony.hershey@cogs.us>; Paula Stepp <paula.stepp@cogs.us>; Charlie Willman <charlie.willman@cogs.us>; Ingrid Wussow <ingrid.wussow@cogs.us>; Shelley Kaup <shelley.kaup@cogs.us>  
**Subject:** West Glenwood Pasture Development

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PLEASE INCLUDE THIS LETTER IN THE CITY COUNCIL PACKET FOR 29 JULY 2021  
City Manager & City Clerk  
101 8th Street  
Glenwood Springs CO 81601  
Re: Annexation of a 15.818-acre parcel into the municipal limits of the City of Glenwood Springs and  
Initial Zoning/Rezoning of 3.533 acres to Commercial (CO) District and 12.285 acres to Planned Unit Development (PUD) District.

Dear Council Members,

We live on Donegan Road, so our concerns about this proposed development are many--and by now you're familiar with them. So I'll be specific about a few things:

Our townhomes (Apple Glen) allow 1-2 cars per unit. Extra vehicles must park elsewhere, and there are many extra vehicles already. So people park on nearby streets in front of other homes. Imagine hundreds more such extra vehicles?

Seriously--water. These are times of drought. Please consider how the situation is likely to get progressively worse and we're already implementing cut-backs.

West Glenwood is not an “Urban” environment. It’s small town-rural. There’s no walkability here other than to Culver’s, Tractor Supply and the car dealerships (people could walk across the street to buy a car, so they could drive across the bridge to the City Market!) Each of those new units will need at least 2 cars and there will be multiple trips a day. This is an Urban proposal. It’s different at the Meadows—where there are shops and restaurants, but dropping a city-block development into our residential neighborhood will be an shock radiating to the entire town of Glenwood.

Rentals are needed but there are other rental developments happening in the vicinity. Meanwhile, markets have changed and it’s nearly impossible for families to find homes to buy. Maybe we need to rethink and shift focus to include more units for purchasing? From a neighborhood perspective it’s better for folks to have some pride of ownership—things stay safer and well taken care of. Hundreds of rental units will mean hundreds and hundreds of people not invested in our neighborhood long-term. And as property values continue to rise, these owner/developers of dense rental complexes will maintain ownership and control—they will benefit financially, not current and future citizens. We also need more units that citizens can own, so they can improve their lives.

Thank you for your service! Thank you for carefully considering all options carefully.

Please listen to your actual constituents who already live here. We should matter more than the folks who might inhabit the future units we’re all imagining right now.

Please consider waiting for a greater-Glenwood Citizen’s consensus about the nature (and density) of future developments.

Please wait.

Thank you,

Trary LaMee, West Glenwood Springs



**From:** [Ryan M. Muse](#)  
**To:** [Trent Hyatt](#)  
**Subject:** FW: West Glenwood Pasture Development - 480 Donegan  
**Date:** Thursday, July 29, 2021 10:49:29 AM

---

Ryan Muse  
City Clerk  
970-384-6406  
City of Glenwood Springs

---

**From:** Erin Wiencek <jerinwiencek@gmail.com>  
**Sent:** Saturday, July 24, 2021 4:41 PM  
**To:** Jonathan Godes <jonathan.godes@cogs.us>  
**Cc:** Ryan M. Muse <ryan.muse@cogs.us>  
**Subject:** West Glenwood Pasture Development - 480 Donegan

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Hi Jonathan,

I am requesting my concerns in this email be added to the packet for the City Council meeting on July 29th.

In regard to the recent survey of this last week you were quoted in the Glenwood Post Independent as saying:

"I know we on the City Council have a very good understanding of the housing crisis, but it was surprising and interesting to see the rest of the community by and large saw that this was one of the biggest issues in the community."

The same article said that the poll sampled 309 registered voters of the city of Glenwood Springs and one of their top concerns was workforce housing for local workers.

Certainly workforce housing is important, and 309 registered voters should certainly be heard, but I hardly think that they are the "rest of the community by and large".

I have read that there are at least 1,000 plus signatures on a petition to stop this poorly planned development. This "free survey" should tell you of the concern over this development and that it is currently "one of the biggest issues in the community."

In closing, I would urge you to consider the Planning & Zoning Commissions advice to decline this development. They are, after all, your advisory board and well versed in what is best for our community and future growth.

Thank you.

Erin Wiencek  
123 Creekside Court

I

**From:** [Ryan M. Muse](#)  
**To:** [Trent Hyatt](#)  
**Subject:** FW: Annexation, Rezoning and Development of 214 Center Drive owned by Glenwood Partnership/ Floyd Diemoz and Development of 480 Donegan Road by R2 Partnership  
**Date:** Thursday, July 29, 2021 10:49:21 AM

---

Ryan Muse  
City Clerk  
970-384-6406  
City of Glenwood Springs

-----Original Message-----

From: Corina Jones <corina\_90@icloud.com>  
Sent: Sunday, July 25, 2021 8:37 PM  
To: Ryan M. Muse <ryan.muse@cogs.us>; Debra Figueroa <debra.figueroa@cogs.us>; Charlie Willman <charlie.willman@cogs.us>; Ingrid Wussow <ingrid.wussow@cogs.us>; Shelley Kaup <shelley.kaup@cogs.us>  
Cc: Steve Davis <steve.davis@cogs.us>; Jonathan Godes <jonathan.godes@cogs.us>; Tony Hershey <tony.hershey@cogs.us>; Paula Stepp <paula.stepp@cogs.us>  
Subject: Annexation, Rezoning and Development of 214 Center Drive owned by Glenwood Partnership/ Floyd Diemoz and Development of 480 Donegan Road by R2 Partnership

PLEASE INCLUDE THIS IN THE CITY COUNCIL PACKET FOR THE 29 JULY 2021 MEETING I am writing to express my opposition to the annexation, rezoning and development of the 15.818-acre property at 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz, and specifically the 12.285-acre PUD proposal (also known as 480 Donegan) currently under contract with R2 Partnership LLC. I recognize that the Roaring Fork Valley does need more affordable housing, but to allow such a large number of units on this property, at this time, before the Comprehensive Plan is complete and evacuation plans are in place, is unconscionable.

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environmental aspects of sustainability cannot be met through the proposal now under consideration.

Since 2011, when the current Comprehensive Plan was adopted, there have been monumental shifts in perception of the hazards it left out. It's hopelessly inadequate to meet today's needs, let alone tomorrows. We are fortunate

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In closing, the neighborhood opposition to these proposals is about a recognition that we have much to do before responsible development on any scale makes sense here, from a basic safety perspective. If there is one thing our world has learned during COVID it is that no matter how economically stable we are, how fiscally responsible we are, unprecedented changes create new demands on both basic infrastructure and community organization to protect ourselves from their most dire impacts. How much we plan for the future, we are nothing if we don't protect our people.

It is my opinion that a moratorium needs to be placed on all non-single-family developments in Glenwood Springs until (a) a current Wildfire Evacuation Plan is not only in place but can be implemented to allow for the safe evacuation of all Glenwood Springs residents, (b) a thorough assessment of how the annexation will impact water supply now and into the future, and (c) the Comprehensive Plan has been updated.

Floyd Diemoz has served Glenwood Springs well over the decades, including contributions to public safety, efficiency and community well-being. Designing for the present and future needs of this West Glenwood neighborhood is a challenge worthy of his experience and talents. But this proposed development is not it, and this is not the time to stand on property rights over public safety. Both can be served, but only if both are embraced.

I urge you to protect the current population and help keep residents safe by rejecting the application to annex and rezone this property.

Kind regards,  
Corina Jones  
135 Soccerfield Rd,  
GWS, CO

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> I urge you to protect the current population and help keep residents safe by rejecting the application to annex and rezone this property.

> Sincerely,

>

> Carl Uyehara

> Sent from my iPad

>

**Cc:** Steve Davis <[steve.davis@cogs.us](mailto:steve.davis@cogs.us)>; Paula Stepp <[paula.stepp@cogs.us](mailto:paula.stepp@cogs.us)>; Shelley Kaup <[shelley.kaup@cogs.us](mailto:shelley.kaup@cogs.us)>; Jonathan Godes <[jonathan.godes@cogs.us](mailto:jonathan.godes@cogs.us)>; Charlie Willman <[charlie.willman@cogs.us](mailto:charlie.willman@cogs.us)>; Ingrid Wussow <[ingrid.wussow@cogs.us](mailto:ingrid.wussow@cogs.us)>

**Subject:** 480 Donegan annexation proposal, July 29, 2021 City Council Meeting : INCLUDE IN PACKET

Subject: Annexation, Rezoning and Development of 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz and Development of 480 Donegan Road by R2 Partnership PLEASE INCLUDE THIS IN THE CITY COUNCIL PACKET FOR THE 29 JULY 2021 MEETING

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I urge you to protect the current population and help keep residents safe by rejecting the application to annex and rezone this property.

Sincerely,

Annie Uyehara

Sent from my iPad

Sent from my iPad

<[charlie.willman@cogs.us](mailto:charlie.willman@cogs.us)>; Ingrid Wussow <[ingrid.wussow@cogs.us](mailto:ingrid.wussow@cogs.us)>; Shelley Kaup  
<[shelley.kaup@cogs.us](mailto:shelley.kaup@cogs.us)>

**Subject:** Childcare and the 480 Donegan Project

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Dear City Council Members,

My name is Penny McDill and I am a retired elementary principal from the Roaring Fork School District. I have always been concerned about the lack of child care in the Roaring Fork Valley and particularly in Glenwood Springs. I see the development of the 480 Donegan Project as a unique opportunity to include a quality Childcare facility in the plans. A Childcare facility would be a great amilety for Glenwood and the area.

A quality childcare facility would include roughly 12,000 square feet of indoor space as well as some outdoor space. There are excellent examples on the front range which include apartments above the facility to help address housing shortages at the same time.

Presently I and others from the community are forming a task force to work with the developer on this initiative provided that the City Council approves the annexation.

I strongly encourage you to approve the annexation of this property.

Sincerely,

Penny McDill  
Glenwood Springs, Colorado



Glenwood Springs, 81601

**From:** [Ryan M. Muse](#)  
**To:** [Trent Hyatt](#)  
**Subject:** FW: AGAINST development on Donnegan Road  
**Date:** Thursday, July 29, 2021 10:48:28 AM  
**Importance:** High

---

Ryan Muse  
City Clerk  
970-384-6406  
City of Glenwood Springs

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**From:** Katie - SCS <Katie@saltcreeksearch.com>  
**Sent:** Monday, July 26, 2021 3:53 PM  
**To:** Ryan M. Muse <ryan.muse@cogs.us>; Debra Figueroa <debra.figueroa@cogs.us>; Steve Davis <steve.davis@cogs.us>; Jonathan Godes <jonathan.godes@cogs.us>; Tony Hershey <tony.hershey@cogs.us>; Paula Stepp <paula.stepp@cogs.us>; Charlie Willman <charlie.willman@cogs.us>; Ingrid Wussow <ingrid.wussow@cogs.us>; Shelley Kaup <shelley.kaup@cogs.us>  
**Subject:** AGAINST development on Donnegan Road  
**Importance:** High

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Dear City Council:

Thank you for taking time to read this email. In short, I am **AGAINST** the proposed development by R2 Partnership and here is why:

1. **SAFETY** – an increase in residences will cause a need for an increase in police officers and firemen. Who is going to pay for this? How will this be addressed?
2. **CAPACITY** – West Glenwood does not have the water and sewer capacity to serve these apartments and their families. Our system is already at capacity thanks to homes housing many more people than what they were originally built for stretching sewer and water capacity.
3. **I 70** – I 70 is closing almost daily. Those of us in West Glenwood will be trapped and not able to get out. Add the increase in cars from the proposed project and we will never get through the ill-planned round

about to get anywhere! And in the case of another fire? Burn scar run-off will continue for a few more years meaning 170 closures.

4. **TRANSIENT POPULATION\*** – by building these apartments, you are only inviting a transient population and that is not how this town was built. You are inviting an increase in the use of our social services coupled with our education, medical and judicial system all with no “return on investment” for the town.
5. **R2 LABOR** – I understand labor will come from Denver or Grand Junction so wages earned will not even stay in the Valley. Where will laborers stay while on the job?
6. **BUILDING MATERIALS**– there is a shortage of building materials and appliances across the country. We do not need R2 to start this project and then walk away leaving a hole in the ground because the project cannot be completed due to shortages in labor or materials.
7. **POOR PLANNING** – you are a “day late and a dollar short” in your planning for “needed” housing; however, do not shove it down the throats of those of that have been in West Glenwood for decades. Lack of planning on your part does not constitute an emergency on our part! Glenwood is not cheap, but why do West Glenwood residents have to be the ones to pay for “affordable” housing?

We moved to Glenwood in 1968 and my mother still lives in the home she and my dad built in 1970. We live above the West Glenwood Golf Club so you are looking to impact our future and safety. This project has been ill-conceived with no thought given to safety, impact on existing West Glenwood residents and the overall quality of life of current Glenwood residents. **DECLINE** this project as nothing good will come of it and due to the reasons cited above.

Thank you!

Katie Fischer Mosquera  
GSHS Graduate 1979

- Glenwood Springs was built by generational families like Bosco, Bolitho/Bell, Diemoz (Adolph & Floyd), Beattie, Hubbard, Nieslanik,

Gerbaz ... other non-generational families such as – Reeves, Delaney, Zimmerman, Petre, Zeder, Fischer, Fergian, Griffenberg etc. These families were not transient – THEY STAYED and BUILT A COMMUNITY! (Do any of you know who started Mid-Continent Coal and Coke? Or Bighorn Toyota? Or LP Gas?)

- A transient population, by definition, sees no need, and has no interest, in being part of the community and making contributions towards a town's future.
- We are out of people who built this town and there is no one coming behind!

To: [ryan.muse@cogs.us](mailto:ryan.muse@cogs.us); [debra.figueroa@cogs.us](mailto:debra.figueroa@cogs.us)

Cc: [steve.davis@cogs.us](mailto:steve.davis@cogs.us); [jonathan.godes@cogs.us](mailto:jonathan.godes@cogs.us); [tony.hershey@cogs.us](mailto:tony.hershey@cogs.us); [paula.stepp@cogs.us](mailto:paula.stepp@cogs.us); [s.us](mailto:s.us); [charlie.willman@cogs.us](mailto:charlie.willman@cogs.us); [ingrid.wussow@cogs.us](mailto:ingrid.wussow@cogs.us); [shelley.kaup@cogs.us](mailto:shelley.kaup@cogs.us)

Subject: Annexation, Rezoning and Development of 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz and Development of 480 Donegan Road by R2 Partnership

PLEASE INCLUDE THIS IN THE CITY COUNCIL PACKET FOR THE 29 JULY 2021 MEETING

I am writing to express my opposition to the annexation, rezoning and development of the 15.818-acre property at 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz, and specifically the 12.285-acre PUD proposal (also known as 480 Donegan) currently under contract with R2 Partnership LLC. I recognize that the Roaring Fork Valley does need more affordable housing, but to allow such a large number of units on this property, at this time, before the Comprehensive Plan is complete and evacuation plans are in place, is unconscionable.

Safety:

According to figure 2 of the Wildland Urban Interface Community Wildfire Protection Plan of April 2007, the area of West Glenwood has a hazard rating of "very high." Fire Chief Tillotson claims that the West Glenwood Fire Department is undersized and obsolete, believing our concerns to be valid. The lack of emergency services in West Glenwood needs to be addressed before adding a significant increase to the population. The new reality is extreme fire danger.

West Glenwood residents got a taste of just how helpless we are last summer after the 111 Fire. Plans are necessary in the event of a natural disaster to counteract how people actually behave in the event of an emergency with no guidance. We, as a community, must start planning now. Our community, neighborhood by neighborhood, household by household, must begin now to organize adequate emergency responses. The physical layout of West Glenwood makes dependence on official services hopelessly inadequate.

Impact on Traffic:

COVID has drastically reduced traffic, therefore the traffic study done during these months, no matter the algorithm used to calculate the increase, cannot properly reflect the reality of this area. The addition of 1000+ vehicles to our streets will create a traffic nightmare of overwhelming proportions. Congestion near schools and safety concerns for our young children are inevitable.

Over run open space:

Gregory Park in West Glenwood is a small, and very beautiful. My kids and I enjoy spending time there. This little park has been quite magical for my children as the stream and all the trees have helped set a wonderful scene for my kids to use their vivid imaginations to create hours of play. When the urban development crash lands on our side of Glenwood it will definitely upset the quietness, and openness of this small area. There are very few places in Glenwood now where kids can go to play , or where families of our community can go

To be with one another. Basalt has Crown Mountain park, Rifle has a splash park, even New Castle has a decent skate bike park. We need more open space or at least not to overrun what little space we have now.

Comprehensive Plan:

How is it possible “that the benefits of development are distributed evenly across society” when this building is the equivalent to 7 large complexes here in town? Glenwood Greens, Machebeuf, Holiday House, Manor I, Manor II, 23rd Street, and Six Canyons is 381 units in total. This is a proposal of 279 multi-family apartments, 40 townhomes for sale and 13 live-work units in one location! If sustainability is the key foundation to the plan, it’s clear that the social and environmental aspects of sustainability cannot be met through the proposal now under consideration.

Since 2011, when the current Comprehensive Plan was adopted, there have been monumental shifts in perception of the hazards it left out. It’s hopelessly inadequate to meet today’s needs, let alone tomorrows. We are fortunate having local resources for cutting edge technologies. We must enlist them. Development and design should demand working with the existing land features, infrastructure, demographic shifts and foreseeable challenges like climate effects on regional weather patterns and drought. Designing for energy efficiency, water conservation, defensibility against fire and flood, ease of maintenance on critical systems – while being minimally dependent on outside services, is possible in this day and age. It’s past time that we integrate land use regulations that prioritizes safety and optimally dense communities.

In closing, the neighborhood opposition to these proposals is about a recognition that we have much to do before responsible development on *any* scale makes sense here, from a basic safety perspective. If there is one thing our world has learned during COVID it is that no matter how economically stable we are, how fiscally responsible we are, unprecedented changes create new demands on both basic infrastructure and community organization to protect ourselves from their most dire impacts. How much we plan for the future, we are nothing if we don’t protect our people.

It is my opinion that a moratorium needs to be placed on all non-single-family developments in Glenwood Springs until (a) a current Wildfire Evacuation Plan is not only in place but can be implemented to allow for the safe evacuation of all Glenwood Springs residents, (b) a thorough assessment of how the annexation will impact water supply now and into the future, and (c) the Comprehensive Plan has been updated.

Floyd Diemoz has served Glenwood Springs well over the decades, including contributions to public safety, efficiency and community well-being. Designing for the present and future needs of this West Glenwood neighborhood is a challenge worthy of his experience and talents. But this proposed development is not it, and this is not the time to stand on property rights over public safety. Both *can* be served, but only if both are embraced.

I hope that this development is not being taken lightly? Growth has to occur but to what extent do we let revenue motivate our decisions? I hope that our concerns are being heard and taken very seriously. This valley is a gem and every bit of land here is priceless. As a community we need to think hard about what Glenwood Springs should look like in the years to come. Do we want a city in a small town or do we still want to keep all the charm and beauty that many have moved to this valley for. As of right now we are a rural city and not a urban city but these developers want to create a urban monstrosity. They do not live here and honestly have no investment in our community other than making money off of it. We need a fire department first, some shared open space and then maybe a nice little housing community. Make it tasteful and also protect the citizens who live on this side of Glenwood first.

As our population grows and the need for housing increases, let's also consider our environment and where most of these people are working. If we as a community are housing most of Aspen's workers then perhaps, for the sake of emissions, consider not making it our priority or problem to build more affordable housing, perhaps, instead, let Aspen create more affordable housing for their employees.

We need jobs in Glenwood and workers here too.

I urge you to protect the current population and help keep residents safe by rejecting the application to annex and rezone this property.

Charlie and Heidi Kimmel  
Gamba Drive in West Glenwood

**From:** [Ryan M. Muse](#)  
**To:** [Trent Hyatt](#)  
**Subject:** FW: City Council Meeting July 29, 2021  
**Date:** Thursday, July 29, 2021 10:48:08 AM

---

Ryan Muse  
City Clerk  
970-384-6406  
City of Glenwood Springs

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**From:** Elizabeth Phillips <ejp5@hotmail.com>  
**Sent:** Tuesday, July 27, 2021 9:38 AM  
**To:** Ryan M. Muse <ryan.muse@cogs.us>; Debra Figueroa <debra.figueroa@cogs.us>  
**Cc:** Steve Davis <steve.davis@cogs.us>; Jonathan Godes <jonathan.godes@cogs.us>; Tony Hershey <tony.hershey@cogs.us>; Paula Stepp <paula.stepp@cogs.us>; Charlie Willman <charlie.willman@cogs.us>; Ingrid Wussow <ingrid.wussow@cogs.us>; Shelley Kaup <shelley.kaup@cogs.us>  
**Subject:** City Council Meeting July 29, 2021

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**PLEASE INCLUDE THIS LETTER IN THE CITY COUNCIL PACKET  
FOR THE JULY 29 MEETING**

I am writing to add my voice to those of the many fellow residents of West Glenwood Springs who have expressed their deep concerns about, and opposition to, the annexation and rezoning of the pasture property at 214 Center Drive by R2 Partnership. As a long-time home-owner in West Glenwood Springs who plans to live my remaining years here, I implore you to seriously consider the following critical issues:

**1. Evacuation routes.** The recurring and seemingly inevitable wildland fires that continue to threaten our area require that we have effective evacuation routes to protect us. Recent history has shown that such routes do not exist. *What is the plan* to take into account the approximately 500-600 additional vehicles that this 300-unit complex will add to currently inadequate evacuation routes?

**2. Traffic.** Recurring closures of I-70 because of mud slides, traffic



accidents, other emergencies continue to cause massive, lengthy back-ups of traffic in West Glenwood. These closures and gridlocks prevent medical and police services from reaching homes in this area of 3,500 residents, which is more than one third of the population of the entire city of Glenwood Springs. *What is the plan* to address the issue of access into and out of West Glenwood during such closures, when approximately 600-900 (25 percent) more residents are added?

I respectfully urge you to deny the development of this or any other proposal that would bring significant numbers of additional vehicles to West Glenwood until these and doubtless other negative impacts are addressed and the solutions implemented. Before increasing our population by approximately 25 percent, we need improved evacuation routes, an updated and better equipped fire department, and upgraded local roads capable of safely and efficiently handling additional traffic.

Thank you for taking these issues into consideration.

Elizabeth J. Phillips  
120 Rockledge Dr.  
Glenwood Springs  
Colorado 81601

Elizabeth J. Phillips  
120 Rockledge Drive  
Glenwood Springs  
Colorado 81601

**From:** [Ryan M. Muse](#)  
**To:** [Trent Hyatt](#)  
**Subject:** FW: Proposed annexation and zoning  
**Date:** Thursday, July 29, 2021 10:46:44 AM

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Ryan Muse  
City Clerk  
970-384-6406  
City of Glenwood Springs

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**From:** Thelma Zabel <tjzabel@gmail.com>  
**Sent:** Wednesday, July 28, 2021 6:05 PM  
**To:** Debra Figueroa <debra.figueroa@cogs.us>; Ryan M. Muse <ryan.muse@cogs.us>  
**Subject:** Proposed annexation and zoning

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PLEASE INCLUDE THIS LETTER IN THE CITY COUNCIL PACKET FOR 29 JULY 2021

Re: Annexation of a 15.818-acre parcel into the municipal limits of the City of Glenwood Springs and Initial Zoning/Rezoning of 3.533 acres to Commercial (CO) District and 12.285 acres to Planned Unit Development (PUD) District.

There are a number of reasons to oppose the annexation, rezoning and development of the 15.818-acre property at 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz, and the 12.285-acre PUD proposal that's currently under contract with R2 Partnership LLC. I know that you have both received letters addressing the safety, the impact on traffic especially here in West Glenwood, and how this proposal fits into (or does not) the city's comprehensive plan.

So I'll not repeat all of the information that you've already received. Instead I wish to speak from a very personal perspective that addresses the issue of safety. Living here in West Glenwood in 2002 when the rapidly growing and rapidly approaching Coal Seam Fire resulted in hurried evacuations, my biggest fear about this proposed development centers around the ever-growing incidence of wildfires. It is hard to imagine the fear and the panic we West Glenwood residents were feeling as well as what we were seeing as we evacuated, the fire reaching so close to us as our cars inched along the roads to safety.

There was also the dilemma: which way do we go to get out of the fire's path- south to get on I-70 east or south through downtown Glenwood Springs? Certainly not west on I-70! Our family and the many other residents who lived through this wildfire will not forget looking back at our homes wondering if we'd return to them still standing and then, looking forward hoping that all of us on the roads trying to evacuate would come to no harm.

So now imagine this same scene with the recent increasing threat of wildfires and add perhaps hundreds and hundreds more vehicles into the mix. How can we possibly approve this proposal?

Thank you for your consideration.

Thelma Zabel

89 Rock Ledge Drive

Glenwood Springs

*In Difficult times carry something beautiful in your heart.*

FYI

Sent from my iPhone

Begin forwarded message:

**From:** [lindyenwold@aol.com](mailto:lindyenwold@aol.com)

**Date:** July 27, 2021 at 12:10:18 PM MDT

**To:** BOCC <[BOCC@garfield-county.com](mailto:BOCC@garfield-county.com)>, Sheryl Bower  
<[sbower@garfield-county.com](mailto:sbower@garfield-county.com)>

**Subject:** [External] include in city council packet on annexation of 214 Donegan

**Reply-To:** [lindyenwold@aol.com](mailto:lindyenwold@aol.com)

To whom it concerns: I am in Texas and unable to get to meetings in person. I recently experienced visiting Aspen by car from Glenwood. The traffic was horrendous going into, out of, and with trying to find parking close to stores and restaurants. We gambled that they were not checking the 2 hour very inadequate limit! The town of Glenwood and West Glenwood already have traffic issues. The Donegan project will compound that. I have previously written about concerns about that, especially concerning emergency evacuations. Years ago, I was caught in one of the fire traffic jams and had to drive over the highway grass areas and shoulders to escape West Glenwood, with children. Orange smoke was showing in my back window...only to get into another traffic jam on 1-70 East into town. Going West on 1-70 was closed. The frontage road into town was also jammed. What will happen with that many more residents that are proposed too occupy the units? We bought the Mountain Shadows property because it was a family friendly area, with mountain views, horses in pastures, country roads, other home and quiet streets. We didn't buy in town, didn't want the 'city traffic' atmosphere. My children and now their grandchildren enjoy riding bikes and such from our home around the neighborhood, down to Gregory Park. That will not be possible with the development, as drivers on Donegan and lower Mel Rey have increased useage with additional houses already here, coming from Storm King area...this is very predictable! We still have children's chalk drawings on Mt. Shadows Drive, families walk to local restaurants, they walk to enjoy the peace and quiet, in the safety of our area! We recently experienced power outages after a mild storm. Is the city planning on taking care of the electrical impact, sewer, improved roads, traffic load, improved evacuation plans that the proposed development will require ??? We just experieinced I 70 problems, the canyon shut downs Those problems aren't being handled well with the popluation we already have! They shut access to us from Dotsero to Rifle! Why? To stop bottlenecking.....we already have bottlenecking with workers/travelers/homeowners in the morning and afternoon shifts! Enough! It's only going to get much worse! I have made some points that I hope will be considered, but there are many more. I regret that I willl be out of town and not able to show up in person. Respectfully, Belinda (Lindy) Enewold, 266 Mt. Shadows Drive, Glenwood Springs, CO, 956-346-2660

Please include these concerns and/or this letter in the City Council Packet on the Annexation of 214 Donegan.

**From:** [Jeremy Gerbaz](#)  
**To:** [Trent Hyatt](#)  
**Subject:** Annexation of 214 center drive  
**Date:** Wednesday, July 28, 2021 9:06:28 PM

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I am writing to express my opposition to the annexation, rezoning and development of the 15.818-acre property at 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz, and specifically the 12.285-acre PUD proposal (also known as 480 Donegan) currently under contract with R2 Partnership LLC. I recognize that the Roaring Fork Valley does need more affordable housing, but to allow such a large number of units on this property, at this time, before the Comprehensive Plan is complete and evacuation plans are in place, is unconscionable.

**Safety:**

According to figure 2 of the Wildland Urban Interface Community Wildfire Protection Plan of April 2007, the area of West Glenwood has a hazard rating of "very high." Fire Chief Tillotson claims that the West Glenwood Fire Department is undersized and obsolete, believing our concerns to be valid. The lack of emergency services in West Glenwood needs to be addressed before adding a significant increase to the population. The new reality is extreme fire danger.

West Glenwood residents got a taste of just how helpless we are last summer after the 111 Fire. Plans are necessary in the event of a natural disaster to counteract how people actually behave in the event of an emergency with no guidance. We, as a community, must start planning now. Our community, neighborhood by neighborhood, household by household, must begin now to organize adequate emergency responses. The physical layout of West Glenwood makes dependence on official services hopelessly inadequate.

**Impact on Traffic:**

COVID has drastically reduced traffic, therefore the traffic study done during these months, no matter the algorithm used to calculate the increase, cannot properly reflect the reality of this area. The addition of 1000+ vehicles to our streets will create a traffic nightmare of overwhelming proportions. Congestion near schools and safety concerns for our young children are inevitable.

**Over run open space:**

Gregory Park in West Glenwood is a small, and very beautiful. My kids and I enjoy spending time there. This little park has been quite magical for my children as the stream and all the trees have helped set a wonderful scene for my kids to use their vivid imaginations to create hours of play. When the urban development crash lands on our side of Glenwood it will definitely upset the quietness, and openness of this small area. There are very few places in Glenwood now where kids can go to play, or where families of our community can go to be with one another. Basalt has Crown Mountain park, Rifle has a splash park, even New Castle has a decent skate bike park. We need more open space or at least not to overrun what little space we have now.

**Comprehensive Plan:**

How is it possible "that the benefits of development are distributed evenly across society" when this building is the equivalent to 7 large complexes here in town? Glenwood Greens, Machebeuf, Holiday House, Manor I, Manor II, 23rd Street, and Six Canyons is 381 units in total. This is a proposal of 279 multi-family apartments, 40 townhomes for sale and 13 live-work units in one location! If sustainability is the key foundation to the plan, it's clear that the social and environmental aspects of sustainability cannot be met through the proposal now under consideration.

Since 2011, when the current Comprehensive Plan was adopted, there have been monumental shifts in perception of the hazards it left out. It's hopelessly inadequate to meet today's needs, let alone tomorrows. We are fortunate having local resources for cutting edge technologies. We must enlist them. Development and design should demand working with the existing land features, infrastructure, demographic shifts and foreseeable challenges like climate effects on regional weather patterns and drought. Designing for energy efficiency, water conservation, defensibility against fire and flood, ease of maintenance on critical systems – while being minimally dependent on outside services, is possible in this day and age. It's

past time that we integrate land use regulations that prioritizes safety and optimally dense communities.

In closing, the neighborhood opposition to these proposals is about a recognition that we have much to do before responsible development on *any* scale makes sense here, from a basic safety perspective. If there is one thing our world has learned during COVID it is that no matter how economically stable we are, how fiscally responsible we are, unprecedented changes create new demands on both basic infrastructure and community organization to protect ourselves from their most dire impacts. How much we plan for the future, we are nothing if we don't protect our people.

It is my opinion that a moratorium needs to be placed on all non-single-family developments in Glenwood Springs until (a) a current Wildfire Evacuation Plan is not only in place but can be implemented to allow for the safe evacuation of all Glenwood Springs residents, (b) a thorough assessment of how the annexation will impact water supply now and into the future, and (c) the Comprehensive Plan has been updated.

Floyd Diemoz has served Glenwood Springs well over the decades, including contributions to public safety, efficiency and community well-being. Designing for the present and future needs of this West Glenwood neighborhood is a challenge worthy of his experience and talents. But this proposed development is not it, and this is not the time to stand on property rights over public safety. Both *can* be served, but only if both are embraced.

I hope that this development is not being taken lightly? Growth has to occur but to what extent do we let revenue motivate our decisions? I hope that our concerns are being heard and taken very seriously. This valley is a gem and every bit of land here is priceless. As a community we need to think hard about what Glenwood Springs should look like in the years to come. Do we want a city in a small town or do we still want to keep all the charm and beauty that many have moved to this valley for. As of right now we are a rural city and not a urban city but these developers want to create a urban monstrosity. They do not live here and honestly have no investment in our community other than making money off of it. We need a fire department first, some shared open space and then maybe a nice little housing community. Make it tasteful and also protect the citizens who live on this side of Glenwood first.

As our population grows and the need for housing increases, let's also consider our environment and where most of these people are working. If we as a community are housing most of Aspen's workers then perhaps, for the sake of emissions, consider not making it our priority or problem to build more affordable housing, perhaps, instead, let Aspen create more affordable housing for their employees. We need jobs in Glenwood and workers here too.

I urge you to protect the current population and help keep residents safe by rejecting the application to annex and rezone this property.

Charlie and Heidi Kimmel  
West Glenwood Homeowners

**From:** [Carrie Bowen](#)  
**To:** [Trent Hyatt](#)  
**Subject:** Fwd: Annexation of 214 Center Drive  
**Date:** Wednesday, July 28, 2021 8:40:17 PM

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Begin forwarded message:

**From:** Paula Stepp <paula.stepp@cogs.us>  
**Date:** July 28, 2021 at 10:21:44 AM CDT  
**To:** Carrie Bowen <carrie.bowen@gmail.com>  
**Subject: RE: Annexation of 214 Center Drive**

Please forward your comments to Trent Hyatt to be included in our city packet regarding discussion of the annexation: [trent.hyatt@cogs.us](mailto:trent.hyatt@cogs.us)

Members of city council can only consider comments included in the packets or expressed at the public meetings.

Thank you,  
Paula Stepp

-----Original Message-----

From: Carrie Bowen <carrie.bowen@gmail.com>  
Sent: Saturday, July 24, 2021 10:16 PM  
To: Jonathan Godes <jonathan.godes@cogs.us>; Tony Hershey <tony.hershey@cogs.us>; Paula Stepp <paula.stepp@cogs.us>; Charlie Willman <charlie.willman@cogs.us>; Ingrid Wussow <ingrid.wussow@cogs.us>; Debra Figueroa <debra.figueroa@cogs.us>; Steve Davis <steve.davis@cogs.us>  
Subject: Annexation of 214 Center Drive

To Glenwood Springs City council,

I am writing this letter about the proposed annexation of 214 Center Drive. I am not against developing this site. I am against this specific development and its impact on the small community of Glenwood Springs, for the reasons below.

I know that most letters will include this and it is the biggest safety

issue, fire safety and evacuation is the main concern for most of the population of West Glenwood Springs, as it should be with the severe drought of the last couple of years and the limited amount of ways to evacuate and adding more people and cars to this will only make that problem worse. Their needs to be a comprehensive fire study done. It needs to be completed and implemented before anything gets built on this site.

Their needs to be a new West Glenwood Springs fire station built before anything gets built on this site. As Fire Chief Tillotson stated in the Planning and Zoning meeting the West Glenwood Springs fire station is currently far too small for the area that it supports and is obsolete. That is a scary thing to hear not only from a fire standpoint but for all medical emergencies as well.

The impact on local traffic and roads will be massive and the small city streets that we use to access West Glenwood Springs will not be able to handle the increased traffic. The infrastructure will have to be majorly improved to be able to support something like this. I still do not believe that any of the traffic studies R2 has done to this point is anywhere near accurate.

Also, at this point in time I do not believe the City of Glenwood Springs can provide enough water for this development. We had an emergency notification go out at 5:30 in the morning for residents of Glenwood Springs to cut water use inside and out because levels had fallen dangerously low. This is on top of all the restrictions we have been under this spring and summer. You expect the citizens of West Glenwood Springs to believe the added residents wouldn't effect our water supply that already is strained and having issues?

Another issue is, the current residents of West Glenwood Springs only have Gregory Park which is one of the smallest city parks in town and we are going to add all these new units without providing current and new residents with any more open space or parklands. This little park won't be able to handle the increased demand from something of this size. As per the developer in the Planning and Zoning meeting any open space areas would be available ONLY to the residence of the complex. This does not meet the necessary regulations for open spaces.



As for the specifics of the actual development proposal. It's WAY too big! It's that simple, the buildings are way too tall; from the apartment complexes to the townhomes. Their are way to many units. They don't have enough parking inside the development so the streets around it will become a parking lot along with the mall for all the vehicles from this proposed development. It does not fit Glenwood Springs small town feel. It feels more like Denver or any other major city on the front range, not our small mountain town. The developer in the P&Z meeting regularly referred to the development as an "urban" development. We are not an urban community, we are a rural community surrounded by other rural communities. We want to keep this feel for our area. Our families and children live here and we want it to remain a sweet community. There were many from this area that are not wanting this size of a complex going in in our back yard. We love our people, neighbors and community.

I believe that if the City of Glenwood Springs keeps approving developments like the one proposed for 214 Center Drive and all the other ones around town, this city will be nothing but apartment complexes and hotels, and the people that work and own houses in Glenwood Springs would rather move then stay in a city like that. So I hope that you members of the city council take the advise of the people that live here, and the planning and zoning commissioners and vote this down in its current format. Their has to be something better that will benefit the city, the residents of Glenwood Springs, and the people who visit here. Not just some developer from back east.

Thank you for reading my concerns and opinions about the proposed annexation and development of 214 Center Drive.

Carrie Bowen  
35 Gamba Dr, Glenwood Springs

Sent from my iPad

I would like to set the record straight. We the residents of West Glenwood are NOT against the Diemoz family selling their property, like many of you have been told. What we are concerned about is the magnitude of the development that R2 Partnership/Mr. Rosenberg is proposing. R2 is planning a 360 unit complex that Mr. Rosenberg claims that he can keep at 600 residents. Just last summer Mr. Rosenberg stated he could not control the number of residents. We all know what it is like here. Multiple families living in single family homes. Two of the buildings in this proposed development would be 53 feet, that is five stories. That is the same height as Six Canyons. Four stories is code. The GWS fire chief has even said that our fire department can not fight a fire in a building of the height. Our very own Mayor was on CNN telling about our drought and fire danger in our region. Mayor Godes even commented that no more people should move here. Another concern is the amount of traffic this development will produce. They are guesstimating 2200 additional trips on Donegan a day. Which would in turn mean down Mel Rey into the 114 round about. You county residents that commute up valley everyday should be furious with the additional cars in the West Glenwood round about. The state of Colorado must do a traffic study before anymore residential units are allowed to be built. Mr. Rosenberg has also decided that he would rather pay a fine in lieu of providing green space and dedicated land for schools which is required. A housing study was done that Mr. Rosenberg keeps referring to. Yes, it says that we are short 2000 rental units. BUT what Mr. Rosenberg is leaving out is that the "study area" included Aspen to Glenwood, Edwards to Parachute. So this entire region is supposedly low on rental units, not just Glenwood! If you have ever had to flee your home from a wildfire like many of the residents of West Glenwood you should understand the fear and stress we are experiencing. I believe that R2/Barry Rosenberg is trying to push this development through on the good name and the coat tails of the Diemoz family. Something to think about, look at the legacy that Doc Jackson has left for our valley. What kind of legacy is the Diemoz family leaving?

Lisa Orosz  
West Glenwood Springs  
970-945-0452  
[folo@sopris.net](mailto:folo@sopris.net)

**From:** [Jane Szucs](#)  
**To:** [Trent Hyatt](#)  
**Subject:** West Glenwood Annexation  
**Date:** Wednesday, July 28, 2021 5:47:56 PM

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Dear Trent,

Please include my comments below on the West Glenwood Annexation for inclusion in the city packet.

Thank you,  
Jane

Sent from my iPad

Begin forwarded message:

**From:** Paula Stepp <paula.stepp@cogs.us>  
**Date:** July 28, 2021 at 9:35:30 AM MDT  
**To:** Jane Szucs <janeszucs1@gmail.com>  
**Subject:** RE: West Glenwood Annexation

Hello Jane,  
Please forward your comments to Trent Hyatt to be included in our city packet regarding discussion of the annexation: [trent.hyatt@cogs.us](mailto:trent.hyatt@cogs.us)

Members of city council can only consider comments included in the packets or expressed at the public meetings.

Thank you,  
Paula Stepp

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**From:** Jane Szucs <janeszucs1@gmail.com>  
**Sent:** Tuesday, July 6, 2021 10:32 AM  
**To:** Paula Stepp <paula.stepp@cogs.us>  
**Subject:** West Glenwood Annexation

>> Dear Paula,

>> I write to express my opposition to the West Glenwood Development and Annexation. I have just come from hiking the No Name Jess Weaver trail. While there is still beauty on this trail, the creek has changed significantly in its flow as well as in the quality of the water. I could palpably smell the chemicals from the slurry dropped last August as a result of the Grizzly Creek fire in the areas where the fresh slides have occurred on this trail. I noticed that the intake for Glenwood Springs Water has been shut off, thankfully, given the quality of the water that is currently running from the creek. I encourage you, if you have not already done so, to take a walk up this trail and consider the future of Glenwood Springs.

>> Water is life and I am concerned at the consequences of the fire last summer. It is long overdue that Glenwood Residents stand up for a vision of our city that puts our quality of life and the preservation of our environment in front of and prioritised over a vision of economic growth and mechanistic utilitarianism. The West Glenwood Pasture Development is only a symptom of our out of balanced action favouring economic growth over the protection of our resources. It is important and my hope that the Glenwood Springs City Council will support responsibly built infrastructure that protects these resources and the people that live in this town. The time is now for our city leaders, to step up and oppose continued large scale high density housing growth without having the infrastructure in place to support it. The planning and zoning commission has voted no for the annexation and my hope is that the council will honor these views and do the same.

>> Respectfully,

>> Jane Szucs

>> 912 Minter Avenue

>> Glenwood Springs, Colorado. 81601

>> Sent from my iPad

**From:** [Bobbie Meriwether](#)  
**To:** [Jonathan Godes](#); [Charlie Willman](#); [ingid.wussow@cogs.us](mailto:ingid.wussow@cogs.us); [Paula Stepp](#); [Shelley Kaup](#); [Trent Hyatt](#)  
**Cc:** [Debra.figeroa@cogs.us](mailto:Debra.figeroa@cogs.us); [Ryan M. Muse](#)  
**Subject:** To be included in packet July 29@annexation  
**Date:** Wednesday, July 28, 2021 4:23:52 PM

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Council members ,  
STORM KING July 6, 1994 :

At this meeting we in W. Glenwood , can finally say to you that we are relieved to have a chance to tell you what it means to us when the decisions you make have the potential to change and impact our lives ....forever.

The wonderful thing about a community.. is that most people already know, or have come to know , the significance of this mountain .

For some , a memorial anniversary for Storm King is a special occasion , one day a year .. Others can never forget ..

lessons learned long ago. In the aftermath of that fire , city officials vowed to  
“never forget “

There was a year long investigation shortly after , A COMPREHENSIVE manual was published as well as a continually UPDATED website . That website is full of stories about what happened along the “ chain of command :

“ NOT paying attention “

.. to current reality was the overriding conclusion of the report. There is a firefighter’s training manual UPDATED every day online . Hotshot jumpers are reminded daily to PAUSE and REFLECT before jumping into situations that are out of their control.

This applies to both leaders and those hotshots on the line. The investigation moved from finger pointing , to CONTINUOUS online learning and training in order to seek BETTER outcome. Knowing that perfect safety is not possible , still we say “ let it never again happen. Thousands of lives is a lot of lives to lose .

•PRINCIPAL FINDINGS•

.....”No simple solution or novel approach exists that will significantly improve safety

..... The tragedies of 1994 were a WAKE UP CALL. No amount of sophisticated equipment and technology can replace personal and institutional VALUES that place safety above all else.

..... BOTH management and individuals are expected to be responsible and accountable for their actions. “

•The entire manual really is a lesson in Leadership The primary message to all individuals in the chain of command :

•PAUSE and REFLECT before jumping into the line of danger .

\*\*\*\*\*

Citizens DO have a right to ask of our officials that reasonable efforts be made to provide safety ABOVE all else for the greater good of Glenwood. Adding thousands of more people near exits 114 and 116.. will certainly some day , result in avoidable tragedy .

**From:** [from: harlangwen2@aol.com](mailto:from:harlangwen2@aol.com)  
**To:** [Trent Hyatt](#)  
**Subject:** Re: Annexation and Rezoning of 214 Center Drive and the Development of 480 Donegan Road.  
**Date:** Wednesday, July 28, 2021 4:16:18 PM

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I will send it on to him but was sure that I had included him in the address.

-----Original Message-----

**From:** Paula Stepp <[paula.stepp@cogs.us](mailto:paula.stepp@cogs.us)>  
**To:** from: harlangwen2@aol.com <[harlangwen2@aol.com](mailto:harlangwen2@aol.com)>  
**Sent:** Wed, Jul 28, 2021 3:20 pm  
**Subject:** RE: Annexation and Rezoning of 214 Center Drive and the Development of 480 Donegan Road.

Hello Gwendolyn

Please forward your comments to Trent Hyatt to be included in our city packet regarding discussion of the annexation: [trent.hyatt@cogs.us](mailto:trent.hyatt@cogs.us)

Members of city council can only consider comments included in the packets or expressed at the public meetings.

Thank you,  
Paula Stepp

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**From:** from: harlangwen2@aol.com <[harlangwen2@aol.com](mailto:harlangwen2@aol.com)>  
**Sent:** Wednesday, July 28, 2021 2:57 PM  
**To:** Steve Davis <[steve.davis@cogs.us](mailto:steve.davis@cogs.us)>; Jonathan Godes <[jonathan.godes@cogs.us](mailto:jonathan.godes@cogs.us)>; Tony Hershey <[tony.hershey@cogs.us](mailto:tony.hershey@cogs.us)>; Paula Stepp <[paula.stepp@cogs.us](mailto:paula.stepp@cogs.us)>; Charlie Willman <[charlie.willman@cogs.us](mailto:charlie.willman@cogs.us)>; debra.figueroa@cogs.us; Shelley Kaup <[shelley.kaup@cogs.us](mailto:shelley.kaup@cogs.us)>; Ingrid Wussow <[ingrid.wussow@cogs.us](mailto:ingrid.wussow@cogs.us)>; [trent.hyatt@cogs.us](mailto:trent.hyatt@cogs.us).com  
**Subject:** Annexation and Rezoning of 214 Center Drive and the Development of 480 Donegan Road.

I am writing to oppose the development of this Pasture for many reasons but mainly because the possibility of the SAFETY of the residents in West Glenwood with the fire danger.

West Glenwood had a taste of how helpless we are when last summer with the 111Fire and the gridlock went on for 5+ hours. Thousands of lives could have been

lost and this seems to be on deaf ears with the Rosenberg's and including the Diemoz's for the sake of what? I happened to leave the Meadows and entered Midland at 7:00pm at Target's exit only to pull into my driveway 2.3 miles distance at 10:30 pm. To think of developing still this large of a development with the impact of the traffic during a fire and human life could be lost is unconceivable to me. An evacuation plan needs to be addressed before any further discussion of the Development of this 12.5 acres. I understand there is not a water shortage so why am I a consumer for 49 years restricted by the tenants in these units will have plenty of water.

The number of supposed shortage of housing is 2,000 and 6 Canyon has been built after P&Z said NO, the Meadows are building more Lofts, land by Mtn. View Church has build housing and yet none of these get deducted from the 2,000.

The City of Glenwood has failed Senior Citizens in many ways and one in particular with home owned one-level homes. Many senior friends have had to move because of the lack of this type of housing. Population is growing but business are leaving and nothing is coming in. Target was going to buy the old Natural Grocers and they changed their minds-why did they not do that and what did they see. We need another Grocery Store and one that is in competition with Kroeger. Safeway is prime location land and hasn't been purchased. Rumors had it that Murdoch's was coming to town and occupy

the many vacant business by Wal-Mart and that did not happen. No movie theatre, good places for teenage to hang out but and overdose of Marijuana shops. And it goes on and on.

There is a letter to the Editor in today's paper from a Glenwood Park resident saying "the town is ruined enough from excessive growth" and also says " you all should be canned". Not complimentary to City Council (Tony usually does the right thing for the citizens). Just in case you haven't read it you need to know how most of Glenwood feels about the current growth.

In closing I pray you all will do the right thing and vote against this. Rumor has it that Steve Davis has bought a house in Texas so if that means you intend to move you should not be voting on the impact of this development, Jonathan was on CNN stating that we should not be building for growth (I paraphrased it as I did not see the interview), Ingrid has lived in West Glenwood along with many relatives and still has relatives here, so let's have the courage to do the right thing for the SAFETY of all of Glenwood.

I will leave you with a Bible message and hope that you read it: 1Timoth 6:10/

In God's Truth and Justice  
Gwendolyn Porter  
60 Ponderosa Circle (for 49 years)



Michael R. Kinser  
51 Ponderosa Drive  
Glenwood Springs, CO 81601  
Ph: (970)945-2287  
mikekinser2@gmail.com

Trent Hyatt  
City Hall  
101 W 8th Street  
Glenwood Springs, CO 81601

July 28, 2021

Dear Mr. Hyatt,

I am providing comments to the proposed annexation and rezoning of 15.8 acres of property located at 214 Center Drive, Project title 480 Donegan. 12.285 acres of the property is proposed for a high-density Planned Unit Development (PUD) consisting of 272 housing units. I have resided at the address above since 1989 and live within 0.2 miles from the property proposed for annexation/rezoning. I am not opposed to development of the subject property, but I am concerned about the level/intensity of the PUD being proposed by the applicant and developer. I recognize the applicant's right to develop the property in accordance with existing county zoning (commercial limited). It is not currently a right to develop high-density residential units. It is my preference that the subject property remain zoned as commercial or to a lower density residential area of single-family homes. In the event annexation and rezoning to PUD is approved, conditions must be established to protect public health, safety, the welfare of the City and surrounding neighborhood. Modification of the PUD will be necessary to be more compatible with and prevent irreparable harm to the surrounding neighborhood. My comments below are specific to the 12.285 acres proposed for PUD.

## **I. Safety**

### **Comment:**

An emergency evacuation study of West Glenwood Springs needs to be commissioned. The PUD would add approximately 800 people to the community. Safe and expeditious evacuation of the area in the event of wildfire, debris flow or another catastrophic event would be adversely impacted. Those impacts must be mitigated. An emergency evacuation plan should also be prepared. The City should select the contractor who will conduct the study to avoid any conflict of interest. The applicant should contribute all funding necessary for the study to the City of Glenwood Springs.

### **Background/Rationale:**

Having lived here for here for 32 years, I have experienced several wildfires near West Glenwood Springs including Storm King (1994), Coal Seam (2002), the 113 fire in South Canyon (2020), and Grizzley Creek (2020). My family and I were evacuated during the Coal Seam Fire. As you are probably aware, this region has experienced an approximate 20-year drying out period. According to the most recent U.S. Drought Monitor, our area is classified as being in exceptional drought. Climate data is clear that drought conditions are occurring with more frequency in this region, and I do not see that changing anytime soon. As a result, we can expect wildfires in this area to occur with more frequency, intensity and for longer duration. It is not a matter of if but when we will experience the next catastrophic wildfire.

During the 2002 Coal Seam fire, I can recall how difficult it was for residents in West Glenwood Springs to evacuate the area in an expeditious manner. The August 5, 2020 the 113 fire occurred on the north side of I-70, mile marker 113 (near South Canyon). That resulted in closure of the Interstate and backed up traffic in the West Glenwood Springs area along Mel Rey, Donegan and Storm King Roads. This left residents of the area trapped in the event of evacuation. According to reports by West Glenwood Springs residents, it took over three hours to reach their homes from the other side of town. A comment made by Trent Hyatt during the March 23, 2021 Planning and Zoning Commission meeting seemed to downplay the traffic issue indicating that most of the vehicles were associated more with people trying to get out of town that did not live here. They were not from people who live in West Glenwood. I assume the point was that increased population from the proposed PUD would not cause a traffic issue with fire evacuation. It does not matter where the traffic came from. We were still trapped and could not evacuate if conditions warranted. The problem also existed with the Coal Seam Fire. Since then, population and development (e.g., Two Rivers School, auto dealerships, etc.) of the area has increased and the addition of 800 people from the PUD will only exasperates the problem. The top priority of government should be to ensure the safety of its citizens.

## **II. Water**

### **Comment:**

A thorough analysis must be done to analyze impact to the water system of the City of Glenwood Springs from the PUD. As part of the study, the cumulative impact to the water system for all reasonably foreseeable future development needs to be addressed. The continued trend of increased frequency and duration of drought (i.e., aridification, mega-drought) must be addressed as well.

### **Background/Rationale:**

Last August, Glenwood Springs residents were placed on water restrictions. Those restrictions remain in place. Odd numbered home addresses water on odd days of the month, and even numbered home addresses could water on even days of the month. Watering can only occur before 10 a.m. or after 6 p.m. In addition, all lawn watering was prohibited for a brief period. Water restrictions were put in place because the Grizzly Creek Fire forced the closure of the Grizzly Creek water intake. While I acknowledge this was a unique situation, we must assume these events can and will occur in the future. In fact, two separate debris flows occurred on June 26 and 27, 2021 which impacted the City's water intake in No Name Creek. This resulted in limiting water use to essential uses from June 26 to June 30 (according to the latest update). Continued frequency and duration of drought will also result in reduced flows to streams, rivers, and lower water tables. Those scenarios must be considered when determining whether the City's water system will have the capacity to support the proposed PUD including any future developments.

## **III. Traffic**

### **Comment:**

Another traffic study must be conducted to better determine impacts from the PUD. At a minimum, the study should be expanded to include impacts to Mel Ray Road and the roundabouts in West Glenwood Springs. Cumulative impacts from traffic associated with the Two Rivers Charter School and possible redevelopment of the mall must also be addressed. Use of the easement through the mall should receive more serious consideration as a main entrance to the PUD. That would reduce traffic along Donegan, Storm King and Mel Ray Roads.

**Background/Rationale:**

Although a traffic study has already been conducted, it is my understanding that it was done during a time when the economy was shut down due to COVID. That is unacceptable because there was far less traffic during that time because many people were not working or working from home. Further, the contractor conducting the study concluded there would be no impact to traffic associated with the Two Rivers Charter School because PUD peak hour traffic would occur at different times. That ignores the impacts to other West Glenwood Springs residents who will be confronted with traffic from both the PUD and the school. Currently, traffic is backed up on Storm King Road and Center Drive every weekday morning and afternoon from parents dropping off or picking up their children. The school does not have sufficient space to accommodate all the traffic mentioned above. Additional traffic from the PUD will only compound the situation.

The current study also focused on impacts to Donegan Road, Storm King Road and Highway 6. Impacts to Mel Ray were glossed over because it was assumed most PUD traffic would be using Storm King Road. Since a main entrance to the PUD will be on Donegan (across from Chapparral Circle), it stands to reason that much of the traffic will also occur on Mel Ray Road. That is because Mel Ray offers the shorter distance (and fewer turns) to I-70, downtown Glenwood Springs, and up valley towards Aspen.

**IV. Parking****Comment:**

An in-depth analysis should be conducted to determine whether the current planned PUD parking will be sufficient to accommodate 800 tenants including visitors. Evaluation of exiting high-density developments should be conducted to determine if parking has adequate for residents and visitors.

**Background/Rationale:**

The PUD proposed 1.7 spaces/housing unit which include both internal and street parking. I do not have an exact figure for street parking included for the PUD. Since street parking will also be available to the public, those spaces should not be considered for meeting parking requirements of the PUD. Currently, most of the parking spaces along Donegan Road, Storm King Road (school buses), and Center Drive are utilized by the Two Rivers Charter School as that facility lacks sufficient parking. The PUD street parking will likely be occupied by the school as well. Sufficient internal parking be provided for the PUD to avoid turning West Glenwood residential streets into a parking lot. The applicant has indicated they plan to limit how many vehicles PUD residents are allowed. I do not believe it is possible to limit parking to 1.7 per unit (because no one drives 0.7 of a vehicle). They will have to say either one or two vehicles/unit.

**V. Neighborhood Compatibility****Comment:**

Construction of single-family homes within the proposed PUD would be a best option to blend in with the existing neighborhood. If the high-density PUD is approved, it should be modified to improve transition from existing homes along the north side of Donegan Road. Single-family homes should be constructed along the north side of the PUD which transition to a more high-density development further south of the property towards the mall. A visual impact analysis of the PUD must be conducted. Mitigation should be adopted so views from the adjacent west Glenwood residential units are not obstructed.

**Background/Rationale:**

City Planning and Development staff have indicated that the PUD provides a good transition from residential units (Western Hills Subdivision on the north side) to commercial development (mall to the south side). I disagree. Having high-density rental apartments and townhomes adjacent to single family one-story homes that are owned does not provide a good transition. It does not blend well with the existing neighborhood to the north. Construction of lower density single-family homes on the north side (adjacent to Donegan Road) of the PUD would improve the transition. The best alternative would have all PUD housing units be single-family residents to reduce density, improve safety, and mitigate traffic issues. Allowing ownership of those homes would also help satisfy a shortage need for the City. I understand that alternative would be less profitable for the landowner and developer. Higher density would maximize revenues; however, it is the City's responsibility to ensure the health, safety, and welfare of its citizens. That should not be compromised to satisfy the applicant's business model (i.e., construction of high-density rental units) or to maximize profits.

City Planning and Development staff also are supportive of the PUD with the rationale that the 29 to 30 units per acre are not inconsistent with other recent high-density development. My response - two wrongs do not make a right. In addition, there are no high-density developments of this magnitude present anywhere in the West Glenwood Springs area.

The PUD has building heights range from 30 feet adjacent to Donegan Road and 53 feet on the southern portion of the PUD near the mall. I appreciate design efforts to transition building heights corresponding to the slope of the property; however, all residential houses on the north side of Donegan Road are one-story. Efforts should be made to minimize the height of the PUD buildings along the north side of Donegan Road. Further, the 53-foot height proposed for the southern buildings would make them the tallest in West Glenwood.

## **VI. Other Impacts**

### **Comment:**

Impacts of the PUD to the fundamental facilities, services, and systems serving a city should be analyzed and mitigated. These include but are not limited to the following: fire department, police department, schools, sewer system, medical facilities, parks, grocery store, hiking/biking roads and trails (e.g., Mitchell Creek).

### **Background/Rationale:**

Proposed high-density housing developments can have impacts that are far greater than the immediate area. Impact analysis is often focused on the immediate area of the proposed development rather than the effects to a broader area (a classic - can't see the forest for the trees). Population growth can reach a point where the carrying capacity of the City's infrastructure, services, facilities are reached. That compromises the safety and quality of life to all citizens of the city.

This concludes my comments, issues and concerns.

Warm Regards,

Michael R. Kinser

Dear esteemed City Council members,

With yet another couple of related challenging decisions you are facing, I want to share a few thoughts on the proposed changes in West Glenwood Springs. I wanted to help long-time friends and neighbors living in that portion of our community. I dipped my toe into the waters and have become quite submersed with their efforts wanting to help guide, educate and inform them with the Annexation Petition by Glenwood Partnership/Floyd Diemoz and the PUD zoning request by R2 Partners.

As per the recent news of R2 being under contract to purchase the West Glenwood Mall and their “revisions” heard second-hand to their initial PUD proposal for the vacant portion of the parcel. I’d attended virtually some of the GS P&Z public hearings, another with some R2 representatives and also studied many of their submitted documents and the GS Municipal Code.

That said, at the time I began writing this, there was no agenda or related documents for the July 29<sup>th</sup> Special City Council meeting so want to share my concerns and suggestions based on previous documentation and some of what I have been able to review/digest within current context as things being “in flux”. I’ll try to be clear and accurate in my thoughts with reference to current information and the Municipal Code as needed.

First, with the “Annexation Petition”...as decision-makers you are in the “driver’s seat” and have the power to approve or deny and in my mind, if denial occurs, then perhaps there could be no time spent on the PUD portion of your agenda? OR IF the annexation is worthy, THEN I believe you should impose conditions on the annexation. Apparently public comments will not be “policed” and limited to just one or the other of the agenda items since they are so very inter-connected?

I, and others suggest you do not annex or allow ANY further development on the vacant portion UNTIL and UNLESS the following are required:

- 1) The GS Comprehensive Plan from 2011 is updated. Conditions have changed in your city and community/professional guidance should be sought to help guide responsive, up-to-date decisions for now and into the future.
- 2) An Emergency Response and Evacuation Plan be developed and ALL suggested improvements are in completed and in place. Lives, livelihoods and property are at stake as evidenced by so many examples locally, regionally and nationally.
- 3) Actual LAND is dedicated for Park/School Land. Currently none has been offered and the sense is they want to “wall” out non-residents and NOT honor and invite neighbors or school children who are a part of OUR community, but NOT THEIRS no matter how impactful the project is for the immediate vicinity and the city as a whole.

-4) NO reduction or offset in “fees in lieu of” land dedication or “fire and emergency impact fees” for off-site improvements.

I read through the Draft Annexation Agreement of March 12, 2021 and “hidden” in the documents are “gems” I discovered and have been a concern/issue with those I’ve shared. So much for being upfront, honest and transparent...

I’d asked follow up questions related to statements made by Barry Rosenberg at P&Z and our small-group virtual one. I am still somewhat in disbelief and hope a better development could be proposed.

-He stated whether they build 360 units or one unit, their costs would be “north of \$11 million!

-They said through lease agreements they would limit the number of residents at 600 or fewer. I think the cash cow/rental income would be more important than trying to physically count and enforce their “limit” which they based on their history of other rental properties in the Midwest and South. Their website show no developments west of the Mississippi. Using the Parkland Dedication Muni Code guidelines of “residents per unit type” I came up with approximately **877** residents. The newest proposal using their NEW unit types yielded **853.75** residents!!! I don’t know where they get their 600 maximum residents in their hoped-for-reality? (Live –Work 13, Townhouse 40, Multi-family 279 per their most recent PUD Site Plan)

(GS Code) “070.040.030 (g)(2)b.

Amount. Park land shall be *dedicated* in the ratio of 0.007 acres per resident or seven (7) acres per one thousand (1,000) residents of the proposed development, to be computed as follows:

1.

3.5 residents per single-family dwelling unit;

2.

3.0 residents per two-family dwelling unit; and

3.

2.5 residents per multi-family dwelling unit.

4.

1.25 residents per accessory dwelling unit (ADU). “

-With just two access/egress points in their PUD proposals, they suggested to reduce traffic impacts adjacent to Two Rivers Community School they would limit

traffic to just one of the two points, but didn't say if they would have someone close a gate twice a day or just post a sign which probably wouldn't be legally enforceable since it would be on a private street.

Other items in the initial Annexation Agreement that seem unpalatable include:

A) - "...the City shall accept fees in lieu of land dedication for the benefit of schools in the RE-1 School District...". Perhaps they do not consider Two Rivers Community School as a charter school and part of our school district and do not want to dedicate any school land to help with their needs since the school already uses a de facto "playground" at city-owned and maintained Gregory Park??? Similar to St. Stephens School and Sayre Park...I don't know if there is any "agreement" with the city? I've heard instances when someone having their vehicle in for service were suggested to wait at Gregory Park only to be descended on by hordes of schoolchildren

B) "...the City shall accept fees in lieu of parkland dedication...". BUT these "fees" they will pay to the City will be REDUCED/offset by their "actual costs "to construct off-site bike paths and pedestrian trails and sidewalks..." .

C) The biggest nugget found in the first Annexation Agreement was their hubris of constructing roadway improvements instead of paying fire and emergency impact fees to the City. I discovered this and shared with Chief Gary Tillotson who did not know of that intent. I shared this with him and other GS Rural Fire District board members and ALL agreed this idea was UNACCEPTABLE! And he shared beside the already current need for a larger, updated fire station there would be a need to purchase an additional aerial apparatus at an estimated costs of \$850,000 to one million dollars and perhaps was focused on the \$370,000 impact fees the developer would pay as no waiver was requested...the "reduction" for roadway improvements were "hidden" in the details. **Pavement will NOT save lives or put out fires!**

"...fire and emergency service impact fees required in connection with development of the PUD portion of the Property shall be reduced by the total actual costs incurred by CDSG to install the improvements at the Highway 6 and Donegan Road intersection."

Per the latest agreement it looks like they will pay the fire and emergency impact fees with no reduction for roadway improvements AND dedicate not less than one acre to the City for a fire station site. I would encourage you to be sure such is the case as that is a great concession. BUT those fees will "trickle in" "at the time of building permit for each phase of development. I believe this is still not desirable as the need for new apparatus, construction of a new station and increased staffing should NOT have to wait for funding over a prolonged period. The need arises sooner AND the costs of construction and acquisition of equipment will only rise

over time. Perhaps the City could apply “annual cost escalators” to not just this fee, but others as well?

Even with their offer of one acre for construction of a new fire station, I would remain wary of other such “reductions/sleights/we know best” legalese as they seek to annex, apply for development permits and justify their proposals as worthy of being a part of the City. To me these fees in lieu of (with reduction for improvements) and spreading out payment of impact fees are not worthy of acceptance and should be considered the “cost of admission/annexation” into the city. Except perhaps the dedication of land for a fire station, but it would be much more appropriate and provide better response times with a direct connection to Highway 6&24 and should be a part of future applications related to the mall or combined properties rather than be considered as part of the two items under consideration at your special council meeting?

They had also committed to roadway reconstruction near to their property. IF you choose NOT ANNEX, or IS ANNEXED with CONDITIONS, perhaps you or they may NOT CONSIDER the PUD item of your agenda but instead recommend/require an overall master plan for both parcels. Their “commitment” to do roadway improvements adjacent to, in the immediate vicinity and nearby (Hwy. 6&24 and Donegan Road) could be obviated with a **direct connection to 6&24**, thus potentially reducing their development costs AND be less impactful and disruptive to adjacent and nearby neighborhoods. They still show two access points on Storm King and Donegan Roads which will be disruptive to the school and neighbors.

And yet another thing that has come up is both in GarCo Referral Agency comments and at the recent BOCC meeting related to the 480 Donegan proposal, it has been advocated that the City annex ALL of West Glenwood (former) and annex the remainder of Storm King Road, Donegan Road adjacent to the project and ALL of Mel Rey Road from Donegan to Highway 6&24 (latter). Are you and the citizens of GWS willing to take on more infrastructure and lane miles whether near to or ALL of WGWS? Will this development and residents generate enough revenue over the years to make approval worthwhile? The old adage I recall has been “residential does not pay its own way”?

Whatever you choose to rule on, whether as proposed or with appropriate conditions, and support Glenwood Partnership (Floyd Deimoz) and Commercial Development Services Group with the **Annexation Petition**, and before you consider the **“Initial Zoning/Rezoning” to Commercial District and Planned Unit District (PUD)** at 214 Center Drive, I want to remind you of the purpose of a PUD per the Municipal Code and to honestly consider both the benefits and ramifications of your decisions and whatever is agreed to will truly offer GREATER BENEFIT to the City of GWS.



**(Development Code) 070.20.180**

**(a) Purpose. Planned unit developments (PUDs) are intended to allow for greater flexibility in the application of zoning and development standards than would otherwise be achieved through a base zoning district in exchange for greater benefit to the City of Glenwood Springs.**

Finally (if you can believe it) I was both heartened and amazed by the comments made by GarCo commissioner Mike Samson as detailed below (link to meeting):

[https://garfield-county.granicus.com/MediaPlayer.php?view\\_id=3&clip\\_id=1631](https://garfield-county.granicus.com/MediaPlayer.php?view_id=3&clip_id=1631)

This web link is of the Garfield County Commissioners meeting of July 19, 2021 included the review of the Annexation Impact Report by the City of GWS. The comments from commissioners begin at 5:21:07 and ends at 5:32. Of particular interest I especially wish to bring to your attention are the comments by Commissioner Samson (5:25) encouraging a **"...coalition of groups, organizations, governments that could come together and work with the Diemoz family to perhaps make that a more beneficial area to the people that already live there...I would even be in favor as a County Commissioner to be part of that, to work with the City, to work the family, to work with the other groups.... I think that would be a better solution for all of Garfield County..."**. This support, whether annexed or not is an enlightened awareness by a County Commissioner (and I expect many, many others) to acknowledge the density, impacts and shortage of undeveloped space in this area, and by extension the deficiency of parkland and to cooperate with others including our county government to pursue or include a different, greater potential for the vacant portion of this property.

I too agree with Commissioner Samson, and hope there can be a Creative, Respectful. Sustainable and Responsive future for this parcel AND the West Glenwood Mall property, especially if your Comprehensive Plan is **updated** AND both developers and decision-makers can work together on positive solutions now and into our future. The Town of Carbondale has made huge strides with sustainable development and recently began work on updating their Comp Plan. Habitat for Humanity has brought to fruition owner-occupied housing from Basalt to Rifle (their biggest hurdle finding affordable land to build upon) and both RE-1 and CMC have been working toward affordable staff housing. I have tried to make contact with both HFH and RE-1 for them to provide input but have not yet made contact.

As city council, you are in the "driver's seat" with the Annexation Petition and Zoning/Rezoning PUD proposal before you. I believe they are more than just "Yes or No" decisions, and hope there is a way **IF** accepting the request for whatever reasons, that **conditions** be placed on the owners and developers of the 15.818 acres.

Such things that come to mind and have been shared by others are:

- A) Allowing no further development on the vacant parcel if annexed into the city without the completion of an updated Comprehensive Plan (Carbondale is currently working on their update of a 2013 plan with an emphasis on HOUSING),
- B) Completion of an Emergency Evacuation Plan with ALL suggested improvements in place prior to the issuance of any Certificates of Occupancy,
- C) Actual Park/School Land Dedication to help address the shortage of both in WGWS.
- D) Impose appropriate conditions as desired to make this much better than a “cookie cutter” development such as requiring use of “fire resistant” building materials, energy efficient building construction and implementation of alternative energy technology such as solar panels, heat pumps, etc.
- E) Consider requiring development under an **existing** City Zone District like “Residential Transitional” as done with the Bell-Rippy development which WILL provide Public Parkland rather than under a PUD zoning request.

**RT) District.**

(a)

**Purpose. The RT district is intended to provide for transitional areas consisting of primarily residential uses at varied densities, with limited commercial uses that are compatible with surrounding neighborhoods. The RT district is intended to serve as a transitional buffer between residential and nonresidential zoning districts.**

- F) Require some land be dedicated (Parkland/School Land) to the City so you can partner with Habitat for Humanity to construct truly affordable, owner-occupied housing. Their biggest hurdle is finding land upon which to build.

Regarding the density of the PUD request and adding the new “twist” of R2 Partners being under contract to purchase the West Glenwood Mall, I believe things including traffic studies need to be looked at in a new light. I recall the developer did consider “full build out” of the mall, but under what scenario? As retail or as a mixed use development like Willits? Also I do not believe they projected any impacts of development on the unincorporated parcels west of Ami’s Acres. Maybe there will be a request to annex to the City there as well?

Glenwood has and will have much development, both approved and with other areas of “potential”. This includes more apartment units in Glenwood Meadows (300-400), the aforementioned Ami’s Acres area, redevelopment of mobile home parks, the unknown what may go on the recently sold Johnson’s Mini-Golf parcel, the 58 units proposed behind Discount Tire and whatever else might happen with other vacant commercial properties throughout GWS.

I did an analysis comparing the initial number (360) of units and types proposed at 480 Donegan on 12.285 acres with **SEVEN** existing multi-family complexes in West Glenwood. I tallied the number of units AND the estimated combined acreage of those existing and compared that to what is proposed on the vacant parcel.

**R2's current proposal has 332 units on 12.285 acres. Compare this with 310 units in six different complexes spread over approximately 21.5 acres. This highlights the density of units proposed on this vacant parcel plus the concentrated impacts to the surrounding neighborhoods including daily traffic volumes and the necessity of having Emergency Evacuation plans and improvements in place, even before any more development is ALLOWED.**

And they I believe inaccurately "justify" their proposal and density with their "RLCO Memo on Housing Demand" May 19, 2021:

"1.The Greater Roaring Fork study concluded that in 2019 that Glenwood Springs needed 2,000 additional housing units to meet demand.Their analysis already accounted for 487 units that were near-term planned or under construction. Therefore, while some of these new housing projects have delivered over the past two years, the identified 2,000 unit shortfall remains to be addressed."

I looked at the 2019 Greater Roaring Fork Regional Housing Study which is **"...a region that covers the Roaring Fork Valley and the Colorado River Valley; from Aspen and Snowmass Village to Glenwood Springs, and from Parachute to Edwards."**

The study does state for the Glenwood Springs AREA:

"Overall, the area has a 2,000-unit shortfall, which is projected to remain relatively the same over the next 10 years. That shortfall is also spread across every income level, and is projected to expand in the missing middle category (120 to 160 percent AMI) by 2027."

And perhaps an analysis of the following should be done to determine the true needs related to "affordability" and whether "rental" or "owner-occupied" units?

**Table 6. Glenwood Springs Area Housing Units Needed by AMI, 2017 & 2027**

| <b>Glenwood Springs</b> | <b>2017</b> | <b>2027</b> |
|-------------------------|-------------|-------------|
| Less than 60% AMI       | 1,126       | 483         |
| 61% to 80% AMI          | 107         | 688         |
| 81% to 100% AMI         | ---         | 403         |
| 101% to 120% AMI        | 169         | ---         |
| 121% to 140% AMI        | 157         | 597         |
| 141% to 160% AMI        | 381         | 436         |
| Greater than 160% AMI   | 301         | ---         |

Source: Economic & Planning Systems

**What is the “Glenwood Spring Area”???** Using the 81601 Zip Code it encompasses from just north of Aspen Glen to just east of the New Castle City Market. R2 wants us to believe the **CITY** of Glenwood Springs not the “**area**” is short 2000 units! Can we even consider that number within the corporate limits? it is an “obfuscation for justification” and deserves further analysis by the City rather than to rely on R2’s out-of-state consultants summary outlined in the very brief one-page memo included in council and P&Z packets.

There IS agreement that Glenwood Partnership has property rights and the property is Commercial Limited zoned in GarCo which DOES allow for certain types of development, NOT a 24-hour-a-day warehouse operation as has been “threatened”. Per the GarCo Land Use and Development Code:

**C. Commercial, Limited (CL). The Limited Commercial Zone District provides for a limited range of commercial uses needed to meet the shopping needs of residents in the adjacent neighborhoods. Businesses are to be oriented to the neighborhood and compatible with surrounding residential uses.**

Mr. Floyd Diemoz is a long-time resident of GWS, is influential and has been well-regarded. The opposition is not a personal attack on him and does not want to take away anything from him or his family. It is mainly this development proposal with a myriad of issues, alone and in context with the greater whole and what it can mean for both the near future and long-term future of GWS. Change

is inevitable, but better to seek change for the better, quality over quantity, lest the end result is for the worse.

This vacant parcel is a “blank slate”. R2 Partners website states “...**their interest is in positively evolving established neighborhoods to support their long term viability**” and their property management partners site says “**We do the Right Thing-One Project at a Time**”. Keep these in mind as you make your decisions and consider whether this proposal truly meets the purpose not only of a PUD providing “...greater benefits to the City of Glenwood Springs”. And whether this proposal is the best vision and use of this parcel for the whole of GWS.

Much is at stake for so many involved. From the risk/rewards of the property owner and developer, to the impacts for immediate neighbors, travelers, commuters, workers and for the future successes or failures for the City of GWS and its revenues, expenses and attractiveness. I stepped in to help neighbors and friends in WGWS in their David vs. Goliath fight of a grassroots, no budget group of citizens against the deep pockets and professionalism of an Ohio-based developer and their team of architects, engineers, financial advisors, Public Relations group and attorneys. I had hoped to educate, inform and organize them from a possibly perceived NIMBY opposition to encompass a broader spectrum of people in GWS and the greater region. We ARE linked in so many ways and share in the struggles and hopefully successes and uniqueness of our community wanting to build on those successes, not lose or degrade that what makes us want to fight for those here now AND for those yet to come whether home-grown or those drawn to what they see as “right”, desirable and attractive.

I hope my thoughts, ideas, concerns and details have not put you to sleep, give you glazed eyes/deer in the headlights look. And my experience as a former two-term city council person, a Parks and Recreation Commission member, “instigator” of a Housing for Tomorrow city commission and current GS Rural Fire Board member has shed some deeper light on what may be helpful and important to assist (and not hinder) your decision-making with these two items on your Special City Council meeting agenda.

I know I am “well past done”. I want to sincerely thank you for your time and consideration, not only reading this “missive/novelette”, but also with your decisions...those specific to this agenda and with the many more items in the near- and longer-term future.

I’ve spewed so much more here than I could touch on/convey in three minutes. I don’t apologize too much for my “keyboard diarrhea” but I wanted to share with you so much of what I’ve discovered in my quest to help the core group of residents and perhaps even you with so much on your plates.

I too want to extend thanks to P&Z Commission members and city staff for their time, dedication and energy given to this impactful development that in and of itself will increase the population of GWS from the 2019 by close to ten percent.

With gratitude, sincerity and hopefully accurate/detailed intentions,

Greg Jeung

**From:** [Shelley Kaup](#)  
**To:** [Ryan M. Muse](#); [Trent Hyatt](#)  
**Cc:** [Jennifer Ooton](#)  
**Subject:** Fw: West Glenwood pasture development  
**Date:** Wednesday, July 28, 2021 12:47:06 PM  
**Attachments:** [Outlook-2vudmdri.png](#)

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Can you please forward to the rest of council and include in the public comment?

Thanks,

Shelley

*Shelley Kaup*

Councilor At-Large

City of Glenwood Springs

970-948-9018 (cell)



<https://www.ci.glenwood-springs.co.us/>

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**From:** Michael Hoban <hobdog49@gmail.com>  
**Sent:** Wednesday, July 28, 2021 12:09 PM  
**To:** Shelley Kaup <shelley.kaup@cogs.us>  
**Subject:** West Glenwood pasture development

Hello. My name is Michael Hoban and I have been a resident of Glenwood Springs for over 50 years. I would like to state a few reasons why we sincerely believe this project should not be annexed into the city. It would be like dropping a bomb onto West Glenwood. Our infrastructure is completely unable to handle this project. Our roads are totally inadequate. Schools, the grocery store, the clinic, the hospital etc. would be overwhelmed. The scary part is the safety issue with fire. Last summer was total gridlock due to the fire in South Canyon. Our only escape was either to run or ride a bike. The South Canyon fire and The coal seam fire we're terrifyingly close to our homes. We had to be evacuated and were close even then, to not be able to escape.

We have other important and useful projects for those 12.3 acres. A senior center and a small amount of senior housing. A new fire station. Baseball field. Soccer. It is also a great place to grow food. We love West Glenwood dearly and we refuse to let our part of town be destroyed. Please Deny the applicants annexation. Thank you, Michael Hoban.

Sent from my iPad

**From:** [Blaine Ward Towing](#)  
**To:** [Trent Hyatt](#)  
**Subject:** Fwd: Annexation, Rezoning and Development of 214 Center Drive owned by Glenwood Partnership/ Floyd Diemoz and Development of 480 Donegan Road by R2 Partnership  
**Date:** Wednesday, July 28, 2021 11:55:44 AM

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**From:** **Blaine Ward Towing** <[bwt.6173@gmail.com](mailto:bwt.6173@gmail.com)>  
**Date:** Tue, Jul 27, 2021 at 9:26 PM  
**Subject:** Annexation, Rezoning and Development of 214 Center Drive owned by Glenwood Partnership/ Floyd Diemoz and Development of 480 Donegan Road by R2 Partnership  
**To:** <[ryan.muse@cogs.us](mailto:ryan.muse@cogs.us)>, <[debra.figueroa@cogs.us](mailto:debra.figueroa@cogs.us)>  
**Cc:** <[steve.davis@cogs.us](mailto:steve.davis@cogs.us)>, <[jonathan.godes@cogs.us](mailto:jonathan.godes@cogs.us)>, <[tony.hershey@cogs.us](mailto:tony.hershey@cogs.us)>, <[paula.stepp@cogs.us](mailto:paula.stepp@cogs.us)>, <[charlie.willman@cogs.us](mailto:charlie.willman@cogs.us)>, <[ingrid.wussow@cogs.us](mailto:ingrid.wussow@cogs.us)>, <[shelley.kaup@cogs.us](mailto:shelley.kaup@cogs.us)>

**To:** [ryan.muse@cogs.us](mailto:ryan.muse@cogs.us); [debra.figueroa@cogs.us](mailto:debra.figueroa@cogs.us)

**CC:** [steve.davis@cogs.us](mailto:steve.davis@cogs.us); [jonathan.godes@cogs.us](mailto:jonathan.godes@cogs.us); [tony.hershey@cogs.us](mailto:tony.hershey@cogs.us); [paula.stepp@cogs.us](mailto:paula.stepp@cogs.us); [charlie.willman@cogs.us](mailto:charlie.willman@cogs.us); [ingrid.wussow@cogs.us](mailto:ingrid.wussow@cogs.us); [shelley.kaup@cogs.us](mailto:shelley.kaup@cogs.us)

**Subject:** Annexation, Rezoning and Development of 214 Center Drive owned by Glenwood Partnership/ Floyd Diemoz and Development of 480 Donegan Road by R2 Partnership

PLEASE INCLUDE THIS LETTER IN THE CITY COUNCIL PACKET FOR 29 JULY 2021

We are writing to express our opposition to the annexation, rezoning and development of the 15.818-acre property at 214 Center Drive owned by Glenwood Partnership/ Floyd Diemoz and specifically the 12.285-acre PUD proposal (also known as 480 Donegan) currently under contract with R2 Partnership LLC. We recognize that Garfield County, Pitkin County & Eagle County as a whole does need more affordable housing, but to allow 279 units on this property , at this time, before the Comprehensive Plan is complete and evacuation plans are in place, is unconscionable. As well as infrastructures that need basic reconstruction.

A great majority of my life & my family's lives have been in West Glenwood. We own a Towing/ Recovery business & have successfully operated on Mel Rey Road in West Glenwood for 40+ years, also living on Mel Rey road for 20+ years. We have seen and been part of the changes for many years. The one big thing that has changed over time is the huge increase in population as well as the traffic. Majority of the traffic are single occupants per vehicle. Our valley can barely handle the amount of population we already have because of our infrastructure issues. We have seasons, months, weeks & daily issues on the roads. ( Whether it be in town or on the interstate & highways.) With being in the towing/ recovery



business our response times to respond to an emergency/ accident, as a 2nd responder, are & have been getting harder to negotiate traffic & our response times are taking longer, all because of traffic jams. We are known as 2nd responders in most cases, but in some cases, we do respond as 1st Responders. It always results in something big/ heavy that needs to be stabilized or lifted to help in the assistance of extrication of victims that have been in an accident. It is getting extremely hard to respond to these scenes in a Large Tow Truck (semi-size) due to the traffic congestion. We strongly believe adding this many (279) units and their vehicles to this area/ neighborhood community would only impact all of us even worse than where we are now.

Mel Rey Road, Donegan Road & Storm King Road is a known designated truck route. We use this route with our business daily. Adding more people and vehicles at this density would definitely alter the designated truck route to being impassible because people do NOT understand the room that is needed to negotiate a Tractor - Trailer. Knowing that parking will be an issue with that many more units/ people/ cars. Bringing in more people only brings more issues in every direction of the spectrum. Whether its cars, parking, water issues, sewer issues, property tax issues with adjacent properties & privacy. All this will do for us property owners is raise our utilities and our taxes.

I am scared for my family's safety knowing that this many strangers are going to move in just feet away from my backyard.

What we know as West Glen Sanitation District, cannot handle this amount of units. West Glen Sanitation would have to overhaul its complete system and pump the sewer across the river to Glenwood Springs Sanitation. So this would result in another pipe crossing the river, subtracting from our beautiful area. Our water structures are already compromised. We have been on mandatory restrictions for water all summer. The issue up No Name Creek & Grizzley Creek is not going to fix itself for a long time. We will experience mandatory water restriction if not full water restrictions for the next decade. The spring that belongs to the property that R2 partnership keeps referring to is DRY due to our ongoing drought that keeps getting worse every year. Mitchell Creek is at an alarming trickle.

There are so many infrastructures that will need to be reconstructed to accommodate that many units & people, it will be big & costly. The local Fire Department would need to be reconstructed to house the new ladder truck, that they will be needing. Our designated truck route (Mel Rey Road, Donegan Road, Storm King Road) would need to be reconstructed. That is a lot of reconstructing and money spent to accommodate such a huge project.

Whatever the case maybe, we need to focus on the reconstruction of our infrastructures that is needed now before we can accommodate a mass increase in population.

Finally we can now discuss our ongoing threat of wildfire that seems to be getting worse every year. It is total chaos when we experience these wildfires in West Glenwood Springs Area. Evacuations of West Glenwood was out of control. Cars & trucks were going in every direction. Every traffic law known was broken with everyone trying to escape. Adding more vehicles & people in West Glenwood would threaten lives if and when another wildfire arises. We have to start thinking about safety for our already known citizens and let's not add to the existing problem that we are currently living with.

I strongly hope and pray that the community's voice and needs are heard. In the end we are all in this together, lets make the right step for our future.

Sincerely,  
Kevin & Kelly Ward  
0191 Mel Rey Rd.  
Glenwood Springs, CO 81601

- And also -

Glenwood Enterprises, Inc.  
dba Blaine Ward Towing  
Attn: Kevin  
0111 Mel Rey Rd.  
Glenwood Springs, CO 81601

**From:** [Jeremy Gerbaz](#)  
**To:** [Trent Hyatt](#)  
**Subject:** Annexation of 214 center drive.  
**Date:** Wednesday, July 28, 2021 11:08:25 AM

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To Glenwood Springs City council, I am writing this letter about the proposed annexation of 214 Center Drive. I am not against developing this site. I am against this specific development on this site, and I will list the reasons why below.

I know that most letters will include this but fire safety is the main concern for most of the population of West Glenwood Springs, as it should be with the severe drought of the last couple of years and the limited amount of ways to evacuate and adding more people and cars to this will only make that problem worse. Their needs to be a comprehensive fire study done. It needs to be completed and implemented before anything gets built on this site.

Their needs to be a new West Glenwood Springs fire station built before anything gets built on this site. As Fire Chief Tillotson stated in the Planning and Zoning meeting the West Glenwood Springs fire station is currently obsolete. That is a scary thing to hear not only from a fire standpoint but for a medical emergency as well.

The impact on traffic will be massive and the small city streets that we use to access West Glenwood Springs will not be able to handle the increased traffic. The infrastructure will have to be majorly improved to be able to support something like this. I still do not believe that any of the traffic studies R2 has done to this point are accurate.

Also, at this point in time I do not believe the City of Glenwood Springs can provide enough water for this development. We had an emergency notification go out at 5 in the morning for residents of Glenwood Springs to cut water use because levels had fallen dangerously low. This is on top of all the restrictions we have been under this spring and summer. You expect me to believe the added residents wouldn't effect are water supply that already is having issues.

Also, the current residents of West Glenwood Springs only have Gregory Park which is one of the smallest city parks in town and we are going to add all these new units without providing current and new residents with any more open space or parklands. This little park won't be able to handle the increased demand from something of this size.

So to the specifics of the actual development proposal. It's too big! It's that simple, the buildings are way too tall from the apartment complexes to the townhomes. There are way too many units. They don't have enough parking inside the development so the streets around it will become a parking lot along with the mall for all the vehicles from this proposed development. It does not fit Glenwood Springs small town feel. It feels more like Denver or any other major city on the front range, not our small mountain town.

I feel that if the City of Glenwood Springs keeps approving developments like the one proposed for 214 Center Drive and all the other ones around town, this city will be nothing but apartment complexes and hotels, and the people that work and own houses in Glenwood Springs would rather move then stay in a city like that. So I hope that you members of the city council take the advise of the people that live here, and the planning and zoning commissioners and vote this down in its current format. There has to be something better that will benefit the city, the residents of Glenwood Springs, and the people who visit here. Not just some developer from back east.

Thank you for reading my concerns and opinions about the proposed annexation and development of 214 Center Drive.

Sincerely  
Jeremy Gerbaz  
West Glenwood Springs Homeowner.

Hey Paula.

Just a quick note to thank you for responding. It is good to be "heard".

Another thought that we didn't really mention in our letter is how this development would affect the entire town. On a daily basis the effects would be immense for local neighbors, and surely fanning out to all of West Glenwood in different ways. But in an emergency, this is a situation that could affect the safety of **everyone** in Glenwood Springs, commuters from the entire valley, and also tourists. This is not a case of disgruntled neighbors who oppose growth and low-income housing only because it's in their backyard,

We hope the City Council will listen to the Planning and Zoning Commission, as it is our understanding that they wisely advised against this project.

Our best to you,

Ken and Erin

On Fri, Jun 25, 2021 at 5:48 PM Paula Stepp <[paula.stepp@cogs.us](mailto:paula.stepp@cogs.us)> wrote:

Hello Erin,

As a city councilor, we have a quasi-judicial role in land use issues. I can not respond to your letter but will keep it on file to consider when this discussion comes before council.

Paula Stepp

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**From:** Erin Wiencek <[jerinwiencek@gmail.com](mailto:jerinwiencek@gmail.com)>

**Sent:** Friday, June 25, 2021 4:49:43 PM

**To:** Steve Davis <[steve.davis@cogs.us](mailto:steve.davis@cogs.us)>; Jonathan Godes <[jonathan.godes@cogs.us](mailto:jonathan.godes@cogs.us)>; Tony Hershey <[tony.hershey@cogs.us](mailto:tony.hershey@cogs.us)>; Paula Stepp <[paula.stepp@cogs.us](mailto:paula.stepp@cogs.us)>; Charlie Willman <[charlie.willman@cogs.us](mailto:charlie.willman@cogs.us)>; Ingrid Wussow <[ingrid.wussow@cogs.us](mailto:ingrid.wussow@cogs.us)>; Debra Figueroa <[debra.figueroa@cogs.us](mailto:debra.figueroa@cogs.us)>; Shelley Kaup <[shelley.kaup@cogs.us](mailto:shelley.kaup@cogs.us)>

**Subject:** Annexation, Rezoning and Development of 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz and Development of 480 Donegan Road by R2 Partnership

We are writing to express our opposition to the annexation, rezoning and development of the property known as 480 Donegan currently under contract with R2 Partnership LLC. To allow 360 units on this property, at this time, before the Comprehensive Plan is complete and evacuation plans are in place,

is unconscionable and dangerous.

West Glenwood residents got a taste of just how helpless we were last summer during the 111 Fire. The total gridlock of vehicles on all of the West Glenwood streets precluded any chance of evacuation. If the fire would have progressed into West Glenwood, the outcome would have been tragically far different.

COVID has drastically reduced traffic, therefore the traffic study done during these months, cannot properly reflect the reality of this area. The addition of 1000+ vehicles and a minimum of 2,200 trips per day on our streets will create a traffic nightmare of overwhelming proportions. Congestion near schools and safety concerns for our young children are inevitable.

Water usage throughout the Western States is at a level that experts claim is unsustainable for our future. Glenwood Springs has been on water restrictions for an extended period of time. Continued drought conditions serve to exacerbate the situation. Serious consideration must be given to the water supply regarding all aspects of future growth.

It is our opinion that a moratorium needs to be placed on all non-single-family developments in Glenwood Springs until (a) a current Wildfire Evacuation Plan is not only in place but can be implemented to allow for the safe evacuation of all Glenwood Springs residents, (b) a thorough assessment of how the annexation will impact water supply now and into the future, and (c) the Comprehensive Plan has been updated.

We urge you to protect the current population and help keep residents safe by rejecting the application to annex and rezone this property.

Ken and Erin Wiencek  
123 Creekside Court  
Glenwood Springs, CO 81601

**From:** [Jamie and Bob](#)  
**To:** [Trent Hyatt](#)  
**Subject:** West Glenwood Development  
**Date:** Wednesday, July 28, 2021 10:19:21 AM

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Please include in packet for the City Council Meeting on July 29th. Thank you

\* Please note as in Wednesday's edition of the Post Independent, the R2 developers state they have reduced the numbers of units included on the 15 acre land to 272 units. This is only approximately 88 less units than their original 360 units and on less acreage by 3.5 acres.

My husband Bob and I have lived in our home in West Glenwood since 1981. In that time, we've seen many changes and much growth throughout Glenwood Springs and in particular, West Glenwood. Change is inevitable we know, as is growth in our small town. Our concerns with the proposed R2 Partnership development lies in the safety, density and effect it will have on our neighborhood, Western Hills subdivision, in addition to all of Glenwood Springs as well.

In other letters we have written in regards to this development, I questioned the need for the amount of building that has occurred in our town since 2018, (when the Lofts at Glenwood Meadows were built). Since that time, there has been approximately 467 apartment units constructed, none that I'm aware of, offering low-income/reasonable housing with any option to buy. The number built over the past 3 years is only 107 more than the recent 360 units proposed by R2 Partnership now.

In addition to questioning the density of such a proposed development, I also question the need to build such an excessive number of apartments within a neighborhood. Looking at the other complexes listed above, I'm not aware of any established neighborhoods, such as ours, being in the midst of such developments.

Because of living in our neighborhood, an abundance of safety concerns are raised, number one being evacuation in case of a fire. This is something many of us have personally experienced in the past few years. We know it's not a matter of "if" but "when" and now always prepare before we leave for an extended time, in the case an evacuation is necessary.

Accidents and traffic on I70 also bring about a back up in West Glenwood making it difficult to leave our home if necessary.

Adding an additional 600-1200 people and cars I feel is really terrifying.

We've sat in on three Zoom meetings with the R2 developers, asking questions and making suggestions, (such as providing "story poles"), with out any clear answers or interest in ideas from the neighborhood. We'll definitely be a part of the audience for the upcoming July 29th City Council meeting as well.

As I shop and attend activities within our town, I'm very aware of single adults and seniors scraping by to live in this area. I wonder what the likelihood is of bringing more young families to our area, as long term residents. Providing affordable housing/homes to raise a family, in lieu of a loft, 1 or 2

bedrooms that may only be possible to rent with multi family and/or “roommates” to share the rent and expenses.

It makes me sad to realize, most of the kids who went to school and graduated from high schools in this valley, will never be able to return and raise families near their parents, all because of the high price of housing, whether rental or home owned.

Thank you for taking the time to read this long email, I’m sure it’s nothing you haven’t read before from residents of West Glenwood and others.

This is my 4th letter I’ve written defending my position of opposition to this development. Not sure the good it does, but I’ll be willing to write a 5th or 6th letter in the future if needed.

It’s really not about having a view or money....

I feel the #1 concern of Western Hills and other neighborhoods is safety...

S- security for schools and surrounding neighborhoods

A- awareness of our fellow neighbors and humanity

F- FIRE!

E- EVACUATION plans/routes needed

T- trauma already experienced in having to leave quickly

Y- yielding to the voice of the people...please!

Thank you,

Bob and Jamie Darien

19 Chaparral Cir.

Proud residents of West Glenwood

**From:** [Karleen Lugena Clark](#)  
**To:** [Trent Hyatt](#); [Steve Davis](#); [Jonathan Godes](#); [Tony Hershey](#); [Paula Stepp](#); [Charlie Willman](#); [Ingrid Wussow](#); [Debra Figueroa](#); [Shelley Kaup](#)  
**Subject:** Comments for July 29, 2021 Meeting  
**Date:** Wednesday, July 28, 2021 10:19:19 AM

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Please include my comments in the packet for the July 29, 2021 meeting.

Sometimes it takes something significant in our own backyard to wake us up. That is what happened to me with the 480 Donegan Road Project (West Glenwood Pasture Project) in West Glenwood. It was the realization that this project would create a density and safety issue that prompted me to dig deeper into our City's Planning Documents. It quickly became clear that the 480 Donegan Road Project was just another thorn in a much bigger problem. We believe we need to keep building to solve the growing housing shortage but have not paused long enough to study our road's limited capacity and inability to evacuate quickly. Safety should come first for the current citizens before we continue to build any additional housing projects. Yes, I oppose the 480 Donegan Road Project for the following reasons.

The 2011 Glenwood Springs Comprehensive Plan, adopted in March 2011, lists nine key goals on page 5. Safety is not listed! Why?

The 2020-2025 Strategic Vision lists five Strategic Goals. The 5<sup>th</sup> goal is safety. A new West Glenwood Fire Station is among the goals, but we must remember we need the station today to protect West Glenwood. According to our Fire Chief, the current station is not large enough to house the required personnel for the current population, let alone the additional proposed with the 480 Donegan Road Project. The new fire station and any new equipment should be in place before approving any new housing projects. The fire station is obsolete, and our firemen are stretched thin.

The Wildland Urban Interface Community Wildfire Protection Plan, April 2007, is 14 years old and outdated.

- Since the adoption of this document, the population has significantly increased along with drought conditions. On page 43, Mel Ray/Shady Acres has a Priority Level-High.
- I was discouraged to see on page 26 listed under Evacuation Routes the statement concerning alternative routes, stating, "Of the three, only one could be considered, and its usefulness may be compromised by rough terrain and poor surface conditions." While these roads were not in the West Glenwood area, they are part of our surrounding community. Any evacuation road requiring a 4-wheel drive is unacceptable. If these roads are considered evacuation routes, they must be maintained and useable by the average car.
- Page 29 mentions the designation and development of "Shelter-in-place" areas. While not ideal, a "Shelter-in-place" area could give hope for those cut off from evacuation routes. Fourteen years later, they do not exist.

In a YouTube interview titled "These Americans are fleeing the West Because of Extreme Heat - <https://www.cnn.com/videos/weather/2021/06/25/heatwave-west-drought-wildfire-us-orig-kj.cnn>," starting at 1 minute 22 seconds in, you can find a statement made by our Mayor. He states, "We have never seen fire restrictions this early in the year, ever. Last year we had three of the largest fires in Colorado in the States history. If that happens in our part of town, we are talking about 1,000 lives lost." This statement tells me that our City Government is aware of the danger looming over all of us. One life lost is a tragedy; 1,000 is devastating and



unthinkable. Is that me, my children, or maybe your own? Who would be among the dead?

The West Glenwood roads are not designed to handle the proposed density. During emergencies, the streets quickly become gridlocked and take hours to resolve. Should a fire start in the West Glenwood neighborhood, the existing residents could easily get cut off from evacuation. The addition of 600+ residents would compound the problem. West Glenwood has many roads, but they all lead to SH 6. SH 6 has two exits to I70 with small roundabouts. I am not an expert, but it seems the deep ditches between SH 6 and I70 might as well be 40-foot walls because they prevent escape. We need emergency exits with closure gates emergency personnel can control.

The Palisade, CA fire resulted in 85 deaths. This fire is an example of everything going wrong. Many of the survivors stated they never received the emergency phone alerts ordering an immediate evacuation. The data indicates all methods of notification were not used. People panicked in the suddenness of the emergency. The phone lines became sluggish with the number of notifications, and delivery was taking too long. We must remember we do not have cell coverage in many areas within our community. I grew up in the Midwest and relied on tornado sirens for timely notification. What about evacuation sirens?

During emergencies, people forget training, people panic, and make the wrong decisions. When our Infrastructure is lacking, those mistakes will increase. Our safety infrastructure is lacking! A plan on paper but not implemented does not help us. We must plan and design our city around the worst-case scenario.

I beg you to support our efforts to create a safer community for all of us. I beg you to pause, build our safety infrastructure, and then carefully consider future developments that fit into the safety measures required for our community. Today, the 480 Donegan Road Project does not fit within the safety requirements for West Glenwood. Glenwood Safe - Glenwood Strong.

Karleen Clark  
570 Mel Rey Rd  
Glenwood Springs, CO 81601

**From:** [Kimberlie Chenoweth](#)  
**To:** [Trent Hyatt](#)  
**Subject:** Annexation, Rezoning and Development of 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz and Development of 480 Donegan Road by R2 Partnership  
**Date:** Wednesday, July 28, 2021 10:16:11 AM

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Dear City Council Members,

I have been a Garfield County resident for nearly 40 years and business owner in Glenwood Springs for 30 years.

I am writing to express my opposition to the annexation, rezoning and development of the 15.818-acre property at 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz, and specifically the 12.285-acre PUD proposal (also known as 480 Donegan) currently under contract with R2 Partnership LLC. I recognize that the Roaring Fork Valley does need more affordable housing, but to allow 360 units on this property, at this time, before the Comprehensive Plan is complete and evacuation plans are in place, *is unconscionable*.

Safety:

According to figure 2 of the Wildland Urban Interface Community Wildfire Protection Plan of April 2007, the area of West Glenwood has a hazard rating of “very high.” Fire Chief Tillotson claims that the West Glenwood Fire Department is undersized and obsolete, believing our concerns to be valid. The lack of emergency services in West Glenwood needs to be addressed before adding a significant increase to the population. The new reality is extreme fire danger.

West Glenwood residents got a taste of just how helpless we are last summer after the 111 Fire. Plans are necessary in the event of a natural disaster to counteract how people actually behave in the event of an emergency with no guidance. We, as a community, must start planning now. Our community, neighborhood by neighborhood, household by household, must begin now to organize adequate emergency responses. The physical layout of West Glenwood makes dependence on official services hopelessly inadequate.

Impact on Traffic:

COVID has drastically reduced traffic, therefore the traffic study done during these months, no matter the algorithm used to calculate the increase, cannot properly reflect the reality of this area. The addition of 1000+ vehicles and a minimum of 2,200 trips per day to our streets will create a traffic nightmare of overwhelming proportions. Congestion near schools and safety concerns for our young children are inevitable.

Comprehensive Plan:

How is it possible “that the benefits of development are distributed evenly across society” when this building is the equivalent to 7 large complexes here in town? Glenwood Greens, Machebeuf, Holiday House, Manor I, Manor II, 23rd Street, and Six Canyons is 381 units in total. This is a proposal of 360 in one location! If sustainability is the key foundation to the

plan, it's clear that the social and environmental aspects of sustainability cannot be met through the proposal now under consideration.

Since 2011, when the current Comprehensive Plan was adopted, there have been monumental shifts in perception of the hazards it left out. It's hopelessly inadequate to meet today's needs, let alone tomorrows. We are fortunate having local resources for cutting edge technologies. We must enlist them. Development and design should demand working with the existing land features, infrastructure, cost of fixes, demographic shifts and foreseeable challenges like climate effects on regional weather patterns and drought. Designing for energy efficiency, water conservation, defensibility against fire and flood, ease of maintenance on critical systems – while being minimally dependent on outside services, is possible in this day and age. It's past time that we integrate land use regulations that prioritizes safety and optimally dense communities.

In closing, the neighborhood opposition to these proposals is about a recognition that we have much to do before responsible development on *any* scale makes sense here, from a basic safety perspective. If there is one thing our world has learned during COVID it is that no matter how economically stable we are, how fiscally responsible we are, unprecedented changes create new demands on both basic infrastructure and community organization to protect ourselves from their most dire impacts. How much we plan for the future, we are nothing if we don't protect our people.

It is my opinion that a moratorium needs to be placed on all non-single-family developments in Glenwood Springs until (a) a current Wildfire Evacuation Plan is not only in place but can be implemented to allow for the safe evacuation of all Glenwood Springs residents, (b) a thorough assessment of how the annexation will impact water supply now and into the future, and (c) the Comprehensive Plan has been updated.

Floyd Diemoz has served Glenwood Springs well over the decades, including contributions to public safety, efficiency and community well-being. Designing for the present and future needs of this West Glenwood neighborhood is a challenge worthy of his experience and talents. But this proposed development is not it, and this is not the time to stand on property rights over public safety. Both *can* be served, but only if both are embraced.

I urge you to protect the current population and help keep residents safe by rejecting the application to annex and rezone this property.

Kimberlie Chenoweth  
New Castle, CO

**From:** [linda drake](#)  
**To:** [Trent Hyatt](#)  
**Subject:** Re: west glenwood pasture development  
**Date:** Wednesday, July 28, 2021 9:54:41 AM

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Hello Trent

Sent this email to Paul Stepp several months ago and she just suggested I send it along to you.

We have witnessed an huge increase of opposition to this proposed development and even with the lesser numbers, it's still an huge impact on an already strained area. The traffic is already insane even on the best days. Factor in I 70 closures, which are happening regularly, the fear West Glenwood residents are feeling when we are faced with a wildfire evacuations... note: NOT IF but WHEN! We have two fires around us and I cannot express the terror we felt leaving our home. Our safety is at risk with this big developement.

I am weary beyond words, not to mention sad to see our wonderful community facing a massive change in the name of development. Our lives will be changed because of this "progress". It boggles my mind as I watch my garden dry out with watering restrictions. Global warming is here now. And we all need to step up and be responsible people or our town, our valley, our state, our planet will be destroyed for our children and their children.

Again I ask the City Council members. WHO DO YOU SERVE?????

Linda Drake

[www.lunar-designs.com](http://www.lunar-designs.com)

970-947-0648 ph

On Tue, Jun 22, 2021 at 12:31 PM linda drake <[lindalunardesigns@gmail.com](mailto:lindalunardesigns@gmail.com)> wrote:

We have lived in west Glenwood for 15 years and are really concerned about the proposed housing in the pasture along Donegan Road. Obvious reasons: fire evacuation bottle neck, I 70 closures that hugely impact west glenwood, and lack of water resources. We are on a watering restriction so they want to bring in 600 units MORE! I plead with City Council to serve your community here in west Glenwood. We feel totally ignored over big business - even worse, investors from out of state. Who do you serve???

Linda Drake

[www.lunar-designs.com](http://www.lunar-designs.com)

970-947-0648 ph

**From:** [Shannon](#)  
**To:** [Trent Hyatt](#)  
**Subject:** Fwd: Subject: Annexation, Rezoning and Development of 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz and Development of 480 Donegan Road by R2 Partnership  
**Date:** Wednesday, July 28, 2021 9:43:20 AM

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I am writing to express my opposition to the annexation, rezoning and development of the 15.818-acre property at 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz, and specifically the 12.285-acre PUD proposal (also known as 480 Donegan) currently under contract with

> R2 Partnership LLC. I recognize that the Roaring Fork Valley does need more affordable housing, but to allow 360 units on this property, at this time, before the Comprehensive Plan is complete and evacuation plans are in place, is unconscionable.

>

> Safety:

> According to figure 2 of the Wildland Urban Interface Community Wildfire Protection Plan of April 2007, the area of West Glenwood has a hazard rating of “very high.” Fire Chief Tillotson claims that the West Glenwood Fire Department is undersized and obsolete, believing our concerns to be valid. The lack of emergency services in West Glenwood needs to be addressed before adding a significant increase to the population. The new reality is extreme fire danger.

>

> West Glenwood residents got a taste of just how helpless we are last summer after the 111 Fire. Plans are necessary in the event of a natural disaster to counteract how people actually behave in the event of an emergency with no guidance. We, as a community, must start planning now. Our community, neighborhood by neighborhood, household by household, must begin now to organize adequate emergency responses.

> The physical layout of West Glenwood makes dependence on official services hopelessly inadequate.

>

> Impact on Traffic:

> COVID has drastically reduced traffic, therefore the traffic study done during these months, no matter the algorithm used to calculate the increase, cannot properly reflect the reality of this area. The addition of 1000+ vehicles and a minimum of 2,200 trips per day to our streets will create a traffic nightmare of overwhelming proportions.

> Congestion near schools and safety concerns for our young children are inevitable.

>

> Comprehensive Plan:

> How is it possible “that the benefits of development are distributed evenly across society” when this building is the equivalent to 7 large complexes here in town? Glenwood Greens, Machebeuf, Holiday House, Manor I, Manor II, 23rd Street, and Six Canyons is 381 units in total.

> This is a proposal of 360 in one location! If sustainability is the key foundation to the plan, it’s clear that the social and environmental aspects of sustainability cannot be met through the proposal now under consideration.

>

> Since 2011, when the current Comprehensive Plan was adopted, there have been monumental shifts in perception of the hazards it left out.

> It’s hopelessly inadequate to meet today’s needs, let alone tomorrows.

> We are fortunate having local resources for cutting edge technologies.

> We must enlist them. Development and design should demand working with the existing land features, infrastructure, cost of fixes, demographic shifts and foreseeable challenges like climate effects on regional weather patterns and drought. Designing for energy efficiency, water conservation, defensibility against fire and flood, ease of maintenance on critical systems – while being minimally dependent on outside services, is possible in this day and age. It’s past time that we integrate land use regulations that prioritizes safety and optimally dense communities.

>

> In closing, the neighborhood opposition to these proposals is about a recognition that we have much to do before responsible development on any scale makes sense here, from a basic safety perspective. If there is one thing our world has learned during COVID it is that no matter how economically stable we are, how fiscally responsible we are, unprecedented changes create new demands on both basic infrastructure and community organization to protect ourselves from their most dire impacts. How much we plan for the future, we are nothing if we don’t protect our

people.

>

> It is my opinion that a moratorium needs to be placed on all non-single-family developments in Glenwood Springs until (a) a current Wildfire Evacuation Plan is not only in place but can be implemented to allow for the safe evacuation of all Glenwood Springs residents,

> (b) a thorough assessment of how the annexation will impact water supply now and into the future, and (c) the Comprehensive Plan has been updated.

>

> Floyd Diemoz has served Glenwood Springs well over the decades, including contributions to public safety, efficiency and community well-being. Designing for the present and future needs of this West Glenwood neighborhood is a challenge worthy of his experience and talents. But this proposed development is not it, and this is not the time to stand on property rights over public safety. Both can be served, but only if both are embraced.

>

> I urge you to protect the current population and help keep residents safe by rejecting the application to annex and rezone this property.

>

> Bryan and Shannon Derby

> West Glenwood residents

> Shannon since 1977

> Bryan since 1991

**From:** [Shelley Kaup](#)  
**To:** [Trent Hyatt](#); [Ryan M. Muse](#)  
**Cc:** [Jennifer Ooton](#)  
**Subject:** Fw: Annexation of west Glenwood property  
**Date:** Wednesday, July 28, 2021 8:25:28 AM  
**Attachments:** [Outlook-awixmabp.png](#)

---

Please include in the public comment - was sent to my personal email.

Thanks,

Shelley

*Shelley Kaup*

Councilor At-Large

City of Glenwood Springs

970-948-9018 (cell)



<https://www.ci.glenwood-springs.co.us/>

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**From:** Shelley Kaup <skaup1203b@gmail.com>  
**Sent:** Wednesday, July 28, 2021 8:24 AM  
**To:** Shelley Kaup <shelley.kaup@cogs.us>  
**Subject:** Fwd: Annexation of west Glenwood property

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Begin forwarded message:

**From:** Marlis Laursoo <[mmmlaursoo@gmail.com](mailto:mmmlaursoo@gmail.com)>  
**Subject:** Annexation of west Glenwood property  
**Date:** July 27, 2021 at 10:54:32 PM MDT  
**To:** "Shelley K. Kaup" <[skaup1203b@gmail.com](mailto:skaup1203b@gmail.com)>

Dear Shelly

I am writing in regard to the proposed annexation of property in West Glenwood .. Many residents of that area are very concerned about the fire danger in that area when more people will be living there. During a recent accident that closed I-70, many people were marooned for hours because of the traffic pileup. This city in this small canyon is beautiful,

but too congested in case of a disaster for evacuation. During the 20 years I have lived here, there have been 3 major fires affecting our town. There was a very devastating fire before we moved here as well. Because of the worry people have about their safety , I think it is a very reasonable reason for denying the annexation of that property that will allow many rental and other use units to be built. Another reason for denying that annexation is that it impacts the ambiance of the residential areas in that part of the county; these homes are in a quiet peaceful area that is attractive and allows for lovely walks and hiking. Adding more housing would be noisy and attracting less permanent residents. There is land available on the south side of the river for more units if they are needed.

I appreciate your consideration of my concerns for these local residents.

Thank you,

Sincerely,

Marlis Laursoo



July 27, 2021

Glenwood Springs City Council Members  
City of Glenwood Springs  
101 W. 8<sup>th</sup> Street  
Glenwood Springs, CO 81601

Dear Council,

Glenwood is at a crossroads. Glenwood Springs is a wonderful place to live and call home but continued dense infill development may change the charm of our community. I am writing you in opposition to the current development proposal at 480 Donegan Road. R2 Partners is asking to annex a parcel into the city with the caveat of granting a variance to the height restrictions defined within the design standards as part of the annexation approval. These two items should not be linked. Design standards were developed and implemented to maintain the characteristics and charm of the community we call home. I believe it's inappropriate to request a 50% increase in the allowable building height as part of a request to annex in a parcel of land. These items should be divested from each other.

The proposed development continues the trend of dense housing infill. The Post Independent reported that there are 587 units in the current development pipeline. The units in the pipeline coupled with the recently completed Oasis Creek Apartments, Red Mountain Lofts and others will represent about a 30% increase in the total number of housing units within our community. This is significant. The infrastructure required to support these additional residences is not present. The roadway system, utility system, school system and recreational opportunities are not keeping pace. Glenwood is a landlocked community and adding infrastructure to match the growth trajectory is not possible. Roads cannot be expanded and the amount of land available for schools and parks is ever decreasing. While having a study that states there is demand for an additional 2,000 house units is interesting, it fails to dig into the impacts of what happens if those demands are met. The proposed units are not affordable for the working community and only a small percentage of them (with the latest development revision) offer people the opportunity to own and invest in the community.

The traffic study commissioned by the developer is one sided. It shows the impacts to the West Glenwood area with current volumes but fails to calculate the potential traffic at the Glenwood Springs Mall site. The mall will be revitalized (perhaps by R2) and if the retail is filled in its current format, no PUD modifications or city approvals may be necessary. There is more than 100,000 sf of existing retail space. Though traffic is currently minimal, the already approved mall retail space has the potential to deteriorate the service factors of the surrounding intersections further. The study commissioned by R2 Partners should recognize the potential traffic that may be generated from this site and incorporate it into their study since it is already approved retail space.

Property owners have rights, but it is up to you to afford them the opportunity to develop their properties within the confines of the design standards and city requirements. Granting approval of this

annexation proposal essentially ties the city's hands on the future approval of the project (height restrictions, etc.). Please listen to the constituents you represent as you make the decision on which road to take the City of Glenwood Springs down. This city is a desirable place to call home. Glenwood's desirable qualities are driving the insatiable demand for growth. Please recognize the importance of pacing growth with the infrastructure necessary to support it as you make these tough decisions.

Thank you for your service to the community!

Sincerely,

A handwritten signature in black ink, reading "Jeff Peterson". The signature is written in a cursive style with a large, stylized "J" and "P".

Jeff Peterson

607 W. Harvard Dr.  
Glenwood Springs, CO

Julie Kaufman  
244 Red Bluff Vista  
Glenwood Springs, CO 81601

---

July 27, 2021

Glenwood Springs City Council  
101 West 8<sup>th</sup> Street  
Glenwood Springs, Colorado 81601

[steve.davis@cogs.us](mailto:steve.davis@cogs.us)  
[jonathan.godes@cogs.us](mailto:jonathan.godes@cogs.us)  
[tony.hershey@cogs.us](mailto:tony.hershey@cogs.us)  
[paula.stepp@cogs.us](mailto:paula.stepp@cogs.us)  
[charlie.willman@cogs.us](mailto:charlie.willman@cogs.us)  
[ingrid.wussow@cogs.us](mailto:ingrid.wussow@cogs.us)  
[shelley.kaup@cogs.us](mailto:shelley.kaup@cogs.us)

Dear Mayor Godes and City Council Members,

I am writing to you to offer my support for the 480 Donegan project located in West Glenwood Springs. As we all know, the need for housing for our local work force and local families is an issue of critical concern for our community. The demand for housing in our mountain communities is strong, and 480 Donegan will keep people living and working in Glenwood Springs. I support the annexation and rezoning.

The City's Comprehensive Plan identifies a need for more housing. 480 Donegan will result in substantial and much needed new housing opportunities in West Glenwood. The developers have agreed to a thoughtful and thorough project that factors in affordability, public safety, traffic impacts and open space. It will create a sense of community for residents, and planned area safety improvements and enhancements will be far-reaching for the West Glenwood community. The developers have listened carefully and addressed specific concerns raised by the city and neighbors, and the project has been thoughtfully and responsibly designed. The annexation plan conforms to state statute. The property is served by City water and sewer by the West Glenwood Sanitation District.

480 Donegan puts an emphasis on the type of livable community that will benefit Glenwood Springs. I support the 480 Donegan application, because it will keep our workforce and their tax dollars in Glenwood Springs. I encourage your favorable consideration.

Sincerely,

  
Julie Kaufman

**From:** [Sheryl Bower](#)  
**To:** [Trent Hyatt](#)  
**Subject:** FW: [External] include in city council packet on annexation of 214 Donegan  
**Date:** Tuesday, July 27, 2021 12:56:07 PM

---

Hi Trent, Just forwarding this on to you.

Regards,

*Sheryl L Bower, AICP*  
Community Development Director  
108 8<sup>th</sup> Street , Suite 401  
Glenwood Springs, CO 81601  
970-945-1377 (1605)

---

**From:** lindyenwold@aol.com <lindyenwold@aol.com>  
**Sent:** Tuesday, July 27, 2021 12:10 PM  
**To:** BOCC <BOCC@garfield-county.com>; Sheryl Bower <sbower@garfield-county.com>  
**Subject:** [External] include in city council packet on annexation of 214 Donegan

To whom it concerns: I am in Texas and unable to get to meetings in person. I recently experienced visiting Aspen by car from Glenwood. The traffic was horrendous going into, out of, and with trying to find parking close to stores and restaurants. We gambled that they were not checking the 2 hour very inadequate limit! The town of Glenwood and West Glenwood already have traffic issues. The Donegan project will compound that. I have previously written about concerns about that, especially concerning emergency evacuations. Years ago, I was caught in one of the fire traffic jams and had to drive over the highway grass areas and shoulders to escape West Glenwood, with children. Orange smoke was showing in my back window...only to get into another traffic jam on 1-70 East into town. Going West on 1-70 was closed. The frontage road into town was also jammed. What will happen with that many more residents that are proposed to occupy the units? We bought the Mountain Shadows property because it was a family friendly area, with mountain views, horses in pastures, country roads, other home and quiet streets. We didn't buy in town, didn't want the 'city traffic' atmosphere. My children and now their grandchildren enjoy riding bikes and such from our home around the neighborhood, down to Gregory Park. That will not be possible with the development, as drivers on Donegan and lower Mel Rey have increased useage with additional houses already here, coming from Storm King area...this is very predictable! We still have children's chalk drawings on Mt. Shadows Drive, families walk to local restaurants, they walk to enjoy the peace and quiet, in the safety of our area! We recently experienced power outages after a mild storm. Is the city planning on taking care of the electrical impact, sewer, improved roads, traffic load, improved evacuation plans that the proposed development will require ??? We just experieined I 70 problems, the canyon shut downs Those problems aren't being handled well with the popluation we already have! They shut access to us from Dotsero to Rifle! Why? To stop bottlenecking.....we already have bottlenecking with workers/travelers/homeowners in the morning and afternoon shifts! Enough! It's only going to get much worse! I have made some points that I hope will be considered, but there are many more. I regret that I willl be out of town and not able to show up in person. Respectfully, Belinda (Lindy) Enewold, 266 Mt. Shadows Drive, Glenwood Springs, CO, 956-346-2660 Please include these concerns and/or this letter in the City Council Packet on the Annexation of 214 Donegan.

**From:** [lindyenwold@aol.com](mailto:lindyenwold@aol.com)  
**To:** [Trent Hyatt](#)  
**Subject:** Fwd: include in city council packet on annexation of 214 Donegan  
**Date:** Tuesday, July 27, 2021 12:17:55 PM

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-----Original Message-----

From: lindyenwold@aol.com  
To: bocc@garfield-county.com <bocc@garfield-county.com>; sbower@garfield-county.com  
<sbower@garfield-county.com>  
Sent: Tue, Jul 27, 2021 1:09 pm  
Subject: include in city council packet on annexation of 214 Donegan

To whom it concerns: I am in Texas and unable to get to meetings in person. I recently experienced visiting Aspen by car from Glenwood. The traffic was horrendous going into, out of, and with trying to find parking close to stores and restaurants. We gambled that they were not checking the 2 hour very inadequate limit! The town of Glenwood and West Glenwood already have traffic issues. The Donegan project will compound that. I have previously written about concerns about that, especially concerning emergency evacuations. Years ago, I was caught in one of the fire traffic jams and had to drive over the highway grass areas and shoulders to escape West Glenwood, with children. Orange smoke was showing in my back window...only to get into another traffic jam on 1-70 East into town. Going West on 1-70 was closed. The frontage road into town was also jammed. What will happen with that many more residents that are proposed to occupy the units? We bought the Mountain Shadows property because it was a family friendly area, with mountain views, horses in pastures, country roads, other home and quiet streets. We didn't buy in town, didn't want the 'city traffic' atmosphere. My children and now their grandchildren enjoy riding bikes and such from our home around the neighborhood, down to Gregory Park. That will not be possible with the development, as drivers on Donegan and lower Mel Rey have increased useage with additional houses already here, coming from Storm King area...this is very predictable! We still have children's chalk drawings on Mt. Shadows Drive, families walk to local restaurants, they walk to enjoy the peace and quiet, in the safety of our area! We recently experienced power outages after a mild storm. Is the city planning on taking care of the electrical impact, sewer, improved roads, traffic load, improved evacuation plans that the proposed development will require ??? We just experieined I 70 problems, the canyon shut downs Those problems aren't being handled well with the popluation we already have! They shut access to us from Dotsero to Rifle! Why? To stop bottlenecking.....we already have bottlenecking with workers/travelers/homeowners in the morning and afternoon shifts! Enough! It's only going to get much worse! I have made some points that I hope will be considered, but there are many more. I regret that I willl be out of town and not able to show up in person. Respectfully, Belinda (Lindy) Enewold, 266 Mt. Shadows Drive, Glenwood Springs, CO, 956-346-2660 Please include these concerns and/or this letter in the City Council Packet on the Annexation of 214 Donegan.

July 26, 2021

Dear Glenwood Springs City Council Members,

RE: Diemoz Property Annexation / R-2 Partners Development

We are writing this letter to implore you to take a breath, and not annex this property into Glenwood Springs at this time.

This development just does not belong in this neighborhood on so many levels. Your Planning and Zoning committee completely agreed, and DID NOT recommend this annexation. I hope you all have looked and driven around the area for perspective that is not on paper, and if so you will have reached the obvious conclusion-this development just DOES NOT FIT this neighborhood.

We have lived in Glenwood Springs since the 1970's, and West Glenwood since 1993. Having lived through all of our local wildfires from Storm King to Coal Seam to the "little" 111 Fire and then Grizzly Creek, our lack of evacuation routes is becoming noticeably worse with each passing year.

The most personal reason for us opposing this development is safety due to wildfire threat with no updated infrastructure (roads) and planning since 2007. The "little" 111 fire last year by I-70 and Canyon Creek bottled traffic for hours, and had the fire blown our way we would have had to walk to where we could hitch a ride. This isn't a "what if" situation but a "when will it happen again" situation.

The housing issue is of major concern, and the Red Mtn. Lofts and Six Canyon developments have helped reduce those numbers, but they have also contributed to the crazy congestion that we face daily. The actual numbers of people living in these units is grossly underestimated, people must share to afford these rents, and with people come cars.

We know there is no magic bullet to solve many of our issues, but we must remember that we do live in an area that has to be protected more than ever due to the changing climate/drought issues. We are not ready for a wildfire in Glenwood, and if watching the small towns in California burn isn't enough....remember our own fires! Please, TAKE A BREATH! (although not a deep one - the smoke will get you!)

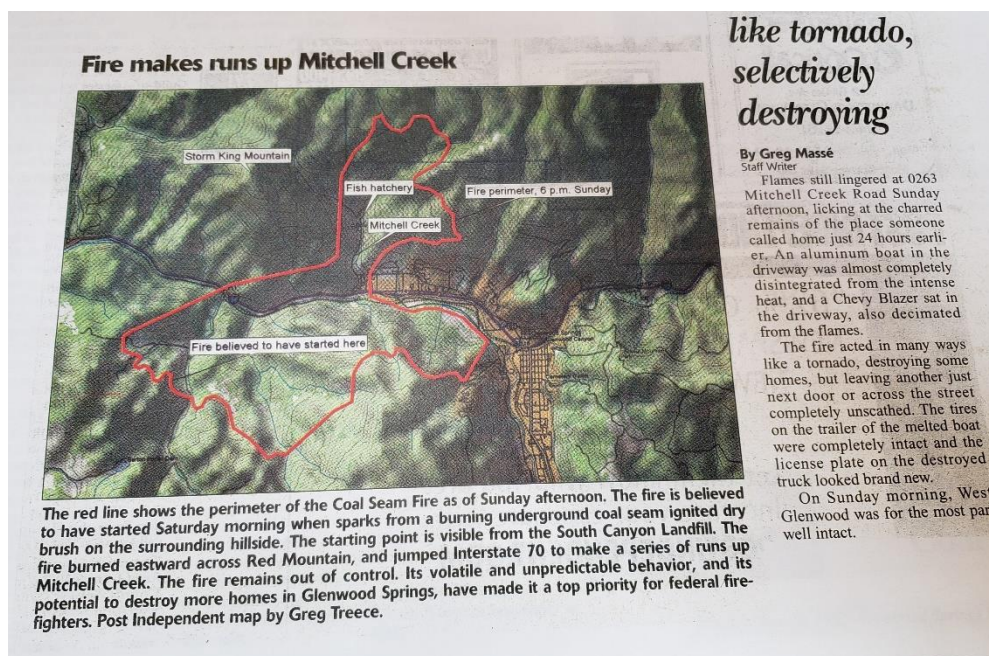
Sincerely,

Susie and Mark Straus

**A reminder of what can happen,  
please see the next page.**







To Whom It May Concern:

Regarding the Proposed 400 Person Residential Development on the Property to the North of the Glenwood Springs Mall

We are writing at the behest of a local Glenwood Springs Resident because of an experience which overwhelmed us on November 8<sup>th</sup>, 2018. On that date a rapidly moving wildfire consumed much of the town of Paradise and the neighboring communities of Magalia, Concow and Butte Creek Canyon, displacing nearly 50,000 residents, destroying over 18,000 structures and killing 86 people in less than 8 hours.

Although the residents of Paradise had been preparing for a major wildfire event for years the rapidity and force of that event overwhelmed the community. In the aftermath of the wildfire the community has come together and identified aspects of community planning that needed to be addressed.

Among those aspects were issues of access from the community. A single four-lane divided highway led from this mountain community to the valley below. One other highway which was four-lanes within the town narrowed to two winding lanes just out of town as it headed to the valley below. A third two-lane road within the community wound down the mountain through another break in the hills to the valley below. And, a fourth two-lane road headed up the mountain to the north over a ridge out of town. Within town many cross-streets were narrow with dead-end single-lane branches along both sides of the street.

Early-warning reverse 911 phone calls began being sent at 8 am in the morning just as the town was awakening. Although those that had received the calls began reacting by 8:30 am the streets were beginning to fill. We were one of the fortunate ones because we had signed-up for the reverse 911 calls. Many residents had not signed-up and had to rely upon friends and relatives to warn them of the danger. Public media was of no help since the fire encroached and expanded with such rapidity that media was unaware of the developing disaster. Many residents were trapped within the fire and struggled to escape.

The Paradise community has come together since the disaster and is working to solve the transportation problems which kept the community hostage.

Following the fire we relocated to Colorado and temporarily lived with our daughter and her family in Carbondale for two-and-a-months before finding a permanent home in Grand Junction. Along with living with her and her family and, now, making frequent visits to them, we are familiar with Glenwood Springs and the surrounding area.



The message that we want to bring to your community is that it is imperative to include adequate transportation planning, not only within a planned community, but, also in the surrounding community to ensure that residents have adequate avenues of escape in the event of an unplanned disaster. This is not only a developer issue. This is a community issue.

Lynn & Mary Shoger

**From:** [Debra Figueroa](#)  
**To:** [Ryan M. Muse](#); [Trent Hyatt](#); [Jennifer Ooton](#); [Karl Hanlon](#)  
**Subject:** Fwd: Annexation of 214 Center Drive  
**Date:** Monday, July 26, 2021 6:02:13 AM

---

Begin forwarded message:

**From:** Carrie Bowen <carrie.bowen@gmail.com>  
**Date:** July 24, 2021 at 10:16:43 PM MDT  
**To:** Jonathan Godes <jonathan.godes@cogs.us>, Tony Hershey <tony.hershey@cogs.us>, Paula Stepp <paula.stepp@cogs.us>, Charlie Willman <charlie.willman@cogs.us>, Ingrid Wussow <ingrid.wussow@cogs.us>, Debra Figueroa <debra.figueroa@cogs.us>, Steve Davis <steve.davis@cogs.us>  
**Subject: Annexation of 214 Center Drive**

To Glenwood Springs City council,

I am writing this letter about the proposed annexation of 214 Center Drive. I am not against developing this site. I am against this specific development and its impact on the small community of Glenwood Springs, for the reasons below.

I know that most letters will include this and it is the biggest safety issue, fire safety and evacuation is the main concern for most of the population of West Glenwood Springs, as it should be with the severe drought of the last couple of years and the limited amount of ways to evacuate and adding more people and cars to this will only make that problem worse. Their needs to be a comprehensive fire study done. It needs to be completed and implemented before anything gets built on this site.

Their needs to be a new West Glenwood Springs fire station built before anything gets built on this site. As Fire Chief Tillotson stated in the Planning and Zoning meeting the West Glenwood Springs fire station is currently far too small for the area that it supports and is obsolete. That is a scary thing to hear not only from a fire standpoint but for all medical emergencies as well.

The impact on local traffic and roads will be massive and the small city streets that we use to access West Glenwood Springs will not be able to handle the increased traffic. The infrastructure will have to be majorly improved to be able to support something like this. I still do not believe that any of the traffic studies R2 has done to this point is anywhere near accurate.

Also, at this point in time I do not believe the City of Glenwood Springs can provide enough water for this development. We had an emergency notification go out at 5:30 in the morning for residents of Glenwood Springs to cut water use inside and out because levels had fallen dangerously low. This is on top of all the restrictions we have been under this spring and summer. You expect the citizens of West Glenwood Springs to believe the added residents wouldn't effect our water supply that already is strained and having issues?

Another issue is, the current residents of West Glenwood Springs only have Gregory Park which is one of the smallest city parks in town and we are going to add all these new units without providing current and new residents with any more open space or parklands. This little park won't be able to handle the increased demand from something of this size. As per the developer in the Planning and Zoning meeting any open space areas would be available ONLY to the residence of the complex. This does not meet the necessary regulations for open spaces.

As for the specifics of the actual development proposal. It's WAY too big! It's that simple, the buildings are way too tall; from the apartment complexes to the townhomes. Their are way to many units. They don't have enough parking inside the development so the streets around it will become a parking lot along with the mall for all the vehicles from this proposed development. It does not fit Glenwood Springs small town feel. It feels more like Denver or any other major city on the front range, not our small mountain town. The developer in the P&Z meeting regularly referred to the development as an "urban" development. We are not an urban community, we are a rural community surrounded by other rural communities. We want to keep this feel for our area. Our families and children live here and we want it to remain a sweet community. There were many from this area that are not wanting this size of a complex going in in our back yard. We love our people, neighbors and community.

I believe that if the City of Glenwood Springs keeps approving developments like the one proposed for 214 Center Drive and all the other ones around town, this city will be nothing but apartment complexes and hotels, and the people that work and own houses in Glenwood Springs would rather move then stay in a city like that. So I hope that you members of the city council take the advise of the people that live here, and the planning and zoning commissioners and vote this down in its current format. Their has to be something better that will benefit the city, the residents of Glenwood Springs, and the people who visit here. Not just some developer from back east.

Thank you for reading my concerns and opinions about the proposed annexation and development of 214 Center Drive.

Carrie Bowen  
35 Gamba Dr, Glenwood Springs

Sent from my iPad

July 29, 2021 \*

Glenwood Partnership, LLLP  
Glenwood Business Center  
214 Center Drive  
Glenwood Springs, Co 81601

To: City Council  
Re.: Proposed West Glenwood Annexation

Hi:

I'm a member of the family that owns the land behind the West Glenwood mall. We've owned this land for over 60 years, it's zoned commercial. Over those years we've been asked many times to sell some of the land. A giant retailer wanted all of our land; their plans were to tear down our two existing office buildings to provide the land area they needed. We said no.

Others wanted to build apartments, condominiums, and one company wanted the land for a major auto dealership. Again, we said no.

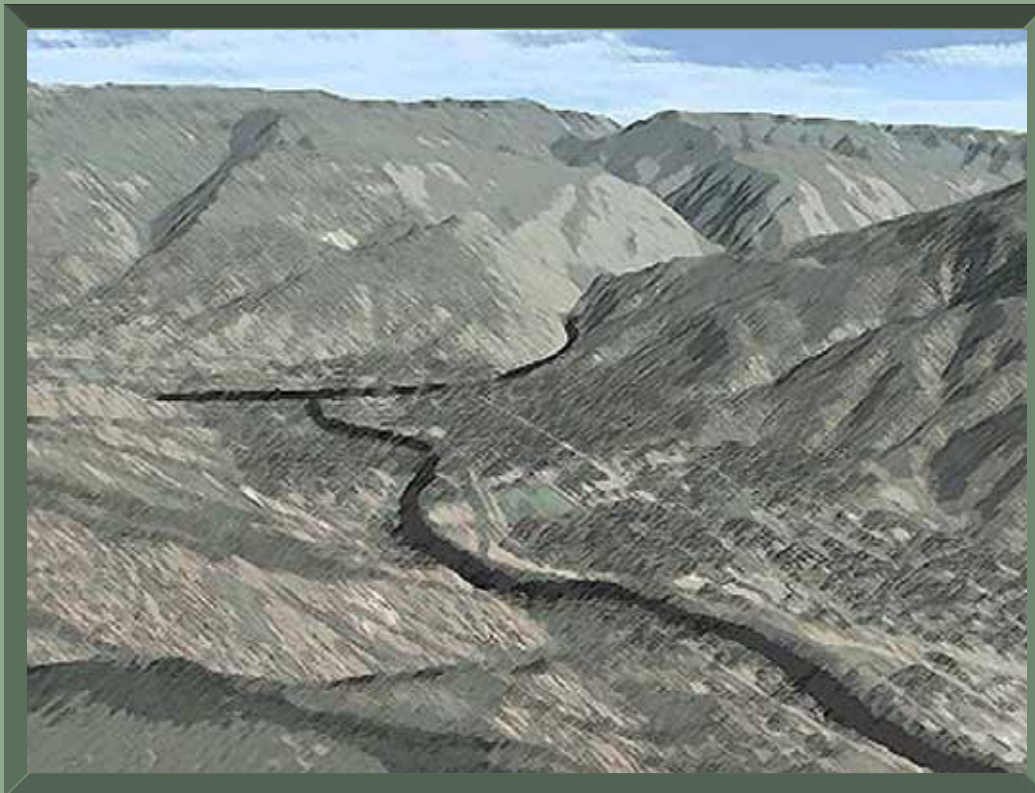
We did say yes to Marv and Barry Rosenberg, and R2 Partners nearly two years ago. Why? Because we believed they had the proven track record and expertise to develop our property in a responsible manner. Over the past two years we have found the Rosenberg's and their people to be very straight forward and honest. We believe that R2 has made significant concessions and their plan would be a great contribution to Glenwood. We believe this project would be beneficial to the City by providing much needed housing.

If you read pages 41 and 46 of the City's Comprehensive Plan, as well as the City's Development Code, you'll know they are faithfully following the City's vision.

Floyd Diemoz  
1410 Oak Way Ave.  
Glenwood Springs, Co 81601

floyd@diemoz.net  
(970) 379-4181 C 945-6712 Of 945-7460 Fx

# Glenwood Springs



## Comprehensive Plan

*Adopted March 2011*

## ***Acknowledgements***

### ***City Council***

Bruce Christensen, Mayor  
Dave Sturges, Mayor Pro-Tem  
Russ Arensman  
Stephen Bershenyi  
Shelley Kaup  
Leo McKinney  
Matthew Steckler

### ***Planning and Zoning Commission***

Patrick Barker  
Bruce Barth  
Michael Blair  
Tim Bottger  
Marco Dehm  
John Duven  
Mary Elizabeth Geiger  
Judy Gillespie  
Colleen Long  
Barney Mulligan  
Kathryn Trauger

### ***Steering Committee***

The Comprehensive Plan Steering Committee was made up of the City Planning Commission along with representatives of many of the City's Boards and Commissions, and two City Council members.

David Alcott, Transportation Commission  
Patrick Barker, Planning and Zoning Commission  
Bruce Barth, Planning and Zoning Commission  
Michael Blair, Planning and Zoning Commission  
Tim Bottger, Planning and Zoning Commission  
Allan Cunningham, Housing Commission  
Marco Dehm, Planning and Zoning Commission  
Marice Doll, Historic Preservation Commission  
John Duven, Planning and Zoning Commission  
Mary Elizabeth Geiger, Planning and Zoning Commission  
Judy Gillespie, Planning and Zoning Commission  
Jeremy Heiman, River Commission  
Colleen Long, Planning and Zoning Commission  
Leo McKinney, City Council  
Barney Mulligan, Planning and Zoning Commission  
Barbara Sexauer Corcoran, Parks and Recreation Commission  
Dave Sturges, City Council  
Kathryn Trauger, Planning and Zoning Commission

### ***Staff***

Andrew McGregor, Community Development Director  
Gretchen Ricehill, Senior Planner  
Jill Peterson, Planner  
A'Lissa Gerum, Planner

### ***Planning Consultant Team***

Winston Associates   RPI Consulting   Charlier Associates  
Leslie Bethel   Ignacio Correa-Ortiz   RRC Associates



uses. Ideally however, the City encourages RFTA to develop a BRT station Downtown because this would provide seamless access to commercial areas, employment, recreation, as well as other modes of transportation.

#### ***Glenwood Mall***

This Plan envisions that the Glenwood Mall and the properties immediately north of it be integrated and redeveloped into a mixed-use community including a significant component of medium to high density residential uses with an internal system of sidewalks and community spaces thus creating a center focal point for the west end of town.

#### ***Glenwood Meadows***

The Glenwood Meadows development originally included a housing component south of Wulfsohn Road. This component of the project has been delayed. However, the Comprehensive Plan continues to identify the housing component of the Glenwood Meadows project as a logical and ideal place for much needed community housing within walking distance of commercial areas, recreation and open space. Therefore, the Comprehensive Plan strongly encourages that the housing component be constructed. Additional housing units are also strongly encouraged on other properties within the Glenwood Meadows development. Live / work units, where the unit is designed to have a living spaces as well as a work space for non-nuisance producing businesses, are seen as appropriate here.

### ***Hwy 6 Corridor***

The Hwy 6 / 24 corridor currently is comprised of many different uses—auto-oriented commercial and service uses along the highway and residential uses tucked behind. In spite of having an elementary school much of the area lacks true neighborhood character and walkability. This area has potential for significant redevelopment in the future. As it does so, it is expected that the immediate Hwy 6 / 24 corridor will continue to be a mix of uses. New development is expected to include pedestrian interconnectivity, bicycle access, landscaping and building placement so that the corridor is an attractive, accessible, community-oriented strip and not just focused on highway traffic. Multi-family housing is expected to continue to be developed north of the corridor.

### ***Residential Areas***

Existing neighborhoods in Glenwood Springs are mostly walkable and “talkable” and give much of the “small town” character to the community, with their smaller building sites, traffic calming, shaded sidewalks, front porches instead of garages, and small neighborhood parks.

Most existing residential neighborhoods are envisioned to remain substantially unchanged over the next planning period. Some minor infill and redevelopment is expected through the addition of accessory dwelling units and where sensitively designed duplexes, townhouses or small apartment buildings may replace a mobile home or bungalow on a large lot.



existing boundary south of town to encompass the Bershenyi Ranch (Elk Meadows) and the Four Mile Ranch subdivision (Figure 3-17). Here, along Four Mile Road the City has extended sewer treatment services to these parcels through a long-standing pre-annexation agreement and it is felt that the City will be able to bring about a land use configuration for these properties that will better meet the aspirations of the city than would be possible under county jurisdiction.

### Overall Annexation Position

1. Within the Urban Growth Boundary annexation is preferred over development through county jurisdiction, unless there are extenuating circumstances and significant public benefit to do otherwise.
2. Annexation will occur through petition of the land owner(s). While it is not the intent of the City to compel annexation, the City reserves the prerogative to initiate annexation if found to be in the best interest of the community.
3. The City will consider annexation only within the Urban Growth Boundary unless there is a compelling public benefit to consider annexation of a parcel outside the boundary.
4. The City is required to provide annexed parcels with infrastructure (electricity, water, wastewater) and services (police, emergency and other urban services) in a manner that is cost-effective and that does not unduly burden Glenwood Springs residents.
5. The City encourages and supports the annexation of the property immediately north of the Glenwood Mall to facilitate a compatible/coordinated mixed-use development.
6. The City should work with Garfield County to jointly adopt a major street plan for the Bershenyi Ranch / Elk Meadows property that will assure mutual commitment to a unified vision for development and open space.

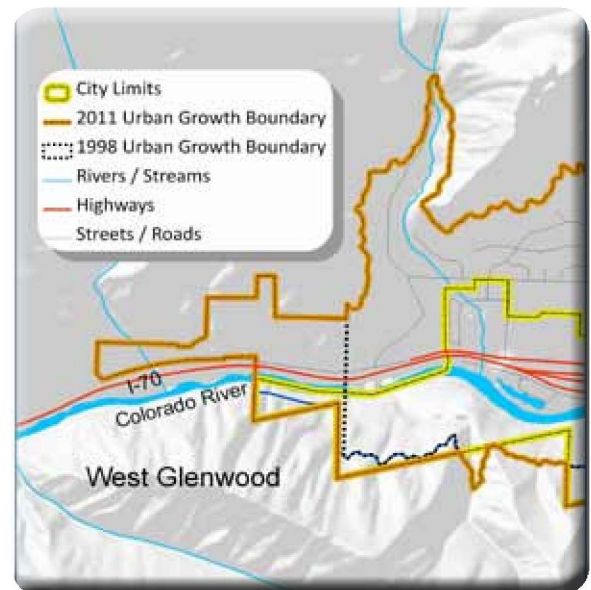


Figure 3-16: The Urban Growth Boundary was extended to include on the west end of town. Properties here have a low density residential land use designation.

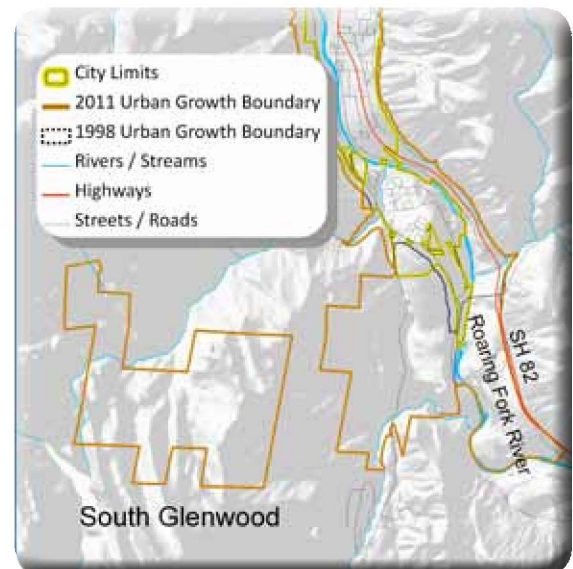


Figure 3-17: The Urban Growth Boundary was extended to include the Elk Meadows Properties south of town and additional property on the west end of the city.



# PETITION: KEEP GLENWOOD SAFE – STOP THE OVERDEVELOPMENT

The undersigned residents urge Glenwood Springs City Council to stop the overdevelopment of Glenwood Springs and to advocate for smart growth practices. Glenwood Springs is being destroyed by the addition of large multi-family developments and endangering the safety of **ALL** of its residents. In the last three years 800 multi-family units have been built or approved and all but 29 of those are for rental.

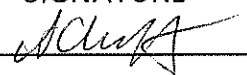
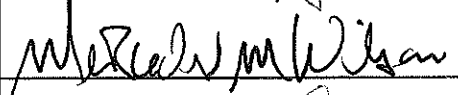
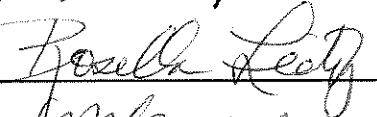
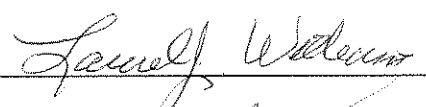
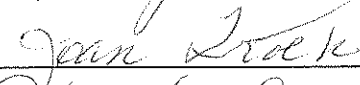
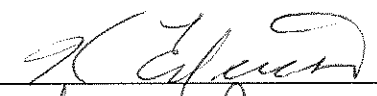
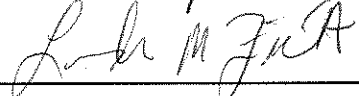
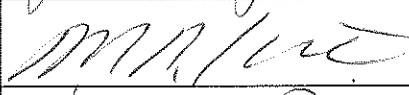
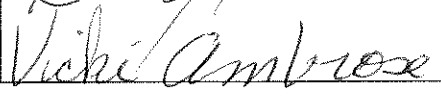
We ask that you reject the current petition for annexation and the subsequent development by R2 Partnership of Cincinnati to build 360 units on the 12.285-acre plot of land behind the West Glenwood Mall. If this is approved it will add 1100 rental tenants (a population increase of 10% in one small plot of land) and their vehicles. We urge you to see that West Glenwood is incapable of handling a development of this density with major concerns over safe evacuation when another fire, flood or rockslide occurs as well as inadequate infrastructure, density five times the size of the adjacent community, traffic congestion, pollution and over-priced rentals. During the last two wildfires our roads were gridlocked and lives could easily have been lost.

| PRINT FULL NAME    | PRINT STREET ADDRESS    | SIGNATURE          |
|--------------------|-------------------------|--------------------|
| Artur K Perreault  | 812 Bennett Ave         | Artur K Perreault  |
| Megan D'Herm       | 927 Colorado Ave        | Megan D'Herm       |
| S. Glassen         | 902 Bennett             | S. Glassen         |
| Sheri Scruby       | 530 Hyland Park Dr      | Sheri Scruby       |
| Stephanie Nor      | 160 Orchard Lane        | Stephanie Nor      |
| Austin Hamilton    | 3955 Sky Ranch Drive    | Austin Hamilton    |
| Molly Hamilton     | 3955 Sky Ranch Dr       | Molly Hamilton     |
| Bonnie Ferg        | 105 GWS, CO 81601       | Bonnie Ferg        |
| VIVITA EVANS       | 949 County Rd. 129      | Vivita Evans       |
| James Bakehouse    | 409 10 <sup>th</sup> St | James Bakehouse    |
| Summer Star Haeske | 1027 Cooper Ave. GWS    | Summer Star Haeske |
| Marguerite Flett   | 51773 Hwy 6             | Marguerite Flett   |
| Bobbie Meriwether  | 152 Orchard Lane        | Bobbie Meriwether  |

# PETITION: KEEP GLENWOOD SAFE – STOP THE OVERDEVELOPMENT

The undersigned residents urge Glenwood Springs City Council to stop the overdevelopment of Glenwood Springs and to advocate for smart growth practices. Glenwood Springs is being destroyed by the addition of large multi-family developments and endangering the safety of **ALL** of its residents. In the last three years 800 multi-family units have been built or approved and all but 29 of those are for rental.

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| PRINT FULL NAME       | PRINT STREET ADDRESS  | SIGNATURE                                                                             |
|-----------------------|-----------------------|---------------------------------------------------------------------------------------|
| ADRIAAN VAN THOFF     | 270 Rockledge Dr GWS  |    |
| Mercedes M Wilson     | 142 Castle Ridge Dr   |   |
| Rosella Leety         | 218 Oak Ln.           |  |
| M. Susan Carmel       | 342 PARK DR, GWS 8601 |  |
| Laurel Williams       | 2906 Sopris Ave       |  |
| JOAN TROTH            | 3204 COOPER CT        |  |
| Sally Mehalak         | 1106 Colorado Ave GWS |  |
| Kenn Edquist          | 215 5th GWS           |  |
| Jeremy Joseph         | P.O. Box 283          |  |
| Emilie Zepernick, DC  | 101 Chapparral Circle |  |
| Lark M Fulk           | P.O. Box 2274 GWS     |  |
| M. H. / M. H. / M. H. | 45885 Hwy 6 & 24      |  |
| Kelsey Roper          | 449 Palmiello Dr      |  |
| Vicki Ambrose         | 1110 Red Mt Dr        |  |

# PETITION: KEEP GLENWOOD SAFE – STOP THE OVERDEVELOPMENT

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We ask that you reject the current petition for annexation and the subsequent development by R2 Partnership of Cincinnati to build <sup>279</sup>360 units on the 12.285-acre plot of land behind the West Glenwood Mall. If this is approved it will add 1100 rental tenants (a population increase of 10% in one small plot of land) and their vehicles. We urge you to see that West Glenwood is incapable of handling a development of this density with major concerns over safe evacuation when another fire, flood or rockslide occurs as well as inadequate infrastructure, density five times the size of the adjacent community, traffic congestion, pollution and over-priced rentals. During the last two wildfires our roads were gridlocked and lives could easily have been lost.

| PRINT FULL NAME   | PRINT STREET ADDRESS           | SIGNATURE         |
|-------------------|--------------------------------|-------------------|
| Elizabeth Delaney | 203 Haystack Rd, G.S. Co       | Elizabeth Delaney |
| Patricia Peterson | Basalt, CO                     | Patricia Peterson |
| Roberta Boyer     | Basalt CO                      | Roberta Boyer     |
| Susan Rice        | 125 Vista Drive                | Susan Rice        |
| LeAnn Leaty       | 103 Prince Drive CARBONDALE CO | LeAnn Leaty       |
| Erin Gillman      | 343 Park Dr GWS                | Erin Gillman      |
| ANN KELLER        | 241 CRYSTAL CIRCLE CARBONDALE  | Ann Keller        |
| David Shepard     | 331 Mel Roy Rd                 | David Shepard     |
| WALT KROM         | 120 ROCK LEDGE DR              | Walt Krom         |
|                   |                                |                   |
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## PETICION: MANTENER SEGURO A GLENWOOD – PAREN EL SOBREDESARROLLO

Los residentes abajo firmantes urgen a el concilio de la ciudad de Glenwood Springs que paren el sobre desarrollo y que aboguen por prácticas de crecimiento inteligentes. El incremento de grandes desarrollos multe-familiares están destruyendo a Glenwood Springs y pone en riesgo la seguridad de todos sus residentes. En los últimos tres años 800 unidades multe-familiares han sido construidas o aprobadas y de estas solo 29 son para alquilar.

Les pedimos que rechacen la petición de anexar y la aparición posterior de R2 Partnership of Cincinnati para construir 360 unidades en el lote detrás del West Glenwood Mall, que mide 12.285 acres de terreno. Si esto se aprueba traerá un crecimiento de 1100 inquilinos (un incremento del 10% de población sobre un pequeño terreno) y sus vehículos. Les urgimos que consideren que West Glenwood es incapaz de manejar un desarrollo de esta densidad con los preocupantes de causa mayores como la evacuación segura cuando suceda el próximo incendio, inundación, o deslave así como también una infraestructura inadecuada con la densidad cinco veces mas que la comunidad adjunta, el congestionamiento de tráfico, contaminación y los alquileres excesivamente caros.

| Nombre Completo | Dirección          | Firma        |
|-----------------|--------------------|--------------|
| Tayde Molina D. | 830 C. Donegan Rd. | Tayde Molina |
|                 |                    |              |
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# PETITION: KEEP GLENWOOD SAFE – STOP THE OVERDEVELOPMENT

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| PRINT FULL NAME  | PRINT STREET ADDRESS               | SIGNATURE        |
|------------------|------------------------------------|------------------|
| Ronnie Smith     | 3689 Valley View Dr <sup>GWS</sup> | Ronnie Smith     |
| Patricia Smith   | " "                                | Patricia Smith   |
| Kittany Brown    | 3716 Grand Ave <sup>GWS</sup>      | Kittany Brown    |
| Jen Harbottle    | 100 Midland St <sup>GWS</sup>      | Jen Harbottle    |
| Cathy Lee        | 0077 Mtn. Shadows <sup>GWS</sup>   | Cathy Lee        |
| Shirley Brown    | 3116 B Grand Ave Glenwood Sps      | Shirley Brown    |
| Debra Wolf       | 270 Donegan Rd Glenwood Sps        | Debra Wolf       |
| Mary Wentzel     | 3101 Sepin's Ave                   | Mary Wentzel     |
| Jeanne Morrison  | 57 Badger Rd <sup>GWS</sup>        | Jeanne Morrison  |
| Dave Spence      | 37 Badger Rd.                      | Dave Spence      |
| Teresa Zuba      | 59 Ponderosa Dr <sup>GWS</sup>     | Teresa Zuba      |
| Julia Williams   | 925 Bennett Ave <sup>GWS</sup>     | Julia Williams   |
| Michael Delveire | 3251 E Rd                          | Michael Delveire |

**PETITION: KEEP GLENWOOD SAFE – STOP THE OVERDEVELOPMENT**

The undersigned residents urge Glenwood Springs City Council to stop the overdevelopment of Glenwood Springs and to advocate for smart growth practices. Glenwood Springs is being destroyed by the addition of large multi-family developments and endangering the safety of **ALL** of its residents. In the last three years 800 multi-family units have been built or approved and all but 29 of those are for rental.

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[illegible]



Dear City Manager and City Clerk:

I am writing to express my opposition to the annexation, rezoning and development of the 15.818-acre property at 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz, and specifically the 12.285-acre PUD proposal (also known as 480 Donegan) currently under contract with R2 Partnership LLC. I recognize that the Roaring Fork Valley does need more affordable housing, but to allow such a large number of units on this property, at this time, before the Comprehensive Plan is complete and evacuation plans are in place, is **unconscionable**.

**Safety:**

According to figure 2 of the Wildland Urban Interface Community Wildfire Protection Plan of April 2007, the area of West Glenwood has a hazard rating of “very high.” Fire Chief Tillotson claims that the West Glenwood Fire Department is undersized and obsolete, believing our concerns to be valid. The lack of emergency services in West Glenwood needs to be addressed before adding a significant increase to the population. The new reality is extreme fire danger.

West Glenwood residents got a taste of just how helpless we are last summer after the 111 Fire. Plans are necessary in the event of a natural disaster to counteract how people actually behave in the event of an emergency with no guidance. We, as a community, must start planning now. Our community, neighborhood by neighborhood, household by household, must begin now to organize adequate emergency responses. The physical layout of West Glenwood makes dependence on official services hopelessly inadequate.

**Impact on Traffic:**

COVID has drastically reduced traffic, therefore the traffic study done during these months, no matter the algorithm used to calculate the increase, cannot properly reflect the reality of this area. The addition of 1000+ vehicles to our streets will create a traffic nightmare of overwhelming proportions. Congestion near schools and safety concerns for our young children are inevitable.

**Comprehensive Plan:**

How is it possible “that the benefits of development are distributed evenly across society” when this building is the equivalent to 7 large complexes here in town?

Glenwood Greens, Machebeuf, Holiday House, Manor I, Manor II, 23rd Street, and Six Canyons are a total of 381 units. This is a proposal of 279 multi-family apartments, 40 townhomes for sale and 13 live-work units in one location! If sustainability is the key foundation to the plan, it’s clear that the social and environmental aspects of sustainability cannot be met through the proposal now under consideration.

Since 2011, when the current Comprehensive Plan was adopted, there have been monumental shifts in perception of the hazards it left out. It’s hopelessly inadequate to meet today’s needs, let alone tomorrows. We are fortunate having local resources for cutting edge technologies. We must enlist them. Development and design should demand working with the existing land features, infrastructure, demographic shifts and foreseeable challenges like climate effects on regional weather patterns and drought. Designing for energy efficiency, water conservation, defensibility against fire and flood, ease of maintenance on critical systems – while being minimally dependent on outside services, is possible in this day and age. It’s past time that we integrate land use



regulations that prioritizes safety and optimally dense communities.

In closing, the neighborhood opposition to these proposals is about a recognition that we have much to do before responsible development on any scale makes sense here, from a basic safety perspective. If there is one thing our world has learned during COVID it is that no matter how economically stable we are, how fiscally responsible we are, unprecedented changes create new demands on both basic infrastructure and community organization to protect ourselves from their most dire impacts. How much we plan for the future; we are nothing if we don't protect our people.

It is my opinion that a moratorium needs to be placed on all non-single-family developments in Glenwood Springs until (a) a current Wildfire Evacuation Plan is not only in place but can be implemented to allow for the safe evacuation of all Glenwood Springs residents, (b) a thorough assessment of how the annexation will impact water supply now and into the future, and (c) the Comprehensive Plan has been updated. Floyd Diemoz has served Glenwood Springs well over the decades, including contributions to public safety, efficiency and community well-being. Designing for the present and future needs of this West Glenwood neighborhood is a challenge worthy of his experience and talents. But this proposed development is not it, and this is not the time to stand on property rights over public safety. Both can be served, but only if both are embraced.

I urge you to protect the current population and help keep residents safe by rejecting the application to annex and rezone this property.

Sincerely yours,  
Valorie L. Guanella Erion  
Silt, CO 81652  
[mverion@sopris.net](mailto:mverion@sopris.net)

P.S. I've used the form letter provided by the organized group opposing this development, but I wanted to add some of my own personal thoughts.

Instead of a massive housing development:

How about a cemetery? Another cemetery is needed in Glenwood Springs. You can make lots of money off of it! That's the goal these days it seems! I buried my mother in Littleton, Colorado 5 years ago, the amount I paid for her plot was astronomical, I'll share it with you if you want to contact me ([mverion@sopris.net](mailto:mverion@sopris.net)). I realize your fees would likely be less, but even so, this would be a BIG money maker for the city, while actually providing something the current citizens need, while preserving views, peace and quiet, and still providing refuge for wildlife.

How about a park? West Glenwood is sorely lacking in parks.

How about leaving it exactly as it is? A nice little horse pasture where wildlife in the area take refuge. A place where little kids can go on a walk with their parents to see horses grazing. What is wrong with maintaining a rural feel in West Glenwood? It's not broke, please don't fix it!

How about a conservation easement? Have you considered contacting Aspen Valley Land Trust to see if they can help with preserving this little piece of paradise for all residents of West Glenwood/Glenwood and Garfield County for perpetuity? The reason most people live here is to escape the big city. Why turn Glenwood Springs into a big city with all the accompanying problems? Everyone is talking about mental health these days. I sincerely believe that cramming everyone together in a tiny area just because you can is seriously detrimental to mental health. People need a little space, people need a little peace and quiet; both have been greatly diminished in Glenwood Springs and Garfield County these past few years. We need to say enough! Please say NO to this development and look for a more suitable and sustainable use for this very special parcel of land.

I am not a resident of Glenwood Springs but I am a resident of Garfield County and have been for nearly 30 years. I have worked for many years in Glenwood, my husband has worked for many years in Glenwood and still does. I shop in Glenwood at least a couple of days per week, our veterinarian is in Glenwood; however I do find myself finding excuses not to go to Glenwood more and more lately because it's such a stressful ordeal these days dealing with traffic, road closures, and inconsiderate, aggressive drivers. If this development is approved I will probably stop shopping in Glenwood and I know that doesn't really matter in the bigger picture but how many are like me? My husband is one who still can be trapped in traffic if a wildfire rages through the west end of town as it has many times before, so I do feel my opinion counts and appreciate your consideration of my point of view.

We live on Donegan Road, so our concerns about this proposed development are many--and by now you're familiar with them. So I'll be specific about a few things:

Our townhomes (Apple Glen) allow 1-2 cars per unit. Extra vehicles must park elsewhere, and there are many extra vehicles already. So people park on nearby streets in front of other homes. Imagine hundreds more such extra vehicles?

Seriously--water. These are times of drought. Please consider how the situation is likely to get progressively worse and we're already implementing cut-backs.

West Glenwood is not an "Urban" environment. It's small town-rural. There's no walkability here other than to Culver's, Tractor Supply and the car dealerships (people could walk across the street to buy a car, so they could drive across the bridge to the City Market!) Each of those new units will need at least 2 cars and there will be multiple trips a day. This is an Urban proposal. It's different at the Meadows—where there are shops and restaurants, but dropping a city-block development into our residential neighborhood will be a shock radiating to the entire town of Glenwood.

Rentals are needed but there are other rental developments happening in the vicinity. Meanwhile, markets have changed and it's nearly impossible for families to find homes to buy. Maybe we need to rethink and shift focus to include more units for purchasing? From a neighborhood perspective it's better for folks to have some pride of ownership—things stay safer and well taken care of. Hundreds of rental units will mean hundreds and hundreds of people not invested in our neighborhood long-term. And as property values continue to rise, these owner/developers of dense rental complexes will maintain ownership and control—they will benefit financially, not current and future citizens. We also need more units that citizens can own, so they can improve their lives.

Thank you for your service! Thank you for carefully considering all options carefully.

Please listen to your actual constituents who already live here. We should matter more than the folks who might inhabit the future units we're all imagining right now.

Please consider waiting for a greater-Glenwood Citizen's consensus about the nature (and density) of future developments.

Please wait.

Thank you,

Trary LaMee, West Glenwood Springs

I am writing this letter about the proposed annexation of 214 Center Drive. I am not against developing this site. I am against this specific development on this site, and I will list the reasons why below.

I know that most letters will include this but fire safety is the main concern for most of the population of West Glenwood Springs, as it should be with the severe drought of the last couple of years and the limited amount of ways to evacuate and adding more people and cars to this will only make that problem worse. Their needs to be a comprehensive fire study done. It needs to be completed and implemented before anything gets built on this site.

There needs to be a new West Glenwood Springs fire station built before anything gets built on this site. As Fire Chief Tillotson stated in the Planning and Zoning meeting the West Glenwood Springs fire station is currently obsolete. That is a scary thing to hear not only from a fire standpoint but for a medical emergency as well.

The impact on traffic will be massive and the small city streets that we use to access West Glenwood Springs will not be able to handle the increased traffic. The infrastructure will have to be majorly improved to be able to support something like this. I still do not believe that any of the traffic studies R2 has done to this point are accurate.

Also, at this point in time I do not believe the City of Glenwood Springs can provide enough water for this development. We had an emergency notification go out at 5 in the morning for residents of Glenwood Springs to cut water use because levels had fallen dangerously low. This is on top of all the restrictions we have been under this spring and summer. You expect me to believe the added residents wouldn't effect are water supply that already is having issues.

Also, the current residents of West Glenwood Springs only have Gregory Park which is one of the smallest city parks in town and we are going to add all these new units without providing current and new residents with any more open space or parklands. This little park won't be able to handle the increased demand from something of this size.

So to the specifics of the actual development proposal. It's too big! It's that simple, the buildings are way too tall from the apartment complexes to the townhomes. Their are way to many units. They don't have enough parking inside the development so the streets around it will become a parking lot along with the mall for all the vehicles from this proposed development. It does not fit Glenwood Springs small town feel. It feels more like Denver or any other major city on the front range, not our small mountain town.

I feel that if the City of Glenwood Springs keeps approving developments like the one proposed for 214 Center Drive and all the other ones around town, this city will be nothing but apartment complexes and hotels, and the people that work and own houses in Glenwood Springs would rather move then stay in a city like that. So I hope that you members of the city council take the advise of the people that live here, and the planning and zoning commissioners and vote this down in its current format. Their has to be something better that will benefit the city, the residents of Glenwood Springs, and the people who visit here. Not just some developer from back east.

Thank you for reading my concerns and opinions about the proposed annexation and development of 214 Center Drive.

Sincerely

Jeremy Gerbaz

West Glenwood Springs Homeowner.

I am writing to express my opposition to the annexation, rezoning and development of the 15.818-acre property at 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz, and specifically the 12.285-acre PUD proposal (also known as 480 Donegan) currently under contract with R2 Partnership LLC. I recognize that the Roaring Fork Valley does need more affordable housing, but to allow such a large number of units on this property, at this time, before the Comprehensive Plan is complete and evacuation plans are in place, is unconscionable.

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Floyd Diemoz has served Glenwood Springs well over the decades, including contributions to public safety, efficiency and community well-being. Designing for the present and future needs of this West Glenwood neighborhood is a challenge worthy of his experience and talents. But this proposed development is not it, and this is not the time to stand on property rights over public safety. Both can be served, but only if both are embraced.

I urge you to protect the current population and help keep residents safe by rejecting the application to annex and rezone this property.

Sincerely,

Annie Uyehara

Hi Shelly.

I just tried to send an email to you and it was lost in sending

So I'm going to keep this short.

I know you are "up" on the issues that led P and Z to reject this proposal. We agree with all of them. This is too big for our community. We don't want Glenwood to just be a bedroom community for up valley workers.

Lets develop a new comprehensive plan and maintain Glenwood as a nice mountain community tor raise a family.

Thank You

Jim and Anne Conway

I sincerely hope that City Council will pay attention to the Planning and Zoning Commission's advice to decline the development. They are, after all, City Council's advisory board and their decision should be taken very seriously.

So far I don't see that the following concerns have been addressed:

- emergency evacuation and emergency response impacts
- water supply shortage impacts
- quality-of-life impacts
- the impact 600-900 tenants will have on traffic congestion
- how dense this development is and how totally inappropriate for the existing neighborhood (nine times the number of units compared to the adjacent properties to the north of the pasture)

Until such time that these concerns have been addressed and solved there should be no more building/new development in Glenwood Springs - period.

Thank you.

Erin Wiencek

123 Creekside Court

Dear City Council and Manager,

I am writing to express my opposition to the annexation, rezoning and development of the 15.818-acre property at 214 Center Drive, and specifically the 12.285-acre PUD proposal (also known as 480 Donegan) currently under contract with R2 Partnership.

On this day, 27 years after the Storm King 14 lost their lives protecting Glenwood Springs, I find value in knowing that much was learned from that dreadful day. But how is it that locally after all this time and other threats of wildfire that we still have no well-known evacuation protocol in place within our tight mountain corridors? Road signs providing evacuation information in West Glenwood lie in the dirt for only those on foot to see. Under the shadow of Storm King Mountain at that. While I know the sign is a county issue, it is disheartening to see nonetheless.

Fire Chief Tillotson states the West Glenwood Fire Station is obsolete. That's a frightening statement when we reside in a "very high risk" area according to the Wildland Urban Interface Community Wildfire Protection Plan. Strategies such as the socio-ecological mitigation approach used by the Montecito Fire Protection District would help us better understand the special needs

of our community. Such action would provide citizens with hope that an organized effort will ensue in the event of the next natural disaster.

These efforts take much organization and time. Page 42 of the Comprehensive Plan (CP) states “in areas where multiple routes exist, consider separating access routes for responders and escape routes for citizens in pre-attack plans.” West Glenwood residents understand just how important this is after the experience of the 111 Fire last summer. These routes must be known before adding more people to an already vulnerable area. So, what are we waiting for?

Another question is how is it possible “that the benefits of development are distributed evenly across society” when this building is the equivalent to 7 large complexes here in town?

Glenwood Greens, Machebeuf, Holiday House, Manor I, Manor II, 23<sup>rd</sup> Street, and Six Canyon is 381 units in total. A proposal of 360 units in one location is far from an even distribution. And what about water? Governor Polis “has formally declared a drought emergency for western Colorado by Proclamation...as counties continue to face evolving impacts and water shortages from a multi-year, severe drought episode.”

According to a document given to a member of the West Glenwood Pasture neighborhood group, an engineer with Sopris Engineering states, “If I use the fraction of sewer EQRs as outlined in Glenwood Springs code, the total average GPD (gallons per day) for the site is somewhere around 80,000-85,000 GPD.” While this was created for the initial proposal of 418 units, we can still gather the enormity of the amount of water this development would consume. Page 84 of the CP mentions a comprehensive energy and environmental audit of the entire municipal water system. Was this ever done? A thorough assessment of how the annexation will impact water supply now and into the future should be completed before any decision is made.

Mr. Rosenberg of R2 Partnership is a smooth talker speaking of things like a “sense of community” and a “love affair” with this valley, but dedicating sidewalks in lieu of actual parkland for our community to gather and bond, for children to fly kites, for dogs to run, is not building a sense of community. In fact, the social equity piece is another problem with this development. Allowing a development with a pool and park that cannot be used by neighborhood children is wrong. A pocket park will never make up for the division that would create. Take one look at Map 2.1 in the CP and you can see the lack of Parks Open Space in West Glenwood. Our children deserve better.

I’d love to see West Glenwood revitalized, as I know many others would. But the mall should be part of this project so amenities and places to work are more in relation to the development, designing a truly walkable and livable space. And in my opinion, if a development such as this were to go through, an acre should be set aside for a new fire station. That’s the kind of move that builds a sense of community.

But that sense is in your hands now, city council members. P & Z commissioners have done their job by respectfully realizing the myriad of issues this proposal comes with. I plea with you to do the same. There may be a day where a development like this is a great fit for West Glenwood, but that time is not now. I urge you to protect the current population and help keep residents safe by rejecting the application to annex and rezone this property.

Sincerely,  
Lacy King

Glenwood Springs City Manager and City Clerk  
101 8<sup>th</sup> St  
Glenwood Springs, CO 81601

Regarding the annexation and rezoning of the parcel known as the West Glenwood Pasture located behind the Mall and the proposed PUD

**Please include this letter in the city council packet for July 29, 2021**

July 15, 2021

I'm writing to request that Council affirm the judgment of the Planning and Zoning Board in its denial of both these proposals, chiefly on safety grounds.

As a person who has lived and operated a small business in West Glenwood for 18 years, I have experienced many of the difficulties resulting from frequent conflicts between overburdened infrastructure and the impacts of weather events, traffic and geographic constraints. While I know we do need more housing in the Valley as a whole, West Glenwood's location, its population spread along narrow, winding and often dead-ending roads, and lack of capacity for both smooth and rapid emergency evacuation or accessibility for emergency vehicles, leaves it far too vulnerable to what has been acknowledged to be extreme fire danger. Hence, it would be irresponsible to proceed with a development such as this.

We are in a new situation since the current Comprehensive Plan was approved. 10 years of worsening drought, new awareness of rapidly diminishing water supply regionally, and a transportation system that has not been able to ease the traffic congestion that recent growth has exacerbated, leave us exposed to hazards not addressed in that plan.

Also, we have learned, often the hard way, that people panicking in an emergency behave differently than planners and authorities expect. They refuse to take the most expedient way out of town if that means leaving vulnerable pets, kids and disabled neighbors behind. As a pet services provider in my business, I have first hand experience with this.

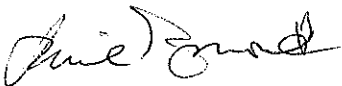
The existing Comp Plan stresses "small town character" as a common value. Some construe this as favoring single family houses, but geographically we don't have room for "sprawl." And while we need housing that is both affordable and "neighborly" there is no reason why those values should be incompatible with some increased density, employing design and building techniques which can also mitigate known dangers. Instead, the developer of this project showed drawings for a lovely little complex that would have fit in nicely in Ohio in the 1950s. Irrigated lawns (and regardless of water rights, if there's just not enough water, how can there be "enough"?) and no mention of power or water conservation measures, energy efficient systems, or buildings designed for defensibility against fire. This is the arid West, a decade into a severe – now extreme – drought. The expertise to design for actual and anticipated conditions exists. It just wasn't even thought worth a mention by the developer contracting for this project.

The '07 Fire Safety assessment suggested the establishment of "shelter in place" locations in W. Glenwood because of the fact that features of this community which make it extremely vulnerable also make adequate evacuation planning unrealistic. Nothing has been done toward this approach, either. I have taken measures to prepare to handle, on a short term basis, pets stranded in our neighborhood or



up Mitchell Creek, who would need a safe place to await transport to a longer-term shelter. Our building is relatively defensible from fire, and our regular operations require that we routinely have staff and equipment on hand for such a need. I do believe we need to work neighborhood by neighborhood to get people talking and making plans for mutual assistance. Infrastructure and emergency response capacity can only go so far. During the shut in phase of the pandemic, because we were “essential service” providers, we learned how many elderly and disabled people live here. They needed pet food delivered, help with other things – and now I have a greater appreciation for how many vulnerable neighbors we have. Climate change is the biggie – with some unknowns as to when and how great the impacts will fall, and on whom soonest. But fire is closer and more immediate. We all need to be preparing to help each other.

But given all these conditions, it really makes no sense to bring in dense housing complexes, especially as ill-suited to local and regional needs as this one, before we address the threats that endanger our neighbors at the current population level. Please do not approve the annexation or development plan for the acreage behind the Mall until the Comprehensive Plan can be revised, brought up to date and encompassing the necessary changes to ensure safety, sustainability and stability for our beloved community. Thank you.



Laurie Raymond  
51899 Highway 6 #16  
Glenwood Springs  
970-945-8723

PLEASE INCLUDE THIS LETTER IN THE CITY COUNCIL PACKET FOR 29 JULY 2021

City Manager & City Clerk  
101 8th Street  
Glenwood Springs CO 81601

Re: Annexation of a 15.818-acre parcel into the municipal limits of the City of Glenwood Springs and Initial Zoning/Rezoning of 3.533 acres to Commercial (CO) District and 12.285 acres to Planned Unit Development (PUD) District.

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**Impact on Traffic:**

COVID has drastically reduced traffic, therefore the traffic study done during these months, no matter the algorithm used to calculate the increase, cannot properly reflect the reality of this area. The addition of 1000+ vehicles and a minimum of 2,200 trips per day to our streets will create a traffic nightmare of overwhelming proportions. Congestion near schools and safety concerns for our young children are inevitable.

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How is it possible "that the benefits of development are distributed evenly across society" when this building is the equivalent to 7 large complexes here in town? Glenwood Greens, Machebeuf, Holiday House, Manor I, Manor II, 23rd Street, and Six Canyons is 381 units in total. This is a proposal of 360 in one location! If sustainability is the key foundation to the plan, it's clear that

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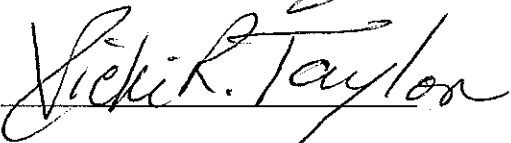
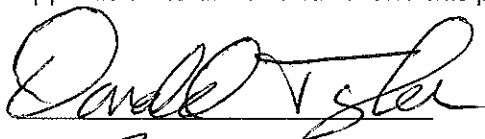
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In closing, the neighborhood opposition to these proposals is about a recognition that we have much to do before responsible development on *any* scale makes sense here, from a basic safety perspective. If there is one thing our world has learned during COVID it is that no matter how economically stable we are, how fiscally responsible we are, unprecedented changes create new demands on both basic infrastructure and community organization to protect ourselves from their most dire impacts. How much we plan for the future, we are nothing if we don't protect our people.

It is my opinion that a moratorium needs to be placed on all non-single-family developments in Glenwood Springs until (a) a current Wildfire Evacuation Plan is not only in place but can be implemented to allow for the safe evacuation of all Glenwood Springs residents, (b) a thorough assessment of how the annexation will impact water supply now and into the future, and (c) the Comprehensive Plan has been updated.

Floyd Diemoz has served Glenwood Springs well over the decades, including contributions to public safety, efficiency and community well-being. Designing for the present and future needs of this West Glenwood neighborhood is a challenge worthy of his experience and talents. But this proposed development is not it, and this is not the time to stand on property rights over public safety. Both *can* be served, but only if both are embraced.

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0228 Mel Ray Road  
Glenwood Springs, CO 81601

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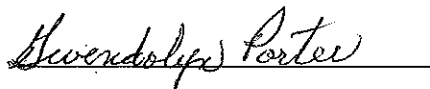
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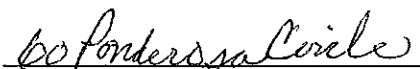
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Marsha Kesselring      Marsha Kesselring

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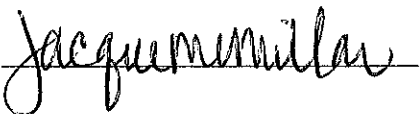
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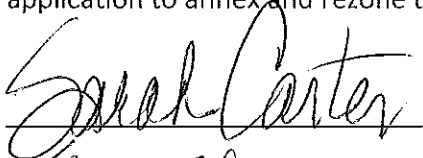
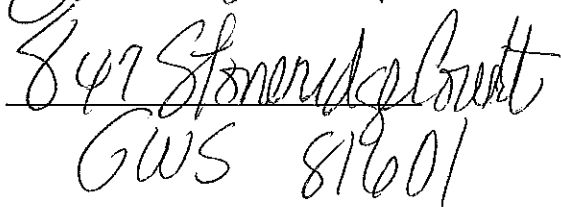
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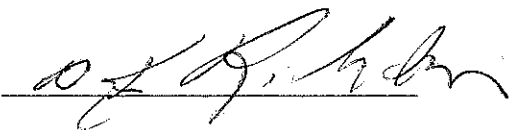
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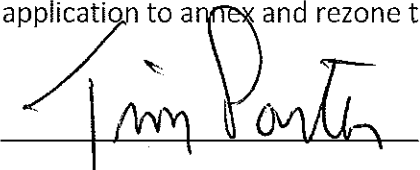
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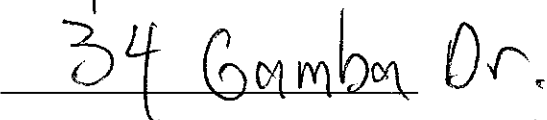
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77 Mountain Shadows Dr  
GWS, CO 81601

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Glenwood Springs CO 81601

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Matt Gron

120 Rock Ledge Dr  
Glenwood Springs

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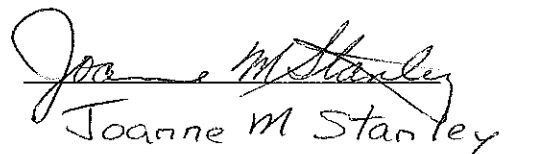
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Joanne M Stanley  
36 Donegan Rd  
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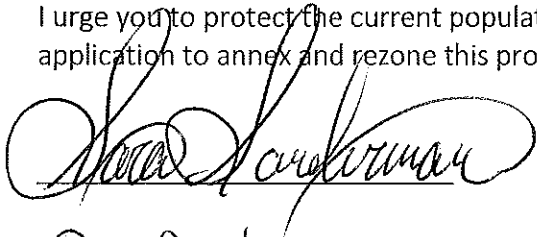
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184 Orchard Dr  
GWS, CO 81601

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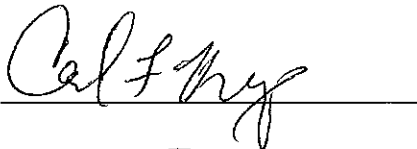
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*Leon & Rashel Garot*

*30 Mtn Shadow Drive*

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184 Orchard Dr.  
GWS, CO 81601

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City Manager & City Clerk  
101 8th Street  
Glenwood Springs CO 81601

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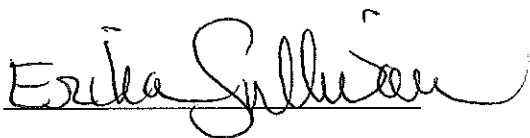
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1111 Hollybrook Ln.  
Glenwood Springs CO  
81601

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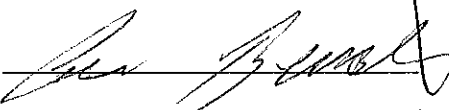
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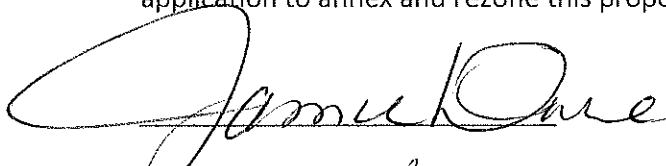
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19 Chaparral Cr.  
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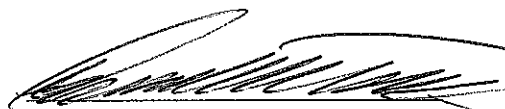
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 Dennis Williams

0447 Juniper  
GWS 8/601

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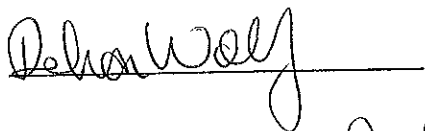
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270 Donegan Rd GWS, Co 91601

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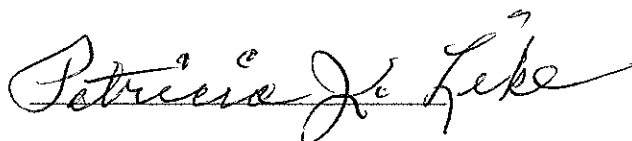
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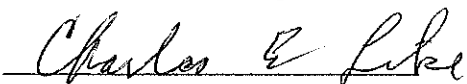
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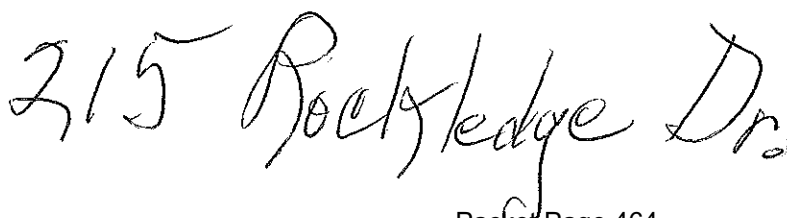
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Cherish Ball

1111 Hollybrook Lane  
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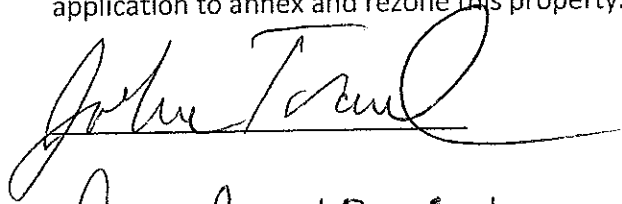
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"All Rights Reserved  
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66 Ponagaw Dr.

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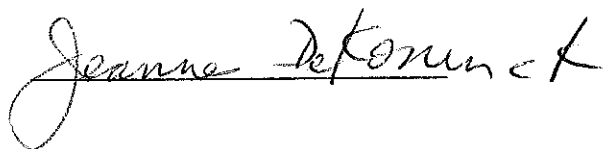
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Jeanna DeKoninck

# PETITION: KEEP GLENWOOD SAFE – STOP THE OVERDEVELOPMENT

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We ask that you reject the current petition for annexation and the subsequent development by R2 Partnership of Cincinnati to build 360 units on the 12.285-acre plot of land behind the West Glenwood Mall. If this is approved it will add 1100 rental tenants (a population increase of 10% in one small plot of land) and their vehicles. We urge you to see that West Glenwood is incapable of handling a development of this density with major concerns over safe evacuation when another fire, flood or rockslide occurs as well as inadequate infrastructure, density five times the size of the adjacent community, traffic congestion, pollution and over-priced rentals. During the last two wildfires our roads were gridlocked and lives could easily have been lost.

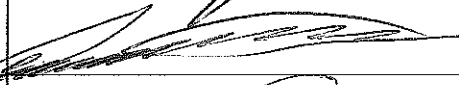
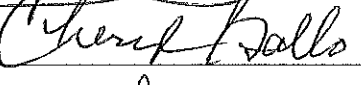
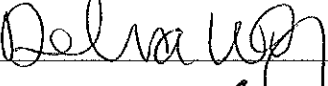
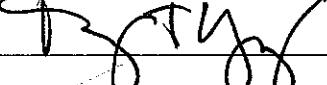
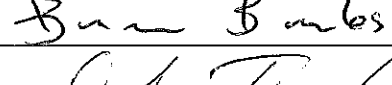
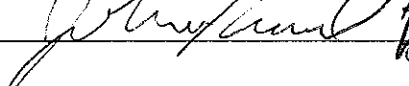
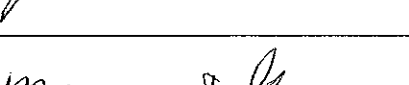
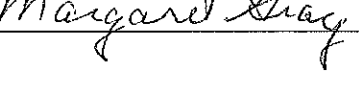
| PRINT FULL NAME        | PRINT STREET ADDRESS                           | SIGNATURE              |
|------------------------|------------------------------------------------|------------------------|
| Jacque McMillan        | 102 TimberCreek Dr<br>GWS                      | Jacque McMillan        |
| Renee McCullough       | 1000 Mt Sopris Dr #1<br>GWS CO 81601           | Renee McCullough       |
| Don Taylor             | 0228 Mel Ray Rd                                | Don Taylor             |
| Tye/Maureen Richardson | 3135 134 Rd.<br>Glen. Spgs. CO                 | Tye/Maureen Richardson |
| Vicki R. Taylor        | 0228 Glen. Spgs. Co.<br>Mel Ray Road           | Vicki R. Taylor        |
| Mike Kinser            | 51 Ponderosa Drive<br>GWS, CO                  | Mike R. Kinser         |
| Lee Bowles             | 0688 County Rd 132<br>GWS, Co                  | Lee Bowles             |
| Susie Straus           | 0111 Creekside<br>Glenwood, Co                 | Susie Straus           |
| Timothy Jordan Porter  | 34 Gambon 81601                                | Tim Porter             |
| Scott A Black          | 76 Mountain Shadows Dr.                        | Scott Black            |
| Tina Schrader          | 27 Mountain Shadow<br>GWS Co                   | Tina Schrader          |
| Kirk Wynne             | 102 Creekside Ct<br>Glenwood Springs, Co 81601 | Kirk Wynne             |
| Dawn Randolph          | 261 Mitchell Creek Rd<br>GWS, CO 81601         | Dawn Randolph          |



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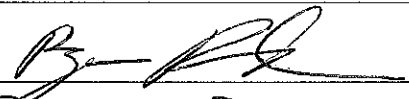
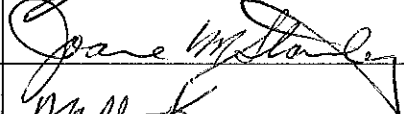
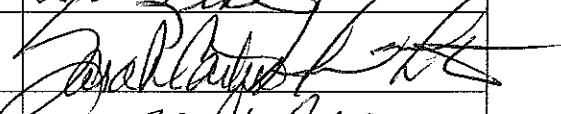
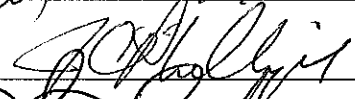
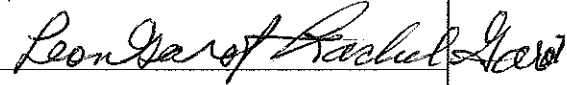
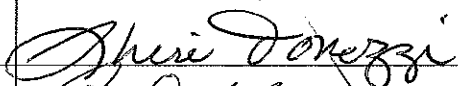
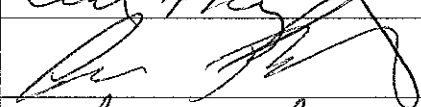
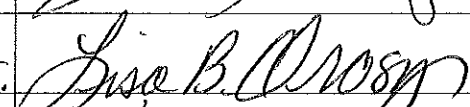
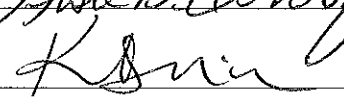
We ask that you reject the current petition for annexation and the subsequent development by R2 Partnership of Cincinnati to build 360 units on the 12.285-acre plot of land behind the West Glenwood Mall. If this is approved it will add 1100 rental tenants (a population increase of 10% in one small plot of land) and their vehicles. We urge you to see that West Glenwood is incapable of handling a development of this density with major concerns over safe evacuation when another fire, flood or rockslide occurs as well as inadequate infrastructure, density five times the size of the adjacent community, traffic congestion, pollution and over-priced rentals. During the last two wildfires our roads were gridlocked and lives could easily have been lost.

| PRINT FULL NAME | PRINT STREET ADDRESS                       | SIGNATURE                                                                             |
|-----------------|--------------------------------------------|---------------------------------------------------------------------------------------|
| David Dixon     | 631 Mel Ray                                |    |
| Joan Adler      | 525 W. 12 <sup>th</sup> St. <sup>GWS</sup> |   |
| Eric Seifert    | 459 Mountain Shallows Dr                   |  |
| Deann Williams  | 0447 Juniper <sup>GWS</sup>                |  |
| Erika Sullivan  | 1111 Hollybrook Ln <sup>GWS</sup>          |  |
| Cheryl Gallo    | 1111 Hollybrook Ln <sup>GWS</sup>          |  |
| Debra Wolf      | 270 Donegal Rd <sup>GWS</sup>              |  |
| Tracy Trulove   | 135 Parnumigen Dr.                         |  |
| Fran Orosz      | 51 Chaparral Circle                        |  |
| Bruce Bowles    | 0688 City Rd 132                           |  |
| John Trand      | 66 Punagan Dr.                             |  |
| Matthew Bowler  | 2833 County Road 117                       |  |
| Margaret Gray   | 31 Ponderosa Dr.                           |  |

## PETITION: KEEP GLENWOOD SAFE – STOP THE OVERDEVELOPMENT

The undersigned residents urge Glenwood Springs City Council to stop the overdevelopment of Glenwood Springs and to advocate for smart growth practices. Glenwood Springs is being destroyed by the addition of large multi-family developments and endangering the safety of **ALL** of its residents. In the last three years 800 multi-family units have been built or approved and all but 29 of those are for rental.

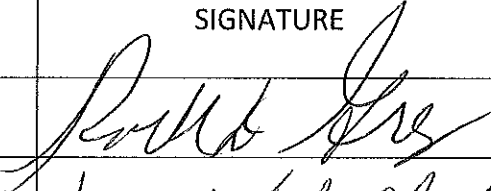
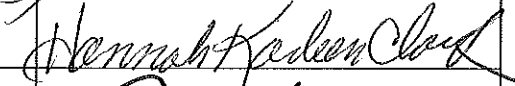
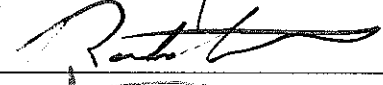
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| PRINT FULL NAME            | PRINT STREET ADDRESS                                    | SIGNATURE                                                                             |
|----------------------------|---------------------------------------------------------|---------------------------------------------------------------------------------------|
| Ryan Randolph              | 261 Mitchell Creek Rd<br>GWS, CO 81601                  |    |
| Joanne M Stanley           | 36 Donegan Rd<br>GWS, CO 81601                          |   |
| WALTER KROM                | 120 ROCK LEDGE DR,<br>GWS, CO 81601                     |  |
| Pat & Charles Leake        | 215 <del>Rockledge</del> Rockledge Dr.<br>GWS, CO 81601 |  |
| David & Sarah Carter       | 847 Stoneridge Court 81601                              |   |
| J.C. Phillips              | 184 Orchard Dr.                                         |  |
| Sara Sanderman             | 184 Orchard Dr, GWS 81601                               |   |
| Leon & Rache/Garot         | 30 Mtn Shadows Dr.                                      |  |
| Sheri Tonozzi & Carl Tharp | 0125 Ptarmigan DR                                       |   |
| Carl Tharp                 | 0125 Ptarmigan Dr                                       |  |
| Anna Bernstein             | 101 Chaparral Cir                                       |  |
| Lisa Orosz                 | 0051 Chaparral Cir.                                     |   |
| Karen Dixon                | 651 mel Ray                                             |  |

## PETITION: KEEP GLENWOOD SAFE – STOP THE OVERDEVELOPMENT

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We ask that you reject the current petition for annexation and the subsequent development by R2 Partnership of Cincinnati to build 360 units on the 12.285-acre plot of land behind the West Glenwood Mall. If this is approved it will add 1100 rental tenants (a population increase of 10% in one small plot of land) and their vehicles. We urge you to see that West Glenwood is incapable of handling a development of this density with major concerns over safe evacuation when another fire, flood or rockslide occurs as well as inadequate infrastructure, density five times the size of the adjacent community, traffic congestion, pollution and over-priced rentals. During the last two wildfires our roads were gridlocked and lives could easily have been lost.

| PRINT FULL NAME      | PRINT STREET ADDRESS   | SIGNATURE                                                                             |
|----------------------|------------------------|---------------------------------------------------------------------------------------|
| RONALD D GRAY        | 31 PONDEROSA DR.       |     |
| Hannah Korteon Clark | 570 Mel Rey Rd.        |    |
| Randy Stephens       | 0041 Ponderosa Cir     |  |
| ANNIE STEPHENS       | 0041 PONDEROSA CIR GWS |  |
|                      |                        |                                                                                       |
|                      |                        |                                                                                       |
|                      |                        |                                                                                       |
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|                      |                        |                                                                                       |
|                      |                        |                                                                                       |
|                      |                        |                                                                                       |

Hello,

I have attached an Excel document of signatures from a Change.org petition. Please include the signatures in the 480 Donegan/R2 Partners packet for the July 29th meeting. Let me know if you prefer them another way. I appreciate your time.

Best,

Lacy King

| Name                | City             | State | Postal Code | Country | Signed On |
|---------------------|------------------|-------|-------------|---------|-----------|
| Lacy King           |                  |       |             | US      | 9/4/2020  |
| Annie Stephens      | Glenwood Springs | CO    | 81601       | US      | 9/4/2020  |
| David King          | Glenwood Springs | CO    | 81601       | US      | 9/4/2020  |
| Cheryl Gallo        | Elk Grove        | CA    | 95624       | US      | 9/4/2020  |
| Hailley Rodriguez   | San Antonio      |       | 78224       | US      | 9/4/2020  |
| Caylee Ebersole     | Cedar City       |       | 84721       | US      | 9/4/2020  |
| Aaron Sunday        | Tulsa            |       | 74106       | US      | 9/4/2020  |
| sofia izzi          | Methuen          |       | 1844        | US      | 9/4/2020  |
| Ava Hayes           | Los Angeles      |       | 90008       | US      | 9/4/2020  |
| Kaylani Ta          | Elk Grove        |       | 95757       | US      | 9/4/2020  |
| Khi P               | New Orleans      |       | 70119       | US      | 9/4/2020  |
| Ava Munoz           | Port Orchard     |       | 98367       | US      | 9/4/2020  |
| Oliver Abbonizio    | Wayne            |       | 19087       | US      | 9/4/2020  |
| Norm Wilmes         | Yuba City        |       | 95991       | US      | 9/4/2020  |
| Jeffrey Hubbard     | Walkersville     |       | 21793       | US      | 9/4/2020  |
| SKYE !!!            | Stephens City    |       | 22655       | US      | 9/4/2020  |
| Vani Vosburgh       | Gulfport         |       | 33707       | US      | 9/4/2020  |
| Ariana Demuth       | Madison          |       | 53711       | US      | 9/4/2020  |
| Shalaya Assim       | ALLENTOWN        |       | 18102       | US      | 9/4/2020  |
| Vinh Mai            | West Chester     | OH    | 45069       | US      | 9/4/2020  |
| Bobbie Meriwether   | Glenwood Springs | CO    | 81601       | US      | 9/4/2020  |
| Rebecca Spagnolo    | Glenwood Springs | CO    | 81601       | US      | 9/4/2020  |
| Jerry Trowbridge    | Oxnard           | CA    | 93035       | US      | 9/4/2020  |
| dan villemaire      | rifle            | CO    | 81650       | US      | 9/4/2020  |
| Jill Kepler-Fritter | Littleton        | CO    | 80122       | US      | 9/4/2020  |
| Erika Sullivan      | Glenwood Springs | CO    | 81601       | US      | 9/5/2020  |
| Todd Hurst          | Glenwood Springs | CO    | 81601       | US      | 9/5/2020  |
| Lorenzo Andrade     | Carbondale       | CO    | 81623       | US      | 9/5/2020  |
| Daniel Woolley      | Glenwood Springs | CO    | 81601       | US      | 9/5/2020  |
| Matt Brubaker m     | Glenwood springs | CO    | 81601       | US      | 9/5/2020  |
| Shannon Derby       | Glenwood Springs | CO    | 81601       | US      | 9/5/2020  |
| Melissa Goodstein   | Carbondale       | CO    | 81623       | US      | 9/5/2020  |
| Cameron Wright      | Snowmass         | CO    | 81654       | US      | 9/5/2020  |
| Kathie Wigger       | Glenwood Springs | CO    | 81601       | US      | 9/5/2020  |
| Breanna Millspaugh  | Glenwood springs | CO    | 81601       | US      | 9/5/2020  |
| Stephanie Lemkau    | Glenwood Springs | CO    | 80          | US      | 9/5/2020  |
| Katy Murphy         | Glenwood Springs | CO    | 81601       | US      | 9/6/2020  |
| Kausha Allison      | Aspen            | CO    | 81611       | US      | 9/6/2020  |
| Erik Mazur          | Glenwood Springs | CO    | 81601       | US      | 9/6/2020  |
| Shelby Malehorn     | Glenwood Springs | CO    | 81601       | US      | 9/6/2020  |
| Amanda Jennings     | Glenwood springs | CO    | 81601       | US      | 9/6/2020  |
| Christy Spencer     | Glenwood Springs | CO    | 81601       | US      | 9/6/2020  |
| Christy Pearson     | Tipton           | IN    | 46072       | US      | 9/6/2020  |
| Linda Spray         | Wheat Ridge      | CO    | 80034       | US      | 9/6/2020  |
| Joe Mollica         | Glenwood Springs | CO    | 81601       | US      | 9/6/2020  |
| Ann Hoban           | Glenwood Springs |       | 81601       | US      | 9/6/2020  |
| Zeph Williams       | Glenwood Springs | CO    | 81601       | US      | 9/6/2020  |
| Ashley Mauldin      | New Castle       | CO    | 81647       | US      | 9/6/2020  |
| Dustin Allison      | Silt             | CO    | 81652       | US      | 9/6/2020  |
| Joan Troth          | Glenwood Springs | CO    | 81601       | US      | 9/6/2020  |
| Beth Hultquist      | Rifle            | CO    | 81650       | US      | 9/6/2020  |
| Vanessa Vazquez     | Glenwood Springs | CO    | 81602       | US      | 9/6/2020  |
| Susan Schmitz       | Glenwood Springs | CO    | 81601       | US      | 9/6/2020  |
| Krissy Clary        | Aurora           | CO    | 80010       | US      | 9/6/2020  |

|                            |                  |         |               |          |
|----------------------------|------------------|---------|---------------|----------|
| kenny hamburg              | Glenwood Springs | CO      | 81623 US      | 9/6/2020 |
| Keiko Woodyard             | Glenwood springs | CO      | 81601 US      | 9/6/2020 |
| Jerica Lopez               | Glenwood Springs | CO      | 81601 US      | 9/6/2020 |
| Sara Sanderman             | Glenwood Springs | CO      | 81601 US      | 9/6/2020 |
| Christine Morrison         | Carbondale       | CO      | 81623 US      | 9/6/2020 |
| Scott Scifres              | New castle       | CO      | 81647 US      | 9/6/2020 |
| Jeanette Anderson          | Scottsdale       | AZ      | 85250 US      | 9/6/2020 |
| Nicole Heisig              | Silt             | CO      | 81652 US      | 9/6/2020 |
| Karolina Rykowska          | Glenwood Springs | CO      | 81601 US      | 9/6/2020 |
| Katie Lewis                | Denver           | CO      | 80202 US      | 9/6/2020 |
| Heather Hill               | Glenwood Springs | CO      | 81602 US      | 9/6/2020 |
| Sindy Holliday             | Elwood           | IN      | 46036 US      | 9/6/2020 |
| C Witt                     | Edwardsburg      | MI      | 49112 US      | 9/6/2020 |
| Jared Lombardo             | Glenwood Springs | CO      | 81601 US      | 9/6/2020 |
| Kai Pierce                 | Covington        |         | 70433 US      | 9/6/2020 |
| Jennica Deely              | Pittsburgh       | PA      | 15203 US      | 9/6/2020 |
| Beth Lee                   | Bainbridge       |         | 50023-1416 US | 9/6/2020 |
| caleb dineen               |                  |         | US            | 9/6/2020 |
| Shirley McCain             | Greensboro       |         | 27401 US      | 9/6/2020 |
| Cate Meyer                 | Chicago          |         | 60614 US      | 9/6/2020 |
| shae meh                   | Cedar Rapids     |         | 52402 US      | 9/6/2020 |
| Jazmin Esparza             | Alvin            |         | 77511 US      | 9/6/2020 |
| Otis Downs                 | Lake Placid      |         | 33852 US      | 9/6/2020 |
| Axel Stein                 |                  |         | US            | 9/6/2020 |
| Amanda Leahy               | Philadelphia     |         | 19119 US      | 9/6/2020 |
| Mario Berry                | Atlanta          |         | 30314 US      | 9/6/2020 |
| rachael hoffeld norsworthy | Baton Rouge      |         | 70817 US      | 9/6/2020 |
| Cecilia Snow               | Matamoras        |         | 18336 US      | 9/6/2020 |
| Chloé Seaman               | New York         |         | 10021 US      | 9/6/2020 |
| Kokichi Ouma               | Severn           |         | 21144 US      | 9/6/2020 |
| Nina Kruse                 | Fairfield        |         | 6824 US       | 9/6/2020 |
| Jo Bershenyi               | Glenwood Springs | CO      | 81601 US      | 9/6/2020 |
| Gamerboi Nate              |                  |         | US            | 9/6/2020 |
| Joey Effren                | Indian Land      |         | 29707 US      | 9/6/2020 |
| Kelsey James               | Spring City      |         | 37381 US      | 9/6/2020 |
| Matthew Gray               | Mississauga      | L5G 2R9 | US            | 9/6/2020 |
| Vivian Krause              | Atlanta          |         | 30350 US      | 9/6/2020 |
| Kam Warner                 | Manassas         |         | 20112 US      | 9/6/2020 |
| Cheryl Taylor              | Charleston       |         | 29412 US      | 9/6/2020 |
| Hailey GJ                  | Franklin         |         | 13775 US      | 9/6/2020 |
| Donna Gallegos             | Clovis           |         | 88101 US      | 9/6/2020 |
| Jaslin Aviles              | Foothill Ranch   |         | 92610 US      | 9/6/2020 |
| Cat Ide                    | Mesa             |         | 85202 US      | 9/6/2020 |
| brilee mangan              | Warner Robins    |         | 31088 US      | 9/6/2020 |
| Amberleigh Gregor          | Avondale Estates |         | 30002 US      | 9/6/2020 |
| Rivaldo Vargas-Ramirez     | Lexington        |         | 68850 US      | 9/6/2020 |
| Ellen Favaloro             | Paulina          |         | 70763 US      | 9/6/2020 |
| Racheal Freemyer           | Pine Island      |         | 10969 US      | 9/6/2020 |
| reileigh abbott            | Fayetteville     |         | 28314 US      | 9/6/2020 |
| Rikki Martin               | Las Vegas        |         | 89178 US      | 9/6/2020 |
| Krystina Montoya           | Porterville      |         | 93257 US      | 9/6/2020 |
| Patrice Green              | Crewe            |         | 23930 US      | 9/6/2020 |
| Ranferi Parras             | Orlando          |         | 32839 US      | 9/6/2020 |
| Grace Piazza               | Manlius          |         | 13104 US      | 9/6/2020 |
| Kylee Todin                | Battle Creek     |         | 49017 US      | 9/6/2020 |

|                    |                  |    |          |          |
|--------------------|------------------|----|----------|----------|
| Rose Melerine      | Baton Rouge      |    | 70892 US | 9/6/2020 |
| Ryan Lewallen      | Goshen           |    | 46528 US | 9/6/2020 |
| Debra Herman       | South Park       |    | 15129 US | 9/6/2020 |
| Meaghan Eldridge   | Taylor           |    | 48180 US | 9/6/2020 |
| Yanisa Marrero     | West Palm Beach  |    | 33409 US | 9/6/2020 |
| Jonathan Henderson | Trion            |    | 30753 US | 9/6/2020 |
| Madelyn Pepple     | Boonsboro        |    | 21713 US | 9/6/2020 |
| Britney Boozer     | Cleveland        |    | 44109 US | 9/6/2020 |
| Elaine Chammy      | Murfreesboro     |    | 37129 US | 9/6/2020 |
| Elizabeth English  | Bronx            |    | 10461 US | 9/6/2020 |
| Alexandria Lara    | Brownsville      |    | 78521 US | 9/6/2020 |
| Ethan Yost         | Colorado Springs |    | 80918 US | 9/6/2020 |
| Ashleigh Kelly     | Manhattan        |    | 66502 US | 9/6/2020 |
| Emily Tran         | Fremont          |    | 68025 US | 9/6/2020 |
| Madria Everson     | Southfield       |    | 48076 US | 9/6/2020 |
| Selena Garrett     | Belle Plaine     |    | US       | 9/6/2020 |
| Maxwell Kernus     | Alexandria       |    | 22308 US | 9/6/2020 |
| Madison Lucille    | Portage          |    | 49024 US | 9/6/2020 |
| Riley S            | Fremont          |    | 43420 US | 9/6/2020 |
| Ella DeRose        | Grand Island     |    | 14072 US | 9/6/2020 |
| Carol Hoke         | Rosman           |    | 28772 US | 9/6/2020 |
| Trixi Lindley      | Pleasant Garden  |    | 27313 US | 9/6/2020 |
| Adrian Alvarado    | Glendora         |    | 91741 US | 9/6/2020 |
| Iliana sanchez     | Hereford         |    | 79045 US | 9/6/2020 |
| Rodney Hillman     | Minden           |    | 71055 US | 9/6/2020 |
| k hughes           | Englewood        |    | 80111 US | 9/6/2020 |
| miranda houston    | Cocoa            |    | 32927 US | 9/6/2020 |
| Rawan Moheddin     | Manor            |    | 78653 US | 9/6/2020 |
| Serena Jefferson   | Austell          |    | 30106 US | 9/6/2020 |
| Ezra Taylor        | Ferndale         |    | 48220 US | 9/6/2020 |
| dang Nguyen        | Opelousas        |    | 70570 US | 9/6/2020 |
| Tristan Grabis     | Point Pleasant   |    | 8225 US  | 9/6/2020 |
| Aleshia L          | Los Angeles      |    | 90047 US | 9/6/2020 |
| Lucie Miller       | Philadelphia     |    | 19144 US | 9/6/2020 |
| Elizabeth Reyna    | Laredo           |    | 78045 US | 9/6/2020 |
| Shawn Lamie        | Hampton          |    | 3842 US  | 9/6/2020 |
| Victoria Hall      | Travelers Rest   |    | 29690 US | 9/6/2020 |
| Annemarie Jackson  | Upper Darby      |    | 19082 US | 9/6/2020 |
| Alexandra Lynch    | Anaheim          |    | 92806 US | 9/6/2020 |
| Eric Kleis         | Mandeville       |    | 70471 US | 9/6/2020 |
| Ashleigh Kelly     | Manhattan        |    | 66502 US | 9/6/2020 |
| Dakota Johnson     | Enid             |    | 73703 US | 9/6/2020 |
| Texas Prairie      | houston          |    | 77028 US | 9/6/2020 |
| Lindsey Thomas     | Oklahoma City    |    | 73120 US | 9/6/2020 |
| samual davis       | metropolis       |    | 62069 US | 9/6/2020 |
| Joan Mellies       |                  |    | US       | 9/6/2020 |
| Deidre Rippy       | Glenwood Springs | CO | 81601 US | 9/6/2020 |
| Kelly Ehlers       | Glenwood Springs | CO | 81601 US | 9/6/2020 |
| Kristen Keefer     | Glenwood Springs | CO | 81601 US | 9/6/2020 |
| Barbara Tanaka     | Aspen            | CO | 81611 US | 9/6/2020 |
| Amber Shock        | Elwood           | IN | 46036 US | 9/6/2020 |
| Amber Stoddard     | Estes Park       | CO | 80517 US | 9/6/2020 |
| Bayley Shock       |                  |    | US       | 9/6/2020 |
| Megan Pluger       | Glenwood Springs | CO | 81601 US | 9/6/2020 |
| Karen Chairez      | El Paso          |    | 79936 US | 9/6/2020 |

|                     |                           |    |          |          |
|---------------------|---------------------------|----|----------|----------|
| Holly V             | Henderson                 |    | 89052 US | 9/6/2020 |
| R. M.               | Sulphur                   |    | 70663 US | 9/6/2020 |
| Velma Martin        | Los Angeles               |    | 90013 US | 9/6/2020 |
| ithzel rodriguez    | Rodeo                     |    | 94806 US | 9/6/2020 |
| Minsui Tang         | Saratoga                  |    | 95070 US | 9/6/2020 |
| Windy Stmarie       | Burbank                   |    | 91505 US | 9/6/2020 |
| Jill Cooper         | Phoenix                   |    | 85020 US | 9/6/2020 |
| James Tenney        | Brandon                   |    | 39047 US | 9/6/2020 |
| Shauntea Black      | Lewistown                 |    | 17044 US | 9/6/2020 |
| Rosamaria Cartagena | Los Angeles               |    | 90011 US | 9/6/2020 |
| Katherine Bauer     | New Holland               |    | 17557 US | 9/6/2020 |
| Karmon Chupka       | Ruskin                    |    | 33570 US | 9/6/2020 |
| L B                 | Bountiful                 |    | 84010 US | 9/6/2020 |
| Layla Alves         | Mckinleyville             |    | 95519 US | 9/6/2020 |
| Debby Willette      | Greencastle               |    | 46135 US | 9/6/2020 |
| Aliyah Hart         | Richmond                  |    | 77407 US | 9/6/2020 |
| Shani Loja          | Bronx                     |    | 10462 US | 9/6/2020 |
| Isabella Rodriguez  | Philadelphia              |    | 19124 US | 9/6/2020 |
| Hoes Mad            | Mckinney                  |    | US       | 9/6/2020 |
| Gen Z Tiktok        | Crystal Lake              |    | 60014 US | 9/6/2020 |
| Elise I             | White Plains              |    | 10603 US | 9/6/2020 |
| JON INWOOD          | Brooklyn                  | NY | 11230 US | 9/6/2020 |
| Sophia Hernandez    | Albuquerque               |    | 87105 US | 9/6/2020 |
| Adri C              | Chatsworth                |    | 91311 US | 9/6/2020 |
| Caitlyn Helm        | Minneapolis               |    | 55419 US | 9/6/2020 |
| Victoria Munoz      | Colton                    |    | 92324 US | 9/6/2020 |
| Grace Hoffman       | Minneapolis               |    | 55430 US | 9/6/2020 |
| Maroly Jaime        | Federal Way               |    | 98023 US | 9/6/2020 |
| Sydney Buchanan     | San Diego                 |    | 92111 US | 9/6/2020 |
| Riley Smith         | Hampton                   |    | 23669 US | 9/6/2020 |
| Renee Duemer        | Scottsdale                |    | 85250 US | 9/6/2020 |
| Nicole Rodgers      | Philadelphia              |    | 19151 US | 9/6/2020 |
| J H                 | Euless                    |    | 76040 US | 9/6/2020 |
| Thomas Simione      | Fairfax                   |    | 22030 US | 9/6/2020 |
| Cindy Aiken         | Sachse                    |    | 75048 US | 9/6/2020 |
| Jodi Reese          | Minneapolis               |    | 55345 US | 9/6/2020 |
| Lourdes Caballero   | San Antonio               |    | 78237 US | 9/6/2020 |
| Abi Sensmeier       | San Marcos                |    | 92078 US | 9/6/2020 |
| Kay Carter          | Louisa                    |    | 41230 US | 9/6/2020 |
| Cora Jusino         | Schenectady               |    | 12304 US | 9/6/2020 |
| Jazlyn H            | Asheville                 |    | US       | 9/6/2020 |
| Faith Leblanc       | Hot Springs National Park |    | 71913 US | 9/6/2020 |
| Emma Kulik          | Amherst                   |    | 14226 US | 9/6/2020 |
| mya martinez        | Houston                   |    | 77090 US | 9/6/2020 |
| Maria Butler        | Lincoln                   |    | 68516 US | 9/6/2020 |
| Jamie Thomas        | Quinton                   |    | 23141 US | 9/6/2020 |
| fannie lindsey      | miami                     |    | 33169 US | 9/6/2020 |
| Colette Walker      | Onalaska                  |    | 55987 US | 9/6/2020 |
| Ryan Golbus         | Basalt                    | CO | 81621 US | 9/6/2020 |
| Anastasia Brubaker  | Glenwood springs          | CO | 81601 US | 9/6/2020 |
| Florie Miller       | Glenwood Springs          | CO | 81601 US | 9/6/2020 |
| Lisa Warder         | Glenwood Springs          | CO | 81601 US | 9/6/2020 |
| Stephen Bershenyi   | Glenwood Springs          | CO | 81601 US | 9/6/2020 |
| Juanita Lazaro      | Glenwood Springs          | CO | 81601 US | 9/6/2020 |
| Amanda Emerson      | Carbondale                | CO | 81601 US | 9/6/2020 |



|                          |                  |    |               |          |
|--------------------------|------------------|----|---------------|----------|
| Trary Maddalone          | Glenwood Springs | CO | 81601 US      | 9/6/2020 |
| Vijita Evans             | GLENWOOD SPRINGS | CO | 81601 US      | 9/6/2020 |
| Maura Carlson            | Glenwood Springs | CO | 81601 US      | 9/6/2020 |
| Cara Schmidt             | Aspen            | CO | 81611 US      | 9/6/2020 |
| linda drake              | glenwood springs | CO | 81601 US      | 9/6/2020 |
| Wren Brotzman            | New Castle       | CO | 81647 US      | 9/6/2020 |
| Rachael Windh            | Carbondale       | CO | 81623 US      | 9/6/2020 |
| Jean Smith               | Glenwood         | CO | 81601 US      | 9/6/2020 |
| Jillene Rector           |                  |    | US            | 9/6/2020 |
| Lauren Senico            | Cape May         |    | 8204 US       | 9/6/2020 |
| Tenaya Urban             | Aspen            | CO | 81611 US      | 9/6/2020 |
| Wyatt Richard            | Orem             |    | 84058 US      | 9/6/2020 |
| Sapphire Rose            | Temecula         |    | 92592 US      | 9/6/2020 |
| Rommel Lachapelle        | Stamford         |    | 6902 US       | 9/6/2020 |
| shshs shsh               | Orlando          |    | 32835 US      | 9/6/2020 |
| Eduardo Arzate           | Riverside        |    | 92503 US      | 9/6/2020 |
| Avigayil Fischman-Charry | Hyattsville      |    | 20781 US      | 9/6/2020 |
| Zayan Ishaque            | Hayward          |    | 94544 US      | 9/6/2020 |
| Jaclynn Hall             | White Plains     |    | 10603 US      | 9/6/2020 |
| Karter Williams          | Tucson           |    | 85743 US      | 9/6/2020 |
| Jasvin Joy               | Indianapolis     |    | 46214 US      | 9/6/2020 |
| Camila Cordova           | Moreno Valley    |    | 92557 US      | 9/6/2020 |
| siobhan gregory          | St Paul          |    | 55106 US      | 9/6/2020 |
| Nat Garcia               | Fresno           |    | 93727 US      | 9/6/2020 |
| Laura Mathews            | Providence       |    | 2901 US       | 9/6/2020 |
| Kaleb Arellano           | Pueblo           |    | 81001 US      | 9/6/2020 |
| Lily Bachofen            | Linden           |    | 7036 US       | 9/6/2020 |
| Mandy Liu                | Bensalem         |    | 19020 US      | 9/6/2020 |
| Shannon Leitner          | Edwardsville     |    | 62025 US      | 9/6/2020 |
| Patricia Rankin          | Concord          |    | 94520 US      | 9/6/2020 |
| Layzette Berry           | Las Vegas        |    | 89104 US      | 9/6/2020 |
| dayene avesca            | Seattle          |    | 98146 US      | 9/6/2020 |
| Clara Tae                | Los Angeles      |    | 90014 US      | 9/6/2020 |
| Dadney Martinez          | Miami            |    | 33138 US      | 9/6/2020 |
| Inayah Mohammed          | Glenview         |    | 60025 US      | 9/6/2020 |
| Anaya Teves              | Reno             |    | 89521 US      | 9/6/2020 |
| Mavis Lantam             | Yonkers          |    | 10701 US      | 9/6/2020 |
| Daniel Feeley            | Las Vegas        |    | 89107 US      | 9/6/2020 |
| Simona Friedman          | Fair Lawn        |    | 7410 US       | 9/6/2020 |
| Bridget Fair             | Madison          |    | 53704 US      | 9/6/2020 |
| Regina Kourafas          | Marietta         |    | 30067 US      | 9/6/2020 |
| Gabriela Nunez           | Phoenix          |    | 85016 US      | 9/6/2020 |
| Robin Maltz              | Linden           |    | 7036 US       | 9/6/2020 |
| Sarah Sheehan            | Victoria         |    | 77901 US      | 9/6/2020 |
| Sloan Patterson          | Portland         |    | 97233 US      | 9/6/2020 |
| Lisa Orosz               | Glenwood Springs | CO | 81601 US      | 9/6/2020 |
| Henry Grooms             | St Anthony       |    | 55418 US      | 9/6/2020 |
| Walter Krzak             | Cary             |    | 60013 US      | 9/6/2020 |
| Leighlani Lowes          | San Diego        |    | 92101-1332 US | 9/6/2020 |
| Sarah Orosz              | Glenwood Springs |    | 81601 US      | 9/6/2020 |
| Angel Bernal             | Santa Ana        |    | 92707 US      | 9/6/2020 |
| stephanie de la rosa     | oakley           |    | 94561 US      | 9/6/2020 |
| Gerard Krebs             | Denver           | CO | 80212 US      | 9/6/2020 |
| Destyni Gardner          | Manchester       |    | 52057 US      | 9/6/2020 |
| Jean Huyser              | New Castle       | CO | 81647 US      | 9/6/2020 |

|                       |                  |    |          |          |
|-----------------------|------------------|----|----------|----------|
| Christina Harris      |                  |    | US       | 9/6/2020 |
| Tina Schrader         | Glenwood Springs | CO | 81601 US | 9/6/2020 |
| Trae phillips         | Grand Junction   | CO | 81501 US | 9/6/2020 |
| Deniz A               | Anaheim          |    | 92801 US | 9/6/2020 |
| Edmund Donkor         | Cincinnati       |    | 27514 US | 9/6/2020 |
| Tanner Ormes          | Palm Coast       |    | 32164 US | 9/6/2020 |
| faith pinkard         | Houston          |    | 77036 US | 9/6/2020 |
| Joseph Tom            | Millbrae         |    | 94030 US | 9/6/2020 |
| Maria Gonzalez        | Charlotte        |    | 28213 US | 9/6/2020 |
| Sarah Christ          | Bloomington      |    | 47403 US | 9/6/2020 |
| Ella Fretz            | Midlothian       |    | 23113 US | 9/6/2020 |
| Evren Alan            | Santa Fe         |    | 87501 US | 9/6/2020 |
| Sophia Brass          | Niagara Falls    |    | 14304 US | 9/6/2020 |
| Jarely Naranjo        | Pueblo           |    | 81001 US | 9/6/2020 |
| Marcine McBride       | West Babylon     | NY | 11704 US | 9/6/2020 |
| Anna Awbreg           | Tyler            |    | 75707 US | 9/6/2020 |
| Robert Martinez       | American canyon  |    | 94503 US | 9/6/2020 |
| Clarissa C            | Marlborough      |    | 1752 US  | 9/6/2020 |
| Emnet Lemma           | Las Vegas        |    | 89183 US | 9/6/2020 |
| Jennifer Hernandez    | Stockton         |    | 95205 US | 9/6/2020 |
| meichal / kel patton  | Concord          |    | 94520 US | 9/6/2020 |
| Jessica ANA           | Miami            |    | 33172 US | 9/6/2020 |
| Rita Grace Atmajian   | Edmonds          |    | 98026 US | 9/6/2020 |
| Dan Wilson            | Middletown       |    | 6457 US  | 9/6/2020 |
| Robin Hagelberg       | Butler           |    | 7405 US  | 9/6/2020 |
| Kadiatu Johnson       | Alexandria       |    | 22304 US | 9/6/2020 |
| Debra Kekaulua        | Kapaa            |    | 96746 US | 9/6/2020 |
| Christopher Woodhouse | Avon             |    | 46132 US | 9/6/2020 |
| Charlsey Ward         | Glenwood Springs | CO | 81601 US | 9/7/2020 |
| brenda alexander      |                  |    | US       | 9/7/2020 |
| Kerry Carmody         | Tucson           | AZ | 85747 US | 9/7/2020 |
| Megan Forrest         | Colorado Springs | CO | 81601 US | 9/7/2020 |
| Jeremy Gerbaz         | Glenwood Springs | CO | 81601 US | 9/7/2020 |
| Joe Johnson           | Allenville       |    | 61951 US | 9/7/2020 |
| Daniel Gilbert        | Glenwood Springs | CO | 81601 US | 9/7/2020 |
| James Phillips        | Glenwood Springs | CO | 81601 US | 9/7/2020 |
| Emily Weir            | Colorado Springs | CO | 80906 US | 9/7/2020 |
| Cassandra Alsop       | Glenwood Springs | CO | 81601 US | 9/7/2020 |
| Sandra Haber          | Glenwood Springs | CO | 81601 US | 9/7/2020 |
| Tiffany Brickell      | Glenwood Springs |    | 81601 US | 9/7/2020 |
| Leslie Stasinos       | Denver           | CO | 81601 US | 9/7/2020 |
| Sheri Tonozzi         | Glenwood Springs | CO | 81621 US | 9/7/2020 |
| Natasha Derby         | Glenwood springs | CO | 81601 US | 9/7/2020 |
| Stephanie Eldred      | Glenwood Springs | CO | 81601 US | 9/7/2020 |
| Charlie Bierbaum      | Glenwood Springs | CO | 81601 US | 9/7/2020 |
| Kim Conte             | Glenwood Springs | CO | 81601 US | 9/7/2020 |
| Megan Toliver         | Walla Walla      | WA | 99362 US | 9/7/2020 |
| Patti Neuroth         | Glenwood Springs | CO | 81601 US | 9/7/2020 |
| Lyndsay Grimes        | Rochester        |    | 14626 US | 9/7/2020 |
| Kayleen Robinson      | Miami            |    | 33102 US | 9/7/2020 |
| Rob Minarik           | Pearl River      |    | 10965 US | 9/7/2020 |
| Ace Moen              | St. Louis        |    | 63116 US | 9/7/2020 |
| Kera Hammour          | Orange           |    | 92869 US | 9/7/2020 |
| Melanie Ochoa         | Houston          |    | 78229 US | 9/7/2020 |
| Maribel Marulanda     | New York         |    | 11106 US | 9/7/2020 |

|                     |                  |    |               |          |
|---------------------|------------------|----|---------------|----------|
| Nicole Gray         | Inglewood        |    | 90302 US      | 9/7/2020 |
| Toopy Bino          | Silver Spring    |    | 20903 US      | 9/7/2020 |
| Selena Moonwalker   | Orange Park      |    | 32065 US      | 9/7/2020 |
| Debbie Earley       | Felton           |    | 19943 US      | 9/7/2020 |
| Molly Hamilton      | Glenwood Springs | CO | 81601 US      | 9/7/2020 |
| Charity Chambers    | Cleveland        |    | 37311 US      | 9/7/2020 |
| Samyrah Wilson      | Philadelphia     |    | 19144 US      | 9/7/2020 |
| Claudia Gouveia     | RECIFE           |    | 51030360 US   | 9/7/2020 |
| Ashley O'Brien      | Easton           | MD | 21601 US      | 9/7/2020 |
| Hazel Chavez        | Milpitas         |    | 95035 US      | 9/7/2020 |
| Carlos Montes       | Hanford          |    | 93230 US      | 9/7/2020 |
| stormy gray wallace | Fayetteville     |    | 30215 US      | 9/7/2020 |
| Sydney Burdette     | Purcellville     |    | 20132 US      | 9/7/2020 |
| Jaiden Shippy       | Westbury         |    | 11590 US      | 9/7/2020 |
| Allison Mack        | Roslindale       |    | 2131 US       | 9/7/2020 |
| Jack Washburn       | LaPlace          |    | 70068 US      | 9/7/2020 |
| Earthy Earthkeepers | Austin           |    | 78729 US      | 9/7/2020 |
| Daniel Coxson       | Olney            | MD | 20832 US      | 9/7/2020 |
| hannah anderson     | Fayetteville     |    | 25840 US      | 9/7/2020 |
| Bess Wynn           | Glenwood Springs | CO | 81601 US      | 9/7/2020 |
| Rose Hurley         | Carbondale       | CO | 81601 US      | 9/7/2020 |
| Reed Nelson         | Glenwood springs | CO | 81601 US      | 9/7/2020 |
| David Mooney        | Glenwood Springs |    | 81601 US      | 9/7/2020 |
| Anna Bernstein      | Glenwood Springs | CO | 81601 US      | 9/7/2020 |
| Tasha Bintliff      | New Castle       | CO | 81647 US      | 9/7/2020 |
| gregg velasquez     | Glenwood Springs | CO | 81601 US      | 9/7/2020 |
| Abbie Kroesen       | Glenwood Springs | CO | 81601 US      | 9/7/2020 |
| Shannon Provost     | Glenwood Springs | CO | 81601 US      | 9/7/2020 |
| Daniel Gallacher    | Missoula         | MT | 59802 US      | 9/7/2020 |
| Antonio Cisneros    | Anaheim          |    | 92833 US      | 9/7/2020 |
| Patrick W. Mulligan | Mims             |    | 32754 US      | 9/7/2020 |
| Lindsey Knapp       | New Windsor      |    | 12553 US      | 9/7/2020 |
| Christy Godeski     | Glenwood Springs | CO | 81601 US      | 9/7/2020 |
| Jocelyn Dulaney     | Alexandria       |    | 22308 US      | 9/7/2020 |
| Jenny Z             | Cape Coral       |    | 33909 US      | 9/7/2020 |
| Steven Morris       | Sharps Chapel    |    | 37866-1897 US | 9/7/2020 |
| Tim Maurer          | Anaheim          |    | 92808 US      | 9/7/2020 |
| Emily Contreras     | Walla Walla      |    | 99362 US      | 9/7/2020 |
| Alexandra Mckenzie  | Dallas           |    | 75225 US      | 9/7/2020 |
| Franco Carlo        |                  | NY | US            | 9/7/2020 |
| Giovanny Fontela    | Miami            |    | 33165 US      | 9/7/2020 |
| Jessica Rall        | Las Vegas        |    | 89144 US      | 9/7/2020 |
| Solveig Wolter      | Juneau           |    | 99801 US      | 9/7/2020 |
| Rukia Phan          | Redding          |    | 20908 US      | 9/7/2020 |
| Emprez Molina       | San Diego        |    | 92119 US      | 9/7/2020 |
| Emma Cooper         | Lebanon          |    | 37087 US      | 9/7/2020 |
| gail vaughn         | lake station     |    | 46405 US      | 9/7/2020 |
| andie l             | Inglewood        |    | 90304 US      | 9/7/2020 |
| Lydia Jurcic        | Beaver           |    | 15009 US      | 9/7/2020 |
| Jasmine Tapia       | Sparta           |    | 54656 US      | 9/7/2020 |
| rosemary torossian  | Sherman Oaks     |    | 91423 US      | 9/7/2020 |
| D. A. Belvin        | Virginia Beach   |    | 23455 US      | 9/7/2020 |
| Jaida Sieu          | Alameda          |    | 94502 US      | 9/7/2020 |
| Isabel Maculo       | Fort Collins     |    | 80526 US      | 9/7/2020 |
| Kincade White       | Edmond           |    | 73034 US      | 9/7/2020 |

|                          |                  |    |          |           |
|--------------------------|------------------|----|----------|-----------|
| lily cubias              | Lexington        |    | 27292 US | 9/7/2020  |
| navarah roman            | Cleveland        |    | 44105 US | 9/7/2020  |
| Amber Linan              | Denver           |    | 80214 US | 9/7/2020  |
| Hailey Morgan            | Dallas           |    | 75227 US | 9/7/2020  |
| Perry Hefferren-Harkless | New York         |    | 10027 US | 9/7/2020  |
| Patricia Harrison        | Harvey           | LA | 70058 US | 9/7/2020  |
| sarae turner             | Broadview        |    | 60155 US | 9/7/2020  |
| Toucanno 3737            |                  |    | US       | 9/7/2020  |
| Terry Joannes            | Glenwood Springs | CO | 81601 US | 9/7/2020  |
| Stephanie Thomas         | Oak Park         | IL | 60302 US | 9/7/2020  |
| Sarah Hess               | Glenwood Springs | CO | 81601 US | 9/7/2020  |
| Cicely Kohler            | Basalt           | CO | 81621 US | 9/7/2020  |
| Cassie Scherer Crull     | Marysville       | MI | 48040 US | 9/7/2020  |
| Sheila Markowitz         | Glenwood Springs | CO | 81601 US | 9/7/2020  |
| Jennifer Smith           | Glenwood Springs | CO | 81602 US | 9/7/2020  |
| Erin Haggerty            | Glenwood Springs | CO | 81601 US | 9/7/2020  |
| Douglas Swenning         | Conifer          | CO | 80433 US | 9/8/2020  |
| Cade Herman              | Oak Ridge        | NJ | 7438 US  | 9/8/2020  |
| AyeishA Taylor           | Snowmass Village | CO | 81615 US | 9/8/2020  |
| Kimberly Nischke         | Lakemoor         | IL | 60051 US | 9/8/2020  |
| Jacquie Hall             | Riverside        | CA | 92503 US | 9/8/2020  |
| Kim Cassady              | New Castle       | CO | 81647 US | 9/8/2020  |
| Sharon Troyer            | Glenwood Springs | CO | 81601 US | 9/8/2020  |
| Ed Troyer                | Glenwood Springs | CO | 81602 US | 9/8/2020  |
| Tobie Powell             | Glenwood springs |    | 81601 US | 9/8/2020  |
| Rachel Orosz             | Glenwood Springs |    | 81601 US | 9/8/2020  |
| Carl Tharp               | Basalt           | CO | 81621 US | 9/8/2020  |
| James Hipp               | Carbondale       | CO | 81623 US | 9/8/2020  |
| Gina Dideon              | Glenwood Springs | CO | 81601 US | 9/9/2020  |
| Christa Wagner           | Cheyenne         | WY | 82002 US | 9/9/2020  |
| Brandon Bates            | Silt             | CO | 81520 US | 9/9/2020  |
| Marlyn Garcia            | Glenwood Springs |    | 81601 US | 9/9/2020  |
| Annie Wise               | Parachute        | CO | 81635 US | 9/9/2020  |
| Elizabeth Restauri       | Littleton        | CO | 80122 US | 9/9/2020  |
| Dawn French              | Carbondale       | CO | 81601 US | 9/9/2020  |
| Chris Kennedy            | Glenwood Springs | CO | 81601 US | 9/9/2020  |
| Ruth Sears               | Glenwood Springs | CO | 81601 US | 9/9/2020  |
| Valorie Erion            | Rifle            | CO | 81650 US | 9/10/2020 |
| Diane Argo               | Denver           | CO | 80211 US | 9/10/2020 |
| Tera Boaeuf              | Carbondale       | CO | 81623 US | 9/11/2020 |
| Mike Kinser              | Glenwood Springs | CO | 81601 US | 9/14/2020 |
| Malia Steward            | Broomfield       | CO | 80023 US | 9/14/2020 |
| Jeff steward             | Broomfield       | CO | 80023 US | 9/15/2020 |
| Stephen Miller           | Rifle            | CO | 81650 US | 9/15/2020 |
| Olga Elena Medrano       | Glenwood springs | CO | 81601 US | 9/27/2020 |
| Brianna Johnson          | New Bern         |    | 28562 US | 9/30/2020 |
| cassidy navarrette       | Lake Havasu City |    | 86406 US | 9/30/2020 |
| Aron The Beaner          | Menifee          |    | 92584 US | 9/30/2020 |
| Connie Davis             | Tulsa            |    | 74103 US | 9/30/2020 |
| Yesenia Chavez           | Soledad          |    | 93960 US | 9/30/2020 |
| Louise May               | New York City    |    | 10013 US | 9/30/2020 |
| Olivia Woods             | Eau Claire       |    | 54701 US | 9/30/2020 |
| Jonathan Arzuaga         | Marlborough      |    | 1752 US  | 9/30/2020 |
| Chyna Cunningham         | Union City       |    | 94587 US | 9/30/2020 |
| Xavier Maxcey            | Shrewsbury       |    | 1545 US  | 9/30/2020 |

|                      |                       |    |          |            |
|----------------------|-----------------------|----|----------|------------|
| Angelo Alfano        | Saint Louis           |    | 63128 US | 9/30/2020  |
| Lena Huereca         | Charles Town          |    | 25414 US | 9/30/2020  |
| Daniella Mora        | Albuquerque           |    | 87109 US | 10/1/2020  |
| Shanti Gruber        | Glenwood Springs      | CO | 81601 US | 10/9/2020  |
| Jacque McMillan      | Glenwood Springs      | CO | 81623 US | 10/9/2020  |
| james conway         | Carbondale            | CO | 81623 US | 10/13/2020 |
| Desiree Archuleta    | Glenwood springs      |    | 81601 US | 10/16/2020 |
| Jenni Fautsko        | Glenwood Springs      | CO | 81601 US | 10/16/2020 |
| Vickie Walker        | New Castle            | CO | 81647 US | 10/22/2020 |
| no name              |                       | MA | 14850 US | 10/25/2020 |
| Marilyn Dorman       | West Glenwood Springs | CO | 81601 US | 10/26/2020 |
| Raymond Berrios      |                       |    | US       | 11/3/2020  |
| Emily Watson         | Ridgewood             |    | 11385 US | 11/5/2020  |
| Fumi Chen            | Reno                  |    | 89521 US | 11/20/2020 |
| Christopher Stimson  | Akron                 |    | 44313 US | 12/7/2020  |
| Anna Laidler         | East Stroudsburg      |    | 18301 US | 12/8/2020  |
| Veronica Dziadyk     | Livingston            |    | 7039 US  | 12/8/2020  |
| Jennifer Morley      | Rifle                 | CO | 81650 US | 12/9/2020  |
| Pam Ruban            | A                     |    | 30513 US | 12/10/2020 |
| Dana Hunt            | Blue Ridge            |    | 30513 US | 12/11/2020 |
| Elaina Decker        | Mount Laurel          |    | 8054 US  | 12/15/2020 |
| Matthew Klein        |                       |    | US       | 12/17/2020 |
| Shelly Sherwood      | Morganton             |    | 30560 US | 12/17/2020 |
| Barb Keller          | Glenwood Springs      | CO | 81601 US | 12/22/2020 |
| Keith Parks          | Reno                  |    | 89506 US | 3/16/2021  |
| Jennifer Zwickl      | Glenwood Springs      | CO | 81601 US | 3/23/2021  |
| Ellen Zwickl         | Zagreb                |    | US       | 3/24/2021  |
| Pavel Petrov         | Orlando               |    | 32829 US | 4/18/2021  |
| Lisa Strand          | Carbondale            |    | 81623 US | 4/19/2021  |
| Michael Hoban        | Carbondale            | CO | 81623 US | 4/23/2021  |
| Tom Herbst           | Grayslake             | IL | 60030 US | 4/27/2021  |
| Alan Gentry          | Glenwood Springs      | CO | 81601 US | 4/30/2021  |
| Christopher Williams | Sanford               |    | 27330 US | 5/1/2021   |
| Hillary Jablonski    | Kingston              |    | 60145 US | 5/3/2021   |
| Christine Porter     | Carbondale            | CO | 81623 US | 5/4/2021   |
| Flora Weldon         | Bronx                 | NY | 10468 US | 5/5/2021   |
| Michael Kieliszewski | Utica                 |    | 48317 US | 5/5/2021   |
| Joanna Greci         | Summerville           |    | 29483 US | 5/5/2021   |
| Christopher Tom      | Pleasantville         |    | 10570 US | 5/5/2021   |
| Richard McConnell    | Olympia Fields        |    | 60461 US | 5/5/2021   |
| wendy peddicord      | Watsonville           |    | 95076 US | 5/6/2021   |
| Justin Truong        | San Francisco         |    | 94112 US | 5/6/2021   |
| Tora Spencer         | Las Vegas             |    | 89117 US | 5/6/2021   |
| Toya Britton         | Norco                 |    | 92860 US | 5/6/2021   |
| Joshua Standiford    | Lake Zurich           |    | 60047 US | 5/6/2021   |
| Tyler Wleklik        | Middlesex             |    | 8846 US  | 5/6/2021   |
| Corey Meyers         | Lakeland              |    | 33809 US | 5/6/2021   |
| Isabell Price        | Columbia              |    | 29223 US | 5/6/2021   |
| Not Saying           | Miami                 |    | 33127 US | 5/6/2021   |
| Ben Pritchard        | Milwaukee             |    | 53202 US | 5/6/2021   |
| Phyllis Wittet       | Glenwood Springs      | CO | 81601 US | 5/7/2021   |
| Sarah Gamboa         | Glenwood Springs      | CO | 81601 US | 5/7/2021   |
| Danny Spohn          | Glenwood Springs      | CO | 81601 US | 5/7/2021   |
| Lynette Brickell     | Glenwood Springs      | CO | 81601 US | 5/7/2021   |
| Melinda Baum         | Glenwood Springs      | CO | 81601 US | 5/7/2021   |

|                         |                     |    |           |          |
|-------------------------|---------------------|----|-----------|----------|
| Lisa Niehaus            | Glenwood Springs    | CO | 81601 US  | 5/7/2021 |
| Shanti Gruber           | Glenwood Springs    | CO | 81601 US  | 5/7/2021 |
| Lorra Nichols           | Carbondale          | CO | 81601 US  | 5/7/2021 |
| Amanda Schar            | Denver              | CO | 81601 US  | 5/7/2021 |
| Amanda Andrews          | Seattle             | WA | 98118 US  | 5/7/2021 |
| Randy Stephens          | Seattle             | WA | 98111 US  | 5/7/2021 |
| Sharon Williams         | Rifle               | CO | 81650 US  | 5/7/2021 |
| Dessa Cairns            | Rifle               | CO | 81650 US  | 5/7/2021 |
| Julia D Gallagher       | Glenwood Springs    | CO | 81601 US  | 5/7/2021 |
| lindsay Cherry          | Carbondale          | CO | 81623 US  | 5/7/2021 |
| Stevi Wittet            | Carbondale          | CO | 81623 US  | 5/7/2021 |
| Laura Gomez             | Glenwood Springs    | CO | 81601 US  | 5/7/2021 |
| Annie Uyehara           | Glenwood Springs    | CO | 81601 US  | 5/7/2021 |
| Carl Uyehara            | Carbondale          | CO | 81623 US  | 5/7/2021 |
| Jamie Darien            | Glenwood Springs    | CO | 81601 US  | 5/7/2021 |
| Kim Arnold              | New Castle          | CO | 81647 US  | 5/7/2021 |
| Shelby Vernell          | Minneapolis         | MN | 554321 US | 5/7/2021 |
| Kimberly McGraw         | Glenwood springs    | CO | 81623 US  | 5/7/2021 |
| Nancy Duffy             | Glenwood Springs    | CO | 81601 US  | 5/7/2021 |
| Kelly Mitchell          | Flowery Branch      |    | 30542 US  | 5/7/2021 |
| Jon Harman              | Glenwood Springs    | CO | 81601 US  | 5/7/2021 |
| Lee Bowles              | Glenwood Spgs       | CO | 81601 US  | 5/7/2021 |
| Dawn Randolph           | Glenwood Springs    | CO | 81601 US  | 5/7/2021 |
| Arianna Stoos           | Walworth            |    | 14568 US  | 5/7/2021 |
| Lacy King               | Glenwood Springs    | CO | 81601 US  | 5/7/2021 |
| Hermaeous Mora          | Fort George G Meade |    | 20755 US  | 5/7/2021 |
| Brae Johnson            | Glenwood Springs    |    | 81601 US  | 5/7/2021 |
| Shannon Derby           | Glenwood Springs    | CO | 81601 US  | 5/7/2021 |
| Jennifer Haywood Mwamba | Rifle               | CO | 81659 US  | 5/7/2021 |
| Jean Chambard           | West St Paul        | MN | 55118 US  | 5/7/2021 |
| Natasha Derby           | Denver              | CO | 80238 US  | 5/7/2021 |
| Reed Nelson             | Glenwood springs    | CO | 81601 US  | 5/7/2021 |
| Helia Jahani            | Irvine              |    | 92603 US  | 5/7/2021 |
| oscar escobar           | Omaha               |    | 68104 US  | 5/7/2021 |
| Tyler Tarpey            |                     |    | US        | 5/7/2021 |
| Lauren Milholm          | New Castle          | CO | 81647 US  | 5/7/2021 |
| Bryan Derby             | Glenwood Springs    | CO | 81601 US  | 5/7/2021 |
| William Bremauntz       | San Diego           | CA | 92067 US  | 5/7/2021 |
| Roberto Olivas          | Glenwood Springs    | CO | 81601 US  | 5/7/2021 |
| Natalie Wilson          | Denver              | CO | 80219 US  | 5/7/2021 |
| Rebekah Blodgett        | Glenwood Springs    | CO | 81601 US  | 5/7/2021 |
| Trina Haines            |                     |    | US        | 5/7/2021 |
| Renee McCullough        | Glenwood Springs    | CO | 81601 US  | 5/7/2021 |
| Kara English            | Fort Collins        | CO | 80524 US  | 5/7/2021 |
| Buck Adams              | Glenwood Springs    | CO | 81601 US  | 5/7/2021 |
| Charlie noone           | Denver              | CO | 81601 US  | 5/7/2021 |
| David Toro-Segarra      | Las Vegas           | NV | 89113 US  | 5/7/2021 |
| Christopher Davis       | Roy                 | UT | 84066 US  | 5/7/2021 |
| Nancy Dubin             | New York            |    | 10022 US  | 5/7/2021 |
| Robyn Starr             | Carbondale          | CO | 81623 US  | 5/7/2021 |
| Sonia Walter            | Glenwood Springs    | CO | 81601 US  | 5/7/2021 |
| Henry Broich            | Lancaster           |    | 17601 US  | 5/7/2021 |
| Jessica Wurtsmith       | New Castle          | CO | 81647 US  | 5/7/2021 |
| Donna Robb              | Glenwood            | CO | 81601 US  | 5/7/2021 |
| Trary LaMee             | Glenwood Springs    | CO | 81601 US  | 5/7/2021 |

|                          |                  |    |              |          |
|--------------------------|------------------|----|--------------|----------|
| Lindsay Button           | Glenwood Springs | CO | 81601 US     | 5/7/2021 |
| Jennifer Vyhldal         | Carbondale       | CO | 81623 US     | 5/7/2021 |
| ollie a                  |                  |    | US           | 5/7/2021 |
| Janet Stacy              | Glenwood springs | CO | 81601 US     | 5/7/2021 |
| Daena Wrolsen            | Saugerties       |    | 12477 US     | 5/7/2021 |
| Stephanie Horseman       | Salisbury        |    | 21801 US     | 5/7/2021 |
| Amanda Hulsman           | Cincinnati       |    | 45247 US     | 5/7/2021 |
| Marcia Bever             | Palo Alto        |    | 94301 US     | 5/7/2021 |
| Utsukta Giri             | Louisville       |    | 40222 US     | 5/7/2021 |
| Amy Moore                | Glenwood Springs | CO | 81601 US     | 5/7/2021 |
| Fran Orosz               | Glenwood Springs | CO | 81601 US     | 5/7/2021 |
| Ashleigh Mann            | Riverside        |    | 8075 US      | 5/7/2021 |
| Heather Gilbreath        | Murfreesboro     |    | 37129 US     | 5/7/2021 |
| Logan Lage               | Rifle            | CO | 81650 US     | 5/7/2021 |
| james meacham            | Hudson           |    | 34669 US     | 5/7/2021 |
| Troy Forbes              | Aspen            | CO | 81611 US     | 5/7/2021 |
| Charlie colan            | Haddon Heights   |    | 8035 US      | 5/7/2021 |
| Gloria Farmer            | Colorado Springs | CO | 80915 US     | 5/7/2021 |
| Jennifer Wolff           | Westminster      |    | 80031 US     | 5/7/2021 |
| Emily Lambert            | Glenwood Springs | CO | 81601 US     | 5/7/2021 |
| Joe Lederman             | East Setauket    |    | 11733 US     | 5/7/2021 |
| Deborah Willette         | Greencastle      |    | 46135 US     | 5/7/2021 |
| Lynda Brent              | Glenwood Springs | CO | 81601 US     | 5/7/2021 |
| jeri sherick             | Glenwood Springs | CO | 81601 US     | 5/7/2021 |
| Victor Ehre              | Los Angeles      |    | 90045 US     | 5/7/2021 |
| Carla Westerman          | Glenwood Springs | CO | 81601 US     | 5/7/2021 |
| Aymie Cornelison         | Baldwin          |    | 54002 US     | 5/7/2021 |
| Janet Collins            | Rifle            | CO | 81650 US     | 5/7/2021 |
| Edwin Fontanez           | Carbondale       | CO | 81623 US     | 5/7/2021 |
| Joseph Bergl             | Grand Junction   | CO | 81506 US     | 5/7/2021 |
| Kathy Yost               | New Castle       | CO | 81647 US     | 5/7/2021 |
| Nancy Brown              | Glenwood Springs | CO | 81601 US     | 5/7/2021 |
| Patricia Bolin Helling   | Aspen            | CO | 81611 US     | 5/7/2021 |
| Andrea L Sours           | Parachute        | CO | 81635 US     | 5/7/2021 |
| Jen Isenhardt            | Glenwood Springs | CO | 80231 US     | 5/7/2021 |
| Beth Dwyer               | New Castle       | CO | 81647 US     | 5/7/2021 |
| Hilary Getty             | Denver           | CO | 80210 US     | 5/7/2021 |
| Eileen Koch              | Chicago          | IL | 60602 US     | 5/7/2021 |
| Robert Darien            | Glenwood Springs | CO | 81601 US     | 5/7/2021 |
| Kuree Perez              | Aspen            | CO | 81611 US     | 5/7/2021 |
| Jennifer Johnson         | Glenwood springs | CO | 81601 US     | 5/7/2021 |
| jose portillo            | Playa Del Carmen |    | 77710 Mexico | 5/7/2021 |
| Christopher Britt        | Grand Junction   | CO | 81501 US     | 5/7/2021 |
| Travis Lucero            | New Castle       | CO | 81647 US     | 5/7/2021 |
| Don Cutright             | Carbondale       | CO | 81623 US     | 5/7/2021 |
| Suzy Maison              | Denver           | CO | 80204 US     | 5/7/2021 |
| Jennifer Shanks          | Glenwood Springs | CO | 81601 US     | 5/7/2021 |
| Jasmin Hanson            | Glenwood Springs | CO | 81601 US     | 5/7/2021 |
| Charles Clemente         | Staten Island    |    | 10312 US     | 5/7/2021 |
| Margi Barsamian          | Edmonds          |    | 98026 US     | 5/7/2021 |
| Katie Narvaez            | New Castle       | CO | 81647 US     | 5/7/2021 |
| This must Become reality | Monmouth Beach   |    | 7750 US      | 5/7/2021 |
| Ann Griffin              | Glenwood Springs | CO | 81601 US     | 5/7/2021 |
| Melissa Heithaus         | Mckinney         |    | 75070 US     | 5/7/2021 |
| Taylor Markiecki         | Rifle            | CO | 81650 US     | 5/7/2021 |

|                        |                             |    |              |          |
|------------------------|-----------------------------|----|--------------|----------|
| Cassie Avila           | San Antonio                 |    | 78207 US     | 5/7/2021 |
| Terrie Drake           | Glenwood Springs            | CO | 81601 US     | 5/7/2021 |
| Genevieve Avila-Chavez | San Antonio                 |    | 78249 US     | 5/7/2021 |
| Erin Zalinski          | Glenwood Springs            | CO | 81601 US     | 5/7/2021 |
| Sharalee Rew           | Denver                      | CO | 80228 US     | 5/7/2021 |
| Sarah Saathoff         | Leadville                   | CO | 80461 US     | 5/7/2021 |
| Cheryl Sos             | Denver                      | CO | 80222 US     | 5/7/2021 |
| Robbi Omeara           | Glenwood Springs            | CO | 81601 US     | 5/7/2021 |
| Michael Gonzales       | Bell Gardens                |    | 90201 US     | 5/7/2021 |
| Susan Ulloa            | Crestline                   |    | 92325 US     | 5/7/2021 |
| Adriana Castro         | Glenwood Springs            | CO | 81601 US     | 5/7/2021 |
| Kenzie C               | Buffalo                     |    | 14225 US     | 5/7/2021 |
| Janet Marineau         | Bristol                     |    | 6010 US      | 5/7/2021 |
| Tanit Colin            | Lewisville                  |    | 75067 US     | 5/7/2021 |
| Sis Koukol             | Racine                      |    | 53402 US     | 5/7/2021 |
| Rita Torossian         | Laguna Hills                |    | 92653 US     | 5/7/2021 |
| Jacqueline Nolan       | London                      |    | N6k4h8 US    | 5/7/2021 |
| Cecilia Martinez       | New York                    |    | 10021 US     | 5/7/2021 |
| Tammy Reynolds         | New Castle                  | CO | 81647 US     | 5/7/2021 |
| Richard Whaley         | Eureka                      |    | 95503 US     | 5/7/2021 |
| Elizabeth Phillips     | Glenwood Springs            | CO | 81601 US     | 5/7/2021 |
| Lisa Rosa-Re           | Alpharetta                  |    | 30009 US     | 5/7/2021 |
| Walt Krom              | Glenwood Springs            | CO | 81601 US     | 5/7/2021 |
| Mark Alsdorf           | Queretaro                   |    | 76116 Mexico | 5/7/2021 |
| John Welsh             | Kettering, Northamptonshire |    | NN16 9ST US  | 5/7/2021 |
| Georgiana Davies       | Havre de grace              |    | 21078 US     | 5/7/2021 |
| Melanie A              | Thurmont                    |    | 21788 US     | 5/7/2021 |
| Matthew Zabel          | Parker                      |    | 80134 US     | 5/7/2021 |
| Kiley Lane             | Palo                        |    | 52324 US     | 5/7/2021 |
| Jan Krische            | Glenwood Springs            | CO | 81601 US     | 5/7/2021 |
| Karen Gentry           | 141 Donegan Road            | CO | 81601 US     | 5/7/2021 |
| Natalia Vann           | Washington                  |    | 20002 US     | 5/7/2021 |
| Jesse Vaughters        | Manchester                  |    | 17345 US     | 5/7/2021 |
| Robin Hunt             | Chinle                      |    | 86503 US     | 5/7/2021 |
| William egger          | Minneapolis                 | MN | 55408 US     | 5/7/2021 |
| Perry Gx               | Tustin                      |    | 92780 US     | 5/7/2021 |
| Selene Lopez           | Greensboro                  |    | 27409 US     | 5/7/2021 |
| Sonia Lagerstrom       | Austin                      |    | 78754 US     | 5/7/2021 |
| Kelly Vargas           | Miami                       |    | 33169 US     | 5/7/2021 |
| Robin Platt-Homa       | Greeley                     |    | 80634 US     | 5/7/2021 |
| Sylvia Lincoln         | Glenwood Springs            | CO | 81601 US     | 5/7/2021 |
| Heidi Vosbeck          | Aspen                       | CO | 81611 US     | 5/7/2021 |
| Savanah Elliott        | Carbondale                  | CO | 98105 US     | 5/7/2021 |
| Bobbie Lyons           | Ballwin                     |    | 63021 US     | 5/7/2021 |
| Vivian Eve             | Park Avenue                 |    | 60148 US     | 5/7/2021 |
| Bethany Ostrowski      | Glenwood Springs            | CO | 81601 US     | 5/7/2021 |
| Joey Williams          | Glenwood Springs            | CO | 81601 US     | 5/7/2021 |
| Debbie Davis           | Glenwood Springs            |    | 81601 US     | 5/7/2021 |
| Haileigh Brown         | Lincoln                     |    | 68516 US     | 5/7/2021 |
| Nicole Tupitza         | Edinboro                    |    | 16444 US     | 5/7/2021 |
| Samantha Thrower       | Glenwood Springs            | CO | 81601 US     | 5/7/2021 |
| Whyllie Frazier        | Denver                      | CO | 80231 US     | 5/7/2021 |
| Ruth Barnes            | Glenwood Springs            | CO | 81601 US     | 5/7/2021 |
| Wren Brotzman          | Glenwood Springs            | CO | 81601 US     | 5/7/2021 |
| James Nolan            | Klamath                     | CA | 95548 US     | 5/7/2021 |



|                              |                  |     |          |          |
|------------------------------|------------------|-----|----------|----------|
| Mariska Carson               | Glenwood springs | CO  | 81601 US | 5/7/2021 |
| Beth Nicol                   | Dallas           | TX  | 75234 US | 5/7/2021 |
| Sandy P                      | Sunnyvale        |     | 94089 US | 5/7/2021 |
| ralphie beam                 | Cumberland       |     | 21502 US | 5/7/2021 |
| Tianna Davis                 | Silt             | CO  | 81652 US | 5/7/2021 |
| John Barr                    |                  |     | US       | 5/7/2021 |
| Victoria Pichardo            | Bloomington      |     | 92316 US | 5/7/2021 |
| Vera Withers                 | Rockville        |     | 20852 US | 5/7/2021 |
| Angelica Curry               | New Castle       | CO  | 81647 US | 5/7/2021 |
| Jeanne Hoban                 | Cottonwood       | CA  | 96022 US | 5/7/2021 |
| Chicoine Brandon             | Naples           | FL  | 81601 US | 5/8/2021 |
| Dimitrii Friedrich Schlotter | Denver           | CO  | 80206 US | 5/8/2021 |
| Brandon Hansen               | Salt Lake City   | UT  | 84118 US | 5/8/2021 |
| Lynne Cassidy                | New Castle       | CO  | 81647 US | 5/8/2021 |
| Kendra Kaufman               | Carbondale       | CO  | 81623 US | 5/8/2021 |
| Lynnette Barrera             | Coulterville     | CA  | 95311 US | 5/8/2021 |
| Daniel O'Brien               | MILTON           |     | 12547 US | 5/8/2021 |
| Victoria Herring             | Waxhaw           |     | 28173 US | 5/8/2021 |
| Jennifer Harris              | New Castle       | CO  | 81647 US | 5/8/2021 |
| Rachel Orosz                 | Glenwood Springs | CO  | 81601 US | 5/8/2021 |
| Shaina Barefoot              | Dunn             |     | 28334 US | 5/8/2021 |
| Meg Lamb                     | Glenwood Springs | CO  | 81601 US | 5/8/2021 |
| Kelly Romero                 | Rifle            | CO  | 81650 US | 5/8/2021 |
| meghan davidson              | McLeansville     |     | 27301 US | 5/8/2021 |
| Joan Silvertooth             | Carbondale       | CO  | 81623 US | 5/8/2021 |
| Marc LATRIQUE                | Jackson Heights  |     | 11372 US | 5/8/2021 |
| Kaleb Blechle                |                  |     | US       | 5/8/2021 |
| Emailylee Espinoza           | Ogden            | UT  | 84401 US | 5/8/2021 |
| Suzanne Schramm              | Bluff City       |     | 37618 US | 5/8/2021 |
| Mark Maison                  | Denver           | CO  | 80210 US | 5/8/2021 |
| Jack Rasmussen               | Lawrence         |     | 66049 US | 5/8/2021 |
| Molly Kairn                  | New Castle       | CO  | 81647 US | 5/8/2021 |
| Andrew Titcomb               | Richmond         |     | 77406 US | 5/8/2021 |
| Vereniz Melling              | Grand Junction   | CO  | 81504 US | 5/8/2021 |
| Rhonda Gunderman             | Colton           | CA  | 92324 US | 5/8/2021 |
| Laurie Chase                 | Glenwood Springs | CO  | 81601 US | 5/8/2021 |
| Nsncy Brooks                 | Carbondale       | CO  | 81623 US | 5/8/2021 |
| Armando Castillo             | Los Angeles      |     | 90037 US | 5/8/2021 |
| Ella Love                    | Marshfield       |     | 2050 US  | 5/8/2021 |
| megan brown                  | Meridian         |     | 83646 US | 5/8/2021 |
| Krys Moquin                  | SILT             | CO  | 81652 US | 5/8/2021 |
| Darrell Gibson               | Hoboken          |     | 7030 US  | 5/8/2021 |
| Karen Barbee                 | Glenwood Springs | CO  | 81601 US | 5/8/2021 |
| jan hansen                   | Omaha            |     | 68106 US | 5/8/2021 |
| marsha kesselring            | GlenwoodSprings  | CO  | 81601 US | 5/8/2021 |
| Rosa Payan                   | Glenwood Springs | CO  | 81601 US | 5/8/2021 |
| Terra Squibb                 | Rifle            | CO  | 81650 US | 5/8/2021 |
| Dyan Abrums                  | Calgary          | T2N | US       | 5/8/2021 |
| Debra Wolf                   | Glenwood springs | CO  | 81601 US | 5/8/2021 |
| David Stephens               | Silt             | CO  | 81652 US | 5/8/2021 |
| Dude Perfect                 | Carlsbad         |     | 92080 US | 5/8/2021 |
| Dante Medori                 | Jenkintown       |     | 19046 US | 5/8/2021 |
| Patrick Gallacher            | Glenwood Springs | CO  | 81601 US | 5/8/2021 |
| Jenna Viscuso                | Hayward          |     | 94541 US | 5/8/2021 |
| Yasmine Horton               | Bessemer         |     | 35020 US | 5/8/2021 |

|                           |                  |    |           |           |
|---------------------------|------------------|----|-----------|-----------|
| Johnathan Paliwoda        | Glenwood springs | CO | 81601 US  | 5/8/2021  |
| Janna Sorensen            | New Castle       | CO | 81647 US  | 5/8/2021  |
| Wilson Coleman            | Glenwood Springs | CO | 81601 US  | 5/8/2021  |
| Margie Trebesh            | Glenwood Springs | CO | 81601 US  | 5/8/2021  |
| Roy Sanchez               | Spring           |    | 77388 US  | 5/8/2021  |
| audrey munoz              | Riverside        |    | 92507 US  | 5/9/2021  |
| David Paguay              | Queens           |    | 11368 US  | 5/9/2021  |
| Jean Gonzales             | Parker           | CO | 80134 US  | 5/9/2021  |
| Carie Gentile             |                  |    | US        | 5/9/2021  |
| Shaelynn Castanaga-Acerra |                  |    | US        | 5/9/2021  |
| Rosauni Morel             | Scranton         |    | 18508 US  | 5/9/2021  |
| Anna Brantley             | Bend             |    | 97701 US  | 5/9/2021  |
| Lisa Weder                | Las Vegas        | NV | 89148 US  | 5/9/2021  |
| kenneth winkler           | springfield      |    | 61127 US  | 5/9/2021  |
| Anthony Gallagher         | Great Barrington |    | 1230 US   | 5/9/2021  |
| Sally King                | Glenwood Springs | CO | 81601 US  | 5/9/2021  |
| Kenna Cunningham          | Bend             |    | 97702 US  | 5/9/2021  |
| Heather Clark             | Spokane          |    | 99223 US  | 5/9/2021  |
| avery coon                | Azle             | TX | 76020 US  | 5/9/2021  |
| Michelle Tonozzi          | Saint Paul       | MN | 55116 US  | 5/9/2021  |
| Rubi Delatorre            | Yakima           |    | 98901 US  | 5/9/2021  |
| Ashlee Reynolds           | Glenwood Springs | CO | 81601 US  | 5/9/2021  |
| Ann Moll                  | Carbondale       | CO | 81623 US  | 5/9/2021  |
| Troy McGowan              | New Orleans      |    | 70131 US  | 5/9/2021  |
| Wynter Corte              | Carbondale       | CO | 81623 US  | 5/9/2021  |
| CE S                      | Marietta         |    | 30066 US  | 5/9/2021  |
| Lakia Kath                | Madison          |    | 53719 US  | 5/9/2021  |
| Oneal McConnell           | Cleveland        |    | 37311 US  | 5/9/2021  |
| Linda Gabossi             | Denver           | CO | 80204 US  | 5/9/2021  |
| Emily Feimer              | Murrieta         |    | 92562 US  | 5/9/2021  |
| Kristen Manifold          | Dublin           |    | 43017 US  | 5/9/2021  |
| Tracey Yajko              | New Castle       | CO | 81647 US  | 5/9/2021  |
| Phelony Woodard           | Springfield      |    | 65802 US  | 5/9/2021  |
| Alyzabeth Mancilla        | Houston          |    | 77081 US  | 5/9/2021  |
| Marco mazzoli             | Miami            |    | 33127 US  | 5/10/2021 |
| Janet Peterson            | Troy             |    | 48084 US  | 5/10/2021 |
| Sebastian Cardoza         | San Jose         |    | 95127 US  | 5/10/2021 |
| dilly dilly               | Pompano Beach    |    | 33071 US  | 5/10/2021 |
| Kevin Ellington           | Peoria           | IL | 61604 US  | 5/10/2021 |
| Lila Miller               | Stroudsburg      |    | 18360 US  | 5/10/2021 |
| michael Ashley            | Hull             |    | 2045 US   | 5/10/2021 |
| Melanie Vargas            | San Jose         |    | 95127 US  | 5/10/2021 |
| Sara E                    | Henrico          |    | 23228 US  | 5/10/2021 |
| Antonio Venturini         | Sacramento       |    | 95825 US  | 5/10/2021 |
| Aster Hoffmann            | Poway            |    | 92064 US  | 5/10/2021 |
| emily garrison            | Tallahassee      |    | 32303 US  | 5/10/2021 |
| Lisette Landaverde        | Venice           |    | 90292 US  | 5/10/2021 |
| Abby Keys                 | Euless           |    | 76039 US  | 5/10/2021 |
| Bryan Schard              | Carbondale       | CO | 816201 US | 5/10/2021 |
| MJ Dholi                  | Des Moines       |    | 85027 US  | 5/10/2021 |
| Mariah Sargent            | Brigham City     |    | 84302 US  | 5/10/2021 |
| Meghan Hinchler           | Kalamazoo        |    | 49001 US  | 5/10/2021 |
| Jana Malallah             | New York         |    | 10118 US  | 5/10/2021 |
| Tonya Clenney             | Glenwood Springs | CO | 81601 US  | 5/10/2021 |
| Jessica Rabiola           | Indianapolis     |    | 46239 US  | 5/10/2021 |

|                        |                  |     |          |           |
|------------------------|------------------|-----|----------|-----------|
| Suri Nunez             | Fort Lauderdale  |     | 33319 US | 5/10/2021 |
| Christopher Peters     | Knoxville        |     | 37922 US | 5/10/2021 |
| Aaron Bieniek          | North Royalton   |     | 44133 US | 5/10/2021 |
| Mel Roger              | Grand Rapids     |     | 49505 US | 5/10/2021 |
| Breanne Gabossi        | Glenwood springs | CO  | 81601 US | 5/10/2021 |
| Mackayley Rossman      | Denver           | CO  | 80219 US | 5/10/2021 |
| Holly Hester           | Fort Collins     |     | 80521 US | 5/10/2021 |
| dallas carlos          | kailua kona      |     | 96740 US | 5/10/2021 |
| Lisa Wuerker           | Denver           | CO  | 80233 US | 5/10/2021 |
| David Judd             | Denver           | CO  | 80219 US | 5/10/2021 |
| briana garcia          | El Paso          |     | 79928 US | 5/10/2021 |
| JOSEPH scarcella       | Miami            |     | 33126 US | 5/10/2021 |
| Laurie Spakanik        | Carbondale       | CO  | 81601 US | 5/10/2021 |
| Theresa Truelove       | Glenwood Springs | CO  | 81601 US | 5/10/2021 |
| Michael Martynek       | Glendale Heights |     | 60139 US | 5/10/2021 |
| Cole Petri             | DeMotte          |     | 46310 US | 5/10/2021 |
| Kody Gabossi           | Glenwood springs | CO  | 81601 US | 5/10/2021 |
| Hector Gutierrez       | Miami            |     | 33176 US | 5/10/2021 |
| jamie cotters          | Hermitage        |     | 16148 US | 5/10/2021 |
| Ruth Bentkowski        | Fort Worth       |     | 76118 US | 5/10/2021 |
| Michelle Zwickl        | Glenwood Springs | CO  | 81601 US | 5/10/2021 |
| Dennis Zwickl          | Glenwood Springs | CO  | 81601 US | 5/10/2021 |
| Lauren Hoffmann        | Carbondale       | CO  | 81623 US | 5/10/2021 |
| Jayvee Austria         | Honolulu         |     | 96815 US | 5/10/2021 |
| Sheila Schiesser       | Bradenton        | FL  | 34207 US | 5/10/2021 |
| Melissa Razo           | Bellingham       |     | 98225 US | 5/10/2021 |
| Jazmine Camacho        | New Castle       | CO  | 81647 US | 5/10/2021 |
| makayla garcia         | Sparta           |     | 38583 US | 5/10/2021 |
| Mats Rosen             | Glenwood Springs | CO  | 81601 US | 5/10/2021 |
| Breanna Pham           | Renton           |     | 98058 US | 5/10/2021 |
| Shawn Pallagi          | Noblesville      |     | 46062 US | 5/11/2021 |
| Nathan Mccrory         | Kosciusko        |     | 39090 US | 5/11/2021 |
| Valerie Leonard        | monroe           | NJ  | 8831 US  | 5/11/2021 |
| Aysia Hall             | Hartford         |     | 57033 US | 5/11/2021 |
| Brandi Vinger          | Denver           | CO  | 81623 US | 5/11/2021 |
| Rick Zatarain          | Glenwood Springs | CO  | 81601 US | 5/11/2021 |
| Mario Candelaria       | Brooklyn         |     | 11223 US | 5/11/2021 |
| Maysah Abudayyeh       | Staten Island    |     | 10314 US | 5/11/2021 |
| Charles Mays           | Glenwood Springs | CO  | 81601 US | 5/11/2021 |
| Jason Mitchell         | Jacksonville     |     | 28540 US | 5/11/2021 |
| jade biddings          | Baltimore        |     | 21212 US | 5/11/2021 |
| In Need of real change | Grafton          |     | US       | 5/11/2021 |
| Bannon Price           | Ashdown          |     | 71822 US | 5/11/2021 |
| Brittany Harvey        | Chesterton       |     | 46304 US | 5/11/2021 |
| Michele Weeks          | Lodi             |     | 95240 US | 5/11/2021 |
| Kamryn A.              | Honolulu         |     | 96818 US | 5/11/2021 |
| Arianny Matos          | Newark           |     | 7103 US  | 5/11/2021 |
| Juxtyn Lopez           | Guaynabo         |     | US       | 5/11/2021 |
| Zoey Worthy            | Cherry Hill      |     | 8003 US  | 5/11/2021 |
| Dawn Rane              | Chicago          |     | 60613 US | 5/11/2021 |
| Joseph Evasew          | Bradenton        |     | 34205 US | 5/11/2021 |
| Brittany Neadow        | Calgary          | T3G | US       | 5/11/2021 |
| Nichole Cooper         | Wilmington       |     | 19805 US | 5/11/2021 |
| Sally Melia            | Glenwood springs | CO  | 81601 US | 5/11/2021 |
| Donna Marye            | Glenwood Springs | CO  | 81601 US | 5/11/2021 |

|                     |                  |    |               |           |
|---------------------|------------------|----|---------------|-----------|
| Amanda Rivera       | Glenwood Springs | CO | 81601 US      | 5/11/2021 |
| Jane Szucs          | Saint Petersburg | FL | 33707 US      | 5/11/2021 |
| James Kucera        | Glenwood Springs | CO | 81601 US      | 5/11/2021 |
| Erica Bowman        | Glenwood Springs | CO | 81601 US      | 5/11/2021 |
| Jessica Vo          | Westminster      |    | 92683 US      | 5/11/2021 |
| Victor Le           | Arcadia          |    | 91106 US      | 5/11/2021 |
| Erin Bradshaw       | Glenwood Springs | CO | 81601 US      | 5/11/2021 |
| Kay Triplette       | Salt Lake City   |    | 84115 US      | 5/11/2021 |
| Elizabeth Fregoso   | Chicago          |    | 60618 US      | 5/11/2021 |
| Matt Peck           | Cortland         |    | 13045 US      | 5/11/2021 |
| Brad Vierheller     | Carbondale       | CO | 81623 US      | 5/11/2021 |
| Marguerite Flett    | Glenwood Springs | CO | 81601 US      | 5/11/2021 |
| Paula Bell          | Alabaster        |    | 35007 US      | 5/11/2021 |
| Kris Hernandez      | Keyport          |    | 7735 US       | 5/11/2021 |
| Darrell Stanley     | Glenwood Springs | CO | 81601 US      | 5/11/2021 |
| Elaine Fischer      | Roanoke          | VA | 24018-2625 US | 5/12/2021 |
| Terri Gardynecki    | Cumming          |    | 30028-5329 US | 5/12/2021 |
| MaryAnne Roberts    | Stuttgart        |    | 72160 US      | 5/12/2021 |
| Cesar Villalobos    | Los Angeles      |    | 90042 US      | 5/12/2021 |
| Kearstin Cameron    | Carbondale       | CO | 81601 US      | 5/12/2021 |
| Maureen Fox         | Dallas           | TX | 75204 US      | 5/12/2021 |
| Oswaldo Deviez      | New York         | NY | 10016 US      | 5/12/2021 |
| Marie Quarcini      | Elwood           |    | 60421 US      | 5/12/2021 |
| Six D               | Monongahela      |    | 15063 US      | 5/12/2021 |
| Malia Steward       | Broomfield       | CO | 80023 US      | 5/12/2021 |
| Kayla York          | Hartwell         |    | 30643 US      | 5/12/2021 |
| Vincent Puga        | El Paso          |    | 79928 US      | 5/12/2021 |
| Orianny Martinez    | Katy             |    | 77494 US      | 5/12/2021 |
| Paul baker          | Pinellas Park    |    | 33781 US      | 5/12/2021 |
| olivia dupepe       | Covington        |    | 70433 US      | 5/12/2021 |
| Alexa Wickey        | Indianapolis     |    | 46226 US      | 5/12/2021 |
| Dennis Drake        | Glenwood Springs | CO | 81601 US      | 5/12/2021 |
| Joy Jepsen          | Glenwood Springs | CO | 81601 US      | 5/12/2021 |
| Luke Murphy         | Glenwood Springs | CO | 81601 US      | 5/12/2021 |
| Libby McNeill       | Glenwood Springs | CO | 81601 US      | 5/12/2021 |
| Barb Thompson       | Glenwood Springs | CO | 81601 US      | 5/12/2021 |
| Michelle Vogel      | Glenwood Springs | CO | 81601 US      | 5/12/2021 |
| Keith Speranza      | Glenwood Springs | CO | 81601 US      | 5/12/2021 |
| Ashley Clark        | Basalt           | CO | 81601 US      | 5/12/2021 |
| Jarrett Cole        | Kutztown Pa      |    | 19530 US      | 5/12/2021 |
| jack Mike           | Newton           |    | 28658 US      | 5/12/2021 |
| william baird       | West Palm Beach  |    | 33412 US      | 5/13/2021 |
| Ross Dodwell        | Wake Forest      | NC | 27587 US      | 5/13/2021 |
| Kelly Black         | Glenwood Springs | CO | 81602 US      | 5/13/2021 |
| Niels Jepsen        | Glenwood Springs | CO | 81601 US      | 5/13/2021 |
| Vickie Harris       | New Castle       | CO | 81647 US      | 5/13/2021 |
| Amanda Emerson      | Glenwood Springs | CO | 81601 US      | 5/13/2021 |
| Trudy Jagger        | Lakewood         | CO | 80232 US      | 5/13/2021 |
| mae brooke          | Daphne           |    | 36526 US      | 5/13/2021 |
| Mari Columbie       | Pompano Beach    |    | 33068 US      | 5/13/2021 |
| Mike Hills          | Aspen            | CO | 81611 US      | 5/13/2021 |
| Russell Brown       | Glenwood Springs | CO | 81601 US      | 5/13/2021 |
| Kimberlie Chenoweth | New Castle       | CO | 81647 US      | 5/13/2021 |
| Alex Wanat          | Olney            |    | 20832 US      | 5/13/2021 |
| Nancy Thornton      | Molena           | GA | 30258 US      | 5/13/2021 |

|                         |                        |    |            |           |
|-------------------------|------------------------|----|------------|-----------|
| Christine Reilly        | Glenwood Springs       | CO | 81601 US   | 5/13/2021 |
| Carlyn Naegle           | Sandy                  |    | 84070 US   | 5/13/2021 |
| Roberta Villemaire      | Glenwood Springs       | CO | 81601 US   | 5/13/2021 |
| Carter Thrift           | Jacksonville           |    | 32210 US   | 5/13/2021 |
| angelina tomaino        | San Antonio            |    | 78258 US   | 5/13/2021 |
| Tayla V                 | Thornton               |    | 80241 US   | 5/13/2021 |
| Rosalind Prince         | Baltimore              |    | 21218 US   | 5/13/2021 |
| Shay Partin             | Mansfield              |    | 44905 US   | 5/13/2021 |
| Olivia Garreffa         | Stafford Springs       |    | 6076 US    | 5/13/2021 |
| Mark Bean               | Carbondale             | CO | 81623 US   | 5/13/2021 |
| Madeleine Lortz         | Laurel                 |    | 20723 US   | 5/13/2021 |
| Carol Raffo             | Belmar                 |    | 7719 US    | 5/13/2021 |
| Nancy Genova            | Glenwood Springs       | CO | 81601 US   | 5/13/2021 |
| Caryl Bittenbender      | Puyallup               | WA | 98372 US   | 5/13/2021 |
| Mark Smith              | Portland               | OR | 97217 US   | 5/13/2021 |
| Mindy White             | Glenwood Springs       | CO | 81601 US   | 5/13/2021 |
| Rebecca Kramer          | Glenwood springs       | CO | 81601 US   | 5/13/2021 |
| Ivey Johnson            | Miami                  |    | 33176 US   | 5/13/2021 |
| Carol Smith             | Henderson              |    | 89044 US   | 5/13/2021 |
| Anonymous .             | Rye                    |    | 10580 US   | 5/13/2021 |
| Jennifer Parsons        | Springfield            |    | 65810 US   | 5/13/2021 |
| Eliana Riciputi         | Glenwood Springs       | CO | 81601 US   | 5/14/2021 |
| Carol Opeka             | Golden                 | CO | 80401 US   | 5/14/2021 |
| Garrett Engstrom        | Old Town               |    | 4468 US    | 5/14/2021 |
| Cayden King             | Bakersfield            |    | 93312 US   | 5/14/2021 |
| Clara Cruz              | Shrewsbury             |    | 1545 US    | 5/14/2021 |
| shannon friedman        | Lemon Grove            |    | 91945 US   | 5/14/2021 |
| Connor Mcvey            | O Fallon               |    | 63368 US   | 5/14/2021 |
| Justin Demontigny       | Raleigh                |    | 27610 US   | 5/14/2021 |
| Ave Blanc               | Grants Pass            |    | 97527 US   | 5/14/2021 |
| Hannah Burrows          | Rancho Santa Margarita |    | US         | 5/14/2021 |
| David Huang             | Arcadia                |    | 91007 US   | 5/14/2021 |
| Hannah Stevenson        | Grosse Pointe          |    | 48236 US   | 5/14/2021 |
| Kevin Hamilton          | Kalispell              | MT | 59901 US   | 5/14/2021 |
| Candice Lyford          | Vincent                |    | 35178 US   | 5/14/2021 |
| Frederick Brooks        | Oklahoma City          |    | 73115 US   | 5/14/2021 |
| Shannon Wright          | Frankfort              |    | 92656 US   | 5/14/2021 |
| Christon Tucker         | Courtland              |    | 35618 US   | 5/14/2021 |
| Linda Stoltzfus         | St. George             | UT | 84770 US   | 5/14/2021 |
| Han Hogen               | Boston                 |    | 2108 US    | 5/14/2021 |
| Emma Perozo             | Miami Springs          |    | 33166 US   | 5/14/2021 |
| Sawyer Holland          | Greenwood              |    | 29649 US   | 5/14/2021 |
| Allie Santoro           | Lawrence Township      |    | 8648 US    | 5/14/2021 |
| Abraham Avila           | Canoga Park            |    | 91304 US   | 5/14/2021 |
| Isqotsxoyan Scott       | Hoopa                  |    | 95546 US   | 5/14/2021 |
| Stephanie Lopez         | Immokalee              |    | 34142 US   | 5/14/2021 |
| Sofee Galloway          | Tucson                 |    | 85704 US   | 5/14/2021 |
| William Lu              | Arcadia                |    | 91006 US   | 5/14/2021 |
| Jesse Ha                | Arcadia                |    | 91007 US   | 5/14/2021 |
| Kyle Sherman            | Rensselaer             |    | 12144 US   | 5/14/2021 |
| Janniel Arias           | Little Falls           |    | 7424 US    | 5/14/2021 |
| Anne Dakin              | Glenwood Springs       | CO | 81601 US   | 5/14/2021 |
| Mark Gibson says NO!!!! | Glenwood Springs       | CO | 81601 US   | 5/14/2021 |
| Ivan Liggett            | Stuart                 |    | 34997 US   | 5/14/2021 |
| Ann Conney              | Consett                |    | DH8 7BQ US | 5/14/2021 |

|                     |                  |    |           |           |
|---------------------|------------------|----|-----------|-----------|
| Julie Wiebe         | Winnipeg         |    | R2M0j4 US | 5/15/2021 |
| Vidya Despain       | West Jordan      |    | 84081 US  | 5/15/2021 |
| Trinity Malone      | Sacramento       |    | 95833 US  | 5/15/2021 |
| Andrea Seifert      | Glenwood springs | CO | 81601 US  | 5/15/2021 |
| Angelica Urquidez   | Los Angeles      |    | 90059 US  | 5/15/2021 |
| Zam Hander          | Sandusky         |    | 44870 US  | 5/15/2021 |
| Chelsea Victoria    | san jose         |    | 95008 US  | 5/15/2021 |
| Anahi Silva         | Pharr            |    | 78577 US  | 5/15/2021 |
| Mimo Natsuo         | Hilliard         |    | 43026 US  | 5/15/2021 |
| Heather Pollnow     | Jensen Beach     |    | 34957 US  | 5/15/2021 |
| Maria Miranda       | Brooklyn         |    | 11222 US  | 5/15/2021 |
| xiao ping Liu       | Arcadia          |    | 91006 US  | 5/15/2021 |
| Mark Hong           | Arcadia          |    | 91016 US  | 5/15/2021 |
| Sidney Mcwilliams   | Harrogate        |    | 37752 US  | 5/15/2021 |
| Pauline Hui         | Arcadia          |    | 91006 US  | 5/15/2021 |
| Julieann Shapiro    | Bradenton        |    | 34211 US  | 5/16/2021 |
| Michelle Lai        | Sunnyvale        |    | 94087 US  | 5/16/2021 |
| Jorge Millán Santos | Chesapeake       |    | 23323 US  | 5/16/2021 |
| Joanne Stanley      | Glenwood Springs | CO | 81601 US  | 5/16/2021 |
| Elaine Becker       | Roanoke          |    | 24018 US  | 5/16/2021 |
| Alexis Novitski     | Mesa             |    | 85212 US  | 5/16/2021 |
| Ashley Ayala        | Humble           |    | 77346 US  | 5/16/2021 |
| Adam Thomas         | Palm Harbor      |    | 34683 US  | 5/16/2021 |
| Angela Cheng        | Alhambra         |    | 91801 US  | 5/16/2021 |
| Robert Evans        | Erie             | PA | 16507 US  | 5/16/2021 |
| Kylie Rameau        | Westminster      |    | 1473 US   | 5/16/2021 |
| Yien Fang Ma        | Arcadia          |    | 91007 US  | 5/16/2021 |
| no name no name     |                  |    | US        | 5/16/2021 |
| Jazzy B             | Lincoln          |    | 2865 US   | 5/16/2021 |
| Genie Kelley        | Bend             | OR | 97703 US  | 5/16/2021 |
| Erica Sims          | Georgetown       |    | 40324 US  | 5/16/2021 |
| Caitlin Juba        | Milford          |    | 1757 US   | 5/16/2021 |
| hongmei li          | Monrovia         |    | 91016 US  | 5/16/2021 |
| Sherry Chen         | Arcadia          |    | 91006 US  | 5/16/2021 |
| Riley Witter        | Portland         |    | 97214 US  | 5/16/2021 |
| Alex Hariis         | Des Moines       |    | 50316 US  | 5/16/2021 |
| Trisha Christensen  | Joliet           |    | 60436 US  | 5/16/2021 |
| Erin Wiencek        | Payson           | UT | 84651 US  | 5/16/2021 |
| alijah mcshan       | Chattanooga      |    | 37405 US  | 5/16/2021 |
| May Cheung          | Los Angeles      |    | 90001 US  | 5/16/2021 |
| Vicangelina Macias  | El Monte         |    | 91732 US  | 5/17/2021 |
| katja Cooper        | Kensington       |    | 94707 US  | 5/17/2021 |
| Jane Wang           | Arcadia          |    | 91007 US  | 5/17/2021 |
| Sally Yang          | Arcadia          |    | 91007 US  | 5/17/2021 |
| Frida Rivera        | Houston          |    | 77035 US  | 5/17/2021 |
| Blanka Ordaz        | Chicago          | IL | 60623 US  | 5/17/2021 |
| Angel Cheung        | Arcadia          |    | 91007 US  | 5/17/2021 |
| Katrina Bartels     | Chicago          |    | 60642 US  | 5/17/2021 |
| Amy Ku              | Pasadena         |    | 91101 US  | 5/17/2021 |
| Phil Melville       | Tampa            |    | 33611 US  | 5/17/2021 |
| ttt Lll             | Bronx            |    | 10456 US  | 5/17/2021 |
| William Lo          | Los Angeles      |    | 90062 US  | 5/17/2021 |
| Coco Covarrubias    | Arcadia          |    | 91006 US  | 5/17/2021 |
| Carol Fu            | Arcadia          |    | 91007 US  | 5/17/2021 |
| Luke Wallace        | Smithfield       |    | 2917 US   | 5/17/2021 |

|                     |                  |    |          |           |
|---------------------|------------------|----|----------|-----------|
| MING WONG           | Phoenix          |    | 85037 US | 5/17/2021 |
| Lang Yen            | Irvine           |    | 92614 US | 5/18/2021 |
| Hana Lai            | Los Angeles      |    | 91007 US | 5/18/2021 |
| Vance Gabossi       | Glenwood Springs | CO | 81601 US | 5/18/2021 |
| David Eng           | Arcadia          |    | 91007 US | 5/18/2021 |
| Michael Gross       | Glenwood Springs | CO | 81601 US | 5/19/2021 |
| grant gross         | Glenwood Springs | CO | 81601 US | 5/19/2021 |
| Whitney Gross       | Glenwood Springs | CO | 81601 US | 5/20/2021 |
| Greg Jeung          | No Name          | CO | 81601 US | 5/21/2021 |
| Joan McGavock       | Glenwood springs | CO | 81601 US | 5/21/2021 |
| Vicki Sutton        | Carbondale       | CO | 81623 US | 5/21/2021 |
| Jennifer Smith      | Glenwood Springs | CO | 81601 US | 5/21/2021 |
| Joan Troth          | Glenwood Springs | CO | 81601 US | 5/21/2021 |
| Sheryl Steiner      | Glenwood Springs | CO | 81601 US | 5/21/2021 |
| Isaac Lopez         | Glenwood Springs | CO | 81601 US | 5/21/2021 |
| sharon haller       | Glenwood Springs | CO | 81601 US | 5/22/2021 |
| Bebe Merceron       | Brooklyn         |    | 11205 US | 5/22/2021 |
| William Derryberry  | Oviedo           |    | 32765 US | 5/23/2021 |
| Anthony Celauro     | Syosset          |    | 11791 US | 5/23/2021 |
| Encarnacion Salas   | Fort Lauderdale  |    | 33321 US | 5/23/2021 |
| Luke Barry          | Austin           |    | 78713 US | 5/23/2021 |
| Joshua Grady        | Hendersonville   |    | 37075 US | 5/23/2021 |
| Aloe Vera           | Silver Spring    |    | 20902 US | 5/23/2021 |
| Peytin Lamp         | Bridgeport       |    | 26330 US | 5/24/2021 |
| Krista Ward         | Glenwood springs | CO | 81691 US | 5/24/2021 |
| ryan thomas         | Chicago          |    | 60614 US | 5/24/2021 |
| Ailyn Seanz         | Breckenridge     |    | 80424 US | 5/24/2021 |
| Jackson Snow        | Burleson         |    | 76028 US | 5/24/2021 |
| Gemma Scheble       | Chicago          |    | 60639 US | 5/24/2021 |
| JiYoung Kim         | San Marcos       |    | 92069 US | 5/24/2021 |
| Arlene Bassett      | Kapolei          |    | 96707 US | 5/24/2021 |
| Hayden Horton       | Barnwell         |    | 29812 US | 5/24/2021 |
| Kenneth Mcdaniel    | Ava              |    | 65608 US | 5/24/2021 |
| Tami Licquia        | FISHERS          |    | 46038 US | 5/25/2021 |
| Patrice Wallace     | Santa Cruz       | CA | 95060 US | 5/25/2021 |
| Emily Tucker        | Bend             |    | 97702 US | 5/25/2021 |
| Kathleen Winchester | Arvada           |    | 80003 US | 5/25/2021 |
| Frank Garcia        | Fort Lauderdale  |    | 33317 US | 5/26/2021 |
| Ahmed Ali           | Jersey City      |    | 7304 US  | 5/26/2021 |
| Lexi Fay            | Olympia          |    | 98501 US | 5/26/2021 |
| 徐 蔚                 | Columbia         |    | 65201 US | 5/26/2021 |
| Erin Reed           | Livingston       | NJ | 7039 US  | 5/26/2021 |
| Raymond Valentin    | Union city       |    | 7087 US  | 5/26/2021 |
| Tahembi Simmons     | Los Angeles      |    | 90020 US | 5/26/2021 |
| Hayden Taylor       | Watauga          |    | 76148 US | 5/26/2021 |
| Violet Frazier      | Dallas           |    | 75228 US | 5/26/2021 |
| Juliette Nelson     | Glenwood Springs | CO | 81601 US | 5/27/2021 |
| Laurie Osier        | Glenwood Springs | CO | 81601 US | 5/31/2021 |
| Carla Thompson      | Bardonia         |    | 10954 US | 6/1/2021  |
| Sherish Akula       | Fremont          |    | 94536 US | 6/2/2021  |
| Ryan Prather        | Edgewater        |    | 32141 US | 6/4/2021  |
| Jennifer Quinn      | Brevard          |    | 28712 US | 6/9/2021  |
| Jack Colacino       | Caldwell         |    | 7006 US  | 6/10/2021 |
| Maron Finley        | Bastrop          |    | 78602 US | 6/14/2021 |
| Jack Colacino       |                  |    | US       | 6/14/2021 |

|                            |                               |    |               |           |
|----------------------------|-------------------------------|----|---------------|-----------|
| Reynolds Virginia Reynolds | Carbondale                    | CO | 81623 US      | 6/16/2021 |
| Eleanor Kenyon             | Hays                          | KS | 67601 US      | 6/16/2021 |
| Barb Embry                 | Glenwood Springs              | CO | 81601 US      | 6/16/2021 |
| Rachel Boyer               | Glenwood Springs              | CO | 81601 US      | 6/16/2021 |
| Lora Keller                | Cedar Rapids                  | IA | 52404 US      | 6/16/2021 |
| Mark Howard                | Carbondale                    | CO | 81623 US      | 6/16/2021 |
| Casey Walter               | Denver                        | CO | 80205 US      | 6/17/2021 |
| Christina Sullivan         | Glenwood Springs              | CO | 81601 US      | 6/17/2021 |
| Jamie Devine               | Thornton                      | CO | 80241 US      | 6/17/2021 |
| Danielle Reschke           | Carbondale                    | CO | 81623 US      | 6/17/2021 |
| Rilla Snyder               | Glenwood Springs              | CO | 81601 US      | 6/18/2021 |
| Carrie Douglas             | New Castle                    | CO | 81647 US      | 6/18/2021 |
| John Kramer                | Marshfield                    |    | 2050 US       | 6/22/2021 |
| Jennifer Borges            | Riverside                     |    | 92503 US      | 6/28/2021 |
| P Welch                    | Carbondale                    | CO | 81623 US      | 6/30/2021 |
| Denise Aldridge            | Garner                        | NC | 27529 US      | 6/30/2021 |
| Travis & Carolyn Komidar   | Holley                        | NY | 14470 US      | 6/30/2021 |
| Sarah Walling              | Castleton On Hudson           | NY | 12033 US      | 6/30/2021 |
| Paul Blackburn             | Elizabethtown                 | KY | 42701 US      | 6/30/2021 |
| doria wosk                 | miami                         | FL | 33116-3356 US | 6/30/2021 |
| Nancy Niemeir              | Tucson                        | AZ | 85711 US      | 6/30/2021 |
| Roger Kulp                 | Albuquerque                   | NM | 87112 US      | 7/1/2021  |
| Mary Ann Viveros           | Mayfield Hts.                 | OH | 44124 US      | 7/1/2021  |
| Richard Reece              | Waynesboro                    | GA | 30830-7023 US | 7/1/2021  |
| jayasuriya premalal        | 4101 Feldkirchen An Der Donau | AS | 4101 US       | 7/1/2021  |
| James Timothy Davis        | Washington                    | DC | 20011 US      | 7/1/2021  |
| Kristen Parker             | Greenville                    |    | 29607 US      | 7/2/2021  |
| Cynthia Trevino            | Jupiter                       |    | 33458 US      | 7/6/2021  |
| George Lantz               | Valrico                       |    | 33596 US      | 7/7/2021  |
| Mónica Hernández           | Bastrop                       |    | 78602 US      | 7/9/2021  |
| Kelly Bender               | Glenwood Springs              | CO | 81601 US      | 7/14/2021 |
| Cathy Packler              | South San Francisco           | CA | 94080 US      | 7/14/2021 |
| Aaryn Willcuts             | Glenwood springs              | CO | 81601 US      | 7/14/2021 |
| TAMMY REYNOLDS             | NEW CASTLE                    | CO | 81647 US      | 7/14/2021 |
| Clara Chi                  | Rifle                         | CO | 81650 US      | 7/14/2021 |
| Kara McNeil                | Aspen                         | CO | 81611 US      | 7/14/2021 |
| Dylan Owens                | Santa Fe                      | NM | 87505 US      | 7/14/2021 |
| Deborah Herrell            | Glenwood Springs              | CO | 81601 US      | 7/14/2021 |
| Rachael Goldberg           | Fairhope                      | AL | 36532 US      | 7/14/2021 |
| Joseph Gamble              | Glenwood Springs              | CO | US            | 7/14/2021 |
| Brian Walker               | Glenwood springs              | CO | 81601 US      | 7/14/2021 |
| Bonnie Embry               | Aspen                         | CO | 81601 US      | 7/14/2021 |
| Kim Reneau                 | Glenwood Springs              | CO | 81601 US      | 7/14/2021 |
| SUZY BARBEE                | Glenwood Springs              | CO | 81601 US      | 7/14/2021 |
| Andrew Ostrowski           | Glenwood Springs              | CO | 81601 US      | 7/14/2021 |
| Gretel Newman-Sugrue       | Palmerston                    |    | New Zealand   | 7/14/2021 |
| Denise Stewart             | Glenwood Springs              | CO | 81601 US      | 7/14/2021 |
| David Childress            | Glenwood Springs              | CO | 81601 US      | 7/14/2021 |
| Julie Boughton             | Oak Park                      | IL | 60304 US      | 7/14/2021 |
| Edward Mavridis            | Glenwood springs              | CO | 81623 US      | 7/14/2021 |
| Keith Galloway             | Fairhope                      | AL | 36532 US      | 7/14/2021 |
| Taylen Cameron             | Glenwood Springs              | CO | 81601 US      | 7/14/2021 |
| Lindsey Constance          | Salt Lake City                | UT | 84109 US      | 7/14/2021 |
| Dianne Nelson              | Glenwood Springs              | CO | 81601 US      | 7/14/2021 |
| Michelle Kenney            | New Castle                    | CO | 81647 US      | 7/14/2021 |



|                    |                  |    |          |           |
|--------------------|------------------|----|----------|-----------|
| Kenneth Lieth      | Rifle            | CO | 81650 US | 7/14/2021 |
| Lisa Jamsen        | Tampa            | FL | 33610 US | 7/14/2021 |
| Carlos Ulloa       | Aspen            | CO | 81601 US | 7/14/2021 |
| Miles Rattet       | Glenwood Springs | CO | 81601 US | 7/14/2021 |
| Dustin Weller      | Glenwood Springs |    | 81601 US | 7/14/2021 |
| Yolanda Vallejo    | Aspen            | CO | 81611 US | 7/14/2021 |
| Deborah Williams   | Glenwood Springs | CO | 81601 US | 7/15/2021 |
| Jenny Cutright     | Glenwood Springs | CO | 81601 US | 7/15/2021 |
| Melinda Miller     | Denver           | CO | 80211 US | 7/15/2021 |
| Kimberly Hopkins   | Glenwood Springs | CO | 81601 US | 7/15/2021 |
| Amerie Guevara     | Cochran          |    | 31014 US | 7/15/2021 |
| Tajeer Robinson    | Maplewood        |    | 7040 US  | 7/15/2021 |
| Theo Kurokawa      | Southfield       |    | 48075 US | 7/15/2021 |
| Jaimie Sawyer      | Queen Creek      |    | 85142 US | 7/15/2021 |
| Julia Alamilla     | Bakersfield      |    | 93311 US | 7/15/2021 |
| Siyum Tefera       | Columbus         |    | 43213 US | 7/15/2021 |
| Aaliyah Woods      | Rancho Cucamonga |    | 91730 US | 7/15/2021 |
| Steve Sundermann   | Glenwood Springs | CO | 81601 US | 7/15/2021 |
| Loyd Scott Wormell | Glenwood Springs | CO | 81601 US | 7/15/2021 |
| Siris Baker-Koontz | Denver           | CO | 80234 US | 7/15/2021 |
| Colleen Raponi     | Pavilion         | NY | 14525 US | 7/15/2021 |
| Luana Olson        | Aspen            | CO | 81611 US | 7/15/2021 |
| Susan A Hollinger  | Fairhope         | AL | 36532 US | 7/16/2021 |
| Marylee McIntyre   | Joshua Tree      | CA | 92252 US | 7/16/2021 |
| Linda Jamsen       | Grand Junction   | CO | 81506 US | 7/16/2021 |
| William Denney     | Bluefield        | WV | 24701 US | 7/16/2021 |
| Emily Finch        | Glenwood Springs | CO | 81601 US | 7/16/2021 |
| Tiffany Sauve      | New Castle       | CO | 81647 US | 7/17/2021 |
| Kaitlyn Jaspersen  | Omaha            | NE | 68135 US | 7/17/2021 |
| Jacqueline OBrien  | Glenwood Springs | CO | 81601 US | 7/18/2021 |
| Angel Mosqueda     | Commerce city    |    | 80022 US | 7/18/2021 |
| Chris Krouse       | Mullica Hill     |    | 8062 US  | 7/18/2021 |
| Luke Reker         | AURORA           |    | 44202 US | 7/18/2021 |
| Agim Demirovski    | Staten island    | NY | 10310 US | 7/18/2021 |
| Olivia Wilhite     | Saint Peters     |    | 63376 US | 7/18/2021 |
| Ricardo Lopez      | El cajon         |    | 92020 US | 7/18/2021 |
| Jennifer Jicha     | Reno             |    | 89508 US | 7/18/2021 |
| Jessica Welch      | Leitchfield      |    | 42718 US | 7/18/2021 |
| Stephen Lykins     | Duluth           |    | 30096 US | 7/18/2021 |
| Dan Staples        | Braintree        |    | 2184 US  | 7/18/2021 |
| Kaleb Brown        | OFallon          |    | 62269 US | 7/18/2021 |
| GERRILYN RYAN      | Waltham          |    | 2451 US  | 7/18/2021 |

4728 County Road 154

Glenwood Springs, Co. 81601

March 16, 2021

Community Development Department

Members of the City Council,

I am a 60 year resident of Glenwood Springs. I recently bought a townhouse close to the proposed 214 Center Drive development and plan to move in within a year. While there have been many changes in Glenwood since I moved here, Glenwood is still a desirable place to live. I think we need to take a hard look now to see what the future Glenwood will look like. I feel that the annexation and the proposed build out of this property is totally inappropriate for the long term good of Glenwood. I think that we are building too many apartments for the city population and many of the occupants of these apartments are not invested in their neighborhood or the city. We are housing the up valley work force. We need more places for families to move into a first time house and to reap the benefits of home ownership. All of the things that people are against in any development are doubly true for this monstrous development. The increased traffic; noise and light pollution; school, road, infrastructure impact; and water and sewer issues are all negative reasons to question this development.

The existing roads in the area are totally inadequate for increased traffic. This includes Donegan and Mel Ray Roads. Safe pedestrian and bike infrastructure along both of these roads needs to be included. The increased density from 4-5 units/acre to 29/acre is very inconsistent with the surrounding Western Hills subdivision area. The abrupt change between single unit residential to a four story building is stark. I agree with the Garfield County Community Development Director that a transition density should be considered consisting of townhouses, duplexes and single family houses. The other part of the development should be decreased to 3 stories and moved closer to the mall to preserve site lines of the existing homes. As always, parking will be an issue and it needs to be determined that each unit needs a minimum of 2 parking spaces. A three bedroom unit could have up to 6 drivers living in it. There should be no parking along any of the streets.

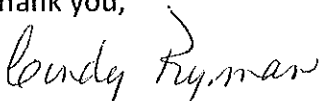
Because Glenwood is looking to increase its sewer and water rates a total of over 100% in the next 10 years, I feel that adding 1000+ residents is a slap in the face to the citizens who have been saddled with providing the services. We are looking at potential water issues from the fire

and adding more demands is inappropriate. The developer will come to the city and ask for reduced impact fees for roads, schools, water, etc., etc. They always do and it's always granted. I think most of us are tired of that.

There was a recent study done on the potential for lives and structures lost unless the South Glenwood bridge was built. I don't think a study even needs to be done for this subdivision because there will be a stark increase in potential loss of life and property from fires if this annexation and development is allowed as envisioned. I have seen nothing that has been discussed about improved evacuation of the entire West Glenwood area.

While I believe that eventually this development will be passed, I hope that the county's recommendations and citizens input will be considered and a much lower density with a variety of housing units will be seen as more appropriate for the neighborhood and city.

Thank you,

A handwritten signature in cursive script that reads "Cindy Ryman". The signature is written in dark ink and is positioned below the "Thank you," text.

Cindy Ryman

In Regards to the West Glenwood Pasture development I would like to list some major concerns.

I honestly wonder how many people need to be packed into this valley. The traffic is already horrific. Any bump in the flow causes major backup.

This is supposed to be a place for tourism so I wonder how building more and more housing compliments coming here for vacation. We use to be the hub for entertainment and yes we have the pools and Adventure park, but no movie theatre (we use to have 2), no bowling alley, nothing for the locals to have activities for families. I would rather see some kind of retail in that pasture.

Most concerning is we have no evacuation plan for fires. I have property on the Mitchell Creek Road and have lived thru all the fires, but the last two fires we knew we had no way to escape. West Glenwood can't move and no one will get serious till we actually have a disaster and burn up. Last Fire I got the code for The Storm King Ranch gate as I knew if I had to evacuate the only way out was up, whether that would be the safest route or not.

Also the traffic at the school is horrendously backed up on all surrounding roads at drop off and pickup. We just CANNOT handle more traffic out here. The roads are parked up all around the school with teacher's cars which prohibits being able to see pulling out onto Donegan during school hours. Where are these additional people going to park? We know what they allotted for parking is not going to work as every family has several cars and sometimes work vehicles.

This is a huge area for walkers, walkers with their dogs, children and even the school walks the kids up the Mitchell Creek road occasionally. Donegan and surrounding roads have no sidewalks. It's already dangerous ensuring your not getting close when driving by the hikers, sometimes on both sides of the road. Cars drive too fast out here. Having that many more people on the road will guarantee we have some kind of accident.

Lastly we have lack of law enforcement. I have called the sheriff's office many times asking them to patrol the roads and rarely see them. We have many sketchy things going on in West Glenwood, but closer to home for me is the Mitchell creek Road. I see cars all thru the night going up and down a dead end road. Several pullouts up there are trashed with condoms, drug paraphernalia, and loads of beer bottles and additional trash. More people is going to add to this problem.

This is personal, but it's just quality of life. My husband was born and raised here and I have been here for over 40 years. We realize change is inevitable, but what Glenwood has become is a stressful place with the amount of people and building and such a joke as nothing is affordable housing. Our children born and raised here have been out priced to afford a house of their own. It used to have a small town atmosphere that is just getting lost with the almighty dollar. We still have some peace in W Glenwood and as our signs say still a place for open space. I beg the council to have some kind of vision for the town and people that live here.

Respectfully,

Lee Bowles

**From:** NANCY BROOKS <nancybrooks179@comcast.net>  
**Sent:** Friday, March 19, 2021 12:12 PM  
**To:** Gretchen E Ricehill <gretchen.ricehill@cogs.us>  
**Subject:** Proposed apartment development on Donegan Road

Gretchen Ricehill  
City Planning  
Glenwood Springs, Colorado

Dear Gretchen,

Since my last letter concerning the proposed large apartment complex on Floyd Diemoz' land in West Glenwood, there have been two fires that have involved huge traffic issues where residents have attempted to exit to I-70. Two of my friends were trapped for five hours. If there were another fire after these apartments were built there would be hundreds more cars attempting the exit and possible lives lost. The other bad traffic situation involves both the Charter School and the Middle School. Morning and afternoon both school buses and small children are driving and walking along a road with no sidewalks, with once again hundreds of cars from the apartments.

Glenwood cannot be expected to provide housing for Aspen, Gypsum, New Castle, etc. As they say "Build it and they will come!" Floyd and John Diemoz are wonderful contractors and could either sell the property or build single story patio homes which are greatly needed here. We have several friends who have moved away because they could not find those here. Just today, March 19, Rob Anderson wrote an excellent letter to the newspaper about how our narrow valleys will be ruined with over development. Do we want to look like another Vail? Floyd himself built our home on Mitchell Creek twenty five years ago and we have loved the rural feel yet are close to the downtown area. A giant apartment complex with people constantly moving in and out will spoil this ambiance!

I ask the city and P and Z to consider all these things and not allow this to be built.

Thank you,  
Nancy Brooks  
0179 Creekside Court  
Glenwood Springs, Colorado  
970-928-8189

**From:** Michael Hoban <hobdog49@gmail.com>  
**Sent:** Thursday, March 18, 2021 1:55 PM  
**To:** Gretchen E Ricehill <gretchen.ricehill@cogs.us>  
**Subject:** Fwd: Proposed Annexation and Initial Zoning of 214 Center Drive, Glenwood Springs and Development by R2 Partnership

We have lived in Glenwood over 50 years. West Glenwood for 35 years. We used to have lots of open space here. The horse pasture is all we have left.

A Cincinnati developer wants to build 360 units in that pasture. This is 1200 people and 900+ vehicles.

This would be a 35% increase in our population in West Glenwood

The impacts would be enormous! All our infrastructure would be completely inadequate. Schools roads, traffic etc. would be overwhelmed!

Scariest and most dangerous impacts are with fire and flooding. If I 70 is closed in South Canyon, many thousands of commuters would be stuck. This happened last summer with a small, quickly contained (Thank goodness) fire close to South Canyon. I 70 closed and traffic backed up halfway to Carbondale.

Every road in Glenwood was full of parked traffic for almost 8 hours. People would have been running for their lives with, with death likely. This is extremely serious. We have no way to escape and our infrastructure is not even adequate for current residents. Please deny this application. Thank you,  
Michael Hoban

Send

**From:** Annie Stephens <[britican@comcast.net](mailto:britican@comcast.net)>  
@gmail.com

**Subject:** Fwd: Proposed Annexation and Initial Zoning of 214 Center Drive, Glenwood Springs and Development by R2 Partnership

Sent from my iPad

Begin forwarded message:

**From:** hobdog49@gmail  
**Date:** March 16, 2021 at 1:13:08 PM MDT  
**To:** [gretchen.ricehill@cogs.us](mailto:gretchen.ricehill@cogs.us)  
**Subject:** Proposed Annexation and Initial Zoning of 214 Center Drive, Glenwood Springs and Development by R2 Partnership

As long-standing members of the West Glenwood community, we are writing to express our opposition and concerns regarding the annexation and initial zoning of the above property as requested by

Glenwood Partnership LLC and the subsequent development of the 12.5 acre land currently under contract with R2 Partnership LLC.

We recognize that the Roaring Fork Valley may have a housing need, but to allow a developer to build 360 units with 1,200 rental tenants with only 650 parking spaces in such a rural neighborhood is a concern for us on many levels. We are in agreement with everything addressed by Garfield County in their referral comments letter but these are our top four concerns.

1. **Safety**

The wildfire on August 5, 2020, just west of Ami's Acres at approximately mile marker 111, was a clear demonstration of what happens in West Glenwood even during a small wildfire. Our home is on Ponderosa Circle just off Donegan Road and we witnessed first-hand how quickly traffic congestion occurred shortly after the emergency alert. The I-70 traffic, and almost every road in West Glenwood, was gridlocked and remained gridlocked until long after 10 pm. We have heard similar reports as a consequence of previous local wildfires.

According to figure 2 of the Wildland Urban Interface Community Wildfire Protection Plan of April 2007, the area of West Glenwood has a hazard rating of “very high.” West Glenwood has many roads leading to **A SINGLE ROAD - Highway 6**. Depending on the location of the fire, emergency vehicles may block off one or more roads to enable their access to the fire, which further restricts safe evacuation of all of our residents.

To add another 1,200 residents to the rural area of West Glenwood, which according to the Census Department had almost 3,100 residents in 2018 and is now probably in the region of 3,500+ would be utterly catastrophic. Not only do all of these residents need to evacuate safely,



but there are elderly residents (12% of our population) who may need assistance, families with young children, as well as two schools and preschool or daycare facilities. Much like the residents of Four Mile/Oak Meadows/airport area we have **ONE SINGLE ROAD** to evacuate the area.

## **2. Impact on West Glenwood**

In the City's document "Rezoning to Planned Unit Development (PUD) Application Guide & Checklist" it states under Review Process item 4 "The intensity of development in the proposed zoning district is not expected to create significantly adverse impacts to surrounding properties or the neighborhood". To allow this land to be zoned to build approximately 360 units WILL significantly and adversely affect this area (which is mainly comprised of single family homes on 1/5-1/4 acre plots). Not only is the density far too high but the planned three/four level units will affect the nearby single family properties greatly both in terms of traffic, noise, lighting, pollution, privacy and views.

Most families in the Roaring Fork Valley use vehicles to get to work, some families have both personal vehicles and work vehicles. Adding 1,200 people to this area will bring in excess of 2,000 additional vehicles to our streets and will bring about a traffic nightmare of Californian proportions and will turn West Glenwood into a parking lot. The current infrastructure of West Glenwood and particularly the roads leading to Highway 6 are not built for this additional traffic. COVID has dramatically reduced traffic, and any traffic studies completed during this last year will not reflect the reality of the area. We urge you to take this into account.

## **3. Proximity to the Two Rivers and Montessori Schools**

Currently, the developers plan to have an exit immediately opposite these schools. Even if they move the exit to somewhere else on Storm

King, congestion and safety concerns for our young children is inevitable. Many of the Two Rivers students use the current roads to walk or bike to/from their homes. The developers original plans also had a swimming pool, gym and possible bar area within 100 feet of these schools.

#### 4. **Green space**

Glenwood residents value the beauty of the land and recognize the importance of green space; we will be losing yet another precious piece of land for our environment and the wildlife as well as removing land which can also serve as a fire break in the event of wildfires. Bike paths exist around town coming almost to this piece of property for both tourists and residents to recreate and enjoy this valley.

In conclusion, if there has been one thing our world has learned through COVID it is that no matter how economically stable you are, how fiscally responsible you are, how much you plan for the future, you are nothing if you don't protect your people and that is what we are asking the City of Glenwood to do - to protect its current population and keep its residents safe.

We urge you to reject this annexation and rezoning application or at the very least to limit the development of the land to a minimum number of buildings/units (ideally similar to the density of the properties in the neighborhood).

Thank you for your consideration.

Randy & Annie Stephens  
0041 Ponderosa Circle  
Glenwood Springs

Dear Ms. Ricehill and Planning and Zoning Commission,

I'm writing on behalf of the R2 Partnership proposal for the pasture behind the Glenwood Springs Mall. If urban renewal is the eventual plan for West Glenwood, please consider how this project "substantially impairs...the sound growth of the municipality...and is a menace to the public health, safety, morals or welfare" of West Glenwood residents. (This quotation was taken from the definition of a blighted area in the West Glenwood Springs Urban Renewal Plan.) West Glenwood is blighted enough. According to the West Glenwood Springs Urban Renewal Conditions Survey, "10 of the 11 total possible (blight) factors are present at varying degrees of intensity, but all at levels considered significantly adverse." Yes, West Glenwood is in need of improvement, but adding that many people to an area that already has evacuation problems is simply not safe.

The annexation and approval of a project this size requires you to think beyond monetary impact, and place yourselves in our shoes. The scope of this project puts West Glenwood residents in harms way. Recently a gas leak in south Glenwood Springs left many residents feeling trapped. This was the exact experience West Glenwood residents felt during the 111 Fire last summer. My dear friend wrote a letter to Mayor Godes after the gas leak incident. In his response he said, "Rest assured I am working to add a full-time Emergency Manager position to ensure our evacuation routes are established and fully known." This is great! But since many of us reside in county, would this position help us when another fire occurs?

Community education of evacuation routes is necessary. From 3:30 p.m. - 11:30 p.m. we were gridlocked out here due to the 111 Fire. And many of us don't even have access to sidewalks! Should that fire have jumped the ridge, what would we have done? It would've been absolute chaos. When do lives take precedence over profit? The time to work on these efforts is now. Please deny this project until further community education efforts of evacuation protocols are achieved. By now we know the question of another fire is not if, it's when. The developers are proposing a total of 360 dwellings. The addition of that many people and vehicles is an alarming thought when it comes to the occurrence of another fire, mudslide, etc.

In April 2007 a Wildland Urban Interface Community Wildfire Protection Plan was prepared for the Glenwood Springs Fire Protection District. Within that plan much of West Glenwood has a hazard rating of very high to extreme. The only extreme rating in all of Glenwood Springs! Do

these types of plans from previous years get discussed when such developments are on the table? If so, I hope this document provides enough information to make a decision in terms of safety for the residents of West Glenwood. This plan was created in 2007. Environmental conditions have only worsened. All one has to do is take a look at the U.S. Drought Monitor for Colorado to see that Garfield County is in extreme to exceptional drought on the intensity scale. Let us use this time after the Grizzly Fire to think more thoroughly about the impact of overdevelopment to not only the people within our community, but to the land, water and air we all share. The renewal of West Glenwood is needed. But the biggest question we must ask ourselves is, at what cost? The true cost, that is.

Thank you for your time,

Lacy King

**From:** Bobbie Meriwether <meadowlark.2000meadowlark@gmail.com>

**Sent:** Thursday, March 18, 2021 2:25 PM

**To:** Gretchen E Ricehill <gretchen.ricehill@cogs.us>

**Subject:** West Glenwood pasture development proposal

To

Gretchen Ricehill

Outside of the fact that West Glenwood comprised of a large percentage of the city's population total , has only until recently been able to have adequate road and sidewalks built . There are no open space/park areas more than the size of a pitifully small pocket park not even part of the city , to bring it up to any comparison with other parts of the city. Two Rivers park serves that area across from the Colorado River. There's a large field behind the High School for that area.. there is the large park areas serving South Park. Please tell me where children can anywhere at all areas North and West of the Colorado River. Contemplating for more less than two minutes reveals to anyone the impact of this very large development proposed by R2partnership would have .

There is Nothing in the plans that reveal anything more than buildings and concrete with barely any publicly assessable green space at all . Where will these very large numbers of people go to walk their dogs? Or park their overflow cars? This is a development by an out -of -state developer. The plan shows that it's been unbelievably ill conceived. It will have a density far beyond what would allow for timely possibly life saving egress from our roundabouts to the rest of the city IN THE BEST OF TIMES .. let alone rush hour. There had better be law and code enforcement ready to take on more calls. One can only imagine the scenario : the ensuing traffic up and down the entire length of Donegan Rd, the length of Mitchel Creek. The traffic impact on Mel Ray, Soccerfield, Storm King, Center Drive. This development's impacts will affect every citizen in their daily commutes over roundabouts and bridges up and down our Valley and Canyon connections . Not to mention the people that daily travel from all over to use West Glenwoods schools .

I am a long time citizen of West G . I am a senior who simply seeks to walk safely on adequate sidewalks to continue to enjoy the advantages of living where I have chosen to live . I do not seek to move , nor can I simply up and move out of despair for what West G is developing into for lack of good foresight.

Very recently Mayor Godes , from his home , had experienced what it was like for thousands of citizens to feel trapped when / if emergency evacuation were necessary. This situation in South Glenwood involved the gas leak which shut down for hours the possibility for people to go about leaving their homes , businesses and schools . This was a gas leak . What about wildfire situations such as was visited upon our city for a very large part of last summer.

It simply gives me a great deal of distress to think that city officials cannot seem to think in terms of safety and environment , quality of life ( including safety from roaming dogs, impacts of homeless people: law and code not even barely adequate even now before thousand if more people descend upon the finite resources of space and negotiable terrain that exists in West G. Last summer (and for many previous summers ) was one of constant tension as to which way the wind would blow.

I am confident that I do not speak in hyperbole. Many Glenwood , as well as West Glenwood citizens feel as I do. Many feel defeated that the only thing that stands to gain , it seems are in the pockets of a very few people who could care less about any other consideration other than extremely shortsighted economic gain . Can our city move beyond an intellectually limited concept of what it means to promote and plan for a thriving , inviting , well organized community . It would seem that economic development

need not to be divorced from what is well planned, well paced , and meets the needs for quality of life and environment for most.

Respectfully,  
Bobbie Meriwether

-----Original Message-----

From: Tim Porter <timabq@msn.com>

Sent: Tuesday, March 16, 2021 1:01 PM

To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>

Subject: West Glenwood pasture

Gretchen,

My name is Tim Porter and I live at 34Gamba Dr, Glenwood Springs CO 81601. If feel very strongly that any development of the pasture should only have car access thru the mall property and no access to Donegan rd . The mall will no doubt increase in value and occupancy if the pasture is developed and so even if that means that part of the mall is opened to create enough road sidewalk and bike paths this is necessary. Donegan cannot handle this traffic and it would bring values down. I also feel that maximum parking should be made and a park and possibly a small fishing pond like the tree farm development in Willits.

Thanks Tim Porter 505-553-2207

Sent from my iPhone

**From:** Annie Stephens <britican@comcast.net>

**Sent:** Tuesday, March 16, 2021 1:13 PM

**To:** Gretchen E Ricehill <gretchen.ricehill@cogs.us>

**Subject:** Proposed Annexation and Initial Zoning of 214 Center Drive, Glenwood Springs and Development by R2 Partnership

As long-standing members of the West Glenwood community, we are writing to express our opposition and concerns regarding the annexation and initial zoning of the above property as requested by Glenwood Partnership LLC and the subsequent development of the 12.5 acre land currently under contract with R2 Partnership LLC.

We recognize that the Roaring Fork Valley may have a housing need, but to allow a developer to build 360 units with 1,200 rental tenants with only 650 parking spaces in such a rural neighborhood is a concern for us on many levels. We are in agreement with everything addressed by Garfield County in their referral comments letter but these are our top four concerns.

1. **Safety**

The wildfire on August 5, 2020, just west of Ami's Acres at approximately mile marker 111, was a clear demonstration of what happens in West Glenwood even during a small wildfire. Our home is on Ponderosa Circle just off Donegan Road and we witnessed first-hand how quickly traffic congestion occurred shortly after the emergency alert. The I-70 traffic, and almost every road in West Glenwood, was gridlocked and remained gridlocked until long after 10 pm. We have heard similar reports as a consequence of previous local wildfires.

According to figure 2 of the Wildland Urban Interface Community Wildfire Protection Plan of April 2007, the area of West Glenwood has a hazard rating of "very high." West Glenwood has many roads leading



to **A SINGLE ROAD - Highway 6**. Depending on the location of the fire, emergency vehicles may block off one or more roads to enable their access to the fire, which further restricts safe evacuation of all of our residents.

To add another 1,200 residents to the rural area of West Glenwood, which according to the Census Department had almost 3,100 residents in 2018 and is now probably in the region of 3,500+ would be utterly catastrophic. Not only do all of these residents need to evacuate safely, but there are elderly residents (12% of our population) who may need assistance, families with young children, as well as two schools and preschool or daycare facilities. Much like the residents of Four Mile/Oak Meadows/airport area we have **ONE SINGLE ROAD** to evacuate the area.

## **2. Impact on West Glenwood**

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Most families in the Roaring Fork Valley use vehicles to get to work, some families have both personal vehicles and work vehicles. Adding 1,200 people to this area will bring in excess of 2,000 additional vehicles to our streets and will bring about a traffic nightmare of Californian proportions and will turn West Glenwood into a parking

lot. The current infrastructure of West Glenwood and particularly the roads leading to Highway 6 are not built for this additional traffic. COVID has dramatically reduced traffic, and any traffic studies completed during this last year will not reflect the reality of the area. We urge you to take this into account.

### 3. **Proximity to the Two Rivers and Montessori Schools**

Currently, the developers plan to have an exit immediately opposite these schools. Even if they move the exit to somewhere else on Storm King, congestion and safety concerns for our young children is inevitable. Many of the Two Rivers students use the current roads to walk or bike to/from their homes. The developers original plans also had a swimming pool, gym and possible bar area within 100 feet of these schools.

### 4. **Green space**

Glenwood residents value the beauty of the land and recognize the importance of green space; we will be losing yet another precious piece of land for our environment and the wildlife as well as removing land which can also serve as a fire break in the event of wildfires. Bike paths exist around town coming almost to this piece of property for both tourists and residents to recreate and enjoy this valley.

In conclusion, if there has been one thing our world has learned through COVID it is that no matter how economically stable you are, how fiscally responsible you are, how much you plan for the future, you are nothing if you don't protect your people and that is what we are asking the City of Glenwood to do - to protect its current population and keep its residents safe.

We urge you to reject this annexation and rezoning application or at the very least to limit the development of the land to a minimum

number of buildings/units (ideally similar to the density of the properties in the neighborhood).

Thank you for your consideration.

Randy & Annie Stephens  
0041 Ponderosa Circle  
Glenwood Springs

**From:** harlangwen2@aol.com <harlangwen2@aol.com>  
**Sent:** Friday, March 19, 2021 4:06 PM  
**To:** Gretchen E Ricehill <gretchen.ricehill@cogs.us>  
**Cc:** paul.schirmer@cdsg-us.com  
**Subject:** Proposed West Glenwood Pasture Development at 214 Center Drive

I have been a resident of 0060 Ponderosa Circle, West Glenwood Springs, CO for 49 years and have experienced much growth and changes. The proposed West Glenwood development of 360 units at 214 Center Drive is of great concern to me as it will be an enormous impact on our existing infrastructure, roads, utilities, emergency services (police, sheriff, fire department), schools, traffic, etc.

This will create a dangerous and safety situation for the students and teachers at the close proximity of the Two Rivers School which already has a traffic congestion problem and then to add another 500-1,000 vehicles from the proposed rental units.

I experienced the Storm King Fire and the Coal Seam Fire. West Glenwood was evacuated with the Coal Seam Fire and that caused an immense dangerous problem getting to I-70 even though it is within 1/4 mile from me and other residents. We were trapped and stuck in traffic for awhile. On August 4th of this year there was a small fire about 4:30pm on the north side of I-70 close to South Canyon. I happened to be at the Meadows Shopping Mall which is 2.3 miles from my house and decided at 7:00pm to come home knowing the fire was extinguished. Because of the traffic jams these fires create it took me 3 1/2 hours to be in my garage. This

was horrifying experience at the age of 80 who does not drive after dark. Never again do I want to be in that situation again with added vehicles in the neighborhood.

Patio homes or single dwelling homes would be much more complimentary to West Glenwood Pasture at 214 Center Drive and needed more than rental apartments as we have seniors moving away from Glenwood because of the lack of this sort of homes.

Homeowned dwellings would be a better choice than rentals.

I also am concerned that the contractors would not be from this area which would mean building costs and rental dollars leaving the area.

Pray that the residents of West Glenwood and all of Glenwood concerns would be heard and considered for the betterment of all.

Sincerely,  
Gwendolyn

**From:** cojeffp@gmail.com <cojeffp@gmail.com>  
**Sent:** Friday, March 19, 2021 4:54 PM  
**To:** Gretchen E Ricehill <gretchen.ricehill@cogs.us>  
**Cc:** Ingrid Wussow <ingrid.wussow@cogs.us>  
**Subject:** West Glenwood pasture annexation

Gretchen,

I'm writing you to express my concern about the potential annexation of the pasture behind the mall into city limits. While continued growth is necessary and there is a demand for it, I do not believe we as a community should be adding this type of density (at this rate). This land is not in the city limits and there are plenty of reasons to be concerned with this project. First, in my mind, is the impact it will have on the services that are already lagging behind. While I do not have precise numbers, I would estimate this approval would add approximately 15% more housing units into our community. We already have issues with road congestion, classroom sizes, water, and electric infrastructure, etc. Due to the landlocked nature of our community, it is not easy to expand these services and housing developments of any density do not pay for themselves. Over the last several years we have seen an enormous number of housing approvals – Oasis Creek Apartments, Red Mountain Lofts, Triumph-Bell Rippy apartments to name a few. Cumulatively these projects represent a massive increase in the number of housing units within Glenwood Springs.

Growth and change are inevitable. As a community, we need to expand slowly and in a sustainable manner that maintains the characteristics of why so many of us choose to call Glenwood Springs home. Annexing property into the city to facilitate unchecked growth is the wrong path forward. While it's a bit of a chicken and egg scenario, we need to work to balance growth with the expansion of the required underlying services. Roads and access cannot be expanded to facilitate this type of growth within a landlocked community. Schools and utility systems upgrades are already lagging (massive water rate increases proposed). These are only a few of many reasons to be concerned about projects like this. Please express my concern to the Planning and Zoning commission as they consider yet another massive housing project and annexation.

Regards,  
Jeff Peterson

**From:** Emilie Zepernick <dremilie@hotmail.com>  
**Sent:** Saturday, March 20, 2021 8:49 AM  
**To:** Gretchen E Ricehill <gretchen.ricehill@cogs.us>  
**Subject:** West Glenwood Springs Pasture Development

Hi Gretchen,

We need your help please stop the 362 unit development!

Extreme stress to our current residents! Fire evacuation timing would be dangerous and life threatening to the current residents.

Our neighborhood is flooded with cars and 18 wheelers every time there is a closure on Hwy 70 which occurs several time a year either from south canyon, Glenwood canyon or Hwy 82.

Fire danger happens every year and evacuation timing with all the cars and 18 wheelers that already park in our neighborhood plus and an additional added multifamily unit 362 is dangerous and life threatening! Donagan and Mel ray were designed for single family residents not for multi family housing units.

Please stop this multi family housing project!

Sincerely,

Emilie Zepernick,DC

101 Chapparal Circle,

Glenwood Springs, Co. 81601

Sent from [Mail](#) for Windows 10

-----Original Message-----

From: annachiro <annachiro@yahoo.com>

Sent: Saturday, March 20, 2021 9:17 AM

To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>

Subject: 360 mixed level units near Mel ray and donegan rd

As a home owner of over 20 years on chapparal cir- I have see a few fires.

In 2002 the cold steam fire - it took over an hour to get out of west glenwood springs to downtown glenwood (900 cooper ave - my office at the time).

Last year, 2020, when there was a fire between west glenwood and new castle, My friend stay at the house, till I-70 west bound was open - so she could go home to new castle. The I-70 west bound freeway entrance is only .3 miles away , a two minute drive- it took her over a hour to get to the I-70 west entrance ! I can not imagine what would happen if there were additional 360 housing units in the area!

The area of Donagen and Melray is a high risk fire danger areas- a 360 unit development could be deadly to all humans in the area.

Anna Bernstein

101 Chapparal cir

Glenwood springs , co 81601



-----Original Message-----

From: nancy brown <nbrown49@hotmail.com>

Sent: Saturday, March 20, 2021 11:07 AM

To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>

Subject: West Glenwood Pasture development

Hello

My name is Nancy Brown and I've lived on Chapparral Circle since 1985. I'm writing to voice my very serious concerns with this development.

First off is the fire concern. Once I-70 is closed for anything (fires, mud slides, accidents) our West Glenwood neighborhoods become filled with cars and trucks waiting for the road to open. It's one big gridlock. I couldn't get in my car and get to safety if my life depended on it. And it easily could. This is very scary.

Another concern is the volume of traffic this will bring to our neighborhoods. With 1100-1200 new tenants it will be a ton more cars and trucks. These roads are small and narrow and for the most part have no curbs, gutters and sidewalks. It would just be too much of an increase.

Maybe the four story height has been addressed, but come on. Someone is being very greedy to want to squeeze so many units in that area. Even three stories would be too tall. There is nothing that tall out here. We like our views of the mountains across the river.

I realize that development is going to happen but it would be nice if some consideration would be given to the residents who don't want an over crowded development in our neighborhood.

Make these developers rethink their planning. Don't give in to them just to get this land developed. If they walk away maybe someone new with a smaller, less dense, even single family homes or duplexes plan will come along.

Thank you

Nancy Brown

**From:** linda drake <lindalunardesigns@gmail.com>  
**Sent:** Saturday, March 20, 2021 11:49 AM  
**To:** Gretchen E Ricehill <gretchen.ricehill@cogs.us>  
**Subject:** West Glenwood Pasture Development

Attention Community Development Department

We have lived in West Glenwood on Ponderosa Drive for 13 years now and STRONGLY oppose the proposed 360 mixed level units that are projected housing 1100 to 1200 tenants.

We already suffer from bumper to bumper traffic on Grand Avenue and now add 800 (at least) cars to that mix???? The density is outrageous and I have not spoke to one west Glenwood resident that thinks this is a good idea. Our law enforcement department is already overwhelmed and this will create a terrible strain on them.

And if we are hit with wildfire or mudslides? That would create a nightmare traffic snarl and I for one, do not want to be stuck in traffic because of the traffic here in west Glenwood.

We are asking for sensible growth and planning because this town is not just about this developer's projected profit. We live here year round, we have invested in our town and area and do not want to see our safety or way of life impacted just to make money for some developer. Remember, you represent us not the developer.

Do the right thing for all of us. Not just a few investors.

Linda Drake Gilbert  
Dan Gilbert  
135 Ponderosa Drive  
Glenwood Springs, CO 81601

-----Original Message-----

From: Trary LaMee <trarylamee@yahoo.com>

Sent: Saturday, March 20, 2021 5:15 PM

To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>

Subject: West Glenwood development meeting

Hello Gretchen,

I'd like to express my concerns about the development proposal for the land adjacent to the West Glenwood mall.

As a citizen of West Glenwood I have many good reasons to oppose the idea, and one of the most crucial and undeniable is safety.

Those on the city council must know that when I-70 is closed for any reason—roadwork in the canyon, fires, or accidents—West Glenwood gets backed up and congested, as cars passing along the highway pull into our neighborhood, waiting for I-70 to reopen.

Last summer during the fires we had trouble leaving and re-entering our own neighborhood due to the I-70 traffic clogging our backstreets and the frontage road.

I ask the council to imagine a fire (God forbid) on the hills behind West Glenwood: how will fire trucks get in? Where would they stage a fire-fighting effort if there is no open space and no open roads? How will the residents get out?

This is already a concern now, as it is! If this new enormous development is allowed to pass, local daily congestion will be dramatically worse, and a wildfire would be a disaster.

Because there are regrettably few walkable amenities (other than automobile dealerships!), new families can be expected to bring 2 cars per household.

Our quality of life is on the line, for sure!

But so is our health and safety.

Trary LaMee

834 Donegan Road

Sent from my iPhone

-----Original Message-----

From: Szucs, Jane <jszucs@coloradomtn.edu>

Sent: Sunday, March 21, 2021 4:38 PM

To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>

Subject: West Glenwood Development

To: Gretchen Ricehill

Subject: Annexation and Initial Zoning of 214 Center Drive, Glenwood Springs and Development by R2 Partnership

I am writing to express my opposition to the annexation, rezoning and development of the 12.285-acre property at 214 Center Drive currently under contract with R2 Partnership LLC. I recognize that the Roaring Fork Valley in general may have a housing need, but to allow 360 residential units, with 1200 tenants with only 650 parking spaces to be built on a plot of land next to a rural neighborhood is a concern for me on many levels.

**Safety:**

I'm confident that last year's wildfires in South Canyon and Glenwood Canyon have demonstrated the need for wise decisions to be made as you plan a strong and safe community for all residents of Glenwood Springs. Shortly after the South Canyon wildfire, the residents of West Glenwood saw firsthand how quickly gridlock occurred, leaving almost every road impassable until late into the evening.

To add another 1200 residents to the current 3500 residents of West Glenwood would be utterly catastrophic. Not only do all of these residents need to evacuate safely, but there are elderly and disabled residents who may need assistance, families with young children, as well as two schools and many daycare facilities. We are not talking IF a wildfire will happen again in Glenwood Springs but WHEN.

According to figure 2 of the Wildland Urban Interface Community Wildfire Protection Plan of April 2007, the area of West Glenwood has a hazard rating of "very high." West Glenwood has many roads leading to A SINGLE ROAD - Highway 6. Highway 6 cannot allow for the safe evacuation of all the residents of West Glenwood as it stands today. Depending on the location of the fire, emergency vehicles may block off one or more roads to enable access to a fire or flood area, which would further restrict evacuation efforts.

**Impact on Traffic:**

The roads in West Glenwood are entirely inadequate to support a development of this size. The addition of 1000-1500 vehicles to our streets will create a traffic nightmare of overwhelming proportions and will turn West Glenwood into a parking lot. COVID has dramatically reduced traffic, and any traffic study done during these months will not reflect the reality of this area.

**Proximity to schools:**

Currently, the developer plans to have their main exit immediately opposite both the Two Rivers School and the Montessori School currently housed in the Glenwood Business Center. Even if the developer moves the exit street to somewhere else on Storm King, congestion and safety concerns for our young children, their parents, and our teachers are inevitable.

Green Space:

Glenwood residents value the beauty of the land and recognize the importance of green space; we will be losing yet another precious piece of land for our environment and wildlife. This pasture also affords West Glenwood with a good measure of protection against the spread of wildfires. Bike paths exist around town coming almost to this piece of property for both tourists and residents to recreate and enjoy this valley. Many tourists bike past the pasture to visit the area's Fish Hatcheries.

I urge you to protect its current population and help keep its residents safe by rejecting the application to annex and rezone this property.

Jane Szucs  
912 Minter Avenue  
Glenwood Springs, CO 81601  
Sent from my iPad

**From:** Erin Wiencek <jerinwiencek@gmail.com>  
**Sent:** Sunday, March 21, 2021 5:16 PM  
**To:** Gretchen E Ricehill <gretchen.ricehill@cogs.us>  
**Subject:** Concerns with the West Glenwood Pasture Development

Dear Gretchen -

We live at 123 Creekside Court and use Donegan, Storm King, and Mel Rey roads to travel to town or out of town.

We already regularly experience speeding on Storm King and Donegan and cars not heeding stop signs at the corner of Mel Rey and Donegan. In a normal year, without the reduced traffic due to Covid, these roads can be crowded and difficult when accessing adjoining roads – such as Hwy 6 and 24, or the West Glenwood Roundabout. During last year's 111 fire, West Glenwood was in complete gridlock for several hours. Had there been a reason for us to evacuate we would not have been able to do so. We did read stories about emergency personnel – police and medical – not being able to traverse through that traffic.

We have seen that there is a traffic study camera at the corner of Donegan and Mel Rey and have read that the traffic study is being done by the developer. We hope that there will be studies at each area impacted by the proposed development, and that they will be done by a third party.

The current development plan shows the only entrance and exit on Storm King Road. This area is already a congested traffic problem during delivery and pick up of students attending the Two Rivers Community School. Of primary concern is the safety of the students, especially with the added traffic from a single entrance and exit to the development.

There is a lot of pedestrian traffic on Donegan and Mel Rey roads, but no sidewalks. This often requires vehicular traffic to move into the oncoming lane to safely pass.

The density proposed in the development is 360 dwellings with 1.5 parking spaces per unit. The parking is not sufficient to accommodate the projected numbers of dwellers.

Please consider all of the negative impacts this development would create in our neighborhood.

Thank you.

Ken and Erin Wiencek

**From:** Russ Brown <russellbrown.co@gmail.com>

**Sent:** Sunday, March 21, 2021 5:46 PM

**To:** Gretchen E Ricehill <gretchen.ricehill@cogs.us>

**Subject:** Annexation and Initial Zoning of 214 Center Drive, Glenwood Springs and Development by R2 Partnership

I am writing to express my opposition to the annexation, rezoning and development of the 12.285-acre property at 214 Center Drive currently under contract with R2 Partnership LLC. I recognize that the Roaring Fork Valley in general may have a housing need, but to allow 360 residential units, with 1200 tenants with only 650 parking spaces to be built on a plot of land next to a rural neighborhood is a concern for me on many levels.

**Safety:**

I'm confident that last year's wildfires in South Canyon and Glenwood Canyon have demonstrated the need for wise decisions to be made as you plan a strong and safe community for all residents of Glenwood Springs. Shortly after the South Canyon wildfire, the residents of West Glenwood saw firsthand how quickly gridlock occurred, leaving almost every road impassable until late into the evening.

To add another 1200 residents to the current 3500 residents of West Glenwood would be utterly catastrophic. Not only do all of these residents need to evacuate safely, but there are elderly and disabled residents who may need assistance, families with young children, as well as two schools and many daycare facilities. We are not talking IF a wildfire will happen again in Glenwood Springs but WHEN.

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**Impact on Traffic:**

The roads in West Glenwood are entirely inadequate to support a development of this size. The addition of 1000-1500 vehicles to our streets will create a traffic nightmare of overwhelming proportions and will turn West Glenwood into a parking lot. COVID has dramatically reduced traffic, and any traffic study done during these months will not reflect the reality of this area.

**Proximity to schools:**

Currently, the developer plans to have their main exit immediately opposite both the Two Rivers School and the Montessori School currently housed in the Glenwood Business Center. Even if the developer moves the exit street to somewhere else on Storm King, congestion and safety concerns for our young children, their parents, and our teachers are inevitable.

Green Space:

Glenwood residents value the beauty of the land and recognize the importance of green space; we will be losing yet another precious piece of land for our environment and wildlife. This pasture also affords West Glenwood with a good measure of protection against the spread of wildfires. Bike paths exist around town coming almost to this piece of property for both tourists and residents to recreate and enjoy this valley. Many tourists bike past the pasture to visit the area's Fish Hatcheries.

I urge you to protect its current population and help keep its residents safe by rejecting the application to annex and rezone this property.

This property needs to be a Park which this city has a limited amount of for recreating. We already have a large population in a constrained geographical area and our traffic woes of today will grow and you don't need to grow them this way...

--

Russ Brown

[russellbrown.co@gmail.com](mailto:russellbrown.co@gmail.com)

970-945-2800 hm

970-618-9552 (Verizon cell)



-----Original Message-----

From: Jeremy Gerbaz <jeremygerbaz@comcast.net>

Sent: Sunday, March 21, 2021 6:21 PM

To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>

Subject: Annexation and Initial Zoning of 214 Center Drive, Glenwood Springs and Development by R2 Partnership

I am writing to express my opposition to the annexation, rezoning and development of the 12.285-acre property at 214 Center Drive currently under contract with R2 Partnership LLC. I recognize that the Roaring Fork Valley in general may have a housing need, but to allow 360 residential units, with 1200 tenants with only 650 parking spaces to be built on a plot of land next to a rural neighborhood is a concern for me on many levels.

Safety:

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Impact on Traffic:

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Also people already drive like way to fast on Donegan Rd so when you are out walking you have to keep an eye out so you don't get hit by a car adding way more traffic will make it almost impossible to go for a walk.

Proximity to schools:

Currently, the developer plans to have their main exit immediately opposite both the Two Rivers School and the Montessori School currently housed in the Glenwood Business Center. Even if the developer moves the exit street to somewhere else on Storm King, congestion and safety concerns for our young children, their parents, and our teachers are inevitable.

Green Space:

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I urge you to protect its current population and help keep its residents safe by rejecting the application to annex and rezone this property.

Jeremy Gerbaz  
35 Gamba Dr

Sent from my iPad

-----Original Message-----

From: Carrie <carrie.bowen@gmail.com>

Sent: Sunday, March 21, 2021 7:42 PM

To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>

Subject: Annexation and Initial Zoning of 214 Center Drive, Glenwood Springs and Development by R2 Partnership

Subject: Annexation and Initial Zoning of 214 Center Drive, Glenwood Springs and Development by R2 Partnership

I am writing to express my opposition to the annexation, rezoning and development of the 12.285-acre property at 214 Center Drive currently under contract with R2 Partnership LLC. I recognize that the Roaring Fork Valley in general may have a housing need, but to allow 360 residential units, with 1200 tenants with only 650 parking spaces to be built on a plot of land next to a rural neighborhood is a concern for me on many levels.

**Safety:**

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**Impact on Traffic:**

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**Proximity to schools:**

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I urge you to protect its current population and help keep its residents safe by rejecting the application to annex and rezone this property.

Having lived in this area throughout my life, it is imperative that we maintain and preserve this area as a safe environment for children and families that walk and ride bikes along Donegan Road. At any time in the summer, spring and fall families are walking, riding running on this road. This is to say nothing of the wildlife that could be affected. There are wild turkeys that live and migrate into yards on this road and the eagles that come every year to lay their eggs. The effects of building apartments in this area can be detrimental to the citizens and wildlife in this area.

Carrie Bowen  
35 Gamba Dr.  
Glenwood Springs, CO 81601

Give thanks to The Lord, for he is good; his love endures forever. Psalm 106:1

**From:** Michelle Vogel <chellee1145@gmail.com>  
**Sent:** Sunday, March 21, 2021 8:23 PM  
**To:** Gretchen E Ricehill <gretchen.ricehill@cogs.us>  
**Subject:** Development

To: [gretchen.ricehill@cogs.us](mailto:gretchen.ricehill@cogs.us)

Subject: Annexation and Initial Zoning of 214 Center Drive, Glenwood Springs and Development by R2 Partnership

I am writing to express my opposition to the annexation, rezoning and development of the 12.285-acre property at 214 Center Drive currently under contract with R2 Partnership LLC. I recognize that the Roaring Fork Valley in general may have a housing need, but to allow 360 residential units, with 1200 tenants with only 650 parking spaces to be built on a plot of land next to a rural neighborhood is a concern for me on many levels.

**Safety:**

I'm confident that last year's wildfires in South Canyon and Glenwood Canyon have demonstrated the need for wise decisions to be made as you plan a strong and safe community for all residents of Glenwood Springs. Shortly after the South Canyon wildfire, the residents of West Glenwood saw firsthand how quickly gridlock occurred, leaving almost every road impassable until late into the evening.

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**Proximity to schools:**

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Green Space:

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I urge you to protect its current population and help keep its residents safe by rejecting the application to annex and rezone this property.

I live on a very narrow road that is already has cars driving too fast. Have about been driven off road couple times. To add more cars to neighborhood will only have more people and cars taking that road for shortcut.

Your name  
Michelle Vogel  
355 county red 132  
Glenwood springs

**From:** Shannon <shanderb41@gmail.com>

**Sent:** Sunday, March 21, 2021 9:14 PM

**To:** Gretchen E Ricehill <gretchen.ricehill@cogs.us>

**Subject:** Subject: Annexation and Initial Zoning of 214 Center Drive, Glenwood Springs and Development by R2 Partnership

I am writing to express my opposition to the annexation, rezoning and development of the 12.285-acre property at 214 Center Drive currently under contract with R2 Partnership LLC. I recognize that the Roaring Fork Valley in general may have a housing need, but to allow 360 residential units, with 1200 tenants with only 650 parking spaces to be built on a plot of land next to a rural neighborhood is a concern for me on many levels.

#### Safety:

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To add another 1200 residents to the current 3500 residents of West Glenwood would be utterly catastrophic. Not only do all of these residents need to evacuate safely, but there are elderly and disabled residents who may need assistance, families with young children, as well as two schools and many daycare facilities. We are not talking IF a wildfire will happen again in Glenwood Springs but WHEN.

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#### Impact on Traffic:

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parking lot. COVID has dramatically reduced traffic, and any traffic study done during these months will not reflect the reality of this area.

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I urge you to protect its current population and help keep its residents safe by rejecting the application to annex and rezone this property.

Bryan and Shannon Derby  
Ponderosa Circle West Glenwood

Sent from my iPhone



Attn: Gretchen Rice Hill  
3/21/2021

Subject: Annexation and Development Planning for 214 Center Drive

I am writing to express my opposition to the Development of the property located at 214 Center Drive in West Glenwood.

I recognize there may be a need for housing in the Glenwood Springs area. However, I do not believe the West Glenwood area can safely support the proposed Development. According to figure 2 of the Wildland Urban Interface Community Wildlife Protect Plan of April 2007, West Glenwood's has a hazard rating of "very high." The single road, Highway 6, is not sufficient to allow safe evacuation of all the residents currently living in West Glenwood today. Also, depending on the fire location, emergency vehicles may block one or more of the existing roads leading to Highway 6. As demonstrated on August 5, 2020, during the Mile Marker 111 Fire, West Glenwood quickly became gridlocked till approximately 11:30 pm. Had the fire progressed into the West Glenwood community, I do not believe the current 3,100 residents would have been able to evacuate quickly. The existing population contains elderly, disabled individuals who may need assistance, families with young children, two schools, and daycare facilities.

<sup>ii</sup>The Proposed Development plans illustrate 11' road lanes with street-side parking. The standard road lane width is 12'. I believe narrowing the limited roads leading to our one, and only exit will further compound our inability to evacuate. The road-side parking will add to the congestion and the feeling of crowding. Before we consider further Development, we must first address the safety concerns of West Glenwood. As it stands today, cars have limited ability to get from Highway 6 to I70. We must also consider that the roads serving this community also serve as a truck route. I'm not sure how to develop a workable plan considering the current layout of housing and roads. However, this is the discussion we must have before we consider further Development in West Glenwood.

To further support my concerns with the roads, the <sup>iii</sup>Referral Comments submitted to Trent Hyatt from the Garfield County Community Development stated, "Donegan and Mel Rey Road are not designed for the proposed traffic volume or impacts on pedestrians and cyclists." I agree the increased volume will negatively impact the character of the neighborhood. Predominately, Mel Rey Road is too narrow for the existing traffic and does not have bike lanes or sidewalks for pedestrians. As such, Mel Rey Road is the main road used by many residents living in West Glenwood. I would speculate that the proposed development residents would also use Mel Rey Road because it is the direct route off I70 and the round-about.

My last concern centers on the proposed density and impacts on our rural community. According to the <sup>iv</sup>COGS Strategic Vision\_v7 for the City of Glenwood Springs, the Vision and Mission clearly outline why the proposed Development does not fit our community. The Vision states, "...to maintain its small-town character and contribute to its culture and preserve our natural resources. The Mission states, "...meet the health, safety and welfare needs of our citizens and contribute to their quality of life..." The proposed project density does not fit with our current small-town character, nor does it address our ability to feel safe. It is not a matter of IF, but when we have our next wildfire. In 2018, <sup>v</sup>Paradise, California, experienced a disaster where seven residents died in their cars trying to flee a wildfire down a single road. I hope we can learn from their mistakes.

I urge you to seriously consider the safety and quality of life for the West Glenwood residents. I understand many of us in this community are considered County; I hope it does not mean our safety and quality of life are less important. Please deny this project and develop a viable evacuation plan that ensures the current West Glenwood Residents' safety.

Respectfully Submitted,  
Thomas and Karleen Clark  
570 Mel Rey Road,  
Glenwood Springs, CO 81601

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<sup>i</sup> Glenwood Springs Fire Protection District: Wildland Urban Interface Community Wildfire Protection Plan (Apr 2007) Retrieve from <https://www.gwsco.gov/DocumentCenter/View/4656/Wildland-Urban-Interface-Community-Wildfire-Protection-Plan>

<sup>ii</sup> 480 Donegan – PUD: Planning and Zoning Submission Civil Plan: 03/12/2021, Retrieved from Planning and Zoning Agenda packet materials for 3/23/2021 Meeting,  
<https://civicclerk.blob.core.windows.net/stream/GLENWOODSPRINGSCO/199cf5aa9a.pdf?sv=2015-12-11&sr=b&sig=91PAYyyKRVvijM6AoO4I9bX5dg01UL3HFrgMACM0yjk%3D&st=2021-03-21T22%3A10%3A47Z&se=2022-03-21T22%3A15%3A47Z&sp=r>

<sup>iii</sup> Garfield County Referrals – copy attached for your reference.

<sup>iv</sup> City of Glenwood Springs Colorado: 2020-2025 Strategic Vision, (Apr 2007), Pg 7, Retrieve from <https://www.cogs.us/DocumentCenter/View/6169/2020-2025-Strategic-Vision>

<sup>v</sup> <https://www.thesun.co.uk/news/7727962/california-fires-paradise-burned-death-cars-homes-bodies/>

-----Original Message-----

From: Jennifer Zwickl <jmzwickl@gmail.com>

Sent: Monday, March 22, 2021 2:01 PM

To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>

Subject: West Glenwood Development

Dear Gretchen,

Please see the attached letter regarding my concerns over the development of 214 Center Drive in West Glenwood. Please forward this on to the entire planning and zoning commission. Now is the time for responsible growth, that allows for infrastructure and resources to keep pace; something this community is already lacking. Thank you for your time.

Sincerely,

Jennifer Zwickl

Chaparral Circle Resident

March 21, 2021

To: gretchen.ricehill@cogs.us  
Attn: Glenwood Springs, Colorado Planning and Zoning Committee

Regarding: Annexation and Initial Zoning of 214 Center Drive, Glenwood Springs and Development by R2 Partnership

Dear Gretchen Ricehill and Members of the Planning and Zoning Committee of Glenwood Springs Colorado,

I am writing today against the planned development of 214 Center Drive in West Glenwood. While you are considering this proposed development, I ask that you think about the following information carefully prior to allowing R2 Partnership LLC. to move forward with developing this 12.2 acre property with 360 residential units.

### **Safety**

During the South Canyon fire in August 2020 Mel Ray Rd, Donegan Rd and HWY 6 & 24 were turned into parking lots, and no evacuation orders had been initiated. The Glenwood Canyon Fire of 2020, Coal Seam Fire of 2002 and the deadly Storm King Fire of 1994 demonstrate how quickly a small wildfire can become catastrophic and deadly. If the South Canyon this last August had blown up like these other local fires, the entire West Glenwood community would have been locked into our homes, with no ability to evacuate with all exits blocked. In addition, a heated argument developed between a driver parked on Donegan and a home owner whose property was being disrespected and it took over 40 minutes for Glenwood PD to respond, **with the officer stating he could not get through traffic**. Help couldn't get in, and we couldn't get out if we needed to evacuate. PLEASE SEE ATTACHED PHOTOS AT THE END OF THIS LETTER.

### **Traffic**

Any traffic study completed during the current COVID-19 pandemic will be inaccurate at best! With many people unemployed, or having reduced hours, along with the number of people working from home due to office &/or school closures has significantly impacted the number of cars currently on the road in our community. Under the best conditions there were times it took 10 minutes for me to leave my house on Chaparral Circle, drive down Donegan to Mel Ray and through the round-about to access I-70 or Midland Ave during the morning commute at 7:15 am. When roads have been snow-packed there have been times that same distance took an hour during my morning commute. At the very least these impact studies need to be completed post pandemic before allowing this development to move forward.

### **Quality of Living for Glenwood Residents**

In addition to the negative impacts to the West Glenwood Community I want to discuss the overall quality of living in Glenwood, especially for our kids. We have only one grocery store, that under the best circumstances struggled to keep shelves stocked. We have only one affordable mental health facility for lower income individuals and families, Mind Springs. They are inaccessible to many due to location, in addition to the fact that counseling appointments are hard to make on a consistent basis, with it often taking months to see a psychologist if you need medications. Primary Medical Care facilities are scheduling 1-3 months in advance for routine care, some of which is critical for monitoring of chronic conditions, and these wait times would only increase with significant numbers of new residents.

Schools are already struggling with being over-crowded, especially as the number of choices decreases with only 1 High School being fed from 3 separate schools (Glenwood Springs Middle School, Two Rivers K-8 School and Riverview K-8 School) in addition to 2 Private Schools (Ambleside at Skylark and St. Stephens Catholic School). The quality of our kids' education is negatively impacted by over-crowded classroom and crowded hallways where bullying and vaping are easier to get away with (a former student of mine talked about

how her orientation at Glenwood High included a tour of the places where you could vape without being caught).

Garfield County has one of the highest suicide rates in Colorado, with Colorado ranking 7<sup>th</sup> Nationwide. Some of the things impacting these high rates is the quality of living. Garfield County, and Glenwood, has seen an increase in Drunk Driving, and driving High, among individuals under 21, several resulting in deaths. As an Intern in Addictions Counseling and a Masters in Clinical Social Work with a Mental Health Certificate candidate the increased drinking and drug activity is in part due to boredom. Glenwood has no movie theatre, arcade, bowling alley, bike/skate park that provides our youth with active healthy activities. If you want to participate in any of these activities you have to travel 30+ miles to El Jebel or Rifle. The lack of these healthy activities also impacts the mental health of our youth, leading more younger adolescents (10-18 years of age) to become depressed, anxious and suicidal. In the last month alone I know of 3 adolescents in Glenwood who have attempted suicide.

While the Glenwood Springs Community Center is improving, many of their activities are at times when working parents can't take their kids, especially during the summer. The Hot Springs pool is a tourist destination and unaffordable for many locals, and they don't offer local discounts.

The job market in Glenwood doesn't support additional residential building. Making a living wage in Glenwood has grown more difficult over the years as Glenwood has grown, and with it the financial stress of trying to provide for your family. This financial stress increases anxiety, depression, substance use (including alcohol and marijuana) and suicidal ideation in adults.

In closing, I urge you to think about the long-term impacts on the quality of life, and infrastructure (or lack of) when considering the proposed development at 214 Center Drive, or any additional residential project in the City of Glenwood. If the COVID-19 pandemic has taught me anything it's that we must take care of each other, and strive to improve access to resources for all residents of a community. Increasing the number of residents in a community without regard to the necessary infrastructure, which we already lack, to sustain a high quality of living is irresponsible.

Thank you for your time, and for carefully considering all the costs of uncontrolled residential development within our beautiful city.

Sincerely,  
Jennifer Zwickl  
Chaparral Circle, West Glenwood Resident  
jmzwickl@gmail.com

## PHOTOS FROM AUGUST 5, 2020 – DURING THE SOUTH CANYON FIRE



Round About at I-70 and Mel Ray Road



Donegan Road looking West from Intersection of Mel Ray and Donegan. Notice Vehicle traveling East in the West Bound Lane.



HWY 6 & 24 looking east near the intersection of Mitchell Creek Road and Hwy 6 & 24.



Donegan Rd looking east from intersection of Donegan and Chaparral Circle, the proposed entrance to the development.

03/22/2021 Letter of concern to [Gretchen.ricehill@cogs.us](mailto:Gretchen.ricehill@cogs.us) Director of community development

Please include this in your minutes for tomorrows Planning & Zoning meeting.

Hello Gretchen, My name is Dave Chiarello, resident at 0404 Mel Rey Rd in west Glenwood springs. I've lived in Glenwood form 1977 to 1991 on 1809 Grand Ave, across from Sayre park. I raised a family of four on this busy street. After the City took down the trees and widened Grand Ave the noise and pollution caused us to move to West Glenwood from 1991 till present time. It was an essential step for a more peaceful, quieter environment. You can see the stars clearly at night. All developments in this area have been in keeping with normal R1 zoning to maintain appropriate traffic levels and our quality of life. Until this.

The infrastructure is already overtaxed, from my own experience.

The main sewer line backed up into my basement 3 times in the last two years. The density of this Proposal is beyond absurd! Glenwood Springs is already maxed out.. The experience of last years fire season showed what a huge safety issue for evacuation, as down valley gridlock blocked many residents from coming or going to their homes. This development must be paired down to a third of units proposed. 120 at the most.. I hope you understand what the word 'Community' means. That pasture was always a refreshing reminder of nature at its best. The horses were beautiful.

Thank for entering these to the notes, Dave Chiarello

**From:** Jamie and Bob <jbdarien79@gmail.com>  
**Sent:** Monday, March 22, 2021 10:06 AM  
**To:** Gretchen E Ricehill <gretchen.ricehill@cogs.us>  
**Subject:** West Glenwood Pasture Development

As advised we are submitting comments as members of the public being directly affected by the proposed annexation and rezoning of the land directly behind the Glenwood Springs Mall. In our view the proposed development will have serious adverse affects on our quality of life and personal sense of safety and security.

Our neighborhood consists primarily of single family homes. There are also four schools. County Road 130 features significant pedestrian and bicycle usage; it also provides a direct route to the frequently visited state fish hatchery.

Our concerns are vested in impacts on infrastructure (including water and sewer) increased traffic, lack of parking and inability to have safe egress in the event of emergency.

The neighborhood has been subject to serious wildfire activity including the storm King Fire where 14 lives were lost and the Coal Seam Fire where 39 structures were destroyed. There have been two mandated evacuations and numerous pre evacuation notices. These events have shown how extraordinarily difficult evacuation is.

We believe that adding approximately 800 to 1200 people to the neighborhood and an additional 800 to 1600 cars will compromise the sense of safety and security to the residents.

For these reasons, we ask the committee not to approve the proposed request of the annexation to the city.

Sincerely,  
Bob and Jamie Darien

0019 Chaparral Cir. Glenwood Springs, CO



**From:** lindyenwold@aol.com <lindyenwold@aol.com>  
**Sent:** Monday, March 22, 2021 10:50 AM  
**To:** Gretchen E Ricehill <gretchen.ricehill@cogs.us>  
**Cc:** lindyenwold@aol.com; enewolderrik@yahoo.com; elaine.71@comcast.net  
**Subject:** West Glenwood Pasture Development

Hello Gretchen Ricehill, Director of the Community Development Department,

My name is Belinda (Lindy) Enewold and I am a home owner at 266 Mt. Shadows Drive, Glenwood Springs, CO. I just retired from teaching in Port Isabel, TX. My plans are to return to my West Glenwood home. I am very concerned about the change that is taking place in that mountain town. It seems it is no longer going to have the quaintness, the mountain flavor, nor have the peaceful and open scenery that I and so many others, moved there for, especially in that neighborhood. Instead, there are going to be buildings that block the very vistas I/we bought our properties for! We have no huge factories or big businesses as calling cards for 'the masses' of people to settle in our area. We mostly cater to seasonal tourist trades. Why should we sacrifice our town, our scenic views, tax our community services (police, fire, emergency, hospital, etc.)? Our streets and appropriate access for such services don't support such large constructions, specifically apartment complexes, to encourage them to come. Fire engines and snowplows hardly fit down our West Glenwood streets even today. From past experiences, we all know that forest fires require speedy evacuations. We had to turn highway I-70 and roads into one-way evacuation lanes, some of us, 4-wheel drive or not, drove over ditches and road shoulders, only 'to get in a traffic jam line'. Where were we to go? There weren't many safe places to head to! That was a very frightful experience for us. How are you going to evacuate even a larger number of people?

**Worst case scenario:** If West Glenwood home owners get trapped on the North side of Donegan because of a fire/disaster involving the proposed building area, what route do we take? Only two streets (Ponderosa Drive and Mel Ray) lead to Donegan Rd that abuts the site. It would not be available if blocked off by the disaster or by apparatus and personell responding to and fighting it, etc. Traffic flow would have to divert West onto 132 Rd., if we get past a part of Donegan, and then go down Mitchell Creek to Hwy 6.. If we get past the East Donegan part, we would continue down Mel Ray to Hwy 6. If blocked at the corner, we would have to continue towards the golf club and town via Donegan. If both those routes (Ponderosa Dr. and Mel Ray) are blocked, we can only head up into the mountain by foot, at the top of Ponderosa Drive. Keep in mind that all these roads are narrow. Storm King Rd (off of Donegan) is an exit to Hwy 6, assuming we reach it before it is unavailable. In a major disaster that involves the proposed building site and surrounding area, West Glenwood residents could be potentially trapped if things go horribly wrong. The memory of not having many escape routes is still vivid in my mind from the forest fire situation years ago. Imagine having no escape route!

Assuming every unit gets filled, our schools, school bus and other transportation services, grocery stores, clothing stores, etc. are not sufficient even now! The snowball effect won't be able to be stopped! Glenwood Springs and West Glenwood Springs will become cities, and all that that implies. That is not what I, and many others, moved here for. I am against such things happening especially to my neighborhood, where I planned on returning to. There are other locations that are more appropriate for such large complexes, instead of our more typically -sized family houses, if we. are not able to stop this development. Are all the units that have been built to date filled? Why build more?

I hope I have expressed my summarized feelings clearly. If you respond by phone, please leave a message as I don't answer phone numbers not recognized.

Thank you,

Belinda (Lindy) Enewold  
P O Box 687  
Port Isabel, TX 78578  
956-346-2660

To: [gretchen.ricehill@cogs.us](mailto:gretchen.ricehill@cogs.us)

Subject: Annexation and Initial Zoning of 214 Center Drive, Glenwood Springs and Development by R2 Partnership

I am writing to express my opposition to the annexation, rezoning and development of the 12.285-acre property at 214 Center Drive currently under contract with R2 Partnership LLC. I recognize that the Roaring Fork Valley in general may have a housing need, but to allow 360 residential units, with 1200 tenants with only 650 parking spaces to be built on a plot of land next to a rural neighborhood is a concern for me on many levels.

**Safety:**

I'm confident that last year's wildfires in South Canyon and Glenwood Canyon have demonstrated the need for wise decisions to be made as you plan a strong and safe community for all residents of Glenwood Springs. Shortly after the South Canyon wildfire, the residents of West Glenwood saw firsthand how quickly gridlock occurred, leaving almost every road impassable until late into the evening.

To add another 1200 residents to the current 3500 residents of West Glenwood would be utterly catastrophic. Not only do all of these residents need to evacuate safely, but there are elderly and disabled residents who may need assistance, families with young children, as well as two schools and many daycare facilities. We are not talking IF a wildfire will happen again in Glenwood Springs but WHEN.

According to figure 2 of the Wildland Urban Interface Community Wildfire Protection Plan of April 2007, the area of West Glenwood has a hazard rating of "very high." West Glenwood has many roads leading to A SINGLE ROAD - Highway 6. Highway 6 cannot allow for the safe evacuation of all the residents of West Glenwood as it stands today. Depending on the location of the fire, emergency vehicles may block off one or more roads to enable access to a fire or flood area, which would further restrict evacuation efforts.

**Impact on Traffic:**

The roads in West Glenwood are entirely inadequate to support a development of this size. The addition of 1000-1500 vehicles to our streets will create a traffic nightmare of overwhelming proportions and will turn West Glenwood into a parking lot. COVID has dramatically reduced traffic, and any traffic study done during these months will not reflect the reality of this area.

**Proximity to schools:**

Currently, the developer plans to have their main exit immediately opposite both the Two Rivers School and the Montessori School currently housed in the Glenwood Business Center. Even if the developer moves the exit street to somewhere else on Storm King, congestion and safety concerns for our young children, their parents, and our teachers are inevitable.

**Green Space:**

Glenwood residents value the beauty of the land and recognize the importance of green space; we will be losing yet another precious piece of land for our environment and wildlife. This pasture also affords West Glenwood with a good measure of protection against the spread of wildfires. Bike paths exist around town coming almost to this piece of property for both tourists and residents to recreate and enjoy this valley. Many tourists bike past the pasture to visit the area's Fish Hatcheries.

I urge you to protect its current population and help keep its residents safe by rejecting the application to annex and rezone this property.

Cindy and David Gray  
283 Sunny Acres Road, GWS

-----Original Message-----

From: Debbie Wolf <dwolf1228@gmail.com>  
Sent: Monday, March 22, 2021 2:01 PM  
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>  
Subject:

[Gretchen.ricehill@cogs.us](mailto:Gretchen.ricehill@cogs.us)

Subject: Annexation and Initial Zoning of 214 Center Drive, Glenwood Springs and Development by R2 Partnership

I am writing to express my opposition to the annexation, rezoning and development of the 12.285-acre property at 214 Center Drive currently under contract with R2 Partnership LLC. I recognize that the Roaring Fork Valley in general may have a housing need, but to allow 360 residential units, with 1200 tenants with only 650 parking spaces to be built on a plot of land next to a rural neighborhood is a concern for me on many levels.

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To add another 1200 residents to the current 3500 residents of West Glenwood would be utterly catastrophic. Not only do all of these residents need to evacuate safely, but there are elderly and disabled residents who may need assistance, families with young children, as well as two schools and many daycare facilities. We are not talking IF a wildfire will happen again in Glenwood Springs but WHEN.

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moves the exit street to somewhere else on Storm King, congestion and safety concerns for our young children, their parents, and our teachers are inevitable.

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Glenwood residents value the beauty of the land and recognize the importance of green space; we will be losing yet another precious piece of land for our environment and wildlife. This pasture also affords West Glenwood with a good measure of protection against the spread of wildfires. Bike paths exist around town coming almost to this piece of property for both tourists and residents to recreate and enjoy this valley. Many tourists bike past the pasture to visit the area's Fish Hatcheries.

I urge you to protect its current population and help keep its residents safe by rejecting the application to annex and rezone this property.

Debbie Wolf  
270 Donegan Rd  
Glenwood

Sent from my iPhone

**From:** BandD <bcroissant@comcast.net>

**Sent:** Monday, March 22, 2021 2:56 PM

**To:** Gretchen E Ricehill <gretchen.ricehill@cogs.us>

**Subject:** Annexation and Initial Zoning of 214 Center Drive, Glenwood Springs and Development by R2 Partnership

We are writing to express our opposition to the annexation, rezoning and development of the 12.285-acre property at 214 Center Drive .

From what we understand there will be 360 residential units occupying 1200 tenants with only 650 parking spaces. This is a concern! As members of the Glenwood Church of Christ, we have seen first hand the issue with inadequate parking spaces for the allotted units located directly east of the church. The church overflows with residents parking in the church lot as the parking is not sufficient within the boundaries of the townhomes. We have also seen the influx of cars backing up on Donegan while picking up from lift up and if you are ever at Two Rivers after school trying to pick up children, you will also see the traffic impact just from that. We can't imagine adding an influx of additional traffic from residents in these proposed units.

Safety is also a major concern. We lived on Ponderosa during the Storm King Fire and the line of cars back then was tremendous trying to get out of West Glenwood, then again after the Coal Seam fire. This is a safety issue!

To borrow from other concerned citizens words:

"Last year's wildfires in South Canyon and Glenwood Canyon have demonstrated the need for wise decisions to be made as you plan a strong and safe community for all residents of Glenwood Springs. Shortly after the South Canyon wildfire, the residents of West Glenwood saw firsthand how quickly gridlock occurred, leaving almost every road impassable until late into the evening.

To add another 1200 residents to the current 3500 residents of West Glenwood would be utterly catastrophic. Not only do all of these residents need to evacuate safely, but there are elderly and disabled residents who may need assistance, families with young children, as well as two schools and many daycare facilities. We are not talking IF a wildfire will happen again in Glenwood Springs but WHEN.

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#### Impact on Traffic:

The roads in West Glenwood are entirely inadequate to support a development of this size. The addition of 1000-1500 vehicles to our streets will create a traffic nightmare of overwhelming proportions and will turn West Glenwood into a parking lot. COVID has dramatically reduced traffic, and any traffic study done during these months will not reflect the reality of this area.

#### Proximity to schools:

Currently, the developer plans to have their main exit immediately opposite both the Two Rivers School and the Montessori School currently housed in the Glenwood Business Center. Even if the developer moves the exit street to somewhere else on Storm King, congestion and safety concerns for our young children, their parents, and our teachers are inevitable."

We urge you to reject the current application as it is and not to annex and rezone this property.

Barry and Darcy Croissant

134 Ptarmigan Dr

From: Todd Hurst <gwshandyman@gmail.com>

Sent: Monday, March 22, 2021 4:27 PM

To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>

Subject: correction on the last line.

I am writing to express my opposition to the annexation, rezoning and development of the 12.285-acre property at 214 Center Drive currently under contract with R2 Partnership LLC. I recognize that the Roaring Fork Valley in general may have a housing need, but to allow 360 residential units, with 1200 tenants with only 650 parking spaces to be built on a plot of land next to a rural neighborhood is a concern for me on many levels.

Hello My name is Todd Hurst. I reside at 547 Donegan Rd. I have lived at this property for 16 years. I am a lifelong resident of Glenwood Springs. I am 4 of 5 generations from Glenwood Springs. My family has been here since the 1890s. This is our home and the reason we all live here is for the small town atmosphere that Glenwood still has. I cannot emphasize enough how this project is just not the right fit for Glenwood, especially West Glenwood!

Just to list a couple of the problems with this project:

Traffic. To add another 900 to 1200 vehicles to an already overcrowded valley is irresponsible and dangerous! As it stands right now 300 vehicles a day go (many accelerating over the speed limit) by my house on Donegan. Adding this development would increase it to 2000+ a day, that is unacceptable! The evacuation of all these people in an emergency is impossible. If you annex this county land as city, you will be responsible for any and all deaths that may result from the inability to safely evacuate in an emergency.

Population. We do not need continuous growth! There is a finite amount of open space left here. We MUST preserve it at all costs. We do not want to become another CA. Nobody wants that, that is why we live here. We need more open



space, not less. This was proven by Covid in this last year. We have already added several huge apartment complexes in just the last couple years, and hardly any single family, owner occupied housing. We are not Aspens solution to their lack of housing for their work force.

Jobs. Where are all these people going to work? GWS does not have an abundance of jobs. The valleys economy is just barely recovering from this last year.

To allow an out of state developer, who has nothing but a profit based interest to develop one of the last open spaces we have in our community, is devastating. There is no benefit to the citizens of GWS, and the property taxes are not worth the loss of this space. This project is reminiscent of the strip mine for me, it destroys the small town atmosphere. We need to take a serious look at slowing the future growth rate, limited space and resources demand it. I truly hope that you hear my voice. This is the point of no return, and you as our elected officials need to put our best interests at heart, not profit.

Thank you for your time and consideration,

Todd Hurst

From: mkesselrin@aol.com <mkesselrin@aol.com>  
Sent: Monday, March 22, 2021 10:23 PM  
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>  
Subject: Pasture development in West Glenwood

Dear Ms RiceHill,

I am writing to strongly oppose the large development planned a block from my home. The impact of that many people with so little planning for emergency evacuation could very well prove deadly for me and many of my neighbors. I lived here through Coal Seam and South Canyon fires and the thought of 800 more families trying to escape our quiet community terrifies me. I have one way to I 70, I have run for my life before, I would not have escaped if there were 800 more families between me and the one exit to safety.

I mention our quiet community, this development would ruin that concept for good. The increase in traffic, noise and light pollution would negatively impact our community. Please do not let this happen.

Marsha Kesselring  
36 Donegan Rd

**From:** james conway <jimconway1967@gmail.com>  
**Sent:** Monday, March 22, 2021 6:10 PM  
**To:** Gretchen E Ricehill <gretchen.ricehill@cogs.us>  
**Subject:** West Glenwood development

Dear Ms. Ricehill,

I am a 33 year resident of West Glenwood Springs and I reside on the west end of Donegan Road. I have a few comments I would like to make regarding the proposed development behind the Glenwood Mall.

I am dismayed by all of the Apartment and condominium development in Glenwood the past few years. One of the best aspects of life here is our small town character. I'm afraid this is being lost. We are becoming a bedroom community for upvalley workers and a less rooted/more transient population. We are beginning to look a bit more like Aurora than the small town We love. This proposal is just too large.

It also is totally out of character with the neighborhood to the north. I realize that current zoning may allow non residential uses but now that We are looking at a residential use, I believe it should be in harmony with the existing neighborhood.

Additionally, the density will result in a large amount of increased traffic. There are no grocery stores, coffee shops or other amenities within walking distance.

I understand that this parcel will be developed. I am asking you to consider a more appropriate development. Perhaps an area of single family/patio homes would be much less destructive to the surrounding neighborhood and our community as a whole.

Thank you for the opportunity to comment.

James Conway  
147 Donegan Road  
Glenwood Springs, Co.

**From:** Heidi Kimmel <kimmelh@hotmail.com>  
**Sent:** Tuesday, March 23, 2021 11:53 AM  
**To:** Gretchen E Ricehill <gretchen.ricehill@cogs.us>  
**Subject:** Re: Zoning of 214 Center Drive GWS

Subject: Annexation and Initial Zoning of 214 Center Drive, Glenwood Springs and Development by R2 Partnership

I am writing to express my opposition to the annexation, rezoning and development of the 12.285-acre property at 214 Center Drive currently under contract with R2 Partnership LLC. I recognize that the Roaring Fork Valley in general may have a housing need, but to allow 360 residential units, with 1200 tenants with only 650 parking spaces to be built on a plot of land next to a rural neighborhood is a concern for me on many levels.

**Safety:**

I'm confident that last year's wildfires in South Canyon and Glenwood Canyon have demonstrated the need for wise decisions to be made as you plan a strong and safe community for all residents of Glenwood Springs. Shortly after the South Canyon wildfire, the residents of West Glenwood saw firsthand how quickly gridlock occurred, leaving almost every road impassable until late into the evening.

To add another 1200 residents to the current 3500 residents of West Glenwood would be utterly catastrophic. Not only do all of these residents need to evacuate safely, but there are elderly and disabled residents who may need assistance, families with young children, as well as two schools and many daycare facilities. We are not talking IF a wildfire will happen again in Glenwood Springs but WHEN.

According to figure 2 of the Wildland Urban Interface Community Wildfire Protection Plan of April 2007, the area of West Glenwood has a hazard rating of "very high." West Glenwood has many roads leading to A SINGLE ROAD - Highway 6. Highway 6 cannot allow for the safe evacuation of all the residents of West Glenwood as it stands today. Depending on the location of the fire, emergency vehicles may block off one or more roads to enable access to a fire or flood area, which would further restrict evacuation efforts.

**Impact on Traffic:**

The roads in West Glenwood are entirely inadequate to support a development of this size. The addition of [1000-1500](#) vehicles to our streets will create a traffic nightmare of overwhelming proportions and will turn West Glenwood into a parking lot. COVID has dramatically reduced traffic, and any traffic study done during these months will not reflect the reality of this area.

**Proximity to schools:**

Currently, the developer plans to have their main exit immediately opposite both the Two Rivers School and the Montessori School currently housed in the Glenwood Business Center. Even if the developer moves the exit street to somewhere else on Storm King, congestion and safety concerns for our young children, their parents, and our teachers are inevitable.

Green Space:

Glenwood residents value the beauty of the land and recognize the importance of green space; we will be losing yet another precious piece of land for our environment and wildlife. This pasture also affords West Glenwood with a good measure of protection against the spread of wildfires. Bike paths exist around town coming almost to this piece of property for both tourists and residents to recreate and enjoy this valley. Many tourists bike past the pasture to visit the area's Fish Hatcheries.

I urge you to protect its current population and help keep its residents safe by rejecting the application to annex and rezone this property.

This property can and should be used more effectively. When do we as a community say enough is enough and quit prioritizing money and financial gain over quality life. These apartments would be damaging to our area. What is being proposed is significantly more than this small little area can handle and I say shame on our city council members for even considering it.

Let's be more thoughtful about how to develop this precious piece of land.

I love my home and the quietness and peacefulness of where I live. I do not live in a big city. Please keep it this way!

These apartments truly are a bad idea. Please protect my family, children and the beauty that surrounds us.

Heidi Kimmel  
33 Gamba Drive Glenwood Springs  
81601

Sent from my Verizon, Samsung Galaxy smartphone

**From:** Rosalind Fowler <roz.fowler@msn.com>  
**Sent:** Tuesday, March 23, 2021 3:12 PM  
**To:** Gretchen E Ricehill <gretchen.ricehill@cogs.us>  
**Cc:** Jay Fowler <jay.fowler0806@icloud.com>  
**Subject:** West Glenwood Pasture Development

We are writing to express our opposition to the annexation, rezoning and development of the property at 214 Center Drive. We have lived on Mountain Shadows Drive for over 30 years and my husband and I are Glenwood Springs natives.

We are not against development of this property if a project is presented that fits the spirit of our family oriented, quiet and safe neighborhood. However, we feel strongly that to allow 360 residential units with 1200 tenants and 650 parking spaces does not meet safety, traffic, infrastructure and greenspace priorities.

We have been evacuated from our home three times due to wildfires, and the traffic leading out of our West Glenwood neighborhood has made that a very stressful situation. In addition, we are concerned with water, sanitation, road maintenance and other infrastructure issues. One doesn't have to look far to note that Glenwood Springs hasn't maintained upkeep of current necessities, let alone could they, considering the additional stress and workload a project of this magnitude would present. We have been told by the city that we should expect our water bills to increase 38% next year, with another 5% increase yearly in future years. It is clear that we do not have a water system that can handle the current load, not to mention an increase in usage to the degree that another 1200 tenants would incur.

We urge you to consider the 3500 residents of beautiful West Glenwood and our concern for safety, traffic and lack of infrastructure when considering this development. It is simply not a good fit for our community.

Sincerely,

Roz and Jay Fowler

108 Mountain Shadow Drive

**From:** Michelle Vogel <chellee1145@gmail.com>  
**Sent:** Tuesday, March 23, 2021 4:17 PM  
**To:** Gretchen E Ricehill <gretchen.ricehill@cogs.us>  
**Subject:** West Glenwood pasture

I have sent one form letter already but wanted to follow up with my own comments. I have now lived in west Glenwood for the past 6 months. I love how peaceful it is.  
I love being outside city limits.

It was decided many years ago to remain county and not to annex to the city. By doing so our roads are some of the best maintained.

I lived in south Glenwood for 5 years and lived on 21st street and in all that time never saw them once fill potholes on 21st or Blake Ave past the hospital. Also along 22nd street by Alpine bank.

I have lived here for over 40 years been through 4 major fires. West Glenwood has no way of evacuating the residents now as we witnessed during Glenwood canyon fire as well as Debeque fire last year. We as a small area have seen devastating fires. Storm King fire, Coal Seam, Basalt Fire and Glenwood Canyon to begin with. I have also seen to many mud slides that shut down I-70 as well. Adding more cars, traffic and people is just insane.

Michelle Vogel  
355 county road 132  
Glenwood springs, Colorado  
81601

970-710-9060

**From:** harlangwen2@aol.com <harlangwen2@aol.com>

**Sent:** Tuesday, March 23, 2021 4:50 PM

**To:** Gretchen E Ricehill <gretchen.ricehill@cogs.us>

**Subject:** Re: Moratorium on development (This was a Letter to the Editor in the PI on Friday, March 19, 2021 titled Housing vs. carrying capacity)

Gretchen:   Housing vs. carrying capacity

Given the renewed discussion about affordable housing in Glenwood Springs, now would be a good time to step back and take a look at a larger housing concern: carrying capacity.

Surprisingly, the number of people we can stack in Glenwood is seldom discussed.

Simply put put, carrying capacity is the maximum amount of people that can live in a certain defined area and still have a good quality of life.

The concept is that after supplying all the fundamental needs to a community, there is a tipping point where, due to overpopulation, systems break down and people cease to thrive. I fear that we in Glenwood Springs are nearing that point.

Glenwood is located in one of the narrowest widths of the Roaring Fork Valley. It's growth depends on navigating around rivers, a railroad, an interstate and Highway 82. Glat, buildable land within the city limits is scarce.

-----Original Message-----

From: Gretchen E Ricehill <[gretchen.ricehill@cogs.us](mailto:gretchen.ricehill@cogs.us)>

To: [harlangwen2@aol.com](mailto:harlangwen2@aol.com) <[harlangwen2@aol.com](mailto:harlangwen2@aol.com)>

Sent: Tue, Mar 23, 2021 10:11 am

Subject: RE: Moratorium on development



Hello Rob  
Your message below is missing the first sentence.

Can you resend.

Thanks  
Gretchen

**From:** [harlangwen2@aol.com](mailto:harlangwen2@aol.com) <[harlangwen2@aol.com](mailto:harlangwen2@aol.com)>  
**Sent:** Monday, March 22, 2021 5:44 PM  
**To:** Gretchen E Ricehill <[gretchen.ricehill@cogs.us](mailto:gretchen.ricehill@cogs.us)>  
**Cc:** [paul.schirmer@cmsg-us.com](mailto:paul.schirmer@cmsg-us.com); [wqwspastureddev@googlegroups.com](mailto:wqwspastureddev@googlegroups.com)  
**Subject:** Moratorium on development

f the Roaring Fork Valley. It's growth depends on navigating around rivers, a railroad, an interstate and Highway 82. Flat, buildable land within the city limits is scarce. We need to be mindful of these barriers as we don't have the luxury of expanding the town borders. I feel it's time for you, our leaders, to address carrying capacity as we move forward. As you approve massive apartment complexes in our city, I wonder if any of you consider the concept of carrying capacity? I wonder at what point the city should consider a development moratorium? I'd say the sooner the better.

Currently, there are several large development projects that have been approved (220 units). In the past two years there have been 301 units completed. There are five development projects in the pipeline that will add another 823 units. The above units, when added together, come to 1,344 new living units in Glenwood Springs. Given an average of 2.53 people per unit, Glenwood will have added 2,603 residents in just a few years. In a city of 10,000 souls, that is a population boost of 26%. Add potential projects not yet submitted — 104 units at Vogelaar Park, the airport property, the West Glenwood Mall property, and you should be able to visualize a

municipal implosion. We desperately need restrictions on development.

Given the rapid development in our town, the first breach in our quality of life will be transportation.

CDOT, which controls Grand Avenue, will have little choice but to remove parking on Grand Avenue. They will have to gradually increase the speed limit to 40 miles an hour. We will wait at all crossing streets for several minutes before getting 10 seconds to cross or merge.

Given this inevitability, I would urge city planners to include a bypass easement in the Confluence Plan. Not to do so would be ignoring the thousands of anticipated daily commuters coming in the not-so-distant future.

Long-term impacts of overpopulation include stress on city services, i.e. police, fire and schools. As you may know, residential units pay only 7% in property taxes. They consume more service dollars than they produce.

Therefore, additional residential units in Glenwood will only serve to increase taxes.

Glenwood's density of 10,000 people packed into approximately 6 square miles is already adding pollutants into the rivers via storm drains. Pollutants include magnesium chloride, oil, dust and trash. Air inversions happen from time to time. Adding more houses and people will only hasten a declining environment.

The goal of limiting numbers of new residents should include and focus on the ecology of the systems within Glenwood Springs.

The city owns quite a few buildable acres. Going forward, I believe there will be pressure to develop the property that we citizens own via public/private arrangements. I'm

against using our real estate equity to provide for more people, affordable or otherwise.

California was once one of the most desirable places on earth to live. Through mindless growth and expansion, they are making paradise undesirable in many places. I would hope we are smarter than that. Surely, we can learn from their mistakes and take a proactive approach to growth before we reach the rapidly approaching tipping point. Can any of you state the ideal population for Glenwood?

Recently, the city completed the 2020-25 Strategic Plan. The first paragraph of the plan states the Strategic Vision for Glenwood Springs' future.

It reads: The city of Glenwood Springs desires to maintain its small-town character and to preserve its cultural and natural resources. Implementing a proactive plan that achieves directed and balanced development, social and economic diversity and addresses transportation needs will (sic) move the city forward.

While I appreciate the time and energy spent on affordable housing, I feel we have a classic "forest for the trees" situation. Overpopulation of our precious town may not appear as pressing as some immediate issues, but I assure you the vitality of our town depends on actionable steps to stem the tide. Please consider a development moratorium.

**Rob Anderson**

Glenwood Springs

March 23, 2021

To: City of Glenwood Springs Planning & Zoning Commission  
Re.: 214 Center Drive, LLC/ Glenwood Partnership, LLLP- Consideration of an Annexation and the initial zoning/ Rezoning

Good evening,

I am Floyd Diemoz, the managing partner of Glenwood Partnership LLLP, a family-owned partnership. We are located at 214 Center Drive in West Glenwood Springs. My grandparents immigrated from Northern Italy and made the Roaring Fork valley their home in approximately 1900. My wife and I are both natives of Glenwood Springs.

We own approximately 15.8 acres of privately owned and commercially zoned land in West Glenwood Springs, that is not within the city limits. Today we are petitioning for the annexation of that land into the City.

We are under contract to sell approximately 12.3 acres of our vacant land to R2 Partnership, LLC. They propose to develop the land as a multi-family housing project. We know that they have worked diligently in their efforts to follow the vision of the City's Comprehensive Plan for our property, and we believe their project would be a beneficial addition to the City by providing much needed housing.

We are highly impressed with R2 Partnership, LLC, who have a proven track record on similar projects. We believe that they will develop our last remaining vacant land in a responsible manner, as well as be a good neighbor within the community.

We will be retaining from the sale, Glenwood Business Center, which encompasses approximately 3.5 acres and is also under petition for annexation.

Next, my son John will give some background history of our property.

March 23, 2021

Good Evening,

I am John Diemoz, a Glenwood Partnership partner.

- More than 60 years ago, in 1960, my grandparents, Adolph and Edith Diemoz, purchased approximately 30 acres of privately owned land in West Glenwood as an investment property.

At that time, an easement and right-of-way was established with the neighboring property owners to our west, for joint usage for a future road for development purposes. This future road would extend from Highway 6 and head north to Donegan Road. That road is now known as Storm King Road.

- Subsequently, my grandparents and their children formed Glenwood Partnership. In 1980, they sold approximately 14 acres of land for the Glenwood Springs Mall.
- In 1981, Garfield County issued a special use permit to Glenwood Partnership for a commercial park, with the ability to build 15 buildings on the remaining 15.8 acres of vacant land.
- That same year, construction began on our first phase of our Glenwood Business Center development, which was to include two office/ warehouse buildings of approximately 15,000 SF each, with associated landscaping and parking. In May of 1982, we completed our first building. At that time, we also built Storm King Road located west of our building and north to Donegan Road. The cost for the road's construction, including sidewalks and land, was paid for equally by Glenwood Partnership and the adjacent property owner to our west. The road was then deeded by Glenwood Partnership to Garfield County.

Additionally, in 1981, water, storm sewer, sanitary sewer, gas, electric and phone lines were installed into our property, primarily at our south property line which adjoins the mall property, to service all of our future development needs.

For landscape irrigation, Reynolds and Cain Ditch shares are utilized. No domestically treated water is needed for any current or future development on our parcel for landscape purposes.

- Construction on our second building was cancelled in 1982 due to an economic downturn, however in 2007, we built our second office/warehouse building at the Glenwood Business Center, and completed what you now see today.

- Our tenants include- construction contractors who utilize office and warehouse space; an interior design firm; a geotechnical engineering firm; Federal and State Government offices; Smart Start; and a Montessori pre-school. We do not propose any changes with usage on our retained property.
- Some public comments in opposition to this application describe our property as being open space, green space, and a future park and community meeting place; yet our property is privately owned, and has never been under any open space designation, parkland designation or conservation easement.
- The Partnership's buildings, site improvements and remaining undeveloped land have been commercially zoned for decades, as well as taxed at a commercial-not agricultural-rate. In April, we'll issue payment on a \$72,000 dollar property tax invoice from Garfield County which reflects the commercial assessment rate.

Thank you for your consideration.

**From:** joANNE <jomstanley@aol.com>  
**Sent:** Tuesday, March 23, 2021 12:28 AM  
**To:** Gretchen E Ricehill <gretchen.ricehill@cogs.us>  
**Subject:** 214 Center Dr. development

Dear Gretchen Ricehill and members of the Planning and Zoning Committee,

I live at 0036 Donegan Rd. I have been lucky enough to call Glenwood Springs my home for over 35 years.

My wife and I have lived there thru; Storm King Fire, Coal Seam Fire, Grizzly Creek Fire and the multiple "smaller" wildfires.

I am writing to voice my concerns regarding the proposed development at 214 Center Dr. in West Glenwood.

I am against such a massive development in this tiny tucked away corner of Glenwood. The reasons are many.

1) years ago an evacuation plan was underway with regards to safely getting the residents that lived here THEN out of harms way. To my knowledge its never been completed.

\*\*\*This development would add atleast 700 MORE vehicles

2) Traffic on Mitchell Creek and Donegan RD: there are more and more vehicles thinking this is a speedway

Near the elementary school on Storm King Rd. just before 8am is CRAZY, folks zooming in to drop kids off and then to get to work on time. Their buses are now parked in the narrowed roadway so moving traffic cant see past them to the corner in either direction. This is seriously dangerous with the traffic we have right now

\*\* 214 Center Dr is directly across the street from this school

3) the traffic circle is very dangerous even on off hours. There is just too much traffic, moving way too fast

and this is RIGHT NOW during the fires of last summer it was complete and total grid lock trying to exit

\*\* add 700+ MORE vehicles ?? that's very poor planning

the city will end up with the same issues they now have in South Glwd., trying to figure out an evacuation route

Lets PLAN now for THAT and then see what the traffic limits to that are, BEFORE we approve a MEGA development and a tragedy occurs. A tragedy that is completely preventable

4) infrastructure: according to the City Police Chief a few weeks ago they can't fill about 20 open positions now

\*\*\*add about 1400 more people ???

5) height of the structures proposed 4 STORIES???????????????? that is not in keeping with the neighborhood design

6) and maybe the most important reason to not approve any of this development: WATER we didn't have much before the

fires of last summer and according to the City it will be MANY years before THAT amount is restored.

Summary of my thoughts.

Development for the sake of development, only benefits the developer. There is nothing in this plan that benefits any part of our community. Glenwood has many challenges ahead; Water, Traffic, actual Affordable Housing, and Evacuation Route plans. We need to resolve those, BEFORE adding such a massive additional blow to our city.

Thank You

Joanne M Stanley

36 Donegan Rd

Glenwood Springs, CO 81601

970-948-5680

PS ( If the developer wanted to do something FOR the town AND make money he could develop the old mall into a truck stop and add a second grocery store in there too.)



**From:** lorrnichols@sopris.net <lorranichols@sopris.net>

**Sent:** Tuesday, March 23, 2021 8:41 PM

**To:** Gretchen E Ricehill <gretchen.ricehill@cogs.us>

**Subject:** 3\_23\_2021 City of GWS P&Z Meeting - 09.20 Annexation & Zoning/Rezoning of 15.818 Acres

Good Evening Gretchen,

I am a resident of West Glenwood Springs since 1989, and native of Colorado.

In participating in tonight's P&Z meeting and reviewing the electronic meeting packet, I heard many concerns regarding the proposed development's impact related to evacuation of the neighborhood in an emergency situation (whether it be from fire, flooding, earthquakes, etc.). Commissioner Schachter raises many good questions and one in particular was whether the developer has commissioned a fire mitigation evacuation plan. I did not catch the name of the staff (female) who responded to Commissioner Schachter, but her response was no study has been commissioned. How does a resident ensure that the City look into and/or require that this particular study is performed and submitted prior to approval of this project?

Please consider this my request to require the developer to provide a study that would address evacuation mitigation of the West Glenwood Springs community. Please also acknowledge receipt of my request.

Stay safe, stay healthy

*Lorra*

Lorra Nichols

366 Mountain Shadows Drive

Glenwood Springs, CO 81601

[lorranichols@sopris.net](mailto:lorranichols@sopris.net)

(970) 948-5696

o: [gretchen.ricehill@cogs.us](mailto:gretchen.ricehill@cogs.us)

Subject: Annexation and Initial Zoning of 214 Center Drive, Glenwood Springs and Development by R2 Partnership

I am writing to express my opposition to the annexation, rezoning and development of the 12.285-acre property at 214 Center Drive currently under contract with R2 Partnership LLC. I have lived in Glenwood Springs since 1973, and have lived in my current home on Donegan Road since 1994. I recognize that the Roaring Fork Valley in general may have a housing need, but to allow 360 residential units, with 1200 tenants with only 650 parking spaces to be built on a plot of land next to a rural neighborhood is a concern for me on many levels.

**Safety:**

I'm confident that last year's wildfires in South Canyon and Glenwood Canyon have demonstrated the need for wise decisions to be made as you plan a strong and safe community for all residents of Glenwood Springs. Shortly after the South Canyon wildfire, the residents of West Glenwood saw firsthand how quickly gridlock occurred, leaving almost every road impassable until late into the evening.

To add another 1200 residents to the current 3500 residents of West Glenwood would be utterly catastrophic. Not only do all of these residents need to evacuate safely, but there are elderly and disabled residents who may need assistance, families with young children, as well as two schools and many daycare facilities. We are not talking IF a wildfire will happen again in Glenwood Springs but WHEN.

According to figure 2 of the Wildland Urban Interface Community Wildfire Protection Plan of April 2007, the area of West Glenwood has a hazard rating of "very high." West Glenwood has many roads leading to A SINGLE ROAD - Highway 6. Highway 6 cannot allow for the safe evacuation of all the residents of West Glenwood as it stands today. Depending on the location of the fire, emergency vehicles could be blocked from access to a fire or flood area by hundreds of vehicles trying to flee.

Please review the news coverage and photos from the Glenwood Post Independent starting June 9, 2002. There are graphic photos of the evacuation of West Glenwood forced by the Coal Seam Fire, with dense smoke, wind, falling ash, and flames on the hillsides. There was bumper to bumper traffic evacuating through the smoke in 2002, and traffic, homes and businesses have increased dramatically since then. Consider that nightmare scenario when evaluating the total gridlock that occurred on August 3, 2020. There are frightening parallels to the Camp Fire in Paradise, CA, where the town was destroyed and people were burned alive trying to escape the flames. That's what keeps me awake at night.

**Impact on Traffic:**

The roads in West Glenwood are entirely inadequate to support a development of this size. The addition of 1000-1500 vehicles to our streets will create a traffic nightmare of overwhelming proportions and will turn West Glenwood into a parking lot. COVID has dramatically reduced traffic, and any traffic study done during these months will not reflect the reality of this area.

Proximity to schools:

Currently, the developer plans to have their main exit immediately opposite both the Two Rivers School and the Montessori School currently housed in the Glenwood Business Center. Even if the developer moves the exit street to somewhere else on Storm King, congestion and safety concerns for our young children, their parents, and our teachers are inevitable. Teachers at Two Rivers School routinely park on the streets near the school. Where will the teachers park when those spots are filled with overflow from the development?

Green Space:

Glenwood residents value the beauty of the land and recognize the importance of green space; we will be losing yet another precious piece of land for our environment and wildlife. This pasture also affords West Glenwood with a good measure of protection against the spread of wildfires. Bike paths exist around town coming almost to this piece of property for both tourists and residents to recreate and enjoy this valley. Many tourists bike past the pasture to visit the area's Fish Hatcheries.

Excessive Building Height:

West Glenwood has long been marketed as "Sunny West Glenwood." Four story, 40 foot tall buildings will create an "urban canyon," robbing residences north of Donegan Road not only of their views of our mountains, but of their access to sunlight, especially in the winter. Existing high rise buildings around Glenwood Springs have been backed up to hillsides, where surrounding neighborhoods have not been severely impacted by their height.

This proposed development is simply incompatible with the surrounding neighborhood at best, and at worst compounds the already existing danger to current residents, and to those hundreds of proposed new residents. The safety and quality of life of residents of Glenwood Springs should not be sacrificed to uncontrolled growth and the profit of an out of state developer. I urge you to protect the current population and help keep residents safe by rejecting the application to annex and rezone this property.

Marilyn Dorman  
Donegan Road

**From:** [Russ Brown](#)  
**To:** [Trent Hyatt](#)  
**Subject:** annexation in West Glenwood and development  
**Date:** Wednesday, March 24, 2021 2:08:17 PM

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this is copied but is something that must be addressed with this annexation and development...

[Cj Peugnet](#) [West Glenwood Pasture Development](#)

[nohatYSpondeesgfltofoetdrduuayo crat 12:reu4dt1 hPM](#) ·

Follow the water: Lately, the City has been pitching the “necessary” upgrades that our town’s water/sewer lines “desperately” needs. We are in a messy situation here folks, because of outdated and poor oversight. Very poor planning and management if you ask me. Now, as the City considers the annexation and development of 360 additional new dwellings, IS the City really looking and planning and studying the impacts both negatives and positives of such a massive development. Lets just take a look at one very important issue to me. OK, let’s do some simple arithmetics First. According to the director of public works the average medium size home consumes 5,000 gallons a month. If one was to say, multiply 5,000 by the number of units being proposed what does that give us? That is 1.8 million NEW additional gallons of fresh water needed for basic home usage PER MONTH. About the same amount of sewer water that has to be processed and re-cleaned. Can these be put on a capacity model? 1.8 million gallons! this is just basic usage. It does not include the developers’ swimming pool/water area nor does it include irrigation for keeping up the many “grassy” knolls I’m sure they will have. This is Phase I. What of Phase II development of the WG Mall? A quote from one of my favorite movies “If you build it they will come” We live in a beautiful place, I get it. A lot of folks want to move here, I get it. There is not enough housing, I get it. But the fact remains that our current infrastructure is not limitless. Our beauty is limitless but our infrastructure IS NOT. The building of such a massive development WITHOUT projecting future use of existing limited resources is in line with decades of poor decision and planning by the City. It also means that these new dwellings will bring additional vehicles, water usage, sewer usage, pollution both air and noise. We have NO Supermarket in WG. This will also create a higher strain on our town’s ONLY supermarket. Where will these new children go to school? Can we have a capacity model for that? Can our only Hospital support “X” (x= unknown) amounts of new sick or injured new residents? I guess what I am trying to say & ask at the same time is “can our current infrastructure support these new dwellings” The City can’t keep up with current infrastructure on existing water/sewer lines. I will not even talk about our streets & pot/holes. The City’s poor planning and oversight has the old part of Glenwood Springs in a pickle because they have NOT been doing their jobs for DECADES. The City has been passing the infrastructure puck for decades. Not a single person in our City can/will stand up and own this particular problem. “They have Inherited the problem” the fact is: The City has not been monitoring old, outdated and decaying infrastructure and replacing it. They should have a working map replacing 500 or more feet per calendar year. Its called projecting and repairing aging infrastructure. All major cities have this, as their DUTY to their fellow TAX paying neighbors/citizens. Nothing speaks louder than the gratification the citizenry has, when our tax monies are well spent by having clean, dependable water/sewer and roads infrastructure. Think of ancient Rome, THE standard of a modern city with their water/sewer & roads. I will ask once more: can our City Officials look us in the eyes and tell us that the city can logistically support 360 new dwelling? My answer looking to the past, is I regret, an overwhelming no. I will leave you with one major “Food For Thought” Why do you think that the West Glenwood Sanitation District in West Glenwood has stayed uncomfortably quiet? I suspect, that in no way shape or form can this “little plant” could fathom to keep up with the water demands of 360 new homes.

I am in agreement with all these issues being a problem and we don't need to add to it...this will cost the city to annex this property and development...BAD IDEA!

Sure hope you read this entirely!

--

Russ Brown  
[russellbrown.co@gmail.com](mailto:russellbrown.co@gmail.com)  
970-945-2800 hm  
970-618-9552 (Verizon cell)

**From:** [james conway](#)  
**To:** [Trent Hyatt](#)  
**Subject:** West Glenwood Pasture Development  
**Date:** Saturday, March 27, 2021 2:02:03 PM

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Dear Mr. Hyatt,

I am writing in opposition to the proposed development located in the pasture behind the Glenwood Springs Mall.

Glenwood has always been a small city with a balanced mix of single family homes, townhomes and condominiums, and apartments. Glenwood is known for it's small town atmosphere and I fear we are now in danger of losing that .The enormous size of this proposal threatens to change forever the atmosphere of our town. Along with the other large apartment projects recently approved, I see us becoming a bedroom community for up valley workers and fear we are at risk of losing the reasons we all came here in the first place. The Western Slope is desirable to developers and we residents rely on our elected officials to protect our community by acting as a check on uncontrolled growth.

I also believe approving this development is a slap in the face to the residents of West Glenwood , especially those living north of Donegan Road ,as this will change what has been a family area to a high density area having more in common with the large front range communities than the small western slope town we all love.

I think the local residents deserve better.

We have been evacuated twice during our time here and I agree with the comments and concerns that if we have a fire or other emergency, Donegan, Mel Rey and the other roads in this area can't handle the projected traffic safely. Last summer , a small fire in South Canyon created chaos in West Glenwood. If this development is approved, such chaos will become a common event. This situation could quickly become more than just an inconvenience. We could actually face a dangerous situation in case of fire or other emergency..

Also, West Glenwood lacks amenities such as a grocery store, coffee shops, parks, and open space that are necessary for a large concentrated population.The entire Glenwood community doesn't have the infrastructure to support such a massive influx of new residents. Good planning should seek to avoid the necessity of reliance on automobiles and encourage pedestrian use. A development of this size will create many auto trips per day for routine services that are not available nearby.

I am also concerned about our future water needs as climate change continues to impact us all.

I realize that this area will not remain a pasture forever, although I and many others believe leaving the pasture as a park or open space would be a good idea. I am asking that the city not approve this project and instead look for alternatives that may result in a smart development that will complement and not destroy our neighborhood..

James Conway  
147 Donegan road  
Glenwood Springs. ,

**From:** [Kim Worline](#)  
**To:** [Trent Hyatt](#)  
**Subject:** Proposed development in West Glenwood  
**Date:** Monday, March 29, 2021 7:16:34 AM

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Good morning Trent,

It is my understanding that I missed the meeting for public comment regarding the proposed development in West Glenwood Springs. It was suggested that I write to you in an attempt to share my concerns about this proposal. I ask that you please include my comments along with the other residents of Glenwood Springs.

First, I understand that some development is inevitable, and there is a need for affordable housing options in our community. There aren't many parcels of land left so it doesn't surprise me that this field is now being considered for development. I would like to propose that if we are to move forward with allowing the development of this land, that there would be a reduced number of units in the plans. This would decrease the traffic and environmental impact in our community, and I believe would be a fair compromise. In addition, parking plans that allow for 1.7 cars per rental unit is unreasonable. People who occupy these rental units will likely have at least two cars. When I look around my little neighborhood of Vista Drive, I see at least two cars per house, if not three or four. I moved back to Glenwood Springs in 2001 and have lived through several of our devastating fires. In 2002, I quickly packed up a few valuables, my twin 1 year old girls and our dog when we had to evacuate for the Coal Seam Fire. Getting all of us who live in West Glenwood safely out of the area took a while. Since then, we've seen more development in this side of town, and I can only imagine what an additional 600+ cars would do to an evacuation scenario. Lastly, why are we encouraging more development of rental units? Shouldn't some of these units be available for purchase?

My husband and I believe any development plans that are approved should be balanced, safe, and in line with the values we all share in our community. We do not agree with the scale of this development. If this particular developer is unwilling to consider fewer units and units that could be for sale, then perhaps we shouldn't accept their offer and open it up to other developers who are more in line with the values of our community. Glenwood Springs is a desirable place to live, and I would think that there will be more offers on the horizon where people can still make money on their investment with fewer units.

Respectfully,  
Kim and Andy Worline  
45 Vista Drive, Glenwood Springs, Colorado

**From:** [Jennifer Smith](#)  
**To:** [Trent Hyatt](#)  
**Subject:** Pasture annexation - comments and questions  
**Date:** Monday, March 29, 2021 8:40:41 PM

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Dear Trent,

My family lives on the west end of Donegan. We are not in the city.

This project has raised our awareness to the city's lack of a comprehensive emergency evacuation plan. None was mentioned at the meeting, leaving me to conclude that there isn't one. Please let me know if that is incorrect.

We like all our neighbors were stuck at our home during the fire last summer because of the instant gridlock at the roundabouts. There was no agency managing traffic in the roundabouts leading to panic, altercations and hours of fear. Regardless of what happens in the pasture this is a large issue that needs addressing. It seems that the city has an opportunity to seek assistance with any infrastructure for such a plan with this project and other pending developments in the city. I would like to hear how the city plans to avoid that situation in the future.

I like the plan submitted by the developers for the parcel in concept, assuming the city can prove that it can manage the traffic on Donegan and in an emergency.

It seems appropriate for the city to request a maintained access from the development through the mall for both cars and pedestrians.

I would prefer that all traffic use center drive or the mall.

Already people fly down Donegan. We have asked for speed bumps, signs, and more but nothing is there. With the proposed on street parking, traffic exiting the proposed development will not have sight lines without pulling into the proposed crosswalk and bike lane to be able to turn onto Donegan. This puts pedestrians and people on bikes at significant risk with every car turning into and out of the development.

Also the proposed 4 foot grass next to the sidewalk is not wide enough to plant a happy tree.

It wasn't clear to me from the presentation whether there will be sidewalks and a bike lane on both sides of Donegan. Can the city answer that?

Also will this PUD proceed in phases? If yes, has the city requested or considered requesting that the public areas be built first to avoid the problems from Cardiff glen where the amenities were never built? What requirements will the city consider in this regard before agreeing to annex?

Thank you for your time  
Jennifer Smith

Sent from my Verizon, Samsung Galaxy smartphone



Dear Commissioners,

Thank you for letting the people speak on your last meeting concerning the West Glenwood Pasture Development. I am sure you were sick of hearing the continuous talk of fire and fire evacuation. I hope you heard the plea in our voices on the seriousness of our situation out here. Please consider taking care of the residents that live here now instead of adding to the problem. That is all any of us are asking.

Unless you have lived in a fire evacuation with smoke and flames around you with being in gridlock, you will never understand the terror that one experiences. In my opinion we have been so lucky to not have had any big disaster thus far. If you add that many people out here you literally have our lives in your hands. I hope someday you won't need to live with regrets of this decision where people die because we can't get out. We live in such a precarious place, with a major interstate and the geography surrounding us. I can only ask you step back and look at the big picture. In the last fire we planned on going up thru Storm King Ranch, whether that was the smart thing to do or not, but we knew our chances of getting out of W Glenwood was slim to none. It was that or get in Mitchell Creek. We all know it's not if another wildfire will happen, it's when it will happen. We are living in a drought and again why does no one look at the future of what will happen when the water isn't here. I heard of several people who's springs had dried up that had them for generations. There are already water restrictions so it blows my mind to not have respect of our natural resources with everything we are experiencing in this time of climate change.

I want to personally thank Commissioner Schachter as he brought up the fire danger and we appreciated all the questions he asked. It felt like he was someone who actually listened to us and cared.

Also it doesn't have to be a wildfire, it can be a mudslide or even an accident on the interstate. Where do you think the cars go? They flood W Glenwood and no one can move. One gentleman brought up how semi's get lost when coming up Mel Rey onto Donegan. I have seen the same thing on the West end of Donegan, when the interstate shuts down. They try to follow GPS and it was total mayhem.

In fact it looked like a convoy with semi's and camper trailers stuck in gridlock, coming up that narrow road from Hwy 6 to Donegan.

We know after the Glenwood Fire, the canyon will be closed again & again the minute we have threats of hard rain. We will get the bulk of that traffic and no one can move thru that roundabout to even get into Glenwood Downtown.

I plead you have some kind of vision for Glenwood. My husband was born and raised here and I am here 42 years. It's hard to see our small town be diminished. We know change is inevitable, but even having some kind of retail there would be better than 24 hour rentals. A restaurant, a movie theatre I know is just a dream or better yet a grocery store. None of this matters, but I knew Adolph Diemoz when he owned all the land that is now built up with Car dealerships etc, and he would ride his horse thru W Glenwood when it all was pasture where the kids played in the creek. Whatever the current Diemoz plan is, this is not what Adolph envisioned. It's our joke he is rolling in his grave with what has happened.

Just because you put sidewalks around the complex doesn't address all of Donegan. Most hikers, dog walkers, bicyclists, go west down Donegan up Mitchell creek where we have no sidewalks. Cars drive too fast and sometimes you have hikers on both side of the road. It's very dangerous.

Also Trent said the traffic flow with the school has different peak hours. I am having a hard time believing people aren't headed to work at the same time children are being dropped off at school. I can tell you when school starts and ends the Storm king road and Donegan is totally backed up.

Enough people have sent statistics about water and parking and I know I speak a lot from the heart. I am sad to see what has happened to our town, so I am pleading for once can we say it's not a fit instead of bowing to the almighty dollar.

Respectfully

Bruce & Lee Bowles

Property owners on Mitchell Creek

**From:** [Gretchen E Ricehill](#)  
**To:** [Trent Hyatt](#)  
**Subject:** FW: Pasture  
**Date:** Friday, April 2, 2021 9:45:38 AM

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Hello Trent

I received the comment below re: the West Glenwood Annexation and added it to the post hearing comment file.

Gretchen

-----Original Message-----

From: Tim Porter <timabq@msn.com>  
Sent: Friday, April 2, 2021 8:03 AM  
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>  
Subject: Pasture

Gretchen,

I thought of some more problems with the pastor development this is not an order of importance just off the top of my head first the construction company is not from Colorado and I don't believe the apartment management would be from the depart from Colorado which would be essential. It seems as if there's no long-term plan we need to consider the future of the mall the future of the new mobile home park west of Ami acres run by the city of Glenwood. Also I would like to know what the city water and sewer (not to mention trash pick up and the amount of trash that I see in West Glenwood ) of this plan. The traffic and down again cannot handle this I was already concerned about the number of dump trucks driving on donegal going to dump dirt for the construction of the city of Glenwood RV park west of Ami's acres. There is also the matter of not just parking but sidewalks bike paths safe crossing for children walking to the schools on either side of this pastor development. I would also like to see the planning numbers for Glenwood Springs percentages of new apartment percentages of new homes for purchase. I think we should be considering affordable housing for purchase and if this development is on the future there should be a mixed use of rentals /purchase.

Thanks

Tim Porter  
34 gamba dr

Sent from my iPhone

**From:** [Gretchen E Ricehill](#)  
**To:** [Trent Hyatt](#)  
**Subject:** FW: New Developments Parking  
**Date:** Tuesday, April 6, 2021 1:06:23 PM

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FYI

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**From:** pa <harlangwen2@aol.com>  
**Sent:** Tuesday, April 6, 2021 11:45 AM  
**To:** paul.schirmer@cdsg-us.com  
**Cc:** Gretchen E Ricehill <gretchen.ricehill@cogs.us>  
**Subject:** New Developments Parking

## **Why do all new developments have limited parking?**

Why is 1.7 the magic number for parking spaces in large, new housing developments? I don't know anyone with 0.7 vehicles. What about the other 0.3?

Seriously, most families, even those that qualify for "affordable" housing, have at least two vehicles. And I imagine that residents of these developments periodically have friends over for dinner or family visiting.

So, why allow the developers to get away with only 1.7 parking spaces per unit? This is the number cited in the proposed development behind the Glenwood Springs Mall.

Other developments, such as the one at Buffalo Valley, the one on Highway 6 in West Glenwood, and the one behind the RFTA station on Highway 28, all have limited parking.

It seems that City Council and P&Z should face reality when approving these large and, granted, needed developments.

**Sharon Andersen**  
Glenwood Springs

This is a concern with the Proposed West Glenwood Pasture Development for me.

This Developer needs to have parking inside the property they are trying to develop and NOT on the Donegan Road. How in the world can you possibly put a sidewalk, bike path and then think you can park cars you are responsible for providing a space for and NOT on the Donegan Road.

I just heard that they are predicting the fire season to be bad. In my estimation there is no solution to the existing evacuation problem so this would be exaggerating the problem with the proposed West Glenwood Pasture Development adding hundreds more cars. Traffic jammed could cause hundreds of deaths and who would be responsible if this Proposal of 360 are allowed.

Sincerely,  
Gwendolyn Porter

Michael R. Kinser  
51 Ponderosa Drive  
Glenwood Springs, CO 81601  
Ph: (970)945-2287  
mikekinser2@gmail.com

Trent Hyatt  
City Hall  
101 W 8th Street  
Glenwood Springs, CO 81601

April 6, 2021

Dear Mr. Hyatt,

I am providing comments to the proposed annexation and rezoning of 15.8 acres of property located at 214 Center Drive, Project title 480 Donegan. 12.285 acres of the property is proposed for a high-density Planned Unit Development (PUD) consisting of 360 housing units. I have resided at the address above since 1989 and live within 0.2 miles from the property proposed for annexation/rezoning. I am not opposed to development of the subject property, but I am concerned about the level/intensity of the PUD being proposed by the applicant and developer. I recognize the applicant's right to develop the property in accordance with existing county zoning (commercial limited). It is not currently a right to develop high-density residential units. It is my preference that the subject property remain zoned as commercial or to a lower density residential area of single-family homes. In the event annexation and rezoning to PUD is approved, conditions must be established to protect public health, safety, the welfare of the City and surrounding neighborhood. Modification of the PUD will be necessary to be more compatible with and prevent irreparable harm to the surrounding neighborhood. My comments below are specific to the 12.285 acres proposed for PUD.

## **I. Safety**

### **Comment:**

An emergency evacuation study of West Glenwood Springs needs to be commissioned. The PUD would add approximately 1200 people to the community. Safe and expeditious evacuation of the area in the event of wildfire, debris flow or another catastrophic event would be adversely impacted. Those impacts must be mitigated. An emergency evacuation plan should also be prepared. The City should select the contractor who will conduct the study to avoid any conflict of interest. The applicant should contribute all funding necessary for the study to the City of Glenwood Springs.

### **Background/Rationale:**

Having lived here for here for 32 years, I have experienced several wildfires near West Glenwood Springs including Storm King (1994), Coal Seam (2002), the 113 fire in South Canyon (2020), and Grizzley Creek (2020). My family and I were evacuated during the Coal Seam Fire. As you are probably aware, this region has experienced an approximate 20-year drying out period. According to the most recent U.S. Drought Monitor, our area is classified as being in exceptional drought. Climate data is clear that drought conditions are occurring with more frequency in this region, and I do not see that changing anytime soon. As a result, we can except wildfires in this area to occur with more frequency, intensity and for longer duration. It is not a matter of if but when we will experience the next catastrophic wildfire.

During the 2002 Coal Seam fire, I can recall how difficult it was for residents in West Glenwood Springs to evacuate the area in an expeditious manner. The August 5, 2020 the 113 fire occurred on the north side of I-70, mile marker 113 (near South Canyon). That resulted in closure of the Interstate and backed up traffic in the West Glenwood Springs area along Mel Rey, Donegan and Storm King Roads. This left residents of the area trapped in the event of evacuation. According to reports by West Glenwood Springs residents, it took over three hours to reach their homes from the other side of town. A comment made by Trent Hyatt during the March 23, 2021 Planning and Zoning Commission meeting seemed to downplay the traffic issue indicating that most of the vehicles were associated more with people trying to get out of town that did not live here. They were not from people who live in West Glenwood. I assume the point was that increased population from the proposed PUD would not cause a traffic issue with fire evacuation. It does not matter where the traffic came from. We were still trapped and could not evacuate if conditions warranted. The problem also existed with the Coal Seam Fire. Since then, population and development (e.g., Two Rivers School, auto dealerships, etc.) of the area has increased and the addition of 1200 people from the PUD will only exasperates the problem. The top priority of government should be to ensure the safety of its citizens.

## **II. Water**

### **Comment:**

A thorough analysis must be done to analyze impact to the water system of the City of Glenwood Springs from the PUD. As part of the study, the cumulative impact to the water system for all reasonably foreseeable future development needs to be addressed. The continued trend of increased frequency and duration of drought (i.e., aridification, mega-drought) must be addressed as well.

### **Background/Rationale:**

Last August, Glenwood Springs residents were placed on water restrictions. Odd numbered home addresses could water on odd days of the month, and even numbered home addresses could water on even days of the month. Watering could only occur before 10 a.m. or after 6 p.m. In addition, all lawn watering was prohibited for a brief period. Water restrictions were put in place because the Grizzly Creek Fire forced the closure of the Grizzly Creek water intake. While I acknowledge this was a unique situation, we must assume these events can and will occur in the future. Continued frequency and duration of drought will also result in reduced flows to streams, rivers, and lower water tables. Those scenarios must be considered when determining whether the City's water system will have the capacity to support the proposed PUD including any future developments.

## **III. Traffic**

### **Comment:**

Another traffic study must be conducted to better determine impacts from the PUD. At a minimum, the study should be expanded to include impacts to Mel Ray Road and the roundabouts in West Glenwood Springs. Cumulative impacts from traffic associated with the Two Rivers Charter School and possible redevelopment of the mall must also be addressed. Use of the easement through the mall should receive more serious consideration as a main entrance to the PUD. That would reduce traffic along Donegan, Storm King and Mel Ray Roads.

### **Background/Rationale:**

Although a traffic study has already been conducted, it is my understanding that it was done during a time when the economy was shut down due to COVID. That is unacceptable because there was far less

traffic during that time because many people were not working or working from home. Further, the contractor conducting the study concluded there would be no impact to traffic associated with the Two Rivers Charter School because PUD peak hour traffic would occur at different times. That ignores the impacts to other West Glenwood Springs residents who will be confronted with traffic from both the PUD and the school. Currently, traffic is backed up on Storm King Road and Center Drive every weekday morning and afternoon from parents dropping off or picking up their children. The school does not have sufficient space to accommodate all the traffic mentioned above. Additional traffic from the PUD will only compound the situation.

The current study also focused on impacts to Donegan Road, Storm King Road and Highway 6. Impacts to Mel Ray were glossed over because it was assumed most PUD traffic would be using Storm King Road. Since a main entrance to the PUD will be on Donegan (across from Chapparal Circle), it stands to reason that much of the traffic will also occur on Mel Ray Road. That is because Mel Ray offers the shorter distance (and fewer turns) to I-70, downtown Glenwood Springs, and up valley towards Aspen.

#### **IV. Parking**

##### **Comment:**

An in-depth analysis should be conducted to determine whether the current planned PUD parking will be sufficient to accommodate 1200 tenants including visitors. Evaluation of exiting high-density developments should be conducted to determine if parking has adequate for residents and visitors.

##### **Background/Rationale:**

The PUD proposed 625 parking spaces (1.7 spaces/housing unit) which include both internal and street parking. I do not have an exact figure for street parking included for the PUD. Since street parking will also be available to the public, those spaces should not be considered for meeting parking requirements of the PUD. Currently, most of the parking spaces along Donegan Road, Storm King Road (school buses), and Center Drive are utilized by the Two Rivers Charter School as that facility lacks sufficient parking. The PUD street parking will likely be occupied by the school as well. Sufficient internal parking be provided for the PUD to avoid turning West Glenwood residential streets into a parking lot.

#### **V. Neighborhood Compatibility**

##### **Comment:**

Construction of single-family homes within the proposed PUD would be a best option to blend in with the existing neighborhood. If the high-density PUD is approved, it should be modified to improve transition from existing homes along the north side of Donegan Road. Single-family homes should be constructed along the north side of the PUD which transition to a more high-density development further south of the property towards the mall. A visual impact analysis of the PUD must be conducted. Mitigation should be adopted so views from the adjacent west Glenwood residential units are not obstructed.

##### **Background/Rationale:**

City Planning and Development staff have indicated that the PUD provides a good transition from residential units (Western Hills Subdivision on the north side) to commercial development (mall to the south side). I disagree. Having high-density rental apartments and townhomes adjacent to single family one-story homes that are owned does not provide a good transition. It does not blend well with the existing neighborhood to the north. Construction of lower density single-family homes on the north side (adjacent to Donegan Road) of the PUD would improve the transition. The best alternative would have



all PUD housing units be single-family residents to reduce density, improve safety, and mitigate traffic issues. Allowing ownership of those homes would also help satisfy a shortage need for the City. I understand that alternative would be less profitable for the landowner and developer. Higher density would maximize revenues; however, it is the City's responsibility to ensure the health, safety, and welfare of its citizens. That should not be compromised to satisfy the applicant's business model (i.e., construction of high-density rental units) or to maximize profits.

City Planning and Development staff also are supportive of the PUD with the rationale that the 29 to 30 units per acre are not inconsistent with other recent high-density development. My response - two wrongs do not make a right. In addition, there are no high-density developments of this magnitude present anywhere in the West Glenwood Springs area.

The PUD has building heights range from 30 feet adjacent to Donegan Road and 53 feet on the southern portion of the PUD near the mall. I appreciate design efforts to transition building heights corresponding to the slope of the property; however, all residential houses on the north side of Donegan Road are one-story. Efforts should be made to minimize the height of the PUD buildings along the north side of Donegan Road. Further, the 53-foot height proposed for the southern buildings would make them the tallest in West Glenwood.

## **VI. Other Impacts**

### **Comment:**

Impacts of the PUD to the fundamental facilities, services, and systems serving a city should be analyzed and mitigated. These include but are not limited to the following: fire department, police department, schools, sewer system, medical facilities, parks, hiking/biking roads and trails (e.g., Mitchell Creek).

### **Background/Rationale:**

Proposed high-density housing developments can have impacts that are far greater than the immediate area. Impact analysis is often focused on the immediate area of the proposed development rather than the effects to a broader area (a classic - can't see the forest for the trees). Population growth can reach a point where the carrying capacity of the City's infrastructure, services, facilities are reached. That compromises the safety and quality of life to all citizens of the city.

That concludes my comments, issues and concerns. Thank you for the opportunity to comment.

Warm Regards,

Michael R. Kinser

JOHN R SCHENK  
620 HYLAND PARK DRIVE  
GLENWOOD SPRINGS, COLORADO 81601

April 6, 2021

Trent Hyatt  
Senior Planner  
Glenwood Springs Planning Dept.  
101 West 8th St.  
Glenwood Springs, CO 81601

Re: Donegan Annexation and Initial Zoning/ Rezoning #69-20-480

Greetings:

My wife and I are residents of Glenwood Springs, Colorado and are directly acquainted with the skill and craftsmanship of the Diemoz family since we have resided at 620 Hyland Park Drive since June 30, 1997. The dwelling on this property was built by Adolph and Floyd Diemoz in 1963. This home is as sound today as it was when built which reflects a commitment to excellence which is a hallmark of the Diemoz tradition. When a few questions arose after our acquisition of the property, I approached Floyd with these questions. He walked back to his records section and pulled a records binder on the construction of this property which he had maintained for over 30 years. I have little doubt that this binder is still in his possession and believe that is the standard practice for all of the construction projects in which he, his father, and his son John have been involved.

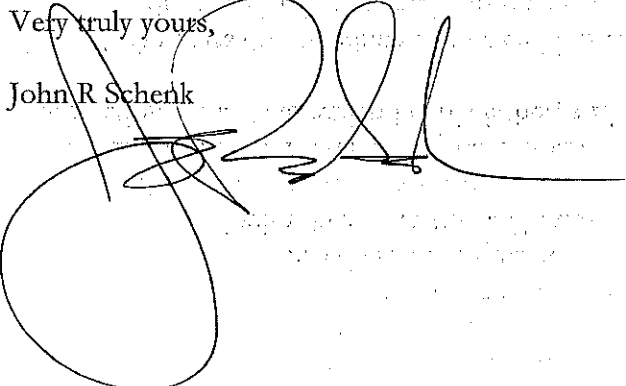
Through the years during which I practiced law in Glenwood Springs I was also acquainted with projects undertaken by Floyd and John for my clients throughout the local area. The attention to detail and diligence exercised by Diemoz Construction have been rarely exceeded.

Although the project before the Planning and Zoning commission involves a R2 Partnership as developer a newcomer to the Glenwood scene, I have taken the time to review the plans and specifications for this project with Floyd and John and have also learned about the background, reputation, and capability of the contract purchasers. Based on that review and confidence in the word of both Floyd and John, it appears the proposed project conforms in every detail with the Comprehensive Plan of the City of Glenwood Springs and, in fact, in many respects, exceeds the express goals and policies of the city for such a development. This proposal should be approved without reservation.

Thank you for your attention to these details.

Very truly yours,

John R Schenk



**From:** [Michael Hoban](#)  
**To:** [gretchen.ricehill@cogs.com](mailto:gretchen.ricehill@cogs.com); [Trent Hyatt](#)  
**Subject:** Take a Breather  
**Date:** Wednesday, April 14, 2021 5:24:13 PM

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we are so angry about what has been going on with developments the last few years. Small town character is basically gone. For what is left, we need to stop developments and like a business, take stock and inventory. When we do this inventory we will see what we have, and later what we need.

To most of us, we are at the critical point of no return. The further on this path we go, the worse it gets.

Glenwood has always been a very special place. All the amenities we have are at least world class. Then why are we trying to choke ourselves to death?

Our job is not to provide high density units for the masses. Our job is to take care of the safety and welfare of our residents. Our job is to take care of our very special home. please.  
Michael Hoban, Glenwood

Sent from my iPad

**From:** [David Alcott](#)  
**To:** [Trent Hyatt](#)  
**Subject:** rezoning letter of support  
**Date:** Thursday, April 15, 2021 1:00:39 PM

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To whom it may concern:

An application has been submitted by Glenwood Partnership, LLLP, for a property under 480 Donegan Road Annexation and Initial Zoning/Rezoning. There are two parcels, 3+ and 12+ acres, immediately north of the Glenwood Springs Mall. I would like to speak in favor of that application.

I served on the Transportation Commission for about 8 years, approximately 2003 thru 2011, and was chair for most of that time. That put me on the Steering Committee when the 2011 Glenwood Springs Comprehensive Plan was developed. As I remember, this property was on the planning radar from the prior comprehensive plan.

Affordable housing has been a top tier concern for this valley for years. Glenwood is geographically constrained, and cannot just spread as other communities might. A number of approaches have been tried or suggested. Closing the door to newcomers after one has arrived does not work. Rent control does not work. Public housing and deed restrictions have mixed success. Much of the new housing built in the area is targeted at move-up markets. Increased density, especially on infill sites such as this, is important. The proximity to public transportation means that personal vehicles may not be required at the level that they would be at other locations. The mix of studio, one, and two bedroom apartments will automatically serve a lower economic segment of the economy. Lack of supply has been a contributor to our high cost of housing. This project will help to increase the supply of more affordable units.

My one quibble with the project as currently envisioned is with the commercial segment. Rather than a restaurant, it seems that a small convenience or grocery store where one could get staples and perhaps fresh fruits and vegetables might better serve the neighborhood. But that could come with the redevelopment of the mall, whenever that might be.

There will be challenges with the project, but the owners have a demonstrated history of foresight and community mindedness and desire to work with the community to achieve a project that will be beneficial for all.

Respectfully submitted,

David Alcott

**From:** [Gretchen E Ricehill](#)  
**To:** [Trent Hyatt](#)  
**Subject:** FW: W. Glenwood Annexation - Letter to Glenwood City Council  
**Date:** Monday, April 19, 2021 8:53:23 AM

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Trent  
For your info and file  
Gretchen

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**From:** NANCY BROOKS <nancybrooks179@comcast.net>  
**Sent:** Saturday, April 17, 2021 11:44 AM  
**To:** Gretchen E Ricehill <gretchen.ricehill@cogs.us>  
**Subject:** Letter to Glenwood City Council

Dear City Council Members,

Please consider my reasons for opposing the density of the apartment complex plans on the Diemoz property in West Glenwood. We all realize that it is the right of Floyd to develop his property, but the size will cause many major problems as well as spoil the rural feeling we have in this part of town. Some of the buildings will be four stories high, completely destroying any view of the mountains, and the apartments will add at least 1500 more vehicles to the traffic. There are only 1.7 parking places allocated per unit meaning that many cars will be parking along Donegan Road and in front of the Charter School. Most frightening of all is the possibility of everyone in West Glenwood having to evacuate because of a fire as they did a few months ago. Many people I know were stuck for hours trying to evacuate, and many lives could be lost. There is already a major problem with people from Oasis Creek and other subdivisions attempting to get on the roundabout during work hours to get into downtown.

Glenwood Springs has been discovered and is being over- developed. "Build it and they will come." What we desperately need are single story dwellings on that property, or even a senior living center that all other communities either already have or are building Thank you for all your many hours of work and consideration of my suggestions!

Sincerely yours,

Nancy Brooks  
0179 Creekside Court  
970928-8189

**From:** [Jeremy Gerbaz](#)  
**To:** [Trent Hyatt](#)  
**Subject:** annexation of 214 center dr.  
**Date:** Monday, April 19, 2021 10:09:22 PM

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Attn: Glenwood Springs, Colorado Planning and Zoning Committee  
Regarding: Annexation of 214 Center Dr. Glenwood Springs.

I am writing again because I have a few more thoughts after the last planning and zoning meeting.

First, let's say this project gets approved and there is not any further fire safety studies done, like all the residents of West Glenwood have asked for, and the worst happens. There is a fire and residents get stuck and can't evacuate and end up dying. The first thing I am doing if I am a relative is suing the City of Glenwood for negligence.

The second thing is, the buildings that face Donegan Rd, how tall are they? Not some estimated number. What is the height from Donegan to the top of the roofs? Also, what is the height of all of the other buildings from the ground to the top of their roofs?

Third, I have spent a lot of time on Donegan Rd since the last meeting and there is a ton of traffic. I do not think the traffic study the developers did is accurate by any means. I think they need to do a long term traffic study that covers several months and maybe even different times of the year.

Fourth, as noted before, having spent a lot of time on Donegan Rd since the last meeting. I do not think there should be any parking on Donegan at all. There should be adequate parking for all residents of the development inside of the development.

Sincerely,

Jeremy Gerbaz

**From:** [Michael Hoban](#)  
**To:** [gretchen.ricehill@cogs.com](mailto:gretchen.ricehill@cogs.com); [letters@aspentimes.com](mailto:letters@aspentimes.com); [letters@postindependent.com](mailto:letters@postindependent.com); [news@soprissun.com](mailto:news@soprissun.com); [Trent Hyatt](#)  
**Subject:** West Glenwood pasture development  
**Date:** Tuesday, April 20, 2021 12:35:13 PM

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Home for us is West Glenwood. A Cincinnati developer wants to build 360 units behind the old mall. This is so overwhelming for us. We are all in shock. We have no infrastructure for even 20 units. No way to widen our roads , no way to handle 900 more vehicles, no room in our two schools, grocery store ,clinic and tiny park. this development would crush us. We have been through all the terrifying fires and mudslides. Most of us have some things packed for the next one. Last Summers small South Canyon fire again showed us how vulnerable and dangerous our situation is. With I; 70west closed, we had total gridlock here and I heard halfway to Carbondale. If that fire raced into West Glenwood, we would have had no escape and some folks would have died . This is extremely serious !!! We need to get real about this situation. the proposed development would not work . This comes down to human rights versus development rights. The answer is the safety and welfare of our residents. We come first. Remember, these developments heavily impact all our valleys. Please join us on Facebook at [westglenwoodpasturedevelopment.com](http://westglenwoodpasturedevelopment.com).

Michael Hoban, Glenwood

Sent from my iPad

**From:** [James Drolet](#)  
**To:** [Trent Hyatt](#)  
**Subject:** Public comment on Annexation request 214 Center Drive  
**Date:** Thursday, April 22, 2021 11:50:53 AM

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RE: Consideration of annexation 214 Center Drive Glenwood Springs

The project looks like a well laid out concept that can help our community's housing shortage. One of the impressive aspects of this project is that does not rely on large taxpayer subsidies and enables free market solutions to significantly improve the housing availability in our community.

Thank you for considering my comments

Jim Drolet  
Glenwood Springs, Co



**From:** [hрудudu@sopris.net](mailto:hрудudu@sopris.net)  
**To:** [Gretchen E Ricehill](#)  
**Cc:** [Debra Figueroa](#); [Jennifer Ooton](#); [Trent Hyatt](#)  
**Subject:** Annexation and Initial Zoning of 214 Center Drive, Glenwood Springs and Development by R2 Partnership  
**Date:** Monday, April 26, 2021 5:06:04 PM

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Hello Gretchen,

I just wanted to share a few comments related to the above. Please share with Planning and Zoning Commission members and others as appropriate.

I have been periferally following this application and my concerns include the following:

-1) From the below Parkland Dedication requirements in the city code, this development would add approximately 900 residents. Estimating approximately 9000 current residents in the city of Glenwood, this would add another 10% in a very small parcel compared to the existing corporate limits. It seems like too much density adding to already existing issues in West Glenwood. In my cursory review of the P & Z application packet, it was not clear to me from whom these residents will be receiving potable water. If from the City of GWS, then that would represent a great demand on the already climate change, amounts and usage, and wildfire-related impacts on Grizzly and No Name Creeks that provide water to the city.

-2) Per the Parkland Dedication requirements, the number of units (360) in this multi-family development would require 6.3 acres of parkland dedicated (see code pasted below). As there is a shortage of parkland in that area there should be an actual dedication of public parkland, not just the "open space" offset proposed by the developer. As is the case with St. Stephens school and their use of the city-owned Sayre Park as their de-facto playground, and as I've heard Two Rivers Community School utilizes the City of Glenwood' Gregory Park in a similar manner, it could be another added "public" benefit to ensure an actual parkland dedication requirement of this development rather than "fee in lieu of" or "waiver of fees" in exchange for some "commitment".

070.040.030 - Site Development and Improvement Standards (g)

b.

Amount. Park land shall be dedicated in the ratio of 0.007 acres per resident or seven (7) acres per one thousand (1,000) residents of the proposed development, to be computed as follows:

1.

3.5 residents per single-family dwelling unit;

2.

3.0 residents per two-family dwelling unit; and

3.

2.5 residents per multi-family dwelling unit.

4.

1.25 residents per accessory dwelling unit (ADU).

c.

Applicability.

1.

Pre-Existing Development and Redevelopment. Except where there is an increase in intensity of use from a prior approval, the City Council shall waive all parkland dedication requirements where previous arrangements have been made and approved at the time of

annexation, subdivision, or development of the same property. In the event that there is an increase in intensity of use, an applicant shall only be required to dedicate additional lands based on the ratio of the existing approved intensity of use or development to the proposed new use or development.

2.

New Development.

i.

The provisions of this Subsection shall apply to all new residential development, including the residential component of mixed-use development.

ii.

Where mixed-use development (commercial/industrial/institutional and residential use) is proposed, the parkland dedication requirement shall be calculated based on the adopted residential per-acre value.

-3) As the proposal wants to utilize public right-of-way to meet their parking requirement, it may not be realistic as I've heard of issues currently with parking associated with the staff of Two Rivers Community School along the burden on the city to maintain and enforce the development's residents offsite parking area. Plus with the municipal code requiring parking time limit of 72 hours, it seems it would be an issue especially when encouraging people to use public transit or alternatives to single occupancy vehicles.

-4) With a cursory overview of the proposal, there does not seem to be any good provision/requirement for pedestrianism. I've seen people including students walking in Mel Ray Road which has NO sidewalks. As proposed it looks like pedestrians would have to continue walking within the roadway OR walking around to Storm King Road, then east in front of the mall using existing sidewalks to get to the nearest bus stop or to continue on current sidewalks or trails. The developer of ANY development on this sites should be required to negotiate, construct and maintain a sidewalk and privacy fence, along the eastern edge of the Glenwood Springs Mall property to the bus stop and existing trail/sidewalk connections.

-5) Again, as the shortest distance between two points is a straight line, this development with the number of residents and the anticipated 2200 vehicle trips daily should negotiate and be required to have direct access to Highway 6 & 24 rather than having the ONLY access/egress point onto Donegan Road. It seems that in the near future, the city of Glenwood would be acquiring more lane miles of roadway and utility infrastructure including more of Donegan and Mel Ray Roads with proven need for sidewalks. And as has been "encouraged/desired" in the past, the city could/should annex more of the remaining residential portions of West Glenwood. The proposal includes offsite roadway improvements ONLY at the extreme east end of Donegan Road and intersection of Highway 6 & 24.

From application "Referral Agency Comments": From: Wyatt Keesbery

<[wkeesbery@garfield-county.com](mailto:wkeesbery@garfield-county.com)> Sent: Monday, March 1, 2021 8:46

AMTo: Glenn Hartmann <[ghartmann@garfield-county.com](mailto:ghartmann@garfield-county.com)>Subject: RE:

City of Glenwood Springs Land Use Referral in West Glenwood Glenn, If they are going to annex anything they need to annex ALL of West Glenwood . I don't want them to annex just portions, it is ALL or nothing. Wyatt

-6) In my review, I did not see any comments from our Fire Chief. As a GS Rural Fire District board member, I asked Chief Gary Tillotson if there should be concern with the density and height of the proposed buildings in the development being up to five stories high including parking below? And if there may be a need to acquire another aerial apparatus and there was agreement there would probably be such a need. The last aerial was budgeted for \$1.2 million. Yet another expense that would be faced by the city. As there is need to replace the current West Glenwood fire station, perhaps some provision or negotiation can be included in the discussion with this development proposal?

-7) It has frequently been a life-safety problem related to wildfires and other incidents with South Canyon/I-70 closures where West Glenwood has become gridlocked and West Glenwood residents have been unable to evacuate. With three schools in the area along with existing residents, adding another projected almost 1000 residents in this area will add immensely to a frustrating and potentially life-threatening situation. With the South Bridge project and approval to hire a deputy fire chief, the city is aware of the need to work on evacuation planning, now primarily focused on residents in South Glenwood and the Garfield County Four Mile corridor residents. A plan needs to be formulated for West Glenwood residents as well, those both current AND future.

-8) The City of Glenwood is in the driver's seat related to this development proposal, especially with the request for annexation and Planned Unit Development (PUD) district request. The city staff, board members and elected officials now have the ability to request/dictate requirements to the benefit and NOT detriment to both the city as a governmental entity AND to all current and future residents. Does this proposal provide "... greater benefit to the City of Glenwood Springs"?

"070.020.180 - *Planned Unit Development* (PUD) District.

(a)

Purpose. *Planned unit developments* (PUDs) are intended to allow for greater flexibility in the application of zoning and *development* standards than would otherwise be achieved through a base zoning district in exchange for greater benefit to the City of Glenwood Springs. “

As a resident of No Name and not living within the municipal limits of the city, along with the many, many residents of West Glenwood who will be impacted by this development proposal, “WE” are not constituents of the elected officials of the city or its boards and commissions. But we are all parts of the greater Glenwood Springs community, benefiting from and contributing to this very special place. This proposal with its density and projected number of residents has many significant wide-ranging impacts both short and long term. Will any perceived or proposed benefits outweigh the many negative impacts? Loving the uniqueness of living in No Name, I really don't have a “dog in this fight” being not directly impacted by this development proposal, but I do care for those in West Glenwood who will be so impacted by what happens in their back and front yards and lives and safety. They have helped make my

living in Glenwood Springs for over forty years an integral and important part of my life and calling Glenwood Springs “home”, thus my desire to share my thoughts for your consideration.

Thank you for your time, attention, work and efforts,

Greg Jeung

1188 CR 129

Glenwood Springs CO 81601

970-319-7697

**From:** [Gretchen E Ricehill](#)  
**To:** [Trent Hyatt](#)  
**Subject:** FW: West Glenwood Mall development project  
**Date:** Monday, May 3, 2021 11:18:49 AM

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Trent

Below is a comment for the Annexation file.

Gretchen

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**From:** Jeanne <jeanne.dekoninck@gmail.com>  
**Sent:** Monday, May 3, 2021 11:16 AM  
**To:** Gretchen E Ricehill <gretchen.ricehill@cogs.us>  
**Subject:** West Glenwood Mall development project

Please forward to P & Z :

We believe the planned development is TOO dense.

The extra traffic is a concern especially for users trying to get on Donegan Road from Sunny Acres and Vista Drive with poor visibility. Also the extra traffic will make bicycle riding more dangerous.

Gridlock is a big problem now.

Whenever there's an accident or closure on I-70 you can't even get to town or anywhere else from HWY 6.

Fire evacuation will be the same. I was sharing my concern with a friend who lives downtown and he told me I could always hang out on the golf course and go into the pond if it came to that point.

More cars on the road won't help this situation.

Sincerely,

Jeanne and Dennis Dekoninck

Sent from [Mail](#) for Windows 10

**From:** [Gretchen E Ricehill](#)  
**To:** [Trent Hyatt](#)  
**Subject:** FW: Re: pasture developement  
**Date:** Monday, May 10, 2021 8:25:28 AM

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**From:** folo@sopris.net <folo@sopris.net>  
**Sent:** Sunday, May 9, 2021 5:00 PM  
**To:** Gretchen E Ricehill <gretchen.ricehill@cogs.us>  
**Subject:** Fwd: Re: pasture developement

----- Original Message -----

**Subject:** Re: pasture developement  
**Date:** Thu, 22 Apr 2021 19:31:32 -0600  
**From:** George Shaver <[georgeshaver1836@gmail.com](mailto:georgeshaver1836@gmail.com)>  
**To:** [folo@sopris.net](mailto:folo@sopris.net)

Lisa

Please send this to the city. We are permitted from individual contact on such matters. I can't read this if it is not part of the public record but can and will if it is out there for all to see.

You can find Gretchen Ricehill on the city website in the community development department.

Thanks

George

On Apr 22, 2021, at 8:31 AM, [folo@sopris.net](mailto:folo@sopris.net) wrote:

George and Sumner,

First I'd like to thank you for serving on P&Z. It is wonderful that you are willing to give to our community. I know that you have already heard many of the concerns of the West Glenwood residents. But I would like to share my concerns after living in my family home of 54 years.

Many of us evacuated for the Storm King and the Coal Seam fires. It was a frightening experience for me with three small children. My husband was a fireman at the time and stayed behind to fight for the neighborhoods of west Glenwood. This past summer was equally frightening when the streets of west Glenwood were inundated with bumper to bumper traffic and the south canyon fire burning. The residents

of west Glenwood were prepared to evacuate their homes but could not even get out of our driveways. If this development is pushed through the extra 1000+ residents will only compound the problem.

Last summer the developer met with a few of us. He listen to our concerns but they fell on deaf ears. Mr. Rosenberg said that there would not be a "main" entrance onto Donegan. Why would you put the main entrance up into our neighborhood. When the main goal would be to move the traffic south and toward town/I-70. Another concern is putting parking on Donegan. Why is he not planning to have all of the required parking inside of his development? Plus allowing parking on the south side of Donegan will give people the impression that they can park on the north side of Donegan. As one resident pointed out, there are many lost semi drivers that come up Mel Rey turn left onto Donegan drive down to Storm King Road. Make another left to get back to 6&24. We already have the problem with the buses parking on the shoulder now we'll have parked cars too.

I am also wondering where Mr. Rosenberg thinks that he can get away with a 53 foot building. The four story limit doesn't apply to him? Where else in this are is there a four story building? No where because we are a residential neighborhood made up of SINGLE FAMILY HOMES!!!!!!!!!!!! I am also concerned with the "work/live" units. Those units are located across the street from the Two Rivers School. That area is already a mess. So now he thinks more commercial space should be added there?

I know that many P&Z members did a drive through to check out our area. I'm wondering if either of you went down Center Drive towards Gregory Park? That over populated street is bumper to bumper with parked cars on both sides of the streets. During the day it is the teachers that park there. At night it is the residents that don't have room in their own garages or driveways, that take up that space. We already have too many vehicles parked everywhere. You can not even enjoy the tiny park that the city provided all of west Glenwood.

I believe that with our town and states concern with water supply we are asking for even more problems by allowing this huge development to proceed. West Glenwood does not have the infrastructure to handle a development of this size. Please understand that I am not against building. For goodness sake my husbands business relies on it. There are many other things that could be done in this beautiful pasture that would not negatively impact the lives of the residents of west Glenwood.

Thank you so much for your time.

Lisa Orosz

945-0452  
0051 Chaparral Circle



**From:** [Gretchen E Ricehill](#)  
**To:** [Trent Hyatt](#)  
**Subject:** FW: WGWS Pasture  
**Date:** Monday, May 10, 2021 8:25:48 AM

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Another comment

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**From:** folo@sopris.net <folo@sopris.net>  
**Sent:** Sunday, May 9, 2021 4:57 PM  
**To:** wkeesbery@garfield-county.com; ghartmann@garfield-county.com; Gretchen E Ricehill <gretchen.ricehill@cogs.us>  
**Cc:** roaringforkrentals@yahoo.com; folo@sopris.net  
**Subject:** WGWS Pasture

Glenn, Wyatt, Gretchen,P&Z, County Commissioners and City Council,

Reading through some excerpts from the packet (page 416). Wyatt Keesbery makes a comment that the city should annex ALL of West Glenwood not just bits and pieces. Well Mr. Keesbery, the city has done nothing but annex bits and pieces of West Glenwood my whole life. We residents of West Glenwood do NOT want to be annexed into the city of Glenwood Springs. Many of us purchased out here because it was outside of city limits and had a "country" feel. The city and developers have screwed that up for us.

Mr. Rosenberg acts as if lowering the amount of units (360 down from 418) and offering 1.7 parking spots instead of 1.5 is a gift. He is also thinking that a 53 foot building isn't going to block our view. This entire development is out of character with the single family home neighborhood that surround it. I also believe that all of the parking for this development should be inside it's own boundaries. Donegan should not have parking on it's south side because then the residents of this disaster of a development will assume they can park on the north side. Mr. Rosenberg also told us that the main entrance would not be on Donegan. Now he has changed his tune. Why would you pump 2200 trips a day out into "our" neighborhood and down Mel Rey. You would be ignorant to believe that the residents would take a different route. I am wondering if story poles could be placed out in the pasture. So that everyone can see how high this monstrosity is going to be. Since this is going to affect the entire county by crowding the roads, clogging the round about, polluting our beautiful area I am wondering if we can take this to a vote of the people. For goodness sake we only have one grocery store. Lets add another 1000+ people. Why is it the responsibility of Glenwood Springs to provide employee housing for Aspen?

Lets take it to a vote!!

Lisa Orosz  
[folo@sopris.net](mailto:folo@sopris.net)  
970-945-0452

**From:** [Gretchen E Ricehill](#)  
**To:** [Trent Hyatt](#)  
**Subject:** FW: West Glenwood development  
**Date:** Tuesday, May 18, 2021 8:41:14 AM

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**From:** Joni McGavock <jonimc22@gmail.com>  
**Sent:** Tuesday, May 18, 2021 8:18 AM  
**To:** Gretchen E Ricehill <gretchen.ricehill@cogs.us>  
**Subject:** West Glenwood development

Dear Gretchen and P and Z Board,

I have lived in Glenwood Springs for over 30 years. Sometimes I think we forget we live in a very confined canyon. To the west is South Canyon and to the east is Glenwood Canyon and we all know what issues those presents: fires, accidents, road closures due to weather, etc. It is no one's fault, it is the environment we are presented with. If I 70 was not running through our community maybe we could afford to pack more people in but let's face it, we have limited space and limited resources. And of course we need the tourist that I 70 brings us but that is more traffic.

Sure we can allow someone from outside our community to come in and build housing and gain the financial benefits from it, but can we support these 600 + people with water, schools, roads, fire protection, sewer facilities, and on and on? Can we afford to have so many people in this space? Tough questions for you all and I appreciate all the work you have done and will continue to do to answer these questions.

If you build it they will come, no matter how much you build they will come, it's a beautiful and safe place to live, but if you allow so many people to be packed into a finite space there is no quality for anyone and "the beautiful and safe place to live" is no longer a beautiful, safe place.

Thank You  
Joni McGavock

Gretchen Ricehill  
Assistant Economic/Community Development Director  
City of Glenwood Springs  
101 W 8th Street  
Glenwood Springs, CO 81601

I have been following the 480 Donegan annexation proposal for some time. I have read through most of the documents, reviewed the maps presented by the Applicant and also read through the many letters, both pro and con, regarding the annexation. While important arguments have been made regarding impacts on the character of West Glenwood, the substantial increase in traffic, the strain on services, and the proximity of Two Rivers school to one of two exits from the property, I believe the decision on whether to move forward with this project comes down to one thing: what is the value of human life?

Like many in West Glenwood, I was also tied up in the total lockup of traffic due to the 111 Fire on August 5, 2020. We were all fortunate that a west wind didn't pick up and drive the fire through the dry grass into West Glenwood. If it had, the total gridlock on Donegan, Storm King, and other roads would have prevented any evacuation of residents in the area by car. The only exit would have been on foot, an unreasonable expectation for some of our older residents. And with the roads already blocked by cars, access to West Glenwood by firefighting personnel and vehicles would have been limited at best, hampering the ability to stop the spread of the fire further east into town.

While it occurred before we moved to West Glenwood, those who were here during the Coal Seam fire also tell of great difficulty in evacuating even as the fire approached. One only has to look at the number of fires in and around Glenwood Springs in the last 30 years to realize that these are not rare events, but rather something that seems to occur every few years.

West Glenwood suffers from an access problem due to mountains to the west and north and the interstate to the south. The only egress from areas west of Mel Ray Road is to the east on two roads: Donegan and US 6. All other high density developments approved by the city in the last few years have been in areas where residents could evacuate to safety in two or more directions.

Thus I am quite dismayed by the dismissive way the Planning and Zoning Commission addressed this issue in the April 27, 2021 Report:

"Emergency evacuation of Glenwood residents and visitors as well as those traveling through to/from surrounding communities is an existing regional issue for which better understanding of traffic management is needed. The City does not believe the current proposal will necessarily have a negative impact on this existing problem."

One only needs to evaluate what might happen if an event similar to the August 5, 2020 fire actually encroaches on West Glenwood. There are approximately 200 households (Mitchell Creek, Western Hills, residences along Donegan) for which the only exit eastward is Donegan between Mitchell Creek and Mel Ray. If the 480 Donegan project is allowed to proceed with the number of units proposed, there will be

people from 360 additional residences trying to use this same evacuation route. The jump from 200 residences to 560 residences would clearly "have a negative impact on this existing problem".

There is ample experience to know that emergency routes out of West Glenwood are already woefully inadequate to handle the existing population of the area. Before any high density development can proceed, a plan on how to safely evacuate West Glenwood must be established and implemented. This can't just be "traffic management". Whether it's the video showing the rapid spread of last year's Grizzly Creek Fire or the speed that the fire raced up Storm King Peak that disastrous day in July, 1994 (2/3rds of a mile in 15 minutes), it's readily apparent that in the event of a fire quickly encroaching on West Glenwood there may be insufficient time for appropriate safety personnel to respond in order to direct traffic. Instead it means creating a physical infrastructure to handle the traffic trying to evacuate from West Glenwood. Maybe it requires widening and adding a center turn lane on Donegan that can be converted to an emergency second eastbound lane all the way to US 6. Whatever solution is developed, it must be designed and built prior to any high density development in West Glenwood. Obviously if the Applicant were to reduce the number of residential units in the proposal from 360 to 100 or so, a less aggressive and less costly infrastructure plan might be feasible.

If Glenwood Springs elects to annex this property to allow for high density development, then clearly the obligation falls on the city to design, fund, and construct all the improvements required to ensure safe evacuation due to this substantial increase to the population of West Glenwood.

To approve this application as presented, given that it will significantly amplify an already dangerous evacuation situation, is to place the push for development over the safety of the residents of West Glenwood. While it may not be possible to save homes and property if such a fire event were to occur, it is unconscionable to place the value of development over lives.

Ken Ransom  
126 Creekside Court  
Glenwood Springs, CO 81601

**From:** [Gretchen E Ricehill](#)  
**To:** [Trent Hyatt](#)  
**Subject:** FW: Donegan Road apartment proposal  
**Date:** Tuesday, May 18, 2021 8:41:24 AM

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**From:** David McGavock <dmcgavock@tools4mind.com>  
**Sent:** Tuesday, May 18, 2021 8:19 AM  
**To:** Gretchen E Ricehill <gretchen.ricehill@cogs.us>  
**Subject:** Donegan Road apartment proposal

Gretchen Ricehill  
City Planning  
Glenwood Springs, Colorado

Dear Gretchen and P and Z,  
I have lived on Mel Rey Rd, just a few blocks above the proposed Donegan Road Apartments since 1995. In that time I have watched the steady pace of development above my house, along Donegan (east and west of Mel Ray), across the Colorado River, and along Hwy 6 and 24. I accept that development will happen. We all agree that housing is needed in our valley. Despite these forces and needs, there are many reasons why the density of the proposed development is inappropriate for this particular location. My neighbors and your planning board have described the variety of problems in great detail. We need to make sure that the density fits any proposed location. While something will occupy the Diemoz property, we need to insure that it doesn't have the consequence of choking and endangering the people who live in West Glenwood.

Since 1995 we have been threatened by multiple fires. I will never forget the evacuation we experienced in 2002 during the Coal Seam fire. One minute we were observing smoke on the south side of the Colorado River, the next we watched the fire drive up the north side and we were ordered to leave the neighborhood. Fortunately we were packed and ready to go. Unfortunately, we didn't get further than Glenwood Middle School where we joined a line with all our neighbors on Hwy 6 and 24. From that vantage we watched the

blaze drive across the Wolfshone property toward the community center. All we could do was to sit and watch the tornadoes of fire. We could feel the heat while traffic crawled east. It took over 40 minutes to cross the Grand Avenue Bridge (our only escape). I realize it is hard to believe that traffic could move that slowly (usually an 8 min drive). This was 2002, before the townhouses were built on Donegan, the Six Canyon Apartments, and many other single family dwellings built since that time. I shudder to think what will happen next time.

I write this detailed description because it is easy to underestimate the gravity of this problem. Many of us have described our experience and concern. We need you; the board to put yourselves in our place and plan for the worst. The pictures of the development are pleasing. The need for housing is unmistakable. We are not simply saying "not in our back yard". I am suggesting that, if the land is developed for housing, that the density be reduced. If there is not enough profit in such a low density plan, so be it.

We heard our fire chief say that there is a need for a new fire house in West Glenwood and that no suitable location has been located. If we can't find a home for a firehouse, there should be no home for additional development.

I thank you and the board for your work on this proposal.

David McGavock  
530 Mel Ray Road  
GWS, CO 81601

**From:** [Gretchen E Ricehill](#)  
**To:** [Trent Hyatt](#)  
**Subject:** FW: West Glenwood development  
**Date:** Tuesday, May 18, 2021 8:41:14 AM

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**From:** Joni McGavock <jonimc22@gmail.com>  
**Sent:** Tuesday, May 18, 2021 8:18 AM  
**To:** Gretchen E Ricehill <gretchen.ricehill@cogs.us>  
**Subject:** West Glenwood development

Dear Gretchen and P and Z Board,

I have lived in Glenwood Springs for over 30 years. Sometimes I think we forget we live in a very confined canyon. To the west is South Canyon and to the east is Glenwood Canyon and we all know what issues those presents: fires, accidents, road closures due to weather, etc. It is no one's fault, it is the environment we are presented with. If I 70 was not running through our community maybe we could afford to pack more people in but let's face it, we have limited space and limited resources. And of course we need the tourist that I 70 brings us but that is more traffic.

Sure we can allow someone from outside our community to come in and build housing and gain the financial benefits from it, but can we support these 600 + people with water, schools, roads, fire protection, sewer facilities, and on and on? Can we afford to have so many people in this space? Tough questions for you all and I appreciate all the work you have done and will continue to do to answer these questions.

If you build it they will come, no matter how much you build they will come, it's a beautiful and safe place to live, but if you allow so many people to be packed into a finite space there is no quality for anyone and "the beautiful and safe place to live" is no longer a beautiful, safe place.

Thank You  
Joni McGavock

**From:** [Gretchen E Ricehill](#)  
**To:** [Trent Hyatt](#)  
**Subject:** FW: Annexation and Rezoning of 214 Center Drive, Glenwood Springs, and Development by R2 Partnership  
**Date:** Monday, May 24, 2021 8:01:53 AM

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**From:** Elizabeth Phillips <ejp5@hotmail.com>  
**Sent:** Saturday, May 22, 2021 5:41 PM  
**To:** Gretchen E Ricehill <gretchen.ricehill@cogs.us>  
**Subject:** Annexation and Rezoning of 214 Center Drive, Glenwood Springs, and Development by R2 Partnership

Hello, Gretchen,  
Please forward this letter to the Planning and Zoning Commission and others as appropriate.  
Thank you.

I am writing to add my voice to those of the many fellow residents of West Glenwood Springs who have expressed their deep concerns about, and opposition to, the annexation and rezoning of the pasture property at 214 Center Drive by R2 Partnership. As a long-time home-owner in West Glenwood Springs who plans to live here many more years, I implore the Planning and Zoning Commission to thoroughly consider the following critical issues:

**1. Evacuation routes.** The recurring and seemingly inevitable wildland fires that continue to threaten our area require that we have effective evacuation routes to protect us. Recent history has shown that such routes do not exist. What is the plan to take into account the 500-1,000 additional vehicles that this 360-unit complex will add to currently inadequate evacuation routes?

**2. Traffic.** Recurring closures of I-70 because of mud/rock slides, traffic accidents, other emergencies continue to cause massive, lengthy back-ups of traffic in West Glenwood. These closures and gridlocks prevent medical and police services from reaching homes in this area of 3,500 residents, more than one third of the population of the city.

What is the plan to address the issue of access into and out of West Glenwood



during such closures, when approximately 900 (25 percent) more residents are added?

**3. Benefit to the City.** What would be the economic benefit to the City of allowing this development to proceed? At a prior meeting of the Commission, this question was asked of City Attorney Karl Hanlon. He answered that historically a city does not enjoy an economic benefit overall from adding residential rental units; in fact, it often results in a negative economic impact. Why would the City allow this development to proceed if it likely will have negative economic consequences?

For these reasons, plus the many others already elaborated by my neighbors, I respectfully request the Planning and Zoning Commission to protect the safety, well-being, and quality of life of the 3,500 residents of West Glenwood by rejecting the application of R2 Partnership to annex, rezone, and develop this property.

Elizabeth J. Phillips  
120 Rockledge Drive  
Glenwood Springs  
Colorado 81601

**From:** [Gretchen E Ricehill](#)  
**To:** [Trent Hyatt](#)  
**Subject:** FW: Annexation and Initial Zoning of 214 Center Drive, Glenwood Springs and Development by R2 Partnership  
**Date:** Monday, May 24, 2021 8:02:56 AM

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**From:** fourkward <fourkward@gmail.com>  
**Sent:** Sunday, May 23, 2021 11:02 PM  
**To:** Gretchen E Ricehill <gretchen.ricehill@cogs.us>  
**Subject:** Annexation and Initial Zoning of 214 Center Drive, Glenwood Springs and Development by R2 Partnership

Sent from my Verizon, Samsung Galaxy smartphone

To: City of Glenwood Springs Planning & Zoning Commission

We have several issues with the big development.

First would be fire safety. Our roads do not support evacuations. Evacuations have occurred in West Glenwood and have ended up in total chaos, it is extremely dangerous and life threatening. Adding that many more people, and their vehicles, would be a step in the wrong direction for human safety. The Fire Dept is not staffed or equipped to support such a project. Last year when south canyon closed due to wildfire, all roads in west glenwood were jammed up with vehicles so bad emergency services could not navigate through to respond to any other emergency calls if needed. They would have had to walk to respond to any calls carrying their equipment. This is really scary to think about if it was any worse than it was.

Our house, located on the west side of Mel Rey, will border the project, along with our business. The proposed project will take away views from us that we have enjoyed for 20 years, not to mention the night light pollution, which would increase 100 times more with this proposed project. Three story buildings are just way too tall and parking lots require a certain amount of lighting per lot and with the proposed development plans the building and landscape would take away from our property values.

They have shown plans behind our back yard fence for a parking lot. With us being in the Towing & Recovery business for 40 years, I know personally, I would want more protection then a wooden fence, because people can't be trusted with their driving abilities! We would request a safety wall

be built for our safety of our property, our house & most importantly my family. The proposed parking lot is way too close to my house.

Another concern would be the traffic study. We feel the traffic study is inaccurate. Living on Mel Rey for at least 20+ years as well as our trucking/ towing & diesel repair business 40+ years. There is significant truck traffic due to the designated truck route on Mel Rey, Donegan & Stormking Rd. Last year to this year, Mel Rey has been way calm due covid business & school restrictions, there was way less traffic then normal. After the old Post office on Stormking Rd. turned into a school, it has been hard to use the designated truck route because the school already lacks parking and has to park the school buses on the street. That is another issue all in itself but has been manageable with towing tractor-trailers with our heavy wrecker (tow truck). Now with the proposed development of adding thousands of people plus their vehicles, the proposed sidewalks will make it almost, if not impassable. We are not the only large trucks in this area that will have an issue trying to navigate the narrowing road with the proposed sidewalks on Melrey & Donegan. In all reality, the sidewalk should be built on the proposed property project and not on the designated truck route.

Our issue with the proposed sidewalks on Mel Rey is a big concern for us. Mel Rey Rd. is NOT wide enough to handle sidewalks. We for one cannot afford to lose any parking to our business, this would destroy my location of our business with my truck parking & the parking for our large vehicle customers. Semi's (tractor - trailers), dumptrucks, heavy equipment & various passenger vehicles. We would not even be able to park a normal sized pickup truck in our designated parking area let alone our heavy equipment. We are not the only business this would affect, it would hurt every business on the west side of Mel Rey with their customer/ employee parking. Parking is already an issue around Glenwood and this would be adding to the existing growing problem.

We also have a concern for lack of resources available. Lack of another Grocery store, water supply, fire, police/ sheriff personal. We have personally heard not too long ago from local law enforcement that west glenwood is getting rough and the laws do not protect us like they should. So in conclusion of all of this, we strongly oppose the annexation of the West Glenwood Pasture development. In our opinion it would not be the right move for our community at this time.

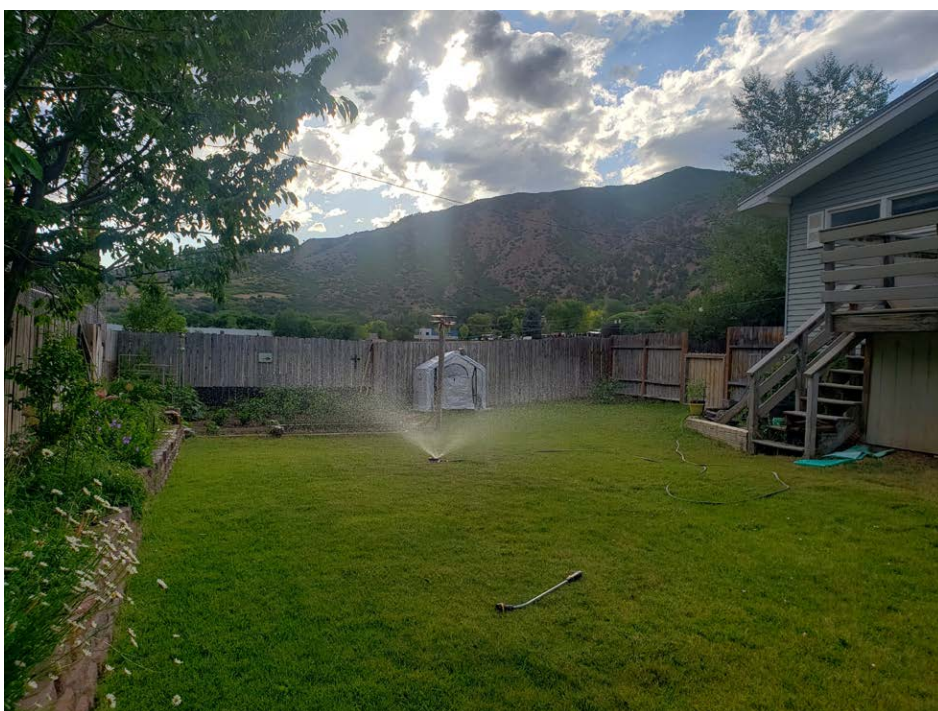
Sincerely,  
Kevin & Kelly Ward  
0191 Mel Rey Rd.  
Glenwood Springs, CO 81601

-And also-

Glenwood Enterprises, Inc  
dba Blaine Ward Towing  
Attn: Kevin Ward  
0111 Mel Rey Rd.  
Glenwood Springs, Co 81601









May 24, 2021

To: Glenwood Springs Planning and Zoning Commission

You've previously been informed that more than 60 years ago, in 1960, my parents, Adolph and Edith Diemoz, purchased 30 acres of privately owned land in West Glenwood as an investment property.

- This land was not our family homestead. Our homestead was near El Jebel in about 1905. Our land behind the mall has been commercially zoned for decades, and has never been designated as open space.
- In 1980, the Diemoz Family sold about 14 acres of land for the Glenwood Springs Mall, and retained approximately 15.8 acres.
- Our Family, received county approvals for a commercial park and then built two commercial buildings. At that time, we installed all of the utilities needed to service all of the future development of our land.
- In 1982, 39 years ago, our Diemoz Family built and paid for our portion of the Storm King Road and deeded the road to the County, which all of West Glenwood uses.
- For nearly a year, R2 Partnership has worked in close cooperation with the City Planning Staff to refine the design of their proposed development, following suggestions and recommendations from the City's professional staff of planners and engineers.
- After extensive review, and revisions that included reductions to the density, the City Planning Department continues to recommend that you approve our proposed annexation.

Why?

Because the design has followed the *vision, goals and policies of Glenwood's Comprehensive Plan* as well as followed the City's Development Code. I've attached pages 41 and 46 of the City's Comprehensive Plan, and ask you to read the highlighted sections.

We believe the applicant has made significant concessions and their plan would be a great contribution to Glenwood. Our family believes it makes sense to be annexed within Glenwood's City limits with this proposal, however, our land will eventually be developed in some fashion in the near future, whether annexed into the City or not.

Thank you,

Floyd Diemoz, Glenwood Partnership, LLLP, Partner

uses. Ideally however, the City encourages RFTA to develop a BRT station Downtown because this would provide seamless access to commercial areas, employment, recreation, as well as other modes of transportation.

#### ***Glenwood Mall***

This Plan envisions that the Glenwood Mall and the properties immediately north of it be integrated and redeveloped into a mixed-use community including a significant component of medium to high density residential uses with an internal system of sidewalks and community spaces thus creating a center focal point for the west end of town.

#### ***Glenwood Meadows***

The Glenwood Meadows development originally included a housing component south of Wulfsohn Road. This component of the project has been delayed. However, the Comprehensive Plan continues to identify the housing component of the Glenwood Meadows project as a logical and ideal place for much needed community housing within walking distance of commercial areas, recreation and open space. Therefore, the Comprehensive Plan strongly encourages that the housing component be constructed. Additional housing units are also strongly encouraged on other properties within the Glenwood Meadows development. Live / work units, where the unit is designed to have a living spaces as well as a work space for non-nuisance producing businesses, are seen as appropriate here.

### ***Hwy 6 Corridor***

The Hwy 6 / 24 corridor currently is comprised of many different uses—auto-oriented commercial and service uses along the highway and residential uses tucked behind. In spite of having an elementary school much of the area lacks true neighborhood character and walkability. This area has potential for significant redevelopment in the future. As it does so, it is expected that the immediate Hwy 6 / 24 corridor will continue to be a mix of uses. New development is expected to include pedestrian interconnectivity, bicycle access, landscaping and building placement so that the corridor is an attractive, accessible, community-oriented strip and not just focused on highway traffic. Multi-family housing is expected to continue to be developed north of the corridor.

### ***Residential Areas***

Existing neighborhoods in Glenwood Springs are mostly walkable and “talkable” and give much of the “small town” character to the community, with their smaller building sites, traffic calming, shaded sidewalks, front porches instead of garages, and small neighborhood parks.

Most existing residential neighborhoods are envisioned to remain substantially unchanged over the next planning period. Some minor infill and redevelopment is expected through the addition of accessory dwelling units and where sensitively designed duplexes, townhouses or small apartment buildings may replace a mobile home or bungalow on a large lot.



existing boundary south of town to encompass the Bershenyi Ranch (Elk Meadows) and the Four Mile Ranch subdivision (Figure 3-17). Here, along Four Mile Road the City has extended sewer treatment services to these parcels through a long-standing pre-annexation agreement and it is felt that the City will be able to bring about a land use configuration for these properties that will better meet the aspirations of the city than would be possible under county jurisdiction.

### Overall Annexation Position

1. Within the Urban Growth Boundary annexation is preferred over development through county jurisdiction, unless there are extenuating circumstances and significant public benefit to do otherwise.
2. Annexation will occur through petition of the land owner(s). While it is not the intent of the City to compel annexation, the City reserves the prerogative to initiate annexation if found to be in the best interest of the community.
3. The City will consider annexation only within the Urban Growth Boundary unless there is a compelling public benefit to consider annexation of a parcel outside the boundary.
4. The City is required to provide annexed parcels with infrastructure (electricity, water, wastewater) and services (police, emergency and other urban services) in a manner that is cost-effective and that does not unduly burden Glenwood Springs residents.
5. The City encourages and supports the annexation of the property immediately north of the Glenwood Mall to facilitate a compatible/coordinated mixed-use development.
6. The City should work with Garfield County to jointly adopt a major street plan for the Bershenyi Ranch / Elk Meadows property that will assure mutual commitment to a unified vision for development and open space.

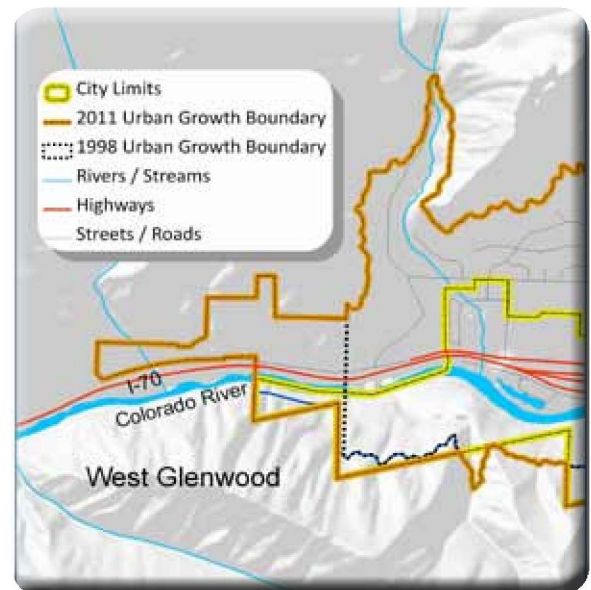


Figure 3-16: The Urban Growth Boundary was extended to include on the west end of town. Properties here have a low density residential land use designation.

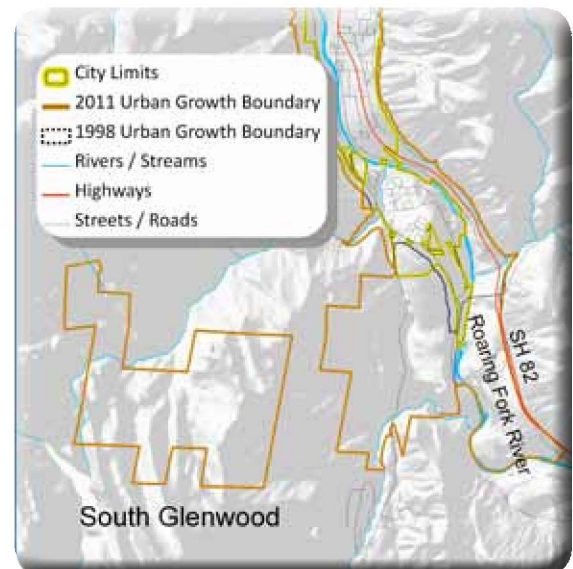


Figure 3-17: The Urban Growth Boundary was extended to include the Elk Meadows Properties south of town and additional property on the west end of the city.



**From:** walter krom <w57ursman@hotmail.com>  
**Sent:** Monday, May 24, 2021 4:28 PM  
**To:** Gretchen E Ricehill <gretchen.ricehill@cogs.us>  
**Subject:** Annexation and Rezoning of 314 Center Dr., Glenwood Springs

To: Planning and Zoning Commission

I am a homeowner in West Glenwood Springs and I am opposed to the annexation and rezoning of the property behind the old mall, for the following reasons:

*Safety:* West Glenwood has a hazard rating of "very high" for wild fire. This means we MUST have safe evacuation routes. Adding more than 1,000 more residents, and possibly more cars and trucks, to this neighborhood would increase the danger to all in the case of evacuations, or detours when I-70 is closed as has happened multiple times recently. Gridlock is already a critical problem. We should not be increasing the potential danger by adding 1,000 or more vehicles to already inadequate evacuations routes.

*Traffic:* Our local streets cannot support 1,000 more vehicles coming and going daily, night and day, seven days a week. The existing traffic study does not accurately reflect the actual impact that would be felt. That study was conducted during a time when many people were either working from home or were unemployed and therefore not commuting to work. Also, schools were closed, which also reduced the traffic. The additional traffic caused by the proposed development would create unsafe conditions and congestion around the two nearby schools. Parking and driving near these schools are already difficult during school hours. In addition, using public parking space on Donegan Rd. is not at all realistic; all parking spaces are already full during school hours.

I am asking the Planning and Zoning Commission to please take these issues into consideration, and to protect the safety and well-being of the 3,500 current residents of West Glenwood by rejecting this application.

Respectfully submitted,

Walt Krom

120 Rockledge Dr.

Glenwood Springs, CO 81601

**From:** [Gretchen E Ricehill](#)  
**To:** [Trent Hyatt](#)  
**Subject:** FW: Annexation and Rezoning of 214 Center Drive, Glenwood Springs, and Development by R2 Partnership  
**Date:** Monday, May 24, 2021 8:01:53 AM

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**From:** Elizabeth Phillips <ejp5@hotmail.com>  
**Sent:** Saturday, May 22, 2021 5:41 PM  
**To:** Gretchen E Ricehill <gretchen.ricehill@cogs.us>  
**Subject:** Annexation and Rezoning of 214 Center Drive, Glenwood Springs, and Development by R2 Partnership

Hello, Gretchen,  
Please forward this letter to the Planning and Zoning Commission and others as appropriate.  
Thank you.

I am writing to add my voice to those of the many fellow residents of West Glenwood Springs who have expressed their deep concerns about, and opposition to, the annexation and rezoning of the pasture property at 214 Center Drive by R2 Partnership. As a long-time home-owner in West Glenwood Springs who plans to live here many more years, I implore the Planning and Zoning Commission to thoroughly consider the following critical issues:

**1. Evacuation routes.** The recurring and seemingly inevitable wildland fires that continue to threaten our area require that we have effective evacuation routes to protect us. Recent history has shown that such routes do not exist. What is the plan to take into account the 500-1,000 additional vehicles that this 360-unit complex will add to currently inadequate evacuation routes?

**2. Traffic.** Recurring closures of I-70 because of mud/rock slides, traffic accidents, other emergencies continue to cause massive, lengthy back-ups of traffic in West Glenwood. These closures and gridlocks prevent medical and police services from reaching homes in this area of 3,500 residents, more than one third of the population of the city.

What is the plan to address the issue of access into and out of West Glenwood

during such closures, when approximately 900 (25 percent) more residents are added?

**3. Benefit to the City.** What would be the economic benefit to the City of allowing this development to proceed? At a prior meeting of the Commission, this question was asked of City Attorney Karl Hanlon. He answered that historically a city does not enjoy an economic benefit overall from adding residential rental units; in fact, it often results in a negative economic impact. Why would the City allow this development to proceed if it likely will have negative economic consequences?

For these reasons, plus the many others already elaborated by my neighbors, I respectfully request the Planning and Zoning Commission to protect the safety, well-being, and quality of life of the 3,500 residents of West Glenwood by rejecting the application of R2 Partnership to annex, rezone, and develop this property.

Elizabeth J. Phillips  
120 Rockledge Drive  
Glenwood Springs  
Colorado 81601

May 24, 2021

To: Glenwood Springs Planning and Zoning Commission

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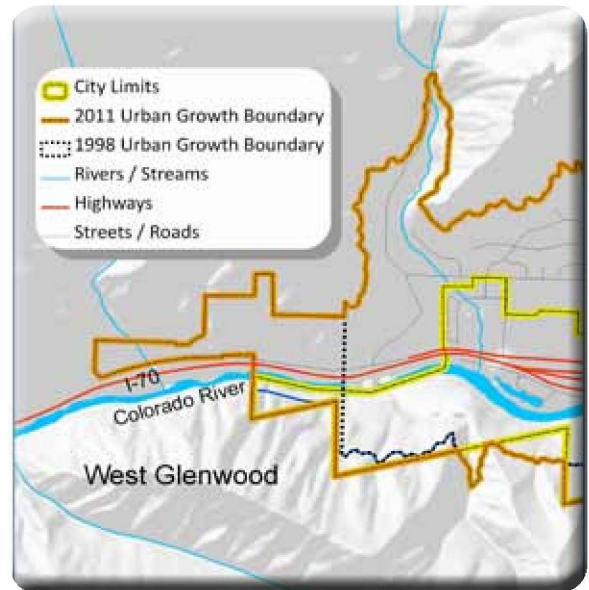


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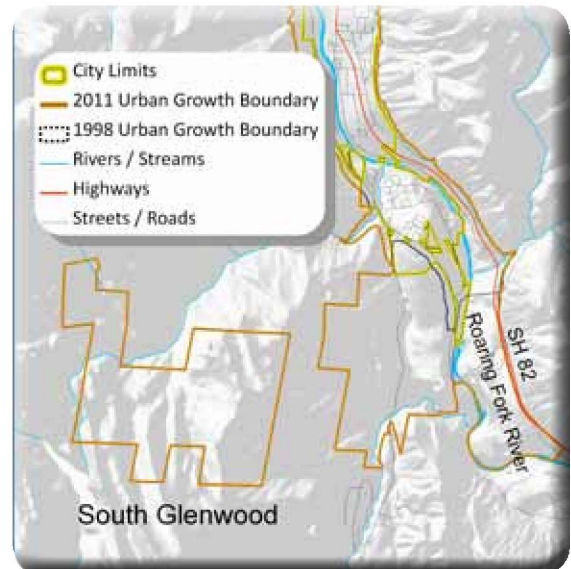


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**From:** [Gretchen E Ricehill](#)  
**To:** [Trent Hyatt](#)  
**Subject:** FW: Annexation and Rezoning of 314 Center Dr., Glenwood Springs  
**Date:** Monday, May 24, 2021 4:40:43 PM

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**From:** walter krom <w57ursman@hotmail.com>  
**Sent:** Monday, May 24, 2021 4:28 PM  
**To:** Gretchen E Ricehill <gretchen.ricehill@cogs.us>  
**Subject:** Annexation and Rezoning of 314 Center Dr., Glenwood Springs

To: Planning and Zoning Commission

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I am asking the Planning and Zoning Commission to please take these issues into consideration, and to protect the safety and well-being of the 3,500 current residents of West Glenwood by rejecting this application.

Respectfully submitted,

Walt Krom

120 Rockledge Dr.

Glenwood Springs, CO 81601



**From:** [Gretchen E Ricehill](#)  
**To:** [Trent Hyatt](#)  
**Subject:** FW: Letter re West Glenwood Pasture Development  
**Date:** Tuesday, May 25, 2021 7:59:43 AM

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Trent

See below for additional comments re: the annexation proposal.

Gretchen

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Hi Gretchen. I realize you've been super busy getting ready for the Planning and Zoning meeting Tuesday May 25 th. I do appreciate you sending out a reminder on our Facebook page with the accessible links.

While scrolling through the comment links, I was really disappointed not to see the most recent letter my husband and I wrote and sent to you on May 10th.

Disappointed because I felt we gave some ideas/suggestions on ways to modify and accommodate our neighborhood if this development is approved.

Any idea why our letter wasn't included with the others?

Thanks for the time in responding to my concerns.

I'm sure you'll be so glad when this is all over.

Take care - thanks for all you do.

Jamie Darien

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**From:** Jamie and Bob <jbdarien79@gmail.com>  
**Sent:** Monday, May 10, 2021 7:49 PM  
**To:** Gretchen E Ricehill <gretchen.ricehill@cogs.us>  
**Subject:** Letter re West Glenwood Pasture Development

To Glenwood Springs Planning and Zoning Commissioners;

We, my husband and I, know change is in the air, and with change sometimes comes growth.

Driving past all the new apartment developments in Glenwood Springs, we are well aware of change ;

Buffalo Valley Apartments (2021) - 116 units, The Lofts/Glenwood Meadows - 181 built, (2018), Six Canyons (2020) - 116 units, and the recently approved Bell Rippy development (2021)- 54 units ( in the process of being built), we question the need for more apartment developments in our town and question if the occupancy is 100% in each.

We're also painfully aware when added together, these developments are

smaller in the amount of units, than the 360 units requested by the R2 Partnership proposal.

However, aside from the size(s) of these existing and presently proposed developments, we do believe a major factor to be considered regarding the R2 Partnership proposal, is in the location(s), of these buildings. As far as we know, it's our understanding, the West Glenwood development is the only structure that is being constructed in an **actual neighborhood.**

As a neighborhood community, we have voiced, and will continue to voice, our concerns regarding the impact of this structure on our homes and families. Numerous concerns and comments have been expressed regarding traffic, parking, safety, fire evacuation(s), and major increase in population.

The impact of traffic, safety, and major increase of population, (by approx 400-1200 cars and people) not only effects West Glenwood, but will have major impacts on all of Glenwood Springs.

The so-called "Butterfly Effect" (theory of a small change resulting in larger differences in a later state) may be evident with the increase of traffic on 6&24, I-70, Midland, Hwy 6&24, the bridge, Grand Ave., Hwy 82, and in addition, the increase of shoppers at small businesses, ie. our one and only grocery store, City Market.

We realize our one letter will not stop this change in our neighborhood from happening. Nevertheless, it may cause Planning and Zoning Commissioners and the R2 Developers to pause and rethink the magnitude of such a project.

We're hoping all involved with this decision of annexation will ask themselves the following questions;

- Are 3 and 4 stories really necessary ?
- Can a Victorian style roofing (a style not found that I'm aware of, in West Glenwood) be modified to allow for less height ?
- Can the 360 proposed units be decreased to allow for more open space ?

- Can story poles be utilized to allow for a more clear understanding of how much of Red Mountain will still be visible after the development is built ?
- Could No Parking signs be distributed along Donegan and side streets across from the development, to minimize the overflow of parking impact ?

As we stated earlier, we know change is in the air, as is growth in our small town. We just want to do the very best to prepare for the inevitable, and still keep our little town in Western Colorado from being overdeveloped and overcrowded.

“Never doubt that a small group of thoughtful, committed citizens can change the world. Indeed, it is the only thing that ever has.” Margaret Mead

Respectfully,  
Bob and Jamie Darien

Dear Glenwood Springs Planning and Zoning,

I am a board member of the No Name Water Association. I also work with Roaring Fork Conservancy as Director of Education. I have lived in Glenwood Springs (and just outside of it in No Name) for the last 22 years. I would like to make a public comment, as a No Name resident regarding the proposed pasture development in West Glenwood Springs, behind the mall.

Spending the last two decades teaching in and around Glenwood Springs as a classroom teacher and then, as a Watershed Educator, I have deeply explored the watershed health and its effect on our community. I understand that the population of Glenwood Springs is growing, and when I moved here, I contributed to that growth. Increasing population inherently creates more need for water and resources while at the same time, squeezes the space we occupy, to contain more nonpoint pollution coming from multiple sources. Tackling this challenge is no easy feat. The question is how do we preserve what we love and not close the door behind us?

Glenwood Springs and the Roaring Fork Valley are sustained by the rivers and streams that allowed people to initially settle here. The rivers are truly our lifeblood. They also are a major driver in our economy as tourism is centered around water activities like skiing, rafting, golfing, and fishing.

Multiplex and high-density housing is a lot more water efficient than single residences. My concern is that approving multiple high density housing projects could result in drastically increasing the population of Glenwood Springs in a short amount of time. This could set Glenwood Springs and surrounding communities on a collision course. While high density housing and smart community development is essential in future planning, fast growth, when we are in the highest level of drought, could dry our rivers and streams to levels that render them unsustainable for aquatic species and recreation. We need a plan for lowering water consumption to reflect the water we have, versus the water rights, that if used, could compromise the health of our rivers and tourism. Balancing smart community growth with preservation is incredibly challenging. While the hope for gold and silver initially brought people here, it is the environment that creates our economic driver.

There are no easy answers, but if Glenwood Springs continues to consume water at current rates and increases population and housing, the result could be similar to communities that over developed and allocated water in Arizona and other population centers throughout the west. While municipal drinking water is not threatened, the depth of the water directly correlates to the temperature and oxygen levels that support the trout and aquatic species that sustain our ecosystems. We also need to avoid aridification to protect our communities from wildfires.

The green pasture field in West Glenwood also absorbs heat while adding moisture to an urban area. Open vegetated areas are buffer zones collecting and absorbing pollution from residential run off. Adding more concrete to West Glenwood does not increase the health of our current community. The Roaring Fork River and small creeks like No Name, sustain the riparian areas that create shade and increase moisture levels. We face increasing temperatures and shrinking water supplies. As a community, planning proactively to protect the beautiful gem that we live in, is an important part of sustainable and economic growth. I would like to recommend that existing developed areas be

redesigned and used for housing. I also would recommend that incentives for water conservation be offered to increase responsible landscaping.

Thank you for your time and consideration.

Megan Dean

**From:** [Jennifer Ooton](#)  
**To:** [Gretchen E Ricehill](#); [Trent Hyatt](#)  
**Subject:** FW:  
**Date:** Thursday, June 3, 2021 8:28:45 AM  
**Attachments:** [Outlook-zehirqb3.png](#)

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Good morning,

Could we please include this in the record when Planning Item 9-20 comes to City Council?

Thanks,

Jenn

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**From:** Shelley Kaup <[shelley.kaup@cogs.us](mailto:shelley.kaup@cogs.us)>  
**Sent:** Thursday, June 3, 2021 8:24 AM  
**To:** Debra Figueroa <[debra.figueroa@cogs.us](mailto:debra.figueroa@cogs.us)>; Jennifer Ooton <[jenn.ooton@cogs.us](mailto:jenn.ooton@cogs.us)>  
**Subject:** Fw:

Can you all please enter this in public record for West Glenwood?

Thanks,

Shelley

*Shelley Kaup*

Councilor At-Large

City of Glenwood Springs

970-948-9018 (cell)



<https://www.ci.glenwood-springs.co.us/>

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**From:** Jeanne <[jeanne.dekoninck@gmail.com](mailto:jeanne.dekoninck@gmail.com)>  
**Sent:** Wednesday, June 2, 2021 7:23 PM  
**To:** Ingrid Wussow <[ingrid.wussow@cogs.us](mailto:ingrid.wussow@cogs.us)>; Tony Hershey <[tony.hershey@cogs.us](mailto:tony.hershey@cogs.us)>; Shelley Kaup <[shelley.kaup@cogs.us](mailto:shelley.kaup@cogs.us)>  
**Subject:**

Hi,

I'm writing to voice my objections to the proposed development of the land behind the mall. It's way too dense. We need a fire evacuation plan in place before any more building is planned. Whenever I-70 is closed for whatever reason we have gridlock in west Glenwood Springs and sometimes the bridge in town is also affected.

Another question is does Glenwood Springs have the infrastructure to handle more development? The comprehensive plan need to be updated first.

Sincerely,

Jeanne Dekoninck

Sent from [Mail](#) for Windows 10

**From:** [Debra Figueroa](#)  
**To:** [Trent Hyatt](#)  
**Cc:** [Jennifer Ooton](#)  
**Subject:** Fwd: West glenwood development  
**Date:** Saturday, June 12, 2021 1:14:08 PM

---

Trent,

Can you please include this in our public record comments?

Thank you

Debra

Sent from my iPhone

Begin forwarded message:

**From:** jean smith <jeanieandrandy4@gmail.com>  
**Date:** June 12, 2021 at 3:00:55 PM EDT  
**To:** Debra Figueroa <debra.figueroa@cogs.us>  
**Subject:** West glenwood development

I live on Mail Ray Road and strongly oppose the plan development directly behind me. My road is very busy as it is and this additional traffic would be horrible. This simply is too much for our nice quiet community. Please suppose this. Jean Smith thanks



**From:** [Jennifer Ooton](#)  
**To:** [Trent Hyatt](#)  
**Subject:** FW: West Glenwood Development  
**Date:** Thursday, June 17, 2021 9:44:50 AM  
**Attachments:** [Outlook-1d15qoe5.png](#)

---

Trent,  
Can you please add this to the record for the Annexation?  
Thanks,  
Jenn

---

**From:** Shelley Kaup <[shelley.kaup@cogs.us](mailto:shelley.kaup@cogs.us)>  
**Sent:** Thursday, June 17, 2021 9:37 AM  
**To:** Jennifer Ooton <[jenn.ooton@cogs.us](mailto:jenn.ooton@cogs.us)>  
**Cc:** Debra Figueroa <[debra.figueroa@cogs.us](mailto:debra.figueroa@cogs.us)>; Karl Hanlon <[kjh@mountainlawfirm.com](mailto:kjh@mountainlawfirm.com)>  
**Subject:** Fw: West Glenwood Development

Can you please include thee email below in the public record for the Annexation?

thanks,  
Shelley

*Shelley Kaup*

Councilor At-Large

City of Glenwood Springs

970-948-9018 (cell)



<https://www.ci.glenwood-springs.co.us/>

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**From:** Jamie and Bob <[jbdarien79@gmail.com](mailto:jbdarien79@gmail.com)>  
**Sent:** Wednesday, June 16, 2021 3:01 PM  
**To:** Shelley Kaup <[shelley.kaup@cogs.us](mailto:shelley.kaup@cogs.us)>  
**Subject:** West Glenwood Development

Dear Councilwoman Kaup,

My husband Bob and I have lived in our home in West Glenwood since 1981.

In that time, we've seen many changes and much growth throughout Glenwood Springs and in particularly, West Glenwood.

Change is inevitable we know, as is growth in our small town. Our concerns with the proposed R2 Partnership development lies in the safety, density and effect it will have on our neighborhood, Western Hills subdivision, in addition to all of Glenwood Springs as well.

In other letters we have written in regards to this development, I questioned the need for the amount of building that has occurred in our town since 2018, (when the Lofts at Glenwood Meadows were built). Since that time, there has been approximately 467 apartment units constructed, none that I'm aware of, offering low-income/reasonable housing with any option to buy.

The number built over the past 3 years is only 107 more than the recent 360 units proposed by R2 Partnership now.

In addition to questioning the density of such a proposed development, I also question the need to build such an excessive number of apartments within a neighborhood. Looking at the other complexes listed above, I'm not aware of any established neighborhoods, such as ours, being in the midst of such developments.

Because of living in our neighborhood, an abundance of safety concerns are raised, number one being evacuation in case of a fire. This is something many of us have personally experienced in the past few years. We know it's not a matter of "if" but "when" and now always prepare before we leave for an extended time, in the case an evacuation is necessary.

Accidents and traffic on I70 also bring about a back up in West Glenwood making it difficult to leave our home if necessary.

Adding an additional 600-1200 people and cars I feel is really terrifying.

We've sat in on three Zoom meetings with the R2 developers, asking questions and making suggestions, (such as providing "story poles"), with out any clear answers or interest in ideas from the neighborhood. We'll definitely be a part of the audience for the upcoming July 29th City Council meeting as well.

As I shop and attend activities within our town, I'm very aware of single adults and seniors scraping by to live in this area. I wonder what the likelihood is of bringing more young families to our area, as long term residents. Providing affordable housing/homes to raise a family, in lieu of a loft, 1 or 2 bedrooms that may only be possible to rent with multi family and/or "roommates" to share the rent and expenses.

It makes me sad to realize, most of the kids who went to school and graduated from high schools in this valley, will never be able to return and raise families near their parents, all because of the high price of housing, whether rental or home owned.

Thank you for taking the time to read this long email, I'm sure it's nothing you haven't read before from residents of West Glenwood and others.

This is my 4th letter I've written defending my position of opposition to this development. Not sure the good it does, but I'll be willing to write a 5th or 6th letter in the future if needed.

It's really not about having a view or money....

I feel the #1 concern of Western Hills and other neighborhoods is safety...

S- security

A- awareness of our fellow neighbors

F- FIRE!

E- EVACUATION plans/routes

T- trauma already experienced in having to leave quickly

Y- yielding to the voice of the people...please!

Thank you,

Bob and Jamie Darien

19 Chaparral Cir.

West Glenwood

**From:** [Debra Figueroa](#)  
**To:** [Trent Hyatt](#)  
**Subject:** FW: West Glenwood Development  
**Date:** Thursday, June 17, 2021 9:57:36 AM

---

Trent – for the public record if you do not have it already. Thank you

Debra Figueroa  
City of Glenwood Springs  
City Manager  
(970) 309-2494 Cell



### COVID-19 Awareness

[Unitedtostopthespread.com](https://unitedtostopthespread.com)

<https://covid19.colorado.gov/about-covid-19>

<https://city-of-glenwood-springs-coronavirus-response-gwsco.hub.arcgis.com/>

### STOP THE SPREAD

By committing to the five containment strategies;

WEAR a mask in public.

WASH your hands.

MAINTAIN 6 feet of distance from anyone not in your household.

STAY home when sick.

SEEK testing and isolate, if you are feeling unwell.

---

**From:** Jamie and Bob <jbdarien79@gmail.com>

**Sent:** Wednesday, June 16, 2021 3:13 PM

**To:** Debra Figueroa <debra.figueroa@cogs.us>

**Subject:** West Glenwood Development

Dear Ms Figuero,

I have already sent copies of my letter to the City Council members individually. I thought perhaps I should send one to you as well.

Sorry to be so redundant.

Take care.

My husband Bob and I have lived in our home in West Glenwood since 1981.

In that time, we've seen many changes and much growth throughout Glenwood Springs and in particularly, West Glenwood.

Change is inevitable we know, as is growth in our small town. Our concerns with the proposed R2 Partnership development lies in the safety, density and effect it will have on our neighborhood,

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A- awareness of our fellow neighbors

F- FIRE!

E- EVACUATION plans/routes

T- trauma already experienced in having to leave quickly

Y- yielding to the voice of the people...please!

Thank you,  
Bob and Jamie Darien  
19 Chaparral Cir.  
West Glenwood

**From:** [Jennifer Ooton](#)  
**To:** [Trent Hyatt](#)  
**Subject:** FW: West Glenwood Pasture Development  
**Date:** Monday, June 21, 2021 8:32:26 AM  
**Attachments:** [West Glenwood Pasture Development Reynolds Cain Ditch.docx](#)  
[Outlook-lllcol1g.png](#)

---

Trent,  
Can you add this to the packet for July 29?  
Thanks,  
Jenn

---

**From:** Shelley Kaup <[shelley.kaup@cogs.us](mailto:shelley.kaup@cogs.us)>  
**Sent:** Sunday, June 20, 2021 8:17 PM  
**To:** Jennifer Ooton <[jenn.ooton@cogs.us](mailto:jenn.ooton@cogs.us)>; Debra Figueroa <[debra.figueroa@cogs.us](mailto:debra.figueroa@cogs.us)>  
**Cc:** Karl Hanlon <[kjh@mountainlawfirm.com](mailto:kjh@mountainlawfirm.com)>  
**Subject:** Fw: West Glenwood Pasture Development

Jenn,

Can this letter please be added to the public records for the West Glenwood Annexation?  
Thank you,  
Shelley

*Shelley Kaup*

Councilor At-Large

City of Glenwood Springs

970-948-9018 (cell)



<https://www.ci.glenwood-springs.co.us/>

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**From:** LEE BOWLES <[mitchellcreek@comcast.net](mailto:mitchellcreek@comcast.net)>  
**Sent:** Friday, June 18, 2021 1:45 PM  
**To:** Steve Davis <[steve.davis@cogs.us](mailto:steve.davis@cogs.us)>; Jonathan Godes <[jonathan.godes@cogs.us](mailto:jonathan.godes@cogs.us)>; Tony Hershey <[tony.hershey@cogs.us](mailto:tony.hershey@cogs.us)>; Shelley Kaup <[shelley.kaup@cogs.us](mailto:shelley.kaup@cogs.us)>; Paula Stepp

<[paula.stepp@cogs.us](mailto:paula.stepp@cogs.us)>; Charlie Willman <[charlie.willman@cogs.us](mailto:charlie.willman@cogs.us)>; Ingrid Wussow  
<[ingrid.wussow@cogs.us](mailto:ingrid.wussow@cogs.us)>; Debra Figueroa <[debra.figueroa@cogs.us](mailto:debra.figueroa@cogs.us)>

**Subject:** West Glenwood Pasture Development

Please see attachment.

Thank you.



Dear City Council,

I am writing in regards to the development being proposed for the West Glenwood Pasture.

I would like to make some comments on the Reynolds Cain Ditch in which Floyd Diemoz has water rights that he is planning on selling to the developer so they can irrigate their open space. Floyd stated in the last P&Z meeting that his family has had those water rights for many decades and the water has been plentiful. My husband and I also have water rights out of Mitchell Creek. The golf course has 1<sup>st</sup> water rights on the Reynolds Cain ditch that is supplied by Mitchell Creek. I beg to differ on how plentiful the water is as everyone is ignoring the fact we are currently in a drought. This is the first year we have hardly seen Mitchell Creek rise due to runoff, again which feeds the Reynolds Cain ditch. Ever since my Husband turned on the ditch this year to irrigate our property he has been in constant contact with man who manages the ditch for the Golf course on what water he was utilizing and letting out from Mitchell Creek. Never before had we talked to him about our usage. If the Golf Course does not get enough of their allotted water they can call rights on the rest of us, which means it is possible the Diemoz water could be shut off. In the 31 years we have lived here we have only had our water called once, and it wasn't even as dry then as it is now. Also the Storm King Ranch has rights and the Sunlight church from Mitchell creek thru a ditch that runs thru our property. My main point is that the Diemoz water is not a for sure thing especially in these years of drought. We are not even sure how it would all get monitored if such a large development decides to utilize the ditch water. Right now we all work together and communicate any problems.

I am hopeful you will take seriously the comments on why P&Z turned down the proposal. Our lives are literally in your hands. You cannot continue to add to the problems that exist in West Glenwood with Fire evacuation and the gridlock we experience. I don't know if any of you have been thru a wildfire where you cannot move and have mountains on fire around you, but it's terrifying. Our geography goes against us in this small valley.

None of us can understand why over and over it's stated there is enough water in these times of drought. Maybe today, but does no one plan for future dry years? We need a new fire house and so many other things in this town besides more housing. We don't have the infrastructure to support such a development. Also we rarely see any law enforcement in our area even after calls to please patrol due to visually seeing drug exchanges going on.

The traffic in Glenwood is horrendous. We are supposed to be a tourist town but it's getting so congested it's not fun for anyone to try and get around, including the tourists. Right now I am afraid to go to town because if the interstate closes, which is happening more and more I will never get home.

There is so little open space in this valley and I understand the Diemoz family wants to sell but please take care of your citizens that rely on you to make the right decisions for us. We have been lucky so far, but in West Glenwood we truly have the fear of being trapped and burned alive. It's not if we will have another wildfire, but when. If you add more traffic to an already existing problem no one has a chance.

Just a reminder that there are no sidewalks on Donegan or up the Mitchell Creek Road. We have loads of hikers, bikers, dog walkers and lots of children walking the road with already too much traffic going over the speed limit. If you add all those people who will join the clusters already on a dangerous road someone is eventually going to get hurt. Since we have an outdated firehouse couldn't the city somehow buy that property for a new firehouse/senior-center/park....anything to give our city some life instead of just constant building of apartments. Please step back and think of your citizens and what is happening to our town and I beg you do the right thing for us.

Respectfully,

Bruce & Lee Bowles

Two properties on Mitchell Creek Road

**From:** [Jennifer Ooton](#)  
**To:** [Trent Hyatt](#)  
**Subject:** FW: West Glenwood Pasture Development  
**Date:** Monday, June 21, 2021 8:32:26 AM  
**Attachments:** [West Glenwood Pasture Development Reynolds Cain Ditch.docx](#)  
[Outlook-lllcol1g.png](#)

---

Trent,  
Can you add this to the packet for July 29?  
Thanks,  
Jenn

---

**From:** Shelley Kaup <[shelley.kaup@cogs.us](mailto:shelley.kaup@cogs.us)>  
**Sent:** Sunday, June 20, 2021 8:17 PM  
**To:** Jennifer Ooton <[jenn.ooton@cogs.us](mailto:jenn.ooton@cogs.us)>; Debra Figueroa <[debra.figueroa@cogs.us](mailto:debra.figueroa@cogs.us)>  
**Cc:** Karl Hanlon <[kjh@mountainlawfirm.com](mailto:kjh@mountainlawfirm.com)>  
**Subject:** Fw: West Glenwood Pasture Development

Jenn,

Can this letter please be added to the public records for the West Glenwood Annexation?  
Thank you,  
Shelley

*Shelley Kaup*

Councilor At-Large

City of Glenwood Springs

970-948-9018 (cell)



<https://www.ci.glenwood-springs.co.us/>

---

**From:** LEE BOWLES <[mitchellcreek@comcast.net](mailto:mitchellcreek@comcast.net)>  
**Sent:** Friday, June 18, 2021 1:45 PM  
**To:** Steve Davis <[steve.davis@cogs.us](mailto:steve.davis@cogs.us)>; Jonathan Godes <[jonathan.godes@cogs.us](mailto:jonathan.godes@cogs.us)>; Tony Hershey <[tony.hershey@cogs.us](mailto:tony.hershey@cogs.us)>; Shelley Kaup <[shelley.kaup@cogs.us](mailto:shelley.kaup@cogs.us)>; Paula Stepp

<[paula.stepp@cogs.us](mailto:paula.stepp@cogs.us)>; Charlie Willman <[charlie.willman@cogs.us](mailto:charlie.willman@cogs.us)>; Ingrid Wussow  
<[ingrid.wussow@cogs.us](mailto:ingrid.wussow@cogs.us)>; Debra Figueroa <[debra.figueroa@cogs.us](mailto:debra.figueroa@cogs.us)>

**Subject:** West Glenwood Pasture Development

Please see attachment.

Thank you.

**From:** [Debra Figueroa](#)  
**To:** [Trent Hyatt](#); [Jennifer Ooton](#)  
**Subject:** FW: west glenwood pasture development  
**Date:** Tuesday, June 22, 2021 12:38:35 PM

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Public comment

Thank you

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**From:** linda drake <lindalunardesigns@gmail.com>  
**Sent:** Tuesday, June 22, 2021 12:34 PM  
**To:** Debra Figueroa <debra.figueroa@cogs.us>  
**Subject:** west glenwood pasture development

We have lived in west Glenwood for 15 years and are really concerned about the proposed housing in the pasture along Donegan Road. Obvious reasons: fire evacuation bottle neck, I 70 closures that hugely impact west glenwood, and lack of water resources. We are on a watering restriction so they want to bring in 600 units MORE! I plead with City Council to serve your community here in west Glenwood. We feel totally ignored over big business - even worse, investors from out of state. Who do you serve???

Linda Drake

[www.lunar-designs.com](http://www.lunar-designs.com)

970-947-0648 ph

**From:** [Debra Figueroa](#)  
**To:** [Trent Hyatt](#)  
**Cc:** [Jennifer Ooton](#)  
**Subject:** Fwd: Subject: Annexation, Rezoning and Development of 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz and Development of 480 Donegan Road by R2 Partnership  
**Date:** Thursday, June 24, 2021 6:29:58 PM

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Trent,

Can we please add this to the public record? Thank you

Debra

Sent from my iPhone

Begin forwarded message:

**From:** Shannon Derby <shanderb41@gmail.com>  
**Date:** June 24, 2021 at 3:46:34 PM MDT  
**To:** Steve Davis <steve.davis@cogs.us>, Jonathan Godes <jonathan.godes@cogs.us>, Tony Hershey <tony.hershey@cogs.us>, charlie.wllman@cogs.us, Ingrid Wussow <ingrid.wussow@cogs.us>, Debra Figueroa <debra.figueroa@cogs.us>, Paula Stepp <paula.stepp@cogs.us>  
**Subject:** **Subject: Annexation, Rezoning and Development of 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz and Development of 480 Donegan Road by R2 Partnership**

I am writing to express my opposition to the annexation, rezoning and development of the 15.818-acre property at 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz, and specifically the 12.285-acre PUD proposal (also known as 480 Donegan) currently under contract with R2 Partnership LLC. I recognize that the Roaring Fork Valley does need more affordable housing, but to allow 360 units on this property, at this time, before the Comprehensive Plan is complete and evacuation plans are in place, is unconscionable.

Safety:

According to figure 2 of the Wildland Urban Interface Community Wildfire Protection Plan of April 2007, the area of West Glenwood has a hazard rating of "very high." Fire Chief Tillotson claims that the West Glenwood Fire Department is undersized and obsolete, believing our concerns to be valid. The lack of emergency services in West Glenwood needs to be addressed before adding a significant increase to the population. The new reality is extreme fire danger.

West Glenwood residents got a taste of just how helpless we are last summer after the 111 Fire. Plans are necessary in the event of a natural disaster to counteract how people actually behave in the event of an emergency with no guidance. We, as a community, must start

planning now. Our community, neighborhood by neighborhood, household by household, must begin now to organize adequate emergency responses. The physical layout of West Glenwood makes dependence on official services hopelessly inadequate.

#### Impact on Traffic:

COVID has drastically reduced traffic, therefore the traffic study done during these months, no matter the algorithm used to calculate the increase, cannot properly reflect the reality of this area. The addition of 1000+ vehicles and a minimum of 2,200 trips per day to our streets will create a traffic nightmare of overwhelming proportions. Congestion near schools and safety concerns for our young children are inevitable.

#### Comprehensive Plan:

How is it possible “that the benefits of development are distributed evenly across society” when this building is the equivalent to 7 large complexes here in town? Glenwood Greens, Machebeuf, Holiday House, Manor I, Manor II, 23rd Street, and Six Canyons is 381 units in total. This is a proposal of 360 in one location! If sustainability is the key foundation to the plan, it’s clear that the social and environmental aspects of sustainability cannot be met through the proposal now under consideration.

Since 2011, when the current Comprehensive Plan was adopted, there have been monumental shifts in perception of the hazards it left out. It’s hopelessly inadequate to meet today’s needs, let alone tomorrows. We are fortunate having local resources for cutting edge technologies. We must enlist them. Development and design should demand working with the existing land features, infrastructure, cost of fixes, demographic shifts and foreseeable challenges like climate effects on regional weather patterns and drought. Designing for energy efficiency, water conservation, defensibility against fire and flood, ease of maintenance on critical systems – while being minimally dependent on outside services, is possible in this day and age. It’s past time that we integrate land use regulations that prioritizes safety and optimally dense communities.

In closing, the neighborhood opposition to these proposals is about a recognition that we have much to do before responsible development on any scale makes sense here, from a basic safety perspective. If there is one thing our world has learned during COVID it is that no matter how economically stable we are, how fiscally responsible we are, unprecedented changes create new demands on both basic infrastructure and community organization to protect ourselves from their most dire impacts. How much we plan for the future, we are nothing if we don’t protect our people.

It is my opinion that a moratorium needs to be placed on all non-single-family developments in Glenwood Springs until (a) a current

Wildfire Evacuation Plan is not only in place but can be implemented to allow for the safe evacuation of all Glenwood Springs residents, (b) a thorough assessment of how the annexation will impact water supply now and into the future, and (c) the Comprehensive Plan has been updated.

Floyd Diemoz has served Glenwood Springs well over the decades, including contributions to public safety, efficiency and community well-being. Designing for the present and future needs of this West Glenwood neighborhood is a challenge worthy of his experience and talents. But this proposed development is not it, and this is not the time to stand on property rights over public safety. Both can be served, but only if both are embraced.

I urge you to protect the current population and help keep residents safe by rejecting the application to annex and rezone this property.

Bryan and Shannon Derby  
West Glenwood residents  
Shannon since 1977  
Bryan since 1991



**From:** [Gretchen E Ricehill](#)  
**To:** [Trent Hyatt](#)  
**Subject:** FW: Annexation correspondence - City of Glenwood opportunity?  
**Date:** Monday, June 28, 2021 9:01:32 AM

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FYI

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**From:** HRUDUDU@SOPRIS.NET <HRUDUDU@SOPRIS.NET>  
**Sent:** Thursday, June 24, 2021 12:45 PM  
**To:** Gail Schwartz <gails@habitatroaringfork.org>  
**Cc:** Debra Figueroa <debra.figueroa@cogs.us>; Steve Davis <steve.davis@cogs.us>; Shelley Kaup <shelley.kaup@cogs.us>; Rick Voorhees <rick.voorhees@cogs.us>; Jonathan Godes <jonathan.godes@cogs.us>; Charlie Willman <charlie.willman@cogs.us>; Paula Stepp <paula.stepp@cogs.us>; Tony Hershey <tony.hershey@cogs.us>; Jennifer Ooton <jenn.ooton@cogs.us>; Gretchen E Ricehill <gretchen.ricehill@cogs.us>; Sumner <sumnerschachter@gmail.com>; ntorres@rfschools.com; rstein@rfschools.com  
**Subject:** City of Glenwood opportunity?

Hello Gail,

I've been involved with an annexation and PUD development proposal here in Glenwood behind the old West Glenwood Mall. With a group of primarily neighbors in opposition to the planned 360 rental-only units on just over 12 acres. In one of my "drifting off/can't shut my brain down" moments, I thought of a possible "opportunity" for HFH/RF, the City of Glenwood Springs, the developer and residents.

The project is petitioning for annexation into the city and I believe the city council can impose requirements and conditions IF they decide to annex. A myriad of things come to mind, but for now I want to share with you thoughts that may be mutually beneficial. Also as a PUD zoning request, there is concern the 360 units with between 600-900 or more residents will NOT provide for a "... greater benefit to the City of Glenwood Springs.". The Municipal Code states:

### 070.020.180 - Planned Unit Development (*PUD*) District.

(a)

Purpose. Planned unit developments (*PUDs*) are intended to allow for greater flexibility in the application of zoning and development standards than would otherwise be achieved through a base zoning district in exchange for greater benefit to the City of Glenwood Springs.

Also in the Municipal Code are requirements for Parkland Dedication and School Land Dedication based on the number of residents. Per my neophyte calculations, the density of this proposal REQUIRES 5.9 acres of parkland and 4.4 acres of school land OR as desired by the developer, can pay

“fees in lieu of” actual dedications. City staff initial calculations for these fees respectively are \$1.45 million and \$890,000.

The “tickles in my brain” relate to the city elected officials being in the “driver’s seat” related to this housing proposal. Among the concerns I’ve voiced relate to the lack of actual land dedication where there is currently a serious lack of public parkland in this area, the Two Rivers Community School across the street from this parcel uses a very small city park as one of their de-facto playgrounds, the housing is proposed to ALL rental/no owner occupied AND they want to pay the fees-in-lieu of. They will provide a portion of “attainable housing” units, but again are just rent-restricted, not owned like the Habitat model.

As Habitat (and the Roaring Fork School District RE-1 in Carbondale) have a proven record of providing truly affordable housing I see an opportunity to work with the developer, current land owner and the city to find a way to make something work, whether to provide actual land to HFH and/or RE-1 to build units as part of the project and annexation. Or maybe the developer could agree to build “shells” for HFH to finish with volunteers and selected homeowner? RE-1 may be able to own a few of the new units in lieu of land dedications, both school and parkland? I believe if the annexation and PUD are approved, there should be provision for truly affordable/attainable housing controlled by non-profits such as HFH and RE-1.

I have no idea how to get from “thought to reality”, but I’m sharing this e-mail with city council, city staff and RE-1 board president and superintendent. The annexation petition and PUD zoning request are scheduled for a Special City Council meeting on July 29, 2021 at 6PM. It is a highly charged issue for many in combination with many other high density rental projects in and around Glenwood. I feel with the size of this project, the density per acre, the request to develop under a PUD rather than existing city zoning, because it is an annexation request, and the developer positing they cannot reduce the density and make it "work", there MAY be a special opportunity to benefit many in the neighborhood as well as those most in need, homeowners in affordable housing and school staff.

People need to throw out creative solutions such as the “net zero” energy upgrades done by HFH and energy-focused requirements done by the Town of Carbondale related to their new construction projects. The city needs to step up and pursue similar requirements and along with those, here may represent yet another “outside-the-box”, creative, imaginative and mutually beneficial solution.

I hope these thoughts may be of interest to you and the Board of HFH/RF and will be open to consideration and possible involvement.

Thank you so very much for your time, consideration and thoughts,

Greg Jeung  
970-319-7697

PS A very interesting aside I just discovered while I

<https://www.postindependent.com/news/cmc-announces-41-million-affordable-housing-project-sited-at-four-campus-locations/>

**From:** [Debra Figueroa](#)  
**To:** [Trent Hyatt](#)  
**Subject:** FW: Annexation, Rezoning, and Development of 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz and Development of 480 Donegan Road by R2 Partnership  
**Date:** Tuesday, June 29, 2021 6:47:36 AM

---

Trent – for the public record.

Thank you

Debra

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**From:** Karleen Lugena Clark <hkarclark@gmail.com>  
**Sent:** Monday, June 28, 2021 9:38 PM  
**To:** Steve Davis <steve.davis@cogs.us>; Jonathan Godes <jonathan.godes@cogs.us>; Tony Hershey <tony.hershey@cogs.us>; Paula Stepp <paula.stepp@cogs.us>; Charlie Willman <charlie.willman@cogs.us>; Ingrid Wussow <ingrid.wussow@cogs.us>; Debra Figueroa <debra.figueroa@cogs.us>; Shelley Kaup <shelley.kaup@cogs.us>  
**Subject:** Annexation, Rezoning, and Development of 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz and Development of 480 Donegan Road by R2 Partnership

I am writing to express my opposition to the annexation, rezoning, and development of the 15.818-acre property at 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz 12.285-acre PUD proposal (also known as 480 Donegan) currently under contract with R2 Partnership LLC. I recognize that the Roaring Fork Valley has an additional need for affordable housing, but to allow the development of an additional 360 units on this property, before the Comprehensive Plan is complete and evacuation plans are in place, is unconscionable.

Safety:

According to figure 2 of the Wildland Urban Interface Community Wildfire Protection Plan of April 2007, the area of West Glenwood has a hazard rating of “very high.” Fire Chief Tillotson claims that the West Glenwood Fire Department is undersized and obsolete, believing our concerns to be valid. The City of Glenwood Springs must address the lack of emergency services for West Glenwood Springs before adding a significant increase to the population. The current residents already live with the threat of extreme fire danger. As the population increases, this danger also increases.

The 111 Fire of 2020 emphasized our helplessness. Plans are necessary for the event of a natural disaster to counteract how people behave during an emergency with no guidance. We, as a community, must start planning now. Our community, neighborhood by neighborhood, household by household, must begin organizing adequate emergency responses. The physical layout of West Glenwood makes dependence on official services

hopelessly inadequate.

#### Impact on Traffic:

COVID has drastically reduced traffic. Therefore the traffic study completed during COVID, no matter the algorithm used to calculate the increase, cannot correctly reflect the reality of this area. The addition of 1000+ vehicles and a minimum of 2,200 trips per day to our streets will create a traffic nightmare of overwhelming proportions. Congestion near schools and safety concerns for our young children are inevitable.

#### Comprehensive Plan:

How is it possible “that the benefits of development are distributed evenly across society” when this project is the equivalent of seven existing complexes in town? Glenwood Greens, Machebeuf, Holiday House, Manor I, Manor II, 23rd Street, and Six Canyons have a combined total of 381 units. The 214 Center Drive Plan proposes a structure with 360 units in one location!

With the adoption of the 2011 Comprehensive Plan, our infrastructure and population density has changed. As a result, the outdated plan does not include the hazards related to the current community, let alone meet the needs of tomorrow. We are fortunate to have local resources with cutting-edge technologies. We must enlist them. Development and design should demand working with the existing land features, infrastructure, demographic shifts, and foreseeable challenges like climate effects on regional weather patterns and drought. Designing for energy efficiency, water conservation, defensibility against fire and flood, ease of maintenance on critical systems – while being minimally dependent on outside services, is possible in this day and age. It’s past time that we integrate land-use regulations that prioritize safety in dense communities.

The neighborhood opposition is about recognizing the preliminary work required to ensure safety before development. COVID has taught us that no matter how economically stable or how fiscally responsible we are, unprecedented changes create new demands on both basic infrastructure and community organization. Regardless of how much we plan for the future, we are nothing if we don’t protect our people.

It is my recommendation to place a moratorium for all non-single-family developments in Glenwood Springs until (a) a current Wildfire Evacuation Plan is not only in place but can be implemented to allow for the safe evacuation of all Glenwood Springs residents, (b) a thorough assessment of how the annexation will impact water supply now and into the future, and (c) update the Comprehensive Plan.

Floyd Diemoz has served Glenwood Springs well over the decades, including contributions to public safety, efficiency, and community well-being. I do not find fault with his selection of a

Developer nor the quality of the project plan. Unfortunately, the density of our existing population and lack of Community preparedness has placed him at a disadvantage. My opposition is founded strictly on safety concerns. I also recognize he has every right to sell and develop this land, but property rights do not exceed the fundamental right to safety. I believe we can serve both initiatives if we take a step back, address the underlying dangers, and then design a project supporting our community's safety.

I urge you to protect the current population's safety by rejecting the application to annex and rezone this property.

Karleen Clark  
570 Mel Rey Rd., Glenwood Springs, CO 81601

**From:** [Jennifer Ooton](#)  
**To:** [Trent Hyatt](#)  
**Subject:** Fwd: Annexation, Rezoning, and Development of 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz and Development of 480 Donegan Road by R2 Partnership  
**Date:** Tuesday, June 29, 2021 10:52:39 AM  
**Attachments:** [Outlook-ukmks2rm.png](#)

---

Here's another one for the packet.

Thanks,

Jenn

**Jenn Ooton**

Assistant City Manager, Economic and Community Development

City of Glenwood Springs

[970-384-6404](tel:970-384-6404) (o)

[970-471-8684](tel:970-471-8684) (m)

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**From:** Shelley Kaup <[shelley.kaup@cogs.us](mailto:shelley.kaup@cogs.us)>  
**Sent:** Tuesday, June 29, 2021 10:50:53 AM  
**To:** Debra Figueroa <[debra.figueroa@cogs.us](mailto:debra.figueroa@cogs.us)>; Jennifer Ooton <[jenn.ooton@cogs.us](mailto:jenn.ooton@cogs.us)>  
**Subject:** Fw: Annexation, Rezoning, and Development of 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz and Development of 480 Donegan Road by R2 Partnership

Can I assume all these emails are getting put to public record for the project?

-SK

*Shelley Kaup*

Councilor At-Large

City of Glenwood Springs

970-948-9018 (cell)



<https://www.ci.glenwood-springs.co.us/>

---

**From:** Karleen Lugena Clark <[hkarclark@gmail.com](mailto:hkarclark@gmail.com)>  
**Sent:** Monday, June 28, 2021 9:37 PM  
**To:** Steve Davis <[steve.davis@cogs.us](mailto:steve.davis@cogs.us)>; Jonathan Godes <[jonathan.godes@cogs.us](mailto:jonathan.godes@cogs.us)>; Tony Hershey <[tony.hershey@cogs.us](mailto:tony.hershey@cogs.us)>; Paula Stepp <[paula.stepp@cogs.us](mailto:paula.stepp@cogs.us)>; Charlie Willman <[charlie.willman@cogs.us](mailto:charlie.willman@cogs.us)>; Ingrid Wussow <[ingrid.wussow@cogs.us](mailto:ingrid.wussow@cogs.us)>; Debra Figueroa <[debra.figueroa@cogs.us](mailto:debra.figueroa@cogs.us)>; Shelley Kaup <[shelley.kaup@cogs.us](mailto:shelley.kaup@cogs.us)>  
**Subject:** Annexation, Rezoning, and Development of 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz and Development of 480 Donegan Road by R2 Partnership

I am writing to express my opposition to the annexation, rezoning, and development of the 15.818-acre property at 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz 12.285-acre PUD proposal (also known as 480 Donegan) currently under contract with R2 Partnership LLC. I recognize that the Roaring Fork Valley has an additional need for affordable housing, but to allow the development of an additional 360 units on this property, before the Comprehensive Plan is complete and evacuation plans are in place, is unconscionable.

#### Safety:

According to figure 2 of the Wildland Urban Interface Community Wildfire Protection Plan of April 2007, the area of West Glenwood has a hazard rating of “very high.” Fire Chief Tillotson claims that the West Glenwood Fire Department is undersized and obsolete, believing our concerns to be valid. The City of Glenwood Springs must address the lack of emergency services for West Glenwood Springs before adding a significant increase to the population. The current residents already live with the threat of extreme fire danger. As the population increases, this danger also increases.

The 111 Fire of 2020 emphasized our helplessness. Plans are necessary for the event of a natural disaster to counteract how people behave during an emergency with no guidance. We, as a community, must start planning now. Our community, neighborhood by neighborhood, household by household, must begin organizing adequate emergency responses. The physical layout of West Glenwood makes dependence on official services hopelessly inadequate.

#### Impact on Traffic:

COVID has drastically reduced traffic. Therefore the traffic study completed during COVID, no matter the algorithm used to calculate the increase, cannot correctly reflect the reality of this area. The addition of 1000+ vehicles and a minimum of 2,200 trips per day to our streets will create a traffic nightmare of overwhelming proportions. Congestion near schools and safety concerns for our young children are inevitable.

#### Comprehensive Plan:

How is it possible “that the benefits of development are distributed evenly across society” when this project is the equivalent of seven existing complexes in town? Glenwood Greens, Machebeuf, Holiday House, Manor I, Manor II, 23rd Street, and Six Canyons have a combined total of 381 units. The 214 Center Drive Plan proposes a structure with 360 units in one location!

With the adoption of the 2011 Comprehensive Plan, our infrastructure and population density has changed. As a result, the outdated plan does not include the hazards related to the current community, let alone meet the needs of tomorrow. We are fortunate to have local



resources with cutting-edge technologies. We must enlist them. Development and design should demand working with the existing land features, infrastructure, demographic shifts, and foreseeable challenges like climate effects on regional weather patterns and drought. Designing for energy efficiency, water conservation, defensibility against fire and flood, ease of maintenance on critical systems – while being minimally dependent on outside services, is possible in this day and age. It's past time that we integrate land-use regulations that prioritize safety in dense communities.

The neighborhood opposition is about recognizing the preliminary work required to ensure safety before development. COVID has taught us that no matter how economically stable or how fiscally responsible we are, unprecedented changes create new demands on both basic infrastructure and community organization. Regardless of how much we plan for the future, we are nothing if we don't protect our people.

It is my recommendation to place a moratorium for all non-single-family developments in Glenwood Springs until (a) a current Wildfire Evacuation Plan is not only in place but can be implemented to allow for the safe evacuation of all Glenwood Springs residents, (b) a thorough assessment of how the annexation will impact water supply now and into the future, and (c) update the Comprehensive Plan.

Floyd Diemoz has served Glenwood Springs well over the decades, including contributions to public safety, efficiency, and community well-being. I do not find fault with his selection of a Developer nor the quality of the project plan. Unfortunately, the density of our existing population and lack of Community preparedness has placed him at a disadvantage. My opposition is founded strictly on safety concerns. I also recognize he has every right to sell and develop this land, but property rights do not exceed the fundamental right to safety. I believe we can serve both initiatives if we take a step back, address the underlying dangers, and then design a project supporting our community's safety.

I urge you to protect the current population's safety by rejecting the application to annex and rezone this property.

Karleen Clark  
570 Mel Rey Rd., Glenwood Springs, CO 81601

**From:** [Debra Figueroa](#)  
**To:** [Trent Hyatt](#)  
**Subject:** Fwd: Annexation, Rezoning and Development of 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz and Development of 480 Donegan Road by R2 Partnership  
**Date:** Wednesday, June 30, 2021 5:59:30 AM

---

Trent,

For the public record

Thank you

Debra

Sent from my iPhone

Begin forwarded message:

**From:** Erin Wiencek <jerinwiencek@gmail.com>  
**Date:** June 25, 2021 at 4:50:03 PM MDT  
**To:** Steve Davis <steve.davis@cogs.us>, Jonathan Godes <jonathan.godes@cogs.us>, Tony Hershey <tony.hershey@cogs.us>, Paula Stepp <paula.stepp@cogs.us>, Charlie Willman <charlie.willman@cogs.us>, Ingrid Wussow <ingrid.wussow@cogs.us>, Debra Figueroa <debra.figueroa@cogs.us>, Shelley Kaup <shelley.kaup@cogs.us>  
**Subject: Annexation, Rezoning and Development of 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz and Development of 480 Donegan Road by R2 Partnership**

We are writing to express our opposition to the annexation, rezoning and development of the property known as 480 Donegan currently under contract with R2 Partnership LLC. To allow 360 units on this property, at this time, before the Comprehensive Plan is complete and evacuation plans are in place, is unconscionable and dangerous.

West Glenwood residents got a taste of just how helpless we were last summer during the 111 Fire. The total gridlock of vehicles on all of the West Glenwood streets precluded any chance of evacuation. If the fire would have progressed into West Glenwood, the outcome would have been tragically far different.

COVID has drastically reduced traffic, therefore the traffic study done during these months, cannot properly reflect the reality of this area. The addition of 1000+ vehicles and a minimum of 2,200 trips per day on our streets will create a traffic nightmare of overwhelming proportions. Congestion near schools and safety concerns for our young children are inevitable.

Water usage throughout the Western States is at a level that experts claim is unsustainable for our future. Glenwood Springs has been on water restrictions for an extended period of time. Continued drought conditions serve to exacerbate the situation. Serious consideration must be given to the water supply regarding all aspects of future growth.

It is our opinion that a moratorium needs to be placed on all non-single-family developments in Glenwood Springs until (a) a current Wildfire Evacuation Plan is not only in place but can be implemented to allow for the safe evacuation of all Glenwood Springs residents, (b) a thorough assessment of how the annexation will impact water supply now and into the future, and (c) the Comprehensive Plan has been updated.

We urge you to protect the current population and help keep residents safe by rejecting the application to annex and rezone this property.

Ken and Erin Wiencek  
123 Creekside Court  
Glenwood Springs, CO 81601

**From:** [Debra Figueroa](#)  
**To:** [Trent Hyatt](#)  
**Subject:** Fwd: Comments - Proposed annexation, rezoning and PUD of property located at 214 Center Drive  
**Date:** Tuesday, July 6, 2021 9:25:37 AM

---

Trent,

For the public record.

Thank you!

Begin forwarded message:

**From:** Mike Kinser <mikekinser2@gmail.com>  
**Date:** June 28, 2021 at 4:20:35 PM MDT  
**To:** Steve Davis <steve.davis@cogs.us>, Jonathan Godes <jonathan.godes@cogs.us>, Tony Hershey <tony.hershey@cogs.us>, Paula Stepp <paula.stepp@cogs.us>, Charlie Willman <charlie.willman@cogs.us>, Ingrid Wussow <ingrid.wussow@cogs.us>, Debra Figueroa <debra.figueroa@cogs.us>, Shelley Kaup <shelley.kaup@cogs.us>  
**Subject:** Comments - Proposed annexation, rezoning and PUD of property located at 214 Center Drive

To:  
[steve.davis@cogs.us](#); [jonathan.godes@cogs.us](#); [tony.hershey@cogs.us](#); [paula.stepp@cogs.us](#); [charlie.willman@cogs.us](#); [ingrid.wussow@cogs.us](#); [debra.figueroa@cogs.us](#); [shelley.kaup@cogs.us](#)

I am providing comments to the proposed annexation and rezoning of 15.8 acres of property located at 214 Center Drive, Project title 480 Donegan. 12.285 acres of the property is proposed for a high-density Planned Unit Development (PUD) consisting of 360 housing units. I have resided at the address above since 1989 and live within 0.2 miles from the property proposed for annexation/rezoning. I am not opposed to development of the subject property, but I am concerned about the level/intensity of the PUD being proposed by the applicant and developer. I recognize the applicant's right to develop the property in accordance with existing county zoning (commercial limited). It is not currently a right to develop high-density residential units. It is my preference that the subject property remain zoned as commercial or to a lower density residential area of single-family homes. In the event annexation and rezoning to PUD is approved, conditions must be established to protect public health, safety, the welfare of the City and surrounding neighborhood. Modification of the PUD will be necessary to be more compatible with and prevent irreparable harm to the surrounding neighborhood. My comments below are specific to the 12.285 acres proposed for PUD.

#### I. Safety

##### Comment:

An emergency evacuation study of West Glenwood Springs needs to be commissioned. The PUD would add approximately 1200 people to the community. Safe and expeditious evacuation of the area in the event of wildfire, debris flow or another catastrophic event would be adversely impacted. Those impacts must be mitigated. An emergency evacuation plan should also be prepared. The City should select the contractor who will conduct the study to avoid any conflict of interest. The applicant should contribute all funding necessary for the study to the City of Glenwood Springs.

##### Background/Rationale:

Having lived here for 32 years, I have experienced several wildfires near West Glenwood Springs including Storm King (1994), Coal Seam (2002), the 113 fire in South Canyon (2020), and Grizzley Creek (2020). My family and I were evacuated during the Coal Seam Fire. As you are probably aware, this region has experienced an approximate 20-year drying out period. According to the most recent U.S. Drought Monitor, our area is classified as being in exceptional drought. Climate data is clear that drought conditions are occurring with more frequency in this region, and I do not see that changing anytime soon. As a result, we can expect wildfires in this area to occur with more frequency, intensity and for longer duration. It is not a matter of if but when we will experience the next catastrophic wildfire.

During the 2002 Coal Seam fire, I can recall how difficult it was for residents in West Glenwood Springs to evacuate the area in an expeditious manner. The August 5, 2020 the 113 fire occurred on the north side of I-70, mile marker 113 (near South Canyon). That resulted in closure of the Interstate and backed up traffic in the West Glenwood Springs area along Mel Rey, Donegan and Storm King Roads. This left resident of the area trapped in the event of evacuation. According to reports by West Glenwood Springs residents, it took over three hours to reach their homes from the other side of town. A comment made by Trent Hyatt during the March 23, 2021 Planning and Zoning Commission meeting seemed to downplay the traffic issue indicating that most of the vehicles were associated more with people trying to get out of town that did not live here. They were not from people who live in West Glenwood. I assume the point was that increased population from the proposed PUD would not cause a traffic issue with fire evacuation. It does not matter where the traffic came from. We were still trapped and could not evacuate if conditions warranted. The problem also existed with the Coal Seam Fire and has occurred multiple times in 2021 from I-70 road closures. Population and development (e.g., Two Rivers School, auto dealerships, etc.) of the area has increased and the addition of 1200 people from the PUD will only exasperates the problem. The top priority of government should be to ensure the safety of its citizens.

#### II. Water

##### Comment:

A thorough analysis must be done to analyze impact to the water system of the City of Glenwood Springs from the PUD. As part of the study, the cumulative impact to the water system for all reasonably foreseeable future development needs to be addressed. The continued trend of increased frequency and duration of drought (i.e., aridification, mega-drought) must be addressed as well.

##### Background/Rationale:

Last August, Glenwood Springs residents were placed on water restrictions. Those restrictions remain in place. Odd numbered home addresses could water on odd days of the month, and even numbered home addresses could water on even days of the month. Watering could only occur before 10 a.m. or after 6 p.m. In addition, all lawn watering was prohibited for a brief period. Water restrictions were put in place because the Grizzley Creek Fire forced the closure of the Grizzley Creek water intake. While I acknowledge this was a unique situation, we must assume these events can and will occur in the future. In fact, two separate debris flows occurred on June 26 and 27, 2021 which impacted the City's water intake in No Name Creek. This resulted in limiting water use to essential uses from June 26 to June 30 (according to the latest update). Continued frequency and duration of drought will also result in reduced flows to streams, rivers, and lower water tables. Those scenarios must be considered when determining whether the City's water system will have the capacity to support the proposed PUD including any future developments.

#### III. Traffic

##### Comment:

Another traffic study must be conducted to better determine impacts from the PUD. At a minimum, the study should be expanded to include impacts to Mel Ray Road and the roundabouts in West Glenwood Springs. Cumulative impacts from traffic associated with the Two Rivers Charter School and possible redevelopment of the mall must also be addressed. Use of the easement through the mall should receive more serious consideration as a main entrance to the PUD. That would reduce traffic along Donegan, Storm King and Mel Ray Roads.

##### Background/Rationale:

Although a traffic study has already been conducted, it is my understanding that it was done during a time when the economy was shut down due to COVID. That is unacceptable because there was far less traffic during that time because many people were not working or working from home. Further, the contractor conducting the study concluded there would be no impact to traffic associated with the Two Rivers Charter School because PUD peak hour traffic would occur at different times. That ignores the impacts to other West Glenwood Springs residents who will be confronted with traffic from both the PUD and the school. Currently, traffic is backed up on Storm King Road and Center Drive every weekday morning and afternoon from parents dropping off or picking up their children. The school does not have sufficient space to accommodate all the traffic mentioned above. Additional traffic from the PUD will only compound the situation.

The current study also focused on impacts to Donegan Road, Storm King Road and Highway 6. Impacts to Mel Ray were glossed over because it was assumed most PUD traffic would be using Storm King Road. Since a main entrance to the PUD will be on Donegan (across from Chapparral Circle), it stands to reason that much of the traffic will also occur on Mel Ray Road. That is because Mel Ray offers the shorter distance (and fewer turns) to I-70, downtown Glenwood Springs, and up valley towards Aspen.

#### **IV. Parking**

**Comment:**

An in-depth analysis should be conducted to determine whether the current planned PUD parking will be sufficient to accommodate 1200 tenants including visitors. Evaluation of exiting high-density developments should be conducted to determine if parking has adequate for residents and visitors.

**Background/Rationale:**

The PUD proposed 625 parking spaces (1.7 spaces/housing unit) which include both internal and street parking. I do not have an exact figure for street parking included for the PUD. Since street parking will also be available to the public, those spaces should not be considered for meeting parking requirements of the PUD. Currently, most of the parking spaces along Donegan Road, Storm King Road (school buses), and Center Drive are utilized by the Two Rivers Charter School as that facility lacks sufficient parking. The PUD street parking will likely be occupied by the school as well. Sufficient internal parking be provided for the PUD to avoid turning West Glenwood residential streets into a parking lot. The applicant has indicated they plan to limit how many vehicles PUD residents are allowed. I do not believe it is possible to limit parking to 1.7 per unit (because no one drives 0.7 of a vehicle). They will have to say either one or two vehicles/unit.

#### **V. Neighborhood Compatibility**

**Comment:**

Construction of single-family homes within the proposed PUD would be a best option to blend in with the existing neighborhood. If the high-density PUD is approved, it should be modified to improve transition from existing homes along the north side of Donegan Road. Single-family homes should be constructed along the north side of the PUD which transition to a more high-density development further south of the property towards the mall. A visual impact analysis of the PUD must be conducted. Mitigation should be adopted so views from the adjacent west Glenwood residential units are not obstructed.

**Background/Rationale:**

City Planning and Development staff have indicated that the PUD provides a good transition from residential units (Western Hills Subdivision on the north side) to commercial development (mall to the south side). I disagree. Having high-density rental apartments and townhomes adjacent to single family one-story homes that are owned does not provide a good transition. It does not blend well with the existing neighborhood to the north. Construction of lower density single-family homes on the north side (adjacent to Donegan Road) of the PUD would improve the transition. The best alternative would have all PUD housing units be single-family residents to reduce density, improve safety, and mitigate traffic issues. Allowing ownership of those homes would also help satisfy a shortage need for the City. I understand that alternative would be less profitable for the landowner and developer. Higher density would maximize revenues; however, it is the City's responsibility to ensure the health, safety, and welfare of its citizens. That should not be compromised to satisfy the applicant's business model (i.e., construction of high-density rental units) or to maximize profits.

City Planning and Development staff also are supportive of the PUD with the rationale that the 29 to 30 units per acre are not inconsistent with other recent high-density development. My response - two wrongs do not make a right. In addition, there are no high-density developments of this magnitude present anywhere in the West Glenwood Springs area.

The PUD has building heights range from 30 feet adjacent to Donegan Road and 53 feet on the southern portion of the PUD near the mall. I appreciate design efforts to transition building heights corresponding to the slope of the property; however, all residential houses on the north side of Donegan Road are one-story. Efforts should be made to minimize the height of the PUD buildings along the north side of Donegan Road. Further, the 53-foot height proposed for the southern buildings would make them the tallest in West Glenwood.

#### **VI. Other Impacts**

**Comment:**

Impacts of the PUD to the fundamental facilities, services, and systems serving a city should be analyzed and mitigated. These include but are not limited to the following: fire department, police department, schools, sewer system, medical facilities, parks, hiking/biking roads and trails (e.g., Mitchell Creek).

**Background/Rationale:**

Proposed high-density housing developments can have impacts that are far greater than the immediate area. Impact analysis is often focused on the immediate area of the proposed development rather than the effects to a broader area (a classic - can't see the forest for the trees). Population growth can reach a point where the carrying capacity of the City's infrastructure, services, facilities are reached. That compromises the safety and quality of life to all citizens of the city.

This concludes my comments, issues and concerns.

--

Michael R. Kinser  
51 Ponderosa Drive  
Glenwood Springs, CO 81601  
(970)945-2287  
[mikekinser2@gmail.com](mailto:mikekinser2@gmail.com)

**From:** [Jennifer Ooton](#)  
**To:** [Trent Hyatt](#)  
**Subject:** Fwd: Subject: Application for Annexation, Rezoning, and Development of 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz and Development of 480 Donegan Road by R2 Partnership  
**Date:** Saturday, July 10, 2021 12:54:04 PM  
**Attachments:** [City Council sv letter.docx](#)  
[Outlook-upo1qzig.png](#)

---

Trent,  
Here is another email for the record.  
Thanks,  
Jenn

**Jenn Ooton**

Assistant City Manager, Economic and Community Development  
City of Glenwood Springs  
[970-384-6404](tel:970-384-6404) (o)  
[970-471-8684](tel:970-471-8684) (m)

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**From:** Shelley Kaup <[shelley.kaup@cogs.us](mailto:shelley.kaup@cogs.us)>  
**Sent:** Saturday, July 10, 2021 9:51:55 AM  
**To:** Jennifer Ooton <[jenn.ooton@cogs.us](mailto:jenn.ooton@cogs.us)>; Debra Figueroa <[debra.figueroa@cogs.us](mailto:debra.figueroa@cogs.us)>  
**Subject:** Fw: Subject: Application for Annexation, Rezoning, and Development of 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz and Development of 480 Donegan Road by R2 Partnership

Please include in Public comment for Annexation -

*Shelley Kaup*

Councilor At-Large  
City of Glenwood Springs  
970-948-9018 (cell)



<https://www.ci.glenwood-springs.co.us/>

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**From:** Sally Valin <[svalin@outlook.com](mailto:svalin@outlook.com)>  
**Sent:** Friday, July 9, 2021 12:28 PM  
**To:** Steve Davis <[steve.davis@cogs.us](mailto:steve.davis@cogs.us)>; Jonathan Godes <[jonathan.godes@cogs.us](mailto:jonathan.godes@cogs.us)>; Tony Hershey <[tony.hershey@cogs.us](mailto:tony.hershey@cogs.us)>; Paula Stepp <[paula.stepp@cogs.us](mailto:paula.stepp@cogs.us)>; Charlie Willman <[charlie.willman@cogs.us](mailto:charlie.willman@cogs.us)>; Ingrid Wussow <[ingrid.wussow@cogs.us](mailto:ingrid.wussow@cogs.us)>; Debra Figueroa

To: [steve.davis@cogs.us](mailto:steve.davis@cogs.us); [jonathan.godes@cogs.us](mailto:jonathan.godes@cogs.us); [tony.hershey@cogs.us](mailto:tony.hershey@cogs.us); [paula.stepp@cogs.us](mailto:paula.stepp@cogs.us); [charlie.willman@cogs.us](mailto:charlie.willman@cogs.us); [ingrid.wussow@cogs.us](mailto:ingrid.wussow@cogs.us); [debra.figueroa@cogs.us](mailto:debra.figueroa@cogs.us); [shelley.kaup@cogs.us](mailto:shelley.kaup@cogs.us)

Subject: Application for Annexation, Rezoning, and Development of 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz and Development of 480 Donegan Road by R2 Partnership

Having lived within the city limits of Glenwood Springs for many years, I am very concerned about the impact that recent growth has already had on traffic and water usage in our town.

I believe that a moratorium needs to be placed on development of any additional multi-family units in Glenwood Springs until (a) a current Wildfire Evacuation Plan is in place and can be implemented to allow for the safe evacuation of all Glenwood Springs residents, (b) a thorough assessment is done on how the annexation would impact water supply now and into the future, and (c) the current Comprehensive Plan has been updated.

For the protection of current residents, I ask you to please reject this application. To pass such a proposal would be dangerous and ultimately irresponsible.

Thank you,  
Sally Valin  
Glenwood Springs

<debra.figueroa@cogs.us>; Shelley Kaup <shelley.kaup@cogs.us>

**Subject:** Subject: Application for Annexation, Rezoning, and Development of 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz and Development of 480 Donegan Road by R2 Partnership

Caution! This message was sent from outside your organization.

Hello,

Please see the attached letter.

Thank you,

Sally Valin

Sent from [Mail](#) for Windows 10



**From:** [Debra Figueroa](#)  
**To:** [Trent Hyatt](#)  
**Subject:** Fwd: Letter to City Council for 29 July 2021 Meeting  
**Date:** Monday, July 12, 2021 7:14:03 AM  
**Attachments:** [Our City Council Letter.docx](#)

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Trent

FYI

Debra

Begin forwarded message:

**From:** Ann Stephens <[britican@comcast.net](mailto:britican@comcast.net)>  
**Date:** July 9, 2021 at 11:26:00 AM MDT  
**To:** "Ryan M. Muse" <[ryan.muse@cogs.us](mailto:ryan.muse@cogs.us)>  
**Cc:** Debra Figueroa <[debra.figueroa@cogs.us](mailto:debra.figueroa@cogs.us)>  
**Subject:** Letter to City Council for 29 July 2021 Meeting

Caution! This message was sent from outside your organization.

Ryan

Very nice to talk to you this morning Ryan. As I said before we have already sent the attached letter to City Council Members but since I did not request that it be included with the packet I have now updated it slightly and am formally requesting that this be included in the City Council Packet for their meeting on 29 July and any following meetings covering the annexation, rezoning and development of the 15.818-acre property at 214 Center Drive.

Please let me know if you have any questions.

Thank you

Annie Stephens

TO:  
City Manager/City Clerk  
101 8<sup>th</sup> Street  
Glenwood Springs CO 81601

PLEASE INCLUDE THIS LETTER IN THE CITY COUNCIL PACKET FOR 29 JULY 2021

RE: Annexation of a 15.818-acre parcel into the municipal limits of the City of Glenwood Springs and Initial Zoning/Rezoning of 3.533 acres to Commercial (CO) District and 12.285 acres to Planned Unit Development (PUD) District.

We are writing to express our opposition to the annexation of the 15.818-acre property at 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz and more specifically the 12.285-acre PUD proposal (also known as "480 Donegan") currently under contract with R2 Partnership LLC to build 360 residential units and on your City Council agenda for 29 July 2021.

We understand that although this complies with guidelines in the 2011 Comprehensive Plan (revised in 2014) there are already plans to revisit this outdated document. In the years since its writing many factors have changed, most notably our climate making the possibility of wildfires not just a once every few years event to a regular summertime occurrence. Already in mid-June we have registered temperatures of over 103 degrees in our north-facing yard. As we saw last year with both the 111 fire, which caused total gridlock in West Glenwood, and the Grizzly Creek fire, life in our valley can be changed in the space of a few short hours and our lives and homes threatened.

As you deliberate we would ask you to take into consideration several things:

1. **WILDFIRE RISK:**

The area of West Glenwood is already categorized as "very high risk" according to figure 2 of the Wildland Urban Interface Community Wildfire Protection Plan of April 2007. What we have in West Glenwood are multiple small roads leading to **ONE SINGLE ROAD** - Highway 6. Not only does Highway 6 need to have the capacity to safely allow evacuation of all the residents of West Glenwood but depending on the location of the fire, it may also block areas off so that emergency vehicles can access the fire. To add such a large number (or in fact any number) of residents to West Glenwood, which already has over 3,000 residents would be utterly catastrophic.

2. **WEST GLENWOOD FIRE STATION:**

The current fire station located on Mel Ray Road is now undersized and obsolete according to Chief Gary Tillotson. This 12.285-acre property would be an ideal location for Glenwood to build a large, state-of-the-art fire station that is adequately equipped and has room for the preparedness training needed by first responders but also offers the type of land around it that can serve as a shelter in place zone or land break to help slow down the progress of any fire that might come into the area.

3. **DENSITY:**

The development of the 12.285-acre plot of land will bring in almost 30 units per acre compared to the properties to the north where the average is 3.5 per acre – 43 homes compared to 360 units is unacceptable.



If approved this development would be THREE TIMES THE SIZE of the Six Canyon Apartments which has 116 units. All of these units next to 43 homes?



4. **TENANTS & PARKING:**

The developer has assured the community that this development will bring in under 600 tenants which we find hard to believe given the breakdown of the units. We predict there could be nearer to 900 tenants. Even with 625 parking spots both on site and off site, this will turn West Glenwood into a parking lot of Californian proportions.

5. **TRAFFIC:**

Consider the traffic that a development of this size will bring to the three “main” roads in this area - namely Mel Ray, Donegan and Storm King. Even if roads are improved, is it realistic to think they can handle the traffic from 600-900 (minimum-maximum) tenants coming and going to work, shop, take children to school and socialize; as well as delivery/removal/utility company vehicles; restaurant workers and guests; customers and clients utilizing the live/work units; and visitors to the residents living in this development? Yes the developer will make off-site improvements but as one of the commissioners said at the last P&Z meeting “without this development these improvements would not be necessary.”

6. **PROXIMITY TO LOCAL SCHOOLS:**

The proposed development is immediately opposite both the Two Rivers School and the Montessori School (located in the Business Center). Adding this amount of traffic to our relatively rural area will bring safety issues both for children and teaching staff. R2 developers are proposing a sidewalk and bike lane on Donegan to help with safety and traffic, but to our knowledge there has never been an injury on Donegan in the 20 years we have lived here.

7. **LAND DEDICATION:**

Normally with a development of this size a developer is asked to provide parkland and school land dedications, in this case 5.9 acres and 4.4 acres respectively, but will this really happen? Will the City allow them to make fees in lieu of which will do little to compensate the people of West Glenwood who already have just one tiny public park (often in use by Two Rivers School)?

8. **UTILITIES:**

Even though local authorities say we have sufficient capacity for water (and sewer) for this development, why then are we already on water restrictions? Yes they may have irrigation water for some months of the year, but 360 residential units, a swimming pool, clubhouse and a restaurant use an enormous amount of water.

9. **BENEFITS:**

And lastly ask yourselves how will this development be of “greater benefit to the City” and does it fit with your Comprehensive Plan Vision Statement “to preserve Glenwood's small-town character while maintaining livability.”

1. Yes it will bring in some tax dollars but overall this is not going to be a development like Glenwood Meadows which has robust retail, restaurant and

accommodation revenues (where retail sales tax collected is in excess of \$4.2 million per year for the past 15 years).

2. And yes it will bring in housing, a little of which will be affordable housing, but when will these large developments stop? In recent years we have seen The Lofts built (and another 300 units approved and still to be built), Six Canyons (a monstrosity of a complex), Buffalo Valley Apartments, Bell Rippy Apartments, Solstice Townhomes, Real America's Mountain View Flats proposal to build 54 units just north of Hwy 6 & 24, residential homes going up west of Ami's Acres and the possibility that condos will be built on the Rivers Restaurant site. With the exception of the 29 townhomes in Cardiff Glen ALL are rentals. We see recently announced affordable housing at four CMC locations including Spring Valley campus here in Glenwood Springs, which will also help with the housing need.

We urge you to look at the recommendations made by the City's Planning & Zoning and deny this annexation and PUD proposal. Some of the reasons cited by P&Z included the following:

1. Not suitable or compatible
2. Did not address opportunities for home ownership
3. Did not maintain or fit our small-town character as described by the Comprehensive Plan, directing growth inward, planning for civic spaces or encouraging infill and redevelopment
4. Significant life safety issues in this area of the city that would need to be addressed before a project like this could be approved, and the need for an evacuation study and plans in place before future large scale developments
5. Developer to dedicate parkland rather than pay parkland fees
6. Concerns regarding density and traffic
7. Issues with roof and gable designs
8. The need for a fire station in West Glenwood
9. Recommended additional traffic studies
10. Recommended installation of story poles
11. Recommended lowering maximum heights, removing false gables, and reducing density
12. Recommended that on-street parking not be counted towards the parking requirements
13. Recommended more inclusionary housing that the minimum required

It is our firm opinion that a moratorium needs to be placed on all non-single-family developments in Glenwood Springs until (a) a current Wildfire Evacuation Plan is not only in place but can be fully implemented to allow for the safe evacuation of all residents of Glenwood Springs and (b) the Comprehensive Plan has been updated.

If there has been one thing our world has learned through Covid it is that no matter how economically stable we are, how fiscally responsible we are, how much we plan for the future, **we are nothing if we don't protect our people**. We are urging you, our City Council, to do everything in your power to keep us safe.

Together we can build a safer community  
Glenwood Safe - Glenwood Strong

Randy & Annie Stephens

**From:** [Debra Figueroa](#)  
**To:** [Trent Hyatt](#)  
**Subject:** FW: development in west Glenwood  
**Date:** Monday, July 12, 2021 1:17:11 PM  
**Attachments:** [Outlook-5udci1hp.png](#)

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Trent - FYI

Thank you

Debra

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**From:** Shelley Kaup <[shelley.kaup@cogs.us](mailto:shelley.kaup@cogs.us)>  
**Sent:** Monday, July 12, 2021 11:43 AM  
**To:** Jennifer Ooton <[jenn.ooton@cogs.us](mailto:jenn.ooton@cogs.us)>; Debra Figueroa <[debra.figueroa@cogs.us](mailto:debra.figueroa@cogs.us)>  
**Subject:** Fw: development in west Glenwood

Please include in the Public record for the project.

Thanks,  
shelley

*Shelley Kaup*

Councilor At-Large

City of Glenwood Springs

970-948-9018 (cell)



<https://www.ci.glenwood-springs.co.us/>

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**From:** BETH DWYER <[bethdwyer@comcast.net](mailto:bethdwyer@comcast.net)>  
**Sent:** Monday, July 12, 2021 10:30 AM  
**To:** Shelley Kaup <[shelley.kaup@cogs.us](mailto:shelley.kaup@cogs.us)>  
**Subject:** development in west Glenwood

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Caution! This message was sent from outside your organization.

Hi Shelley!

I am writing to encourage protection of the land in West Glenwood specifically with regard to the proposed development (360 apartments).

Though, we now live in New Castle, we used to live in GWS (as you know). I (Beth) have quite a few friends who do live in West Glenwood and who I frequently join to walk with in that area. I have always enjoyed seeing that field (open space) in the neighborhood especially with the horses. : )

My thoughts about the development of that field has to do with Two Rivers Community School. Both of my grandsons go to school there. I know one main concern regarding the increase of housing in that area has to do with the idea of an emergency exit, and I agree that this should be the most important issue.

The folks who live there, as well as the school population, need to be able to get out of there quickly in case of wildfires (or other emergencies). I doubt that even having an evacuation "plan" would really make much difference when it comes to truly getting people out quickly and especially if there were more people with more cars needing to get out. (nothing wrong with an emergency plan though!).

Gridlock can and does easily happen at the West Glenwood roundabout... which would also greatly impact people in that neighborhood who might need to evacuate. If the field needs to be developed, maybe first annexed by the city (I don't know why this could be something folks might oppose) and then have some kind of creative, enriching and more organic vision about the use of that land and the neighborhood.

Thanks, Shelley for your attention and time with this matter.

Sincerely,

Beth Dwyer



**From:** [Debra Figueroa](#)  
**To:** [Trent Hyatt](#)  
**Cc:** [Jennifer Ooton](#)  
**Subject:** Fwd: Correction to letter send 6-18 On West Glenwood Pasture Development  
**Date:** Thursday, July 15, 2021 3:32:04 PM  
**Attachments:** [West Glenwood Pasture Development Reynolds Cain Ditch.docx](#)

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Trent,

FYI

Sent from my iPhone

Begin forwarded message:

**From:** LEE BOWLES <mitchellcreek@comcast.net>  
**Date:** July 15, 2021 at 3:28:17 PM MDT  
**To:** Steve Davis <steve.davis@cogs.us>, Jonathan Godes <jonathan.godes@cogs.us>, Tony Hershey <tony.hershey@cogs.us>, Shelley Kaup <shelley.kaup@cogs.us>, Paula Stepp <paula.stepp@cogs.us>, Charlie Willman <charlie.willman@cogs.us>, Ingrid Wussow <ingrid.wussow@cogs.us>, Debra Figueroa <debra.figueroa@cogs.us>  
**Subject:** **Correction to letter send 6-18 On West Glenwood Pasture Development**

Caution! This message was sent from outside your organization.

[Allow sender](#) | [Block sender](#)

When I sent you this letter on 6-18 I stated the Diemoz's were not using there irrigation water. They did start using the water in later June so I did want to correct that. I took that statement out of this attachment. I didn't know how much it mattered to send an updated copy but I didn't feel right saying something that wasn't correct. Just know Mitchell Creek is not flowing as in the past and if we have another year of drought it could be quite a different story next year.

I am disappointed I won't be able to attend your meeting. I can only hope you have read letters to the editor and other editorials in the post to feel our frustration with the constant building of Apartments and what has happened to our town. Glenwood needs a new direction, something to revitalize it. As already stated by many you can't keep adding to our existing problems, like fire evacuation for one without coming up with concrete plans first.

Thank you  
Lee Bowles

Dear City Council,

I am writing in regards to the development being proposed for the West Glenwood Pasture.

I would like to make some comments on the Reynolds Cain Ditch in which Floyd Diemoz has water rights that he is planning on selling to the developer so they can irrigate their open space. Floyd stated in the last P&Z meeting that his family has had those water rights for many decades and the water has been plentiful. My husband and I also have water rights out of Mitchell Creek. The golf course has 1<sup>st</sup> water rights on the Reynolds Cain ditch that is supplied by Mitchell Creek. I beg to differ on how plentiful the water is as everyone is ignoring the fact we are currently in a drought. This is the first year we have hardly seen Mitchell Creek rise due to runoff, again which feeds the Reynolds Cain ditch. Ever since my Husband turned on the ditch this year to irrigate our property he has been in constant contact with man who manages the ditch for the Golf course on what water he was utilizing and letting out from Mitchell Creek. Never before had we talked to him about our usage. If the Golf Course does not get enough of their allotted water they can call rights on the rest of us, which means it is possible the Diemoz water could be shut off. In the 31 years we have lived here we have only had our water called once, and it wasn't even as dry then as it is now. Also the Storm King Ranch has rights and the Sunlight church from Mitchell creek thru a ditch that runs thru our property. My main point is that the Diemoz water is not a for sure thing especially in these years of drought. We are not even sure how it would all get monitored if such a large development decides to utilize the ditch water. Right now we all work together and communicate any problems.

I am hopeful you will take seriously the comments on why P&Z turned down the proposal. Our lives are literally in your hands. You cannot continue to add to the problems that exist in West Glenwood with Fire evacuation and the gridlock we experience. I don't know if any of you have been thru a wildfire where you cannot move and have mountains on fire around you, but it's terrifying. Our geography goes against us in this small valley.

None of us can understand why over and over it's stated there is enough water in these times of drought. Maybe today, but does no one plan for future dry years? We need a new fire house and so many other things in this town besides more housing. We don't have the infrastructure to support such a development. Also we rarely see any law enforcement in our area even after calls to please patrol due to visually seeing drug exchanges going on.

The traffic in Glenwood is horrendous. We are supposed to be a tourist town but it's getting so congested it's not fun for anyone to try and get around, including the tourists. Right now I am afraid to go to town because if the interstate closes, which is happening more and more I will never get home.

There is so little open space in this valley and I understand the Diemoz family wants to sell but please take care of your citizens that rely on you to make the right decisions for us. We have been lucky so far, but in West Glenwood we truly have the fear of being trapped and burned alive. It's not if we will have another wildfire, but when. If you add more traffic to an already existing problem no one has a chance.

Just a reminder that there are no sidewalks on Donegan or up the Mitchell Creek Road. We have loads of hikers, bikers, dog walkers and lots of children walking the road with already too much traffic going over the speed limit. If you add all those people who will join the clusters already on a dangerous road someone is eventually going to get hurt. Since we have an outdated firehouse couldn't the city somehow buy that property for a new firehouse/senior-center/park....anything to give our city some life instead of just constant building of apartments. Please step back and think of your citizens and what is happening to our town and I beg you do the right thing for us.

Respectfully,

Bruce & Lee Bowles

Two properties on Mitchell Creek Road



**MINUTES**  
**City of Glenwood Springs**  
**Planning and Zoning Commission**  
**Regular Meeting**  
**May 25, 2021**  
**Zoom**  
**6:00PM**

**1. Roll Call**

Present at roll call were Commissioners: Marco Dehm, Amber Wissing, Joy White, Carolyn Cipperly, Sumner Schachter, George Shaver

Absent at roll call were Commissioners: Ben West, Joy White, Pete Waller

Also present were: Asst. City Manager Jenn Ooton, Asst. Community/Economic Dev. Director Gretchen Ricehill, Senior Planner Trent Hyatt, City Attorney Karl Hanlon, Assistant City Engineer Jessica Bowser, City Engineer Terri Partch, Public Works Director Matt Langhorst, Fire Chief Gary Tillotson,

**2. Receipt of the Minutes**

Commissioner Schachter made a motion to accept the minutes from the August 13, 2020 meeting. Commissioner Shaver seconded the motion. Commissioner Schachter asked if accepting the minutes from August 13<sup>th</sup> had any impact on item 09-21. Asst. City Manager Jenn Ooton confirmed that the approval of this minutes was procedural and not related to any items on the agenda for May 25<sup>th</sup>.

Commissioner Dehm called the item to question.

Motion passed unanimously.

Commissioner Schachter made a motion to accept minutes from the April 27, 2021 meeting. Commissioner Wissing seconded the motion.

Commissioner Schachter requested staff add Commissioner Cipperly's list of information requested from the developer on item 09-20. Commissioner Cipperly asked if minutes could be

approved even though some Commissioners had not been at previous meeting. City Attorney Karl Hanlon explained that a vote could proceed.

Commissioner Dehm called the item to question.

Motion passed unanimously.

### **3. Public Comments**

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

### **4. Continued Items**

- a. Planning File 09-20: Consideration of an annexation and the initial zoning/rezoning of 15.818 acres to Commercial (CO) District and Planned Unit Development (PUD) District at 214 Center Drive (PIN: 2185-061-00-042) Continued from the March 23<sup>rd</sup>, 2021 and April 27<sup>th</sup>, 2021 meeting.

Commissioner Shaver attested to having watched the two previous meetings where this item was discussed. Commissioner Schachter attested to having watched the April 27<sup>th</sup> meeting. Commissioner Wissing recused from the item, citing previous involvement with the item.

Commissioner Schachter asked if it would be advisable to continue the item since there were only four P & Z members for this item. City Attorney Karl Hanlon recommended not continuing the item and advised the item move forward.

Senior Planner Trent Hyatt provided the Planning & Zoning Commission a brief summary of the staff report including the requests of Planning & Zoning Commission to the applicant and staff.

Applicant Floyd Diemoz discussed the history of the property, explaining the property was originally bought in 1960 as an investment property and that the property had never been officially designated as open space. Diemoz asked Commission to approve the item, citing the project's compatibility with the Comprehensive Plan. Diemoz also stated that the property was likely to be developed in the near future, whether annexed to the City or not.

Applicant Barry Rosenberg discussed the project and how in his opinion it aligned with goals in existing City Comprehensive and strategic plans. Rosenberg stated that the project would follow the affordable housing requirements and that the applicants were open to considering the Housing Commission's recommendations and discuss possible changes to the project with the Housing Commission. Rosenberg also stated the applicant was committed to assisting with any evacuation plans.

Applicant Matthew Fitzsimmons, Hord Coplan Macht provided the Commission with a short presentation with additional information, including site sections showing heights to the peaks and parapets as requested by the Commission. Fitzsimmons also provided additional views from the elevation of houses on north side of Donegan, as requested by the Commission.

Applicant Yancy Nichol, Sopris Engineering, provided the Commission with information on sight distances at intersections with Donegan, as requested by the Commission.

Commissioner Schachter asked for peak and midpoint heights for the different housing types. Applicant Matthew Fitzsimmons provided information on the revisions and the peak and midpoint heights for different housing types. Schachter also stated that comparing the density of this project could not be compared to the Lofts because the numbers provided by the applicant did not include the entire Meadows development. Applicant Rosenberg agreed that the numbers for the Lofts did not include the entire Meadows development and that Six Canyon would be a more similar comparison. Schachter also stated that in response to Floyd Diemoz comments on the Comprehensive Plan, that some of those items can be objective.

Commissioner Cipperly asked if the applicant could verify that the Reynolds Cain Ditch runs year round and that water would be available for site irrigation. Applicant Paul Schirmer verified that a letter confirming this was forwarded to staff but was sent after the packet was sent out. Applicant John Diemoz explained that letters from the Reynolds and Cain Ditch Company was sent to the City verifying the water situation. Applicant Floyd Diemoz provided a history of the usage of the ditch dating back to the family's purchase of the property. Floyd Diemoz also explained the ditch usually does not run during winter months.

Commissioner Schachter asked the applicant regarding potential meetings with the Housing Commission and any of the potential changes. Applicant Rosenberg explained that the applicant would be willing to exceed the required affordable housing requirements and open to working with the Housing Commission on these items. City Attorney Karl Hanlon stated that the Housing Commission acted in an advisory role and could not place stipulations or conditions on development, as that would be the role of City Council in an annexation. Senior Planner Hannah Klausman provided additional information on the recommendations made by Housing Commission.

Commissioner Shaver requested information on ADA access in the proposed design. Applicant Rosenberg stated specific plans had not been drawn up but that all designs would meet ADA requirements. Shaver also asked if specific units would be ADA accessible, which Rosenberg confirmed that a specific number of units would be required to meet those requirements. Applicant Fitzsimmons stated that several of the ground floor units would be designed with that in mind and that other units would be designed to be adapted for that use.

Commissioner Dehm reopened the item to public comment, citing that there had been some minor revisions to the item.

Erika Gibson, Attorney for the Diemoz Partnership, stated that the focus of the item was on annexation and that the property in the Comprehensive Plan was specifically identified for annexation and development.

Lacy King, questioned how the traffic study addressed potential future traffic from a redeveloped Glenwood Springs Mall.

Jamie Nims, Head of School at Two Rivers Community School, stated that the Two Rivers Board of Directors was not taking a position for or against the project. Nims stated concerns regarding traffic and density. Nims also stated that the school had difficulty filling positions due to the

regional housing shortage. Nims expressed a desire that any potential development on this site could be compatible with the community and neighborhood.

Laurie Raymond, supported denial citing wildfire evacuation concerns, traffic, water concerns, and lack of xeriscaping in project designs.

Greg Jeung, No Name resident, had questions on the impact fees for the project, including parkland fees and fire impact fees.

Jamie Darien asked if it were possible to model the heights of the buildings uses poles or similar physical visual on site.

Lisa Orosz asked if the item could be a referendum. Orosz cited concerns about traffic and wildfire concerns.

Todd Hurst, supported denial citing concerns on traffic and its effects on emergency response times, wildfire concerns, density, and neighborhood compatibility.

Michael Hoban, supported denial citing traffic, wildfire concerns, neighborhood compatibility, and density.

Mark Gibson expressed thanks to the Commission for their service. Gibson supported the use of story poles to model the visuals on site and commented on the density of the project.

Commissioner Dehm closed the item to public comment.

Applicant Barry Rosenberg provided responses to several community comments. Applicant Curtis Rowe, Kimley Horn stated that the traffic study was designed accounting for a fully redeveloped mall. Rosenberg also stated that the irrigation ditch provided sufficient water for landscaping. Rosenberg also stated that there was no waiver for development fees. Rosenberg also mentioned that the density had been decreased from the original proposed designs.

Commissioner Schachter requested City Attorney Karl Hanlon to clarify what the actions of the item signify. Hanlon explained that Planning & Zoning's role with this item was to provide a recommendation to City Council and was not acting as a deciding body. Hanlon explained that there will be additional public hearings in front of City Council regardless of P & Z recommendation. Hanlon explained that P & Z could not place conditions but could provide recommendations to City Council. Schachter also asked to which degree proposed design and zoning would resemble the final development. Hanlon explained that the approval of this item for zoning and annexation would be very specific to the proposed design.

Commissioner Shaver asked a question on the relation of the two items. Hanlon stated that the two items, annexation and zoning, were closely tied to each other. Shaver asked if the item were approved by Council, if the applicant was required to annex. Hanlon explained that if an applicant could not meet the conditions, then the annexation would not proceed.

Commissioner Schachter made a motion to recommend denial of Action Item 1 – Annexation of a 15.818 acre parcel into the municipal limits of the City of Glenwood Springs. Schachter based on recommendations with findings that the project was not compatible with Comprehensive Plan goals of livability, small town character, or safety. Schachter also stated that the item creates potential adverse impacts to the City and neighborhoods in terms of health, safety, and welfare.

Commissioner Cipperly seconded the motion.

Commissioner Schachter stated the proposal was well put together yet not suitable or compatible to the City of Glenwood Springs at this time. Schachter indicated it was the role of the community of Glenwood Springs to decide the definition of small town character, as described in the Comprehensive Plan and that it was not the role of a developer to make that determination. Schachter also stated the proposal did not adequately address opportunities for home ownership. Schachter also cited precedent for rejecting previous proposals for annexations in West Glenwood.

Commissioner Cipperly acknowledged the applicant's response to City, staff, and public comments. Cipperly stated that this development did not meet the following goals of the Comprehensive Plan including: maintaining small town character, directing growth inward, planning for civic spaces, and encouraging infill and redevelopment.

Commissioner Shaver stated general agreement with Commissioner Cipperly and Commissioner Schachter. Shaver stated that there were significant life safety issues in this area of the city that would need to be addressed before a project like this could be approved. Shaver also stated that the project did not fit small town character as described by the Comprehensive Plan.

Commissioner Dehm stated the project was well designed, and expressed support for some of the design aspects. Dehm also expressed concerns regarding the proposed density of the project and traffic.

Commissioner Dehm called the item to question, to recommend denial of Action Item 1.

Commissioner Cipperly mentioned issues with the roof and gable designs.

Commissioner Shaver agreed with Cipperly's opinion on the roof designs. Shaver encouraged Council to consider a reduction in development fees for a smaller project with more open space, including a reduction in units.

Commissioner Schachter suggested that Council consider completing a Comprehensive Plan update before any further annexations or large scale developments.

Commissioner Schachter made a motion to recommend denial of Action Item 2 – Initial Zoning/Rezoning of 3.533 acres to Commercial (CO) District and 12.285 to Planned Unit Development (PUD) District. Schachter stated based recommendation on findings that the proposed item has adverse impacts regarding traffic, evacuation plans, sightlines, expenses to the City, and other items that may be detrimental to rezoning at this time.



Commissioner Shaver seconded the motion.

Commissioner Schachter made suggestions, based on public input, that City Council consider the following items: installation of story poles, lowering maximum heights, reducing density, removing false gables, on-street parking should not be counted towards parking requirement, need for owner-occupied housing, more inclusionary housing than minimum required, need for evacuation study before future large scale developments, need for fire station in West Glenwood, need for Highway 6 entrance to the property, possibility of redeveloping this property and the mall simultaneously, and additional traffic studies.

Commissioner Cipperly suggested the Council consider encouraging the developer to dedicate parkland rather than pay parkland fees. Cipperly also suggested reducing surface parking by adding tuck in parking spots underneath buildings.

Commissioner Shaver cited concerns of approving this scale of development without adequate evacuation plans in place.

Commissioner Dehm called the item to question.

Motion to recommend denial of Action Items 1 & 2 passed unanimously.

- b. Planning File 12-21: Consideration of an Appeal of a Community Development Director Decision to not accept/process a Major Site/Architectural Plan Review application and a Minor Subdivision application due to the proposal exceeding the number of multi-family residential apartment units allowed by the Glenwood Meadows Annexation and Development Agreement and Zoning and Development Plan (GMADAZDP), as filed with the Garfield County Clerk & Recorder's office at reception #616083 and subsequent amendments thereto. The Appeal is filed pursuant to Municipal Code section 070.060.070(c). The subject property related to the Appeal is Lots 11 C-B (PIN: 2185-041-41-003) and 11 C-C (PIN: 2185-041-41-002) of the Glenwood Meadows Subdivision No. 6 and is zoned Residential High Density (RH) District (R/3 per the GMADAZDP) (Continued from May 10, 2021)

Community Development Director Jenn Ooton indicated that the applicant had withdrawn the application.

## **5. New Items**

- a. Planning File 09-21: Consideration of a Minor Site/Architectural Plan review of eleven multifamily units in a building that is currently vacant. The application includes consideration of an administratively reviewed Right-of-Way Encroachment License for building cornices that overhang the public right-of-way.

Assistant Community Director Gretchen Ricehill introduced the item and provided the Commission with a presentation on the application. Ricehill explained that the City Historic

Preservation Commission was required to review the application and that the Preservation Commission had issued a Consideration Landmark Alteration Certificate on March 1, 2021. Ricehill stated that staff recommended approval of the item with findings on page 8 and the suggested conditions on page 8 & 9 of the staff report.

Commissioner Cipperly asked why the replacement brick on the north elevation would match the adjacent building and not the existing building. Ricehill explained that this was a recommendation from the Historic Preservation Commission.

Commissioner Schachter requested what the allowed uses of the property would be. Ricehill explained that the property was zoned M2 Central Core.

Commissioner Shaver asked if the encroachment into public space would require Council review. Ricehill explained that some can be reviewed administratively, such as the cornices in this project. Ricehill indicated that previous encroachments had been handled similarly. Shaver also mentioned recent discussion on encouraging ground level retail.

Commissioner Dehm had questions on the rear façade of a neighboring building. Staff indicated that the neighboring building was not in the scope of work.

Applicants Seth Hmielowski and Randy Henrie, Architects with Z- Group provided the Commission with a brief description of the project, including details on the brick and other design details. Applicant Candace Whipple provided additional information on the application, expressing desire to develop the property, while preserving the historic character of the building. Applicant Henrie further explained the project and design.

Commissioner Shaver asked the applicant if there had been conversation with owner of neighboring Creamery building regarding a window. Shaver also asked if the parapet was sufficiently high to be a guardrail. Henrie explained that the parapet was high enough to be a guardrail. Shaver also asked if the encroachment would be required in the alley as well, which the applicant confirmed. Shaver also asked if an engineer had examined the historic cornices. Applicant Henrie explained that had not yet occurred and would likely occur prior to starting construction. Shaver also asked what the name of the building would be.

Commissioner Dehm asked if there were any applicable regulation to require ground floor residential. Ricehill confirmed there was no requirements. Dehm also asked for height restriction information. Ricehill stated that the maximum height by right was 40'. Dehm asked if this project could potentially meet the requirements for exceeding height restrictions for deed restricted housing. Ricehill explained staff could look at the potential for that, as a case study and not as a condition of approval.

Applicant Hmielowski indicated that they could be potentially interested in pursuing the option of adding height.

Commissioner Shaver pointed out that addition of another floor would likely incur further review by the Historic Preservation Commission.

Commissioner Schachter asked staff to confirm that this application was received before the inclusionary zoning ordinance was enacted and that the applicant had the option of participating in the deed restricted housing. Ricehill confirmed the application was received prior to the ordinance and was not subject to those requirements.

Commissioner Dehm opened the item to public comment.

No members of the public presented for comment.

Commissioner Dehm closed the item to public comment.

Commissioner Cipperly made a motion to continue the item to the June 22<sup>nd</sup>, 2021 regular meeting.

Commissioner Shaver seconded the motion.

Commissioner Dehm expressed the desire to see a retail space on the ground floor.

Commissioner Dehm called the item to question.

Motion passed unanimously.

- b. Planning File 16-21: Consideration of a Variance from Article 070.040.110(g)(4)a4 and 070.040.110(i)(3) to allow the installation of two signs in the RM-1 Residential Medium Density zoning district that exceed the maximum 10 square foot sign area allowed and to illuminate one of the two signs.

Assistant Community Development Director Gretchen Ricehill provided the Commission with a presentation on the application item. Ricehill indicated staff recommended approval with findings on pages 6 & 7 and conditions on page 7 of the staff report.

Commissioner Shaver asked if this was the same zoning district that had previous variances. Ricehill explained that the majority of previous sign variances had occurred in the RT Residential Transitional District and also further explained differences between RT and RM1 Zoning Districts. Commissioner Shaver asked regarding the existing unpermitted sign on the south side of property. Ricehill suggested that the applicant could include this sign in the variance application for the June meeting, if the meeting were re-noticed. Ricehill indicated the alternatives would be sign removal or requiring an entirely new application.

Commissioner Dehm asked staff for confirmation on the recent change of variance criteria. Ricehill explained that signs were not included as a design standard and were still required to meet all seven of the variance criteria.

Applicant Glenda Oliver, Principal at St. Stephen's, provided more information on the existing unpermitted sign. Oliver indicated they would be willing to remove that sign. Oliver stressed the need for having signs on both the east and west sides of the building.

Commissioner Dehm opened the item to public comment.

No members of the public presented for comment.

Commissioner Dehm closed the item to public comment.

Commissioner Schachter made a motion to continue the item to the June 22<sup>nd</sup> meeting.

Commissioner Cipperly seconded the motion.

Commissioner Wissing when St. Stephen's was looking to start class. Applicant Oliver stated June 22<sup>nd</sup>.

Applicant Rich Carter asked the timeline for approval following the potential approval. Ricehill indicated a short turn around time for a complete submitted sign permit.

Commissioner Dehm called the item to question to continue the item.

Motion passed unanimously.

c. Consideration of Planning & Zoning Commission By-laws: Consideration of Planning & Zoning Commission by-laws.

Community Development Director Jenn Ooton explained the item and need to update the Planning & Zoning Commission's existing by-laws to ensure that they accurately reflect current processes and procedures.

Staff requested that the Planning & Zoning Commission review the current by-laws and suggest updates or corrections as needed.

Commissioner Dehm requested staff to provide suggestions for potential changes. There was further discussion between Commission and staff regarding time limits, workshops, attendance, and other items.

**6. Commissioner Comments**

Commissioner Shaver and Cipperly thanked staff for reminder for the previous Special meeting.

**7. Director Comments**

Ricehill also provided the Commission on an update for the next month's regular meeting.

**8. Adjournment**

Meeting was adjourned at 10:00 PM.



## Planning and Zoning Commission Report

Date: July 29, 2021  
To: Planning and Zoning Commission  
From: Trent Hyatt, Senior Planner  
Subject: 09-20 Consideration of an Annexation and the initial zoning/Rezoning of 15.818 acres to Commercial (CO) District and Planned Unit Development (PUD) District at 214 Center Drive (PIN: 2185-061-00-042). Continued from the March 23, 2021 meeting.

|                              |                                                                                                                                                                                                                  |
|------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>REQUEST</b>               | Consideration of an Annexation and the initial zoning/Rezoning of 3.533 acres to Commercial (CO) District and 12.285 acres to Planned Unit Development (PUD) District at 214 Center Drive (PIN: 2185-061-00-042) |
| <b>APPLICANT</b>             | 214 Center Drive, LLC                                                                                                                                                                                            |
| <b>OWNER</b>                 | Glenwood Partnership, LLLP                                                                                                                                                                                       |
| <b>LOCATION</b>              | 214 Center Drive (PIN: 2185-061-00-042)                                                                                                                                                                          |
| <b>ZONE</b>                  | Garfield County Commercial/Limited                                                                                                                                                                               |
| <b>SURROUNDING LAND USES</b> | North: Single-family residential<br>South: Mixed commercial<br>East: Institutional/automotive sales and repair<br>West: Single-family residential                                                                |
| <b>LOT SIZE</b>              | Approximately 15.818 acres                                                                                                                                                                                       |

### ACTION ITEMS

**Action 1 - Annexation** – of a 15.818 acre parcel into the municipal limits of the City of Glenwood Springs.

**Action 2 - Initial Zoning/Rezoning** – of 3.533 acres to Commercial (CO) District and 12.285 acres to Planned Unit Development (PUD) District.

### BACKGROUND

The Planning and Zoning Commission (Commission) first considered the proposal at the March 23, 2021 regular meeting where public comment was taken. Said meeting was continued to the next regular meeting on April 27, 2021, where the Commission received additional information from the applicant and comments from the public. All information/materials previously provided are attached for your review.

Additional issues and concerns regarding the proposal were raised by the Commission at the April 27, 2021 meeting. Consideration of the proposal was continued to allow staff and the applicant to address the items outlined below.

1. Provide proposed maximum heights of all buildings to the peaks of sloped roof and tops of parapets of all buildings.
2. Perspectives from points of view homes along Donegan Road with heights of proposed buildings with an overlay of Red Mountain depicting impacts of view.
3. Verification that Reynolds Cain ditch runs the full irrigation season confirming the lack of need for City water
4. City water availability meets all firefighting needs.

5. City fire services/equipment can be provided for the density and building heights proposed and/or where they are lacking.
6. Can and will serve letter from West Glenwood Sanitation District.
7. Completed wildfire assessment and evacuation plan (similar to plan completed South Bridge/Four Mile).
8. Formal agreement from emergency services related to evacuation routes and the developers financial contribution.
9. Confirm any flood, mud slides and/or debris flow path routes on the property.
10. Traffic analysis should include impact of proposed development at Ami Acres.
11. Pedestrian safety through crossing at roundabout at Mel Ray.
12. Line of sight at both exits along Donegan and Storm King.
13. Further consideration of park land dedication as opposed to fee in lieu.
14. Potential for future condominiumization of townhomes.
15. Financial feasibility of project compared to the density proposed and related infrastructure costs balance.
16. More information regarding partnership with Two Rivers Community School.
17. Grand Avenue bridge roundabout impacts.
18. Understanding of apartment units approved in the City to date since housing study.
19. Vehicle access through the mall site.
20. Housing Commission recommendations met.

Either staff or the applicant has addressed these matters via attached responses or updated drawings. Additional public comments received since the April 27 meeting are also attached for your consideration.

#### **PROJECT SUMMARY**

Please see the attached March 23, 2021 staff report and April 27, 2021 staff report memo for additional information.

#### **REVIEW CRITERIA AND STAFF ANALYSIS**

Please see the attached March 23, 2021 staff report and April 27, 2021 staff report memo for additional information.

#### **REVIEWING AGENCY COMMENTS**

Please see various attachments and/or the attached March 23, 2021 staff report and April 27, 2021 staff report memo for additional information.

#### **ACTION ITEMS & STAFF RECOMMENDATIONS**

Please see the attached March 23, 2021 staff report and April 27, 2021 staff report memo for additional information.

Suggested Findings:

Please see the attached March 23, 2021 staff report and April 27, 2021 staff report memo for additional information.

**REYNOLDS AND CAIN DITCH COMPANY**

**P.O. Drawer 790  
Glenwood Springs, CO 81602**

May 21, 2021

Address 480 Donegan Rd, Glenwood Springs, CO 81601  
Glenwood Partnership LLP

RE: Reynolds and Cain irrigation season

The Reynolds and Cain Ditch Company (Ditch) can serve irrigation water through the Ditch during the entire irrigation season. The Ditch has ample water rights on Mitchell Creek and reliability on the ditch to provide the water shares allocated to noted property for irrigation purposes only.

Mike Hoffman  
Reynolds and Cain Ditch Company, President



## Memorandum

To: Planning and Zoning Commission, City Council  
From: Glenwood Springs Housing Commission  
Hannah Klausman, Senior Planner, Commission Liaison  
Date: April 19, 2021  
Re: Planning Item 09-20, R2 Partnership LLC  
480 Donegan Development

On May 13, 2021 the Housing Commission met and further discussed Planning item 09-20. The Commission wanted to provide additional clarification on the previous recommendation.

**The housing commission supports the R2 Partnership project based on the need for more rental housing in Glenwood Springs.**

The Regional Housing Study completed in 2019 estimated Glenwood Springs housing shortfall at roughly 2,000 units in 2017, which was also predicted to remain relatively the same through the year 2027 even with assumed growth in the housing sector. The estimates showed significant need increases in the 60-100% AMI category, with a 1,000-unit shortfall predicted in 2027 in those income categories alone. For reference, 2021 Area Median Income statistics for a single person are as follows for Garfield County with additional salary information as collected by the Commission from area employers:

Garfield County, CO

|          |          |
|----------|----------|
| 60% AMI  | \$37,140 |
| 70% AMI  | \$43,330 |
| 80% AMI  | \$49,520 |
| 100% AMI | \$61,900 |

Correlating Professional Incomes

|                            |                                      |
|----------------------------|--------------------------------------|
| Certified Nurse Assistants | \$31,000-\$35,000                    |
| Teachers                   | Starting: \$41,000, Median: \$56,000 |
| Clinic Registered Nurse    | \$54,000-\$56,000                    |
| Police Officer             | \$53,000-\$75,000                    |

\*Not an exhaustive list. Information provided by Roaring Fork Schools, Valley View Hospital, and City of Glenwood Springs.

This is the basis for the commission's recommendation for additional units, or increased affordability within the project. The Commission's goal is to maximize the community benefit of housing options at different income levels. The housing commission's recommendation is intended to be an iterative process with the Developer to achieve the maximum community benefit while also maintaining a financially feasible project. The commission is open to reviewing a proposal from the Developer on how the project can best meet both needs.



Housing Commission's recommendation from April 19, 2021 is included below for reference.

---

Staff has recommended that the developer meet the minimum standards as outlined in Ordinance 1, Series of 2021, Inclusionary Housing, with 20% of total units designated for Resident Occupied, and 10% of total units designated affordable to 100% AMI rental prices as set by Colorado Housing and Finance Authority.

The Housing Commission is recommending the developer provide additional measures, as recommended in the Housing Strategy Plan, by providing one of the following:

1. Provide up to an additional 10% of deed restricted units limited to rental prices affordable to 100% AMI households.
  - a. If providing less than 10%, affordability shall be set to less than 100% AMI proportionate to percent of units being provided.
  - b. Units shall be equally distributed amongst unit types provided.
  - c. Additional units provided beyond Inclusionary housing requirements shall not be held to geographic employment requirements.
  - d. Unit locations may "float" within the development as long as the number of units is maintained.
2. Increase the affordability level of the 10% deed restricted units requested by staff to comply with the Inclusionary Housing Ordinance, to average 90% AMI.
  - a. units shall be equally distributed amongst unit types provided.

In addition, Planning and Zoning Commission and City Council should consider requiring a payment (annual or lump sum up front) to the City for the management of compliance and enforcement of deed restricted units.

# MEMORANDUM

DATE: May 19, 2021

TO: Barry Rosenberg, R2 Partners

FROM: Erin Talkington, Managing Director

SUBJECT: RCLCO Key Conclusions on Glenwood Springs, CO Housing Supply-Demand Balance

---

RCLCO completed a demand analysis in January 2020 for the apartment development proposed by R2 Partners at 480 Donegan Rd in Glenwood Springs, CO. Our work concluded that there was significant housing demand in the region and in Glenwood Springs in particular and that the market needs additional rental housing to be built to address the unmet demand identified in the Greater Roaring Fork Regional Housing Study.

As the site proceeds with the annexation and rezoning process, RCLCO revisited the supply and demand conditions in Glenwood Springs. Our key findings include:

1. The Greater Roaring Fork study concluded that in 2019 that Glenwood Springs needed 2,000 additional housing units to meet demand. Their analysis already accounted for 487 units that were near-term planned or under construction. Therefore, while some of these new housing projects have delivered over the past two years, the identified 2,000 unit shortfall remains to be addressed.
2. On average, 200 new households are projected to move to Glenwood Springs each year over the next five years. All of these households are expected to be age 45 or younger, which indicates that demand for smaller, attainably priced units such as apartments and townhomes will be needed to provide housing for the town's growth.
3. Excluding the subject site and the units counted in the Greater Roaring Fork study, there are 587 new units in the development pipeline, which is sufficient to supply only three years of future growth. The pipeline units are insufficient to address any of the 2,000 units of unmet demand.



## MEMO

**TO:** Planning and Zoning Commission

**FROM:** Chief Gary Tillotson

**CC:** City Engineer Terri Partch, P.E., Public Works Director Matt Langhorst, P.E., Senior Planner Trent Hyatt

**DATE:** May 25, 2021

**RE:** Planning File 09-20 Consideration of an Annexation and the initial zoning/Rezoning of 15.818 acres to Commercial (CO) District and Planned Unit Development (PUD) District at 214 Center Drive (PIN: 2185-061-00-042).

At the April 27, 2021 regular meeting, the Planning and Zoning Commission (Commission) voted to continue consideration of the above referenced application to the May 25, 2021 regular meeting. The Commission requested that staff and/or the applicant address certain issues or concerns, many of which were related to the Fire Department's ability to serve the proposal and anticipated impacts. Please find the Fire Department's response to applicable issues below.

### **Items Related to the Fire Department**

**4. Confirm City water availability meets all firefighting needs.** Per information provided by Public Works Director Matt Langhorst, the City of Glenwood Springs has 6,012,503-gallons of domestic/fire water holding capacity within its tank system. The North/West Glenwood Springs area that would supply water to the new development has 2,150,000-gallons of water storage capacity directly feeding the lines to the development. The City is also currently water modeling the entire city, including potential future demand areas, which will help the staff fully understand water movement through the system and help locate another 500,000-gallon water tank in the North/West Glenwood area which has been in the planning stages for several years now. On a high demand summer day, the City will use approximately 4,000,000-gallons of water within the system area and our water plant can process 8,650,000-gallons of water per day, thus the plant capacity to refill the tanks is sufficient to keep up with water usage and fire flow demands. At a usage rate of 4MGD per day the City plant is processing an average of 6.19 cubic feet per second (CFS) of water. The City has rights to 20 CFS of water from the No Name Creek and Grizzly Creek watersheds, along with the ability to pull 500-acre feet of water from our Ruedi storage capacity at any time if needed. Thus, the City has the capacity to store fire flow water, process water for fire protection capacity to refill tanks and we have enough water rights to keep up with current and foreseeable future demands. Once appropriate water mains and hydrants have been constructed as needed, the fire department will be able to provide adequate fire suppression to the proposed development.

**101 W. 8<sup>th</sup> Street      Glenwood Springs, Colorado 81601      970-384-6480      FAX 970-945-8506**  
**SERVICE THROUGH DEDICATION, PROFESSIONALISM AND EXCELLENCE**



**5. City fire services/equipment required for the density and building heights proposed and/or where they are lacking.**

The proposed development, with the increased number of tall buildings, drives the departments need for an additional aerial apparatus in the West Glenwood area. For the past several years, Glenwood Springs Fire Department has been trying to secure a location to replace the undersized West Glenwood Station No. 1, located at 0090 Mel Ray Road. Although the current station, is capable of housing the aerial apparatus it is incapable of housing additional personnel.

GSFD call volume has increased over 50% in the past ten years, while personnel have increased less than 15%. The ever-increasing call volume will inevitably require the need for increased personnel. However, the additional personnel may not be required to provide response initially to this proposed development as it builds out.

Based on the number of units and sizes proposed, we estimate a fire/emergency fee payment of \$377,002.50 for full buildout of the proposal per current regulations. Albeit, these fees, somewhat low, will help offset the cost of improved apparatus to serve the neighborhood. Additional property taxes generated from this development will help fund the construction of the new fire station.

**7. Completed wildfire assessment and evacuation plan (similar to the plan completed for South Bridge/Four Mile).** The cost benefit analysis prepared for the South Bridge project determined the increased egress and related lifesaving abilities that the improvements provide to the south end of the City and the adjacent areas of Three and Four Mile Creek Roads. The City is not able to prepare a similar evaluation for the traffic generation anticipated with the current development proposal as it does not propose a secondary evacuation route for comparison. Additionally, due to the interaction between the City's local road system and the State and Federal highways, any evacuation analysis done for the area would not show a different result with or without the development. Evacuation of the existing neighborhoods and the proposed development will be addressed in the process outlined in the paragraph below.

**8. Formal agreement from emergency services related to evacuation routes and the developer's financial contribution.** Recent fire related events have emphasized the need for the City to reevaluate traffic management plans for emergency evacuation situations. The City is currently investigating several options to improve our capabilities during these events including but not limited to: temporary and permanent access line breaks along Interstate 70 allowing increased egress capacity (i.e. along Highway 6 where grades allow), closing the Highway 6 roundabout near the Grand Avenue bridge to limit traffic entering west Glenwood, restricting movements at 8<sup>th</sup> or 27<sup>th</sup> Avenues, limiting traffic from being able to enter south end of the City, and/or developing vehicle storage areas. However, these decisions are not made in a vacuum and involve coordination and approval of local and regional emergency service providers and agencies such as City Fire/Police/Streets Departments, Garfield County Sheriff's Office, Colorado Department of Transportation, Colorado State Highway Patrol, Federal Highways Administration,

**101 W. 8<sup>th</sup> Street      Glenwood Springs, Colorado 81601      970-384-6480      FAX 970-945-8506**

**SERVICE THROUGH DEDICATION, PROFESSIONALISM AND EXCELLENCE**

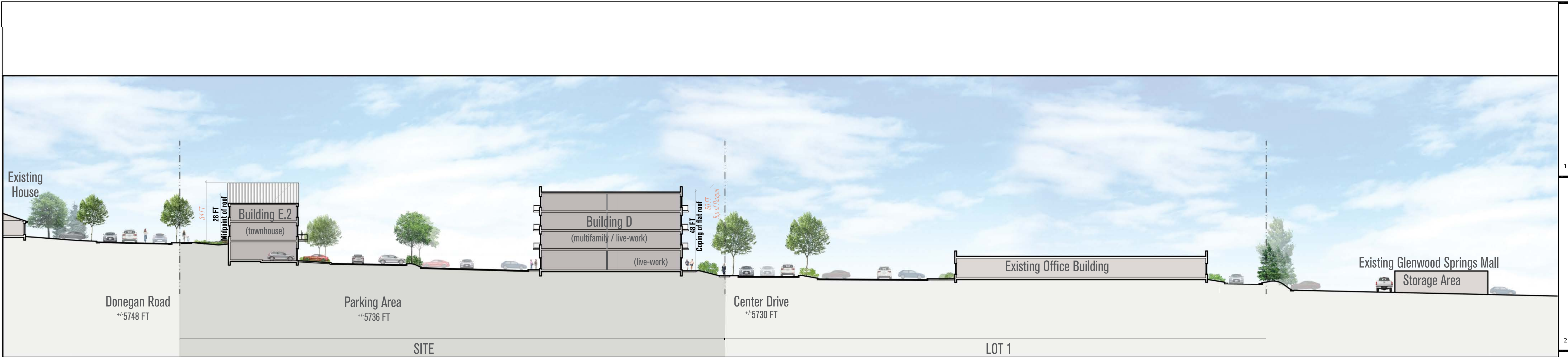


etc. These conversations are ongoing and necessary for future evacuations regardless of the current development proposal. We are confident the forthcoming plans will be complete well in advance of any development of the subject property. However, the applicant's stated \$40,000 contribution towards planning/implementation of such plan, as per the recommended condition of approval, is beneficial to and will aid future evacuations.

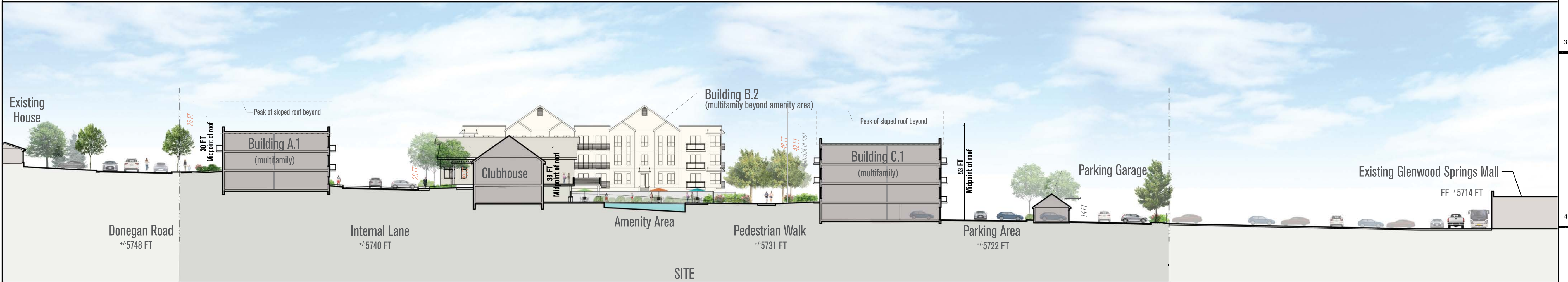


101 W. 8<sup>th</sup> Street      Glenwood Springs, Colorado 81601      970-384-6480      FAX 970-945-8506  
**SERVICE THROUGH DEDICATION, PROFESSIONALISM AND EXCELLENCE**





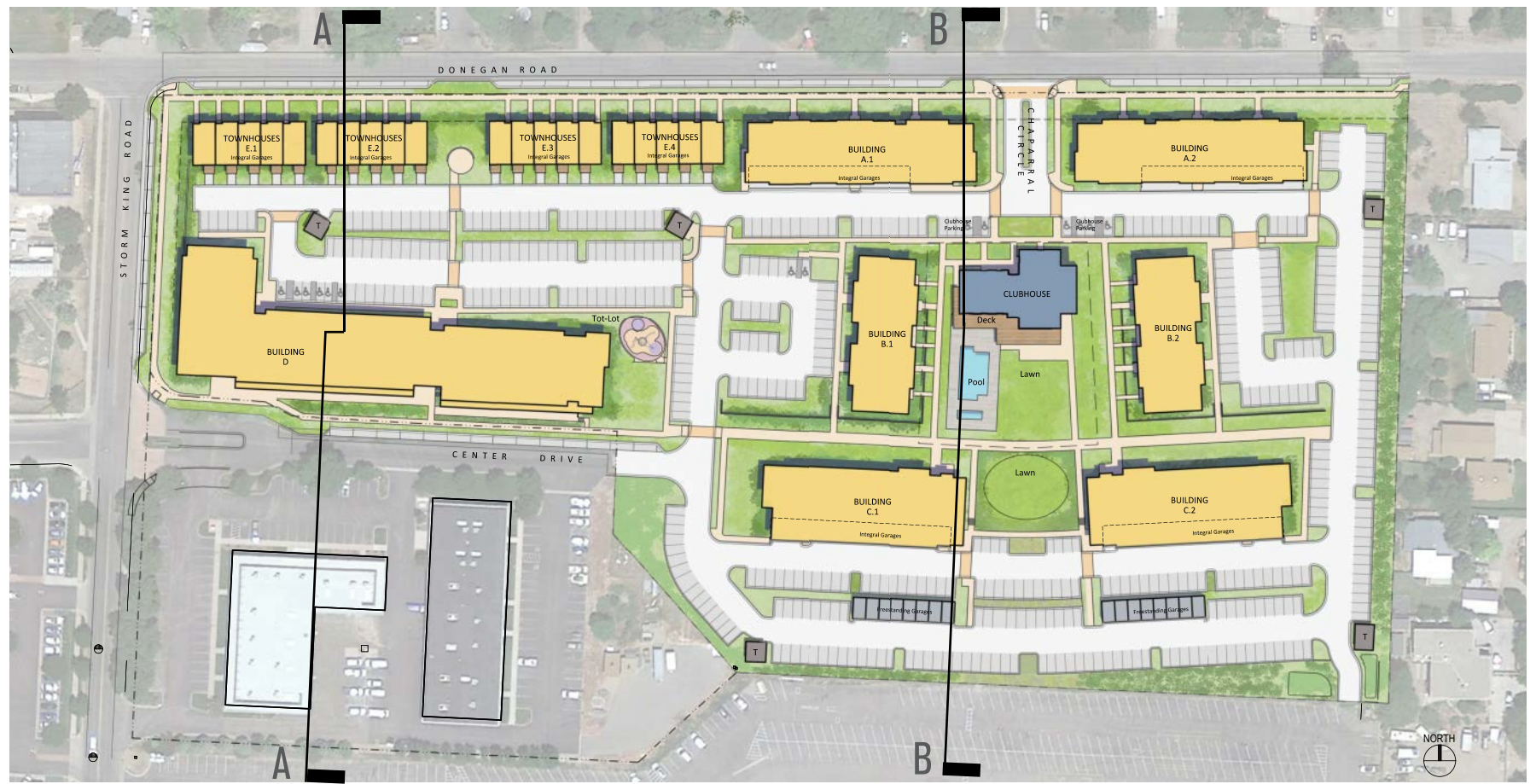
SECTION AA  
1"=30'



SECTION BB  
1"=30'

BUILDING HEIGHT NOTES:

1. Building Heights in **BOLD TEXT** reference building heights defined and listed on Plan Sheet C1.2.
2. Building Heights in *ITALICIZED TEXT* reference supplementary height dimensions as requested by Planning Commission (April 27, 2021)



LOCATION MAP  
NTS

NOT FOR CONSTRUCTION

**APPLICANT**  
214 Center Drive, LLC  
PO Box 9833 Cincinnati, OH 45209  
p. 513. 479. 4396

**ARCHITECTURE / PLANNING / LANDSCAPE ARCHITECTURE**  
Hord Coplan Macht, Inc.  
1800 Wazee Street, Suite 450 Denver, CO 80202  
p. 303. 222. 2151

**CIVIL ENGINEER**  
Sopris Engineering, LLC.  
502 Main Street Carbondale, CO 81623  
p. 970. 704. 0311 f. 970. 704. 0313

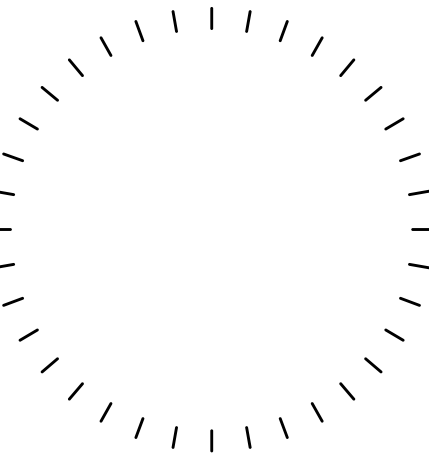
**LEGAL**  
Garfield & Hecht, P.C.  
901 Grand Avenue Glenwood Springs, CO 81601  
p. 970. 947. 1936

## 480 DONEGAN

GLENWOOD SPRINGS, COLORADO

**hord | coplan | macht**

ARCHITECTURE  
LANDSCAPE ARCHITECTURE  
PLANNING  
INTERIOR DESIGN



04/21/2021 Supplemental Site Section Exhibits  
05/14/2021 Added Requested Buildings Heights

no. date revision

Project Name  
480 DONEGAN

Project Number  
22023.00

Date  
03/12/2021

Scale  
AS NOTED

Drawing

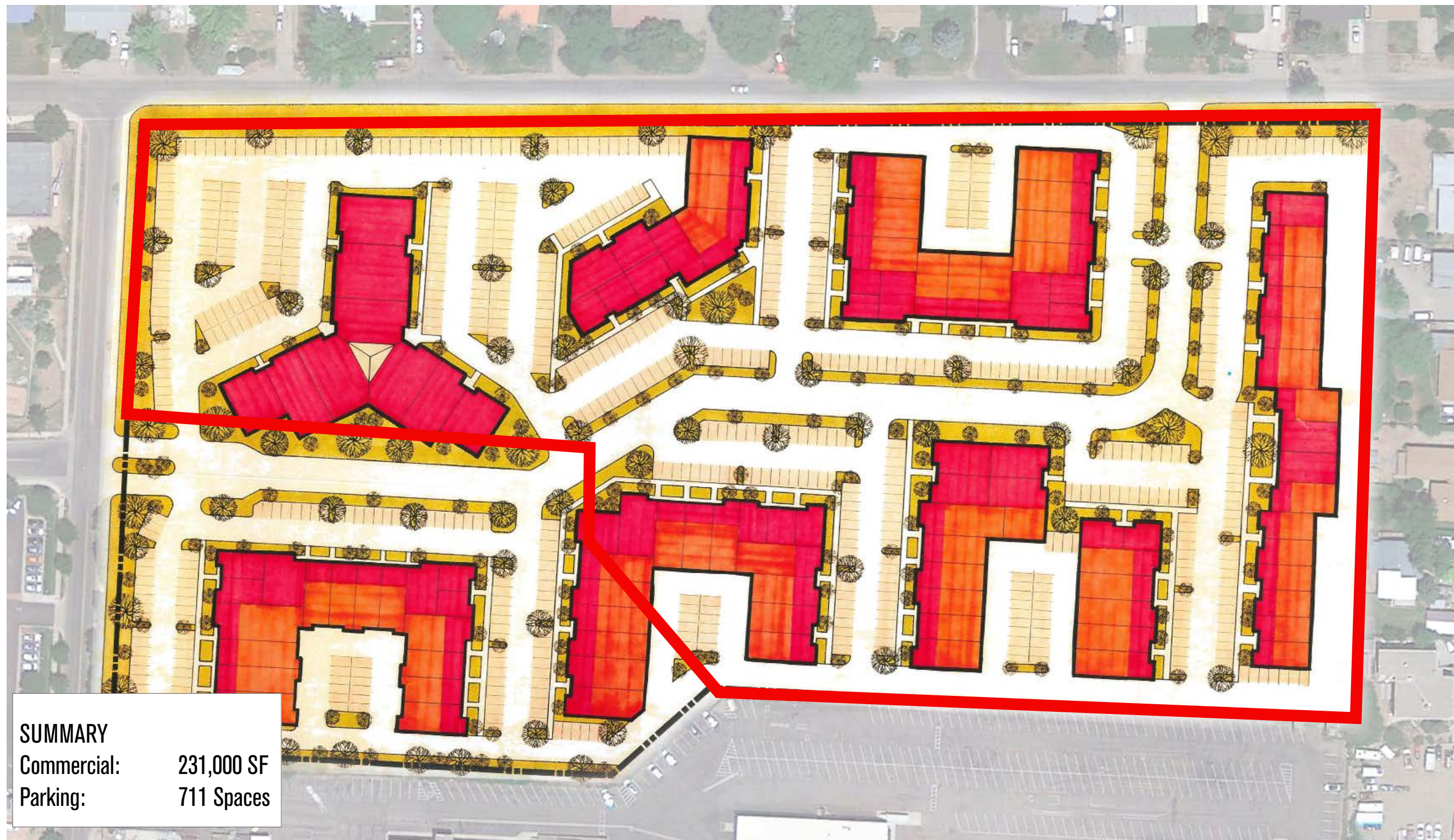
**SITE SECTION**

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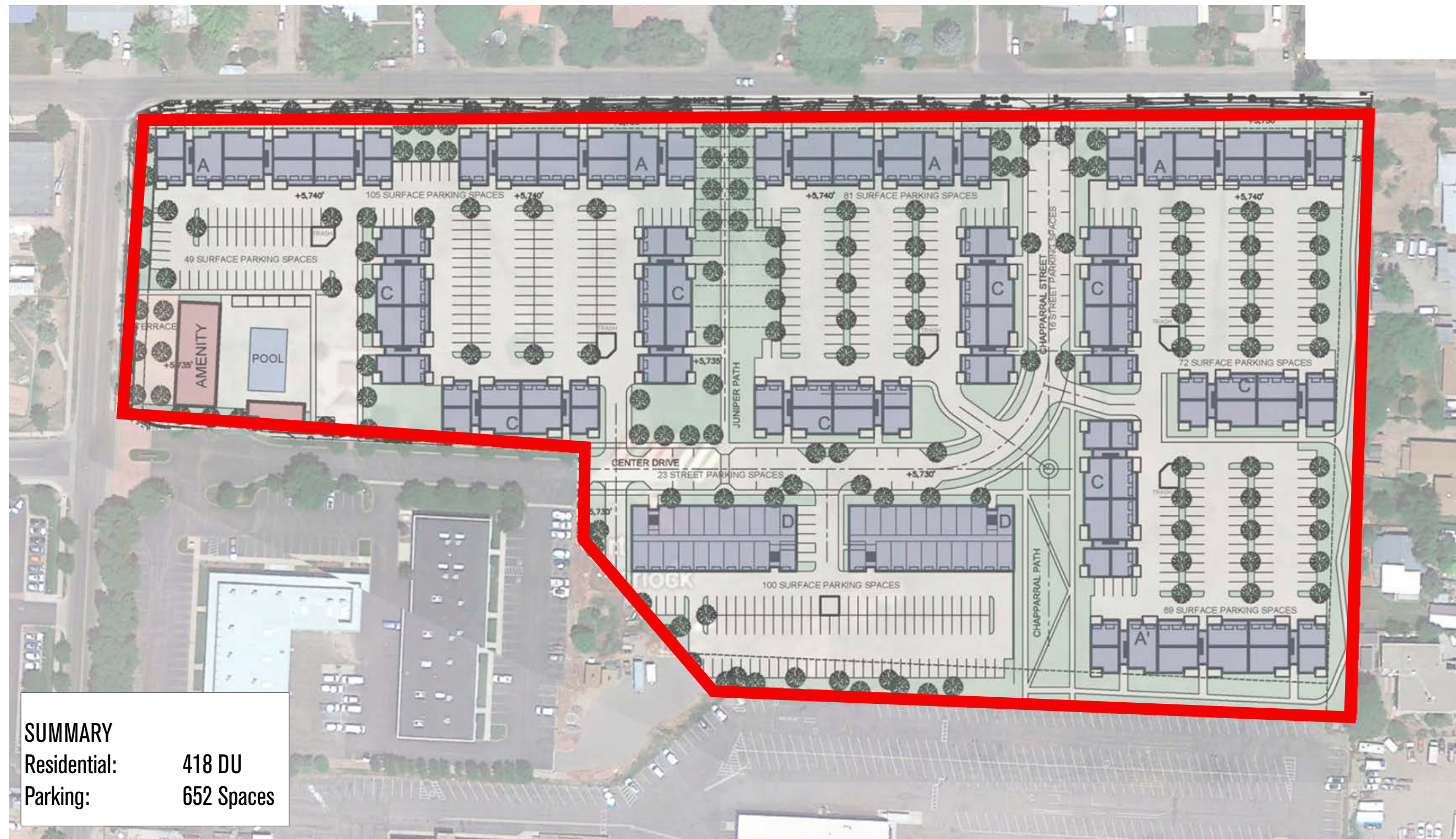
ANNEXATION AND ZONING SUBMISSION

© Hord Coplan Macht, Inc.

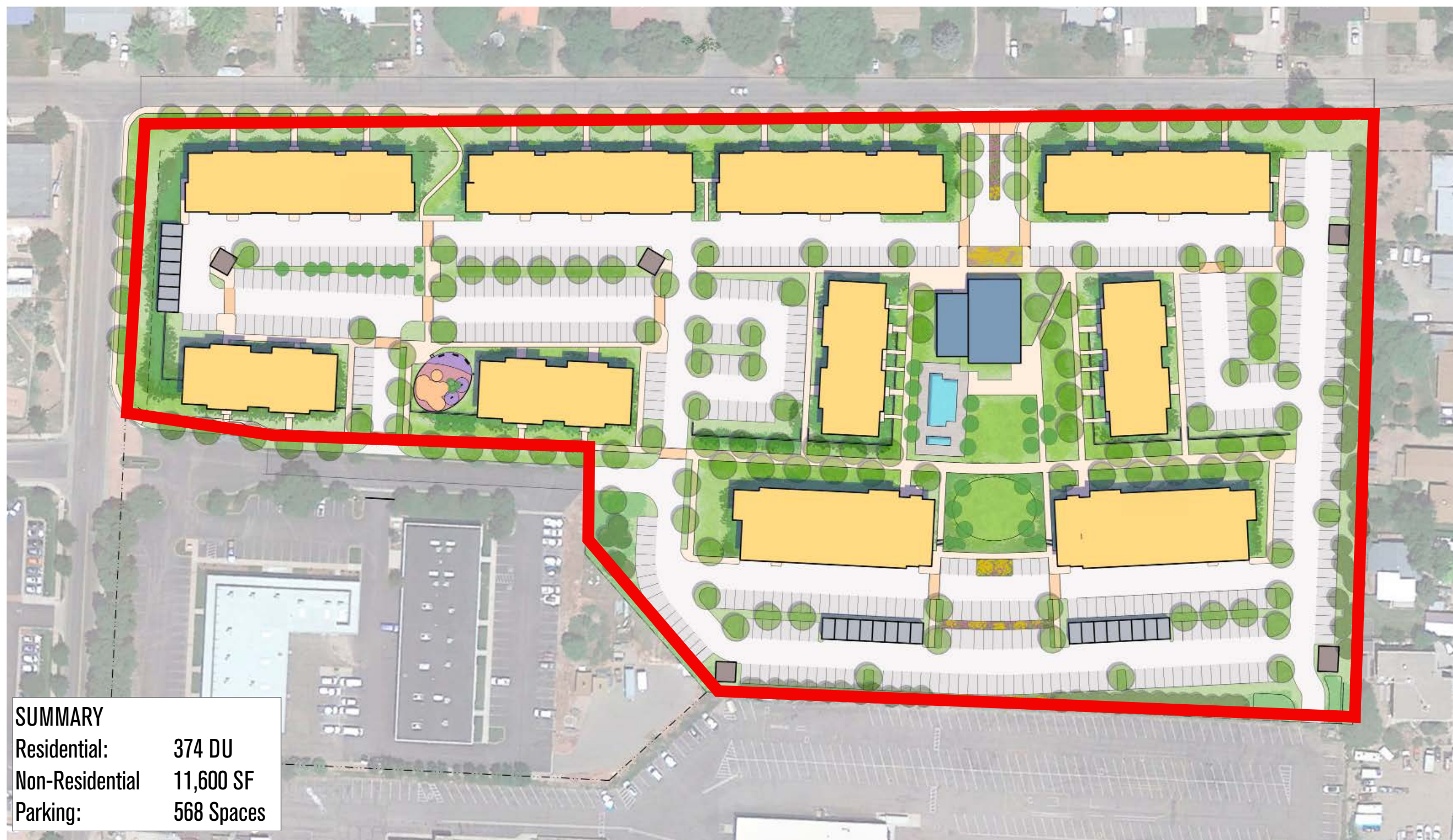




**GLENWOOD BUSINESS CENTER, November 1980**



**GLENWOOD SPRINGS APARTMENTS, July 2020**



**480 DONEGAN, October 2020 (Pre-Submission)**



**480 DONEGAN, January 2021**

| 480 DONEGAN (January 2021) |             | GLENWOOD BUSINESS CENTER (November 1980) |                             |
|----------------------------|-------------|------------------------------------------|-----------------------------|
|                            |             | Office Park                              | Retail Center               |
| DAILY TRIPS                | 2,188 Trips | 2,226 Trips (2% Increase)                | 7,588 Trips (247% Increase) |
| AM PEAK TRIPS              | 144 Trips   | 289 Trips (100% Increase)                | 189 Trips (31% Increase)    |
| PM PEAK TRIPS              | 177 Trips   | 215 Trips (21% Increase)                 | 766 Trips (333% Increase)   |

**TRAFFIC GENERATION ANALYSIS**

**APPLICANT**  
214 Center Drive, LLC  
PO Box 9833 Cincinnati, OH 45209  
p. 513. 479. 4396

**ARCHITECTURE / PLANNING / LANDSCAPE ARCHITECTURE**  
**Hord Coplan Macht, Inc.**  
1800 Wazee Street, Suite 450 Denver, CO 80202  
p. 303. 222. 2151

**CIVIL ENGINEER**  
Sopris Engineering, LLC.  
502 Main Street Carbondale, CO 81623  
p. 970. 704. 0311 f. 970. 704. 0313

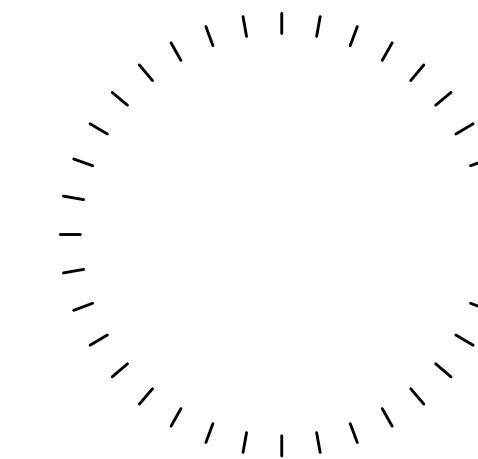
**LEGAL**  
**Garfield & Hecht, P.C.**  
901 Grand Avenue Glenwood Springs, CO 81601  
p. 970. 947. 1936

**480 DONEGAN**

GLENWOOD SPRINGS, COLORADO

**hord | coplan | macht**

ARCHITECTURE  
LANDSCAPE ARCHITECTURE  
PLANNING  
INTERIOR DESIGN



| 05/14/2021 Provided Plan Chronology |      |          |
|-------------------------------------|------|----------|
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|                                     |      |          |
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| no.                                 | date | revision |

Project Name  
480 DONEGAN

Project Number  
22023.00

Date  
03/12/2021

Scale  
AS NOTED

Drawing

**PLAN CHRONOLOGY**

**LA6.0**

ANNEXATION AND ZONING SUBMISSION

NOT FOR CONSTRUCTION

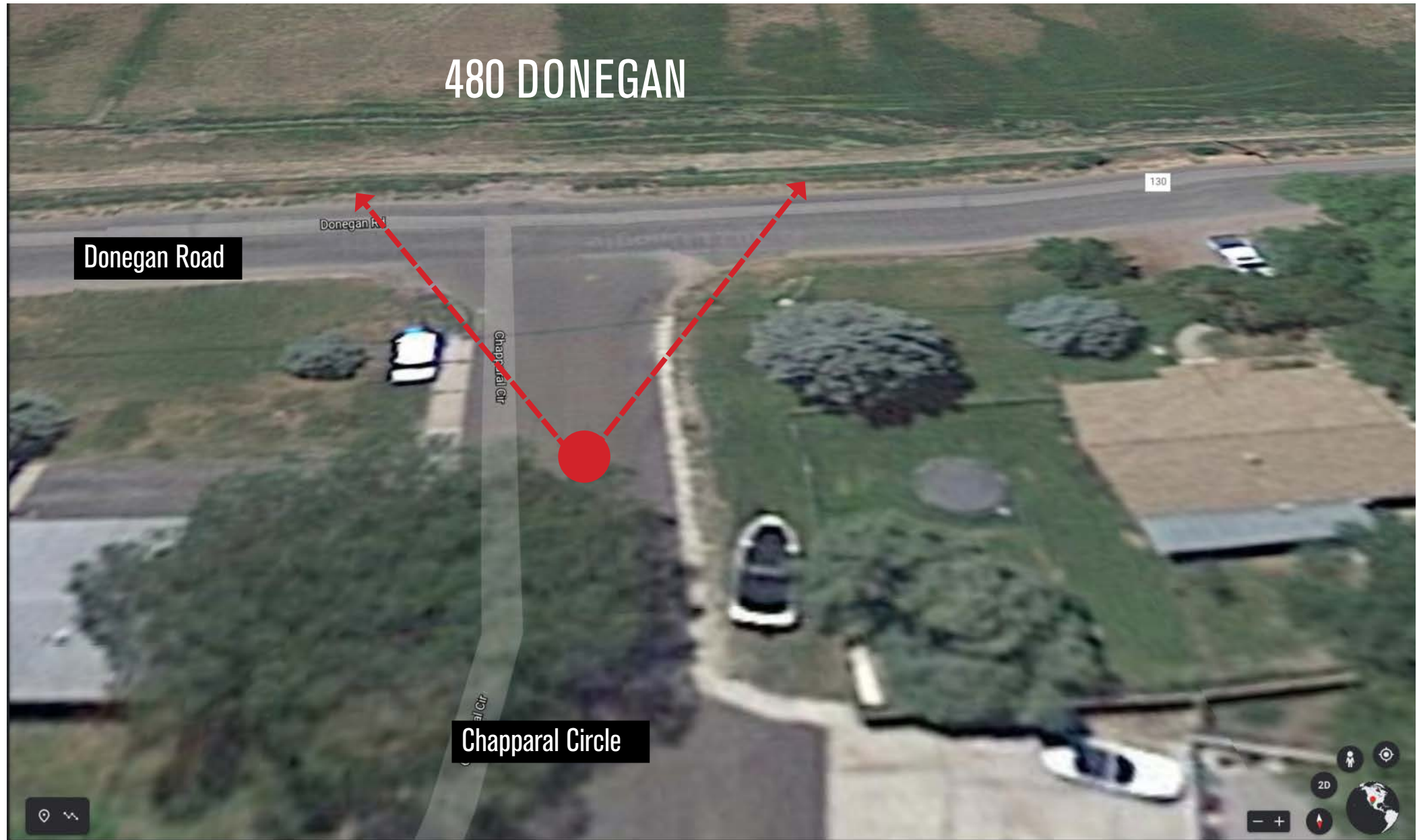




PROPOSED CHAPPARAL CIRCLE VIEW



VIEW WITH LANDSCAPE



VIEW LOCATION PLAN  
Not-to-Scale

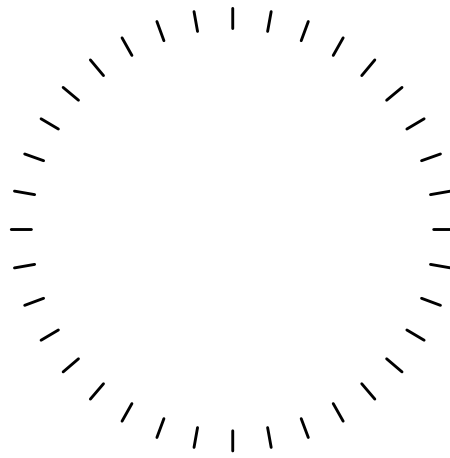
|   |                                                                                                                                                          |  |
|---|----------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| 1 | <b>APPLICANT</b><br>214 Center Drive, LLC<br>PO Box 9833 Cincinnati, OH 45209<br>p. 513. 479. 4396                                                       |  |
|   | <b>ARCHITECTURE / PLANNING / LANDSCAPE ARCHITECTURE</b><br>Hord Coplan Macht, Inc.<br>1800 Wazee Street, Suite 450 Denver, CO 80202<br>p. 303. 222. 2151 |  |
|   | <b>CIVIL ENGINEER</b><br>Sopris Engineering, LLC.<br>502 Main Street Carbondale, CO 81623<br>p. 970. 704. 0311 f. 970. 704. 0313                         |  |
|   | <b>LEGAL</b><br>Garfield & Hecht, P.C.<br>901 Grand Avenue Glenwood Springs, CO 81601<br>p. 970. 947. 1936                                               |  |

480 DONEGAN

GLENWOOD SPRINGS, COLORADO

**hord | coplan | macht**

ARCHITECTURE  
LANDSCAPE ARCHITECTURE  
PLANNING  
INTERIOR DESIGN



|                                    |               |
|------------------------------------|---------------|
| 05/14/2021 Added Visual Simulation |               |
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| Project Name<br>480 DONEGAN  |  |
| Project Number<br>22023.00   |  |
| Date<br>03/12/2021           |  |
| Scale<br>AS NOTED            |  |
| Drawing<br>VISUAL SIMULATION |  |

A 2.4

ANNEXATION AND ZONING SUBMISSION

NOT FOR CONSTRUCTION





PROPOSED JUNIPER COURT VIEW



VIEW WITH LANDSCAPE



VIEW LOCATION PLAN  
Not-to-Scale

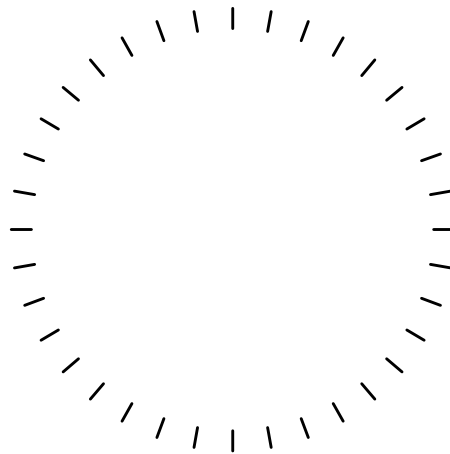
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| 1 | <b>APPLICANT</b><br>214 Center Drive, LLC<br>PO Box 9833 Cincinnati, OH 45209<br>p. 513. 479. 4396                                                       |  |
|   | <b>ARCHITECTURE / PLANNING / LANDSCAPE ARCHITECTURE</b><br>Hord Coplan Macht, Inc.<br>1800 Wazee Street, Suite 450 Denver, CO 80202<br>p. 303. 222. 2151 |  |
| 2 | <b>CIVIL ENGINEER</b><br>Sopris Engineering, LLC.<br>502 Main Street Carbondale, CO 81623<br>p. 970. 704. 0311 f. 970. 704. 0313                         |  |
|   | <b>LEGAL</b><br>Garfield & Hecht, P.C.<br>901 Grand Avenue Glenwood Springs, CO 81601<br>p. 970. 947. 1936                                               |  |

480 DONEGAN

GLENWOOD SPRINGS, COLORADO

hord | coplan | macht

- ARCHITECTURE
- LANDSCAPE ARCHITECTURE
- PLANNING
- INTERIOR DESIGN



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| Project Number |  |
| 22023.00       |  |
| Date           |  |
| 03/12/2021     |  |
| Scale          |  |
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| Drawing        |  |

VISUAL SIMULATION

A 2.5

ANNEXATION AND ZONING SUBMISSION

NOT FOR CONSTRUCTION

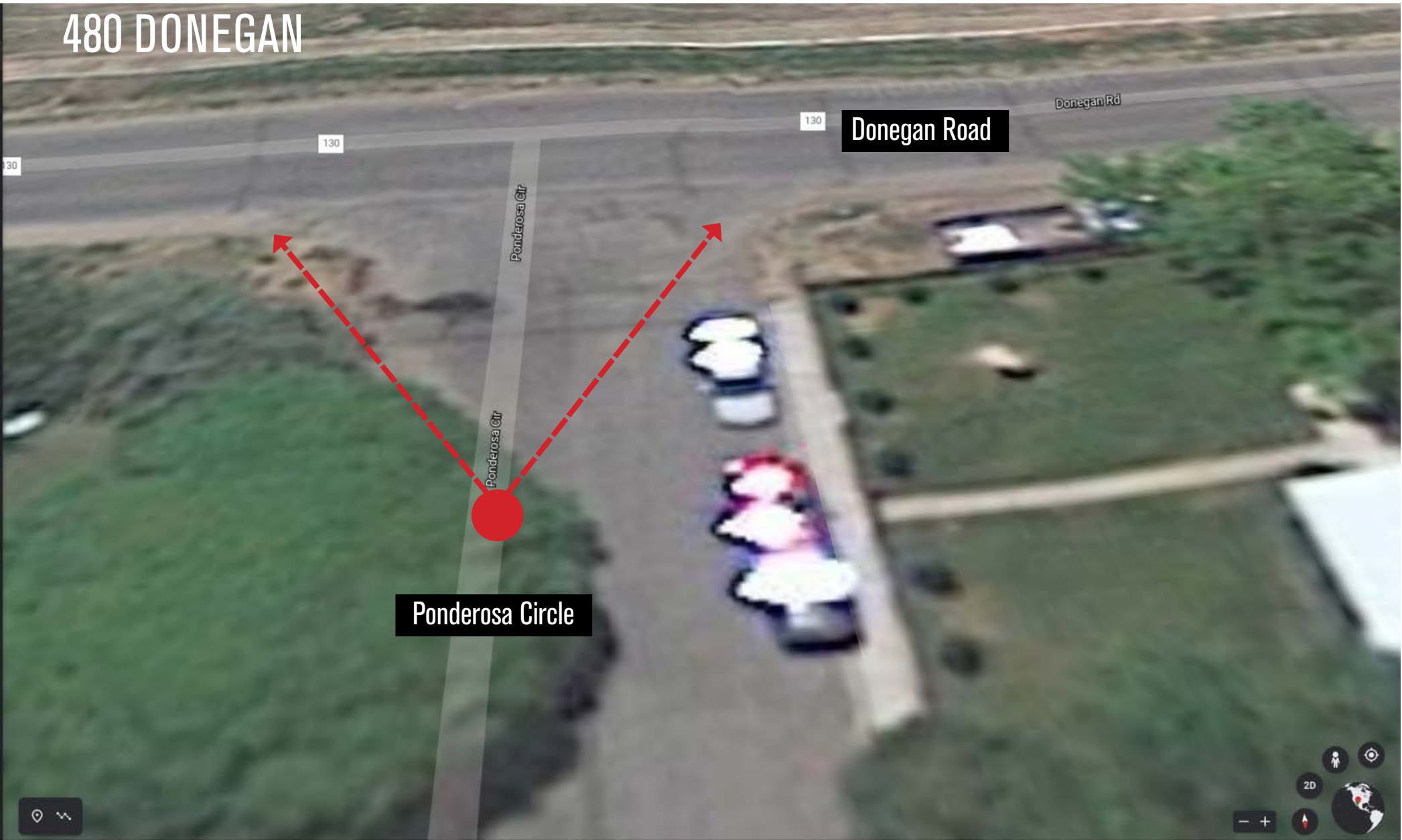




PROPOSED PONDEROSA CIRCLE VIEW



VIEW WITH LANDSCAPE



VIEW LOCATION PLAN  
Not-to-Scale

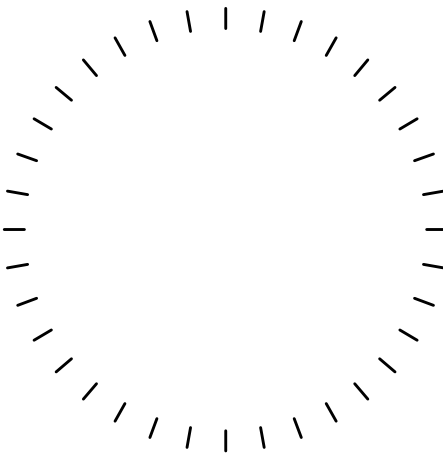
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| 1 | <b>APPLICANT</b><br>214 Center Drive, LLC<br>PO Box 9833 Cincinnati, OH 45209<br>p. 513. 479. 4396                                                       |  |
|   | <b>ARCHITECTURE / PLANNING / LANDSCAPE ARCHITECTURE</b><br>Hord Coplan Macht, Inc.<br>1800 Wazee Street, Suite 450 Denver, CO 80202<br>p. 303. 222. 2151 |  |
| 2 | <b>CIVIL ENGINEER</b><br>Sopris Engineering, LLC.<br>502 Main Street Carbondale, CO 81623<br>p. 970. 704. 0311 f. 970. 704. 0313                         |  |
|   | <b>LEGAL</b><br>Garfield & Hecht, P.C.<br>901 Grand Avenue Glenwood Springs, CO 81601<br>p. 970. 947. 1936                                               |  |

480 DONEGAN

GLENWOOD SPRINGS, COLORADO

hord | coplan | macht

- ARCHITECTURE
- LANDSCAPE ARCHITECTURE
- PLANNING
- INTERIOR DESIGN



|    |                                    |               |
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| 5  | 05/14/2021 Added Visual Simulation |               |
|    | no.                                | date revision |
| 6  | Project Name                       |               |
|    | 480 DONEGAN                        |               |
| 7  | Project Number                     |               |
|    | 22023.00                           |               |
| 8  | Date                               |               |
|    | 03/12/2021                         |               |
| 9  | Scale                              |               |
|    | AS NOTED                           |               |
| 10 | Drawing                            |               |
|    | VISUAL SIMULATION                  |               |

A 2.6

ANNEXATION AND ZONING SUBMISSION



**From:** [Jennifer Smith](#)  
**To:** [Trent Hyatt](#)  
**Subject:** Comments on 480 Donegan annexation  
**Date:** Monday, August 16, 2021 2:16:51 PM  
**Attachments:** [image005.png](#)

---

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Dear Trent,

We live on the west end of Donegan road and my business is in Glenwood. We are very concerned about the annexation proposal for "480 Donegan".

We do not have issues with the Diemoz family and their ability to try to sell the property. We take issue with the city's interest in annexing the parcel under the PUD proposed by the developer.

Our primary concern is lack of safety. There is no written or coordinated safety or evacuation plan for West Glenwood in an emergency. Last year when we were under a preavacuation order because of a fire in south canyon we could not leave our home. The roundabouts in west glenwood were at a total standstill. There was no traffic management by the city or the county or law enforcement to keep the roundabouts open to allow homeowners to get home and gather things and no ability to leave our homes once we had our things. I was lucky I was able to get home on my bike to my children and pets.

When I addressed this with the National Forest Service and the Fire Department at a zoom meeting organized by the city this summer on fire preparedness, they agreed that there was no plan and that I was told to take my family to the nearest irrigated pasture if I could not leave the area. This is appalling.

Why is the leadership unwilling to keep us safe? There is no acknowledgement that there is a traffic and evacuation crisis and no demand from the city to the Sherriff who is responsible for safe evacuation.

Because this is the current reality, I do not see how the city can knowingly approve a project that will hinder my safety and that of my neighbors.

I am not anti-development or anti-growth – we live in a place that will continue to see growth. However, the city has a responsibility to all people and their property to manage growth without sacrificing safety. Unfortunately, I do not think the city can approve any new housing project, especially one of this size, without a coordinated City and county safety and evacuation plan in place that is public and ensuring the funding to the agencies needed to enforce the plan. I want to know I am safe and can evacuate now before more people and complications are added to the mix. I want the city to show its commitment to safety by not relying on promises that remain undelivered over and over again.

The other safety issue is the parking for this project. First there is not nearly enough parking within the project itself. In an attempt to address this problem, the developer has stated that it counts on street parking to meet an already inadequate amount of parking in West Glenwood for current homeowners. This proposed on street parking for this development is to be on the south side of Donegan Road. This is the same side the exit from the development and the proposed bike lane. Children riding to school in the bike lane will not be visible to a car exiting the development as there will be parked cars on both side of the exit. There is no light planned for the exiting traffic, it is only a one way stop sign that would be set too far back to see anyone in the bike lane. This is not acceptable. There is not a 4

way stop nor is there a light. Too dangerous.

More importantly, having the only entry and exit point on Donegan Road is burdensome and dangerous to the community. The stretch of Donegan between Mel Ray and Storm King is the only way for kids to get to the two area schools. Adding traffic here will put pedestrians and cyclists at risk considering the significant traffic increase.

There is already a speeding problem on Donegan adding more people will only make this worse.

Mel Ray road is in terrible shape as noted by the commissioners. It cannot take the traffic such a project will generate.

If the city cannot guarantee that it can and will ensure it is in a position to continue to be able to address the safety of current owners in an emergency with each amount of residential growth, then it cannot move forward with this project.

Also, I just learned today that there is another residential project being considered in West Glenwood behind Discount Tire. How are all these people ever going to evacuate safely through the roundabouts without plans and leadership in place?

Thank you for your time and please add this to the packet for the meeting this week.

Warm regards,  
Jennifer M. Smith, Esq.  
Managing Shareholder  
SMITH IMMIGRATION  
823 Blake Avenue, Suite 202  
P.O. Box 3005  
Glenwood Springs, CO 81602

970-945-5111 

[jms@glenwoodimmigration.com](mailto:jms@glenwoodimmigration.com)

[www.glenwoodimmigration.com](http://www.glenwoodimmigration.com)

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Sent from my Verizon, Samsung Galaxy smartphone

Susie Straus  
111 Creekside Court  
Glenwood Springs, CO 81601

August 16, 2021

Dear Glenwood Springs City Council Members,

RE: Diemoz Property Annexation / R-2 Partners Development

I hope that the continuance of the R-2 Development decision has allowed all of you time to drive and familiarize yourselves with the neighborhoods impacted by this development.

The P&Z wholeheartedly rejected this application for annexation and precisely listed all of their reasons, foremost being safety (top being viable fire evacuation plans), and actual COSTS to the city. The promises of bike lanes, sidewalks (in their area), etc. SHOULD NOT give the developers ability to replace fees for space (in the project). The Roaring Fork Valley's need for *affordable*, not "what the market will bear" or "reasonably priced" housing is and has been a challenge for years. For me this is not a "Not in my backyard" scenario, but a true concern for our town. As we know, fire can make all of these points moot, and we now have the added burden of flash flooding in the canyon.

We have just recently heard the mall is "under contract" with R-2, so let's see what the developers do with that property first. The wording is very ambiguous when developers say they are creating a "town square village within the mall". Not sure what that means?

I do not envy the hard decisions you must make, but the can has been kicked down the road...now to you! Take a breath and update the Comprehensive Plan (from 2011), update the Fire Evacuation Plan (from 2007) and prioritize the citizens of Glenwood Springs, as this affects all of us who already live here, and get some real plans in place before annexing anything.

Sincerely,



Susie Straus  
Resident West Glenwood

**From:** [folo@sopris.net](mailto:folo@sopris.net)  
**To:** [Trent Hyatt](#); [Shelley Kaup](#); [Steve Davis](#); [Tony Hershey](#); [Ingrid Wussow](#); [Paula Stepp](#); [Charlie Willman](#); [Jonathan Godes](#)  
**Subject:** WGWS pasture development  
**Date:** Tuesday, August 17, 2021 8:31:19 AM

---

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Please place this in the packet

I am requesting that a community meeting be organized so the residents can ask questions of the developer, land owner, city staff, city council, fire chief, police chief, Matt Langhorst, West GWS sanitation etc.. {all parties involved} There are too many unknowns. We need to slow down, take a breath and make decisions for the betterment of our community. The comprehensive plan needs updated before this mess can be decided on.

Lisa Orosz

**From:** [Bobbie Meriwether](#)  
**To:** [Jonathan Godes](#); [Trent Hyatt](#); [ingid.wussow@cogs.us](mailto:ingid.wussow@cogs.us); [Paula Stepp](#); [Charlie Willman](#); [Steve Davis](#); [Tony Hershey](#)  
**Cc:** [Ryan M. Muse](#)  
**Subject:** West Glenwood  
**Date:** Tuesday, August 17, 2021 8:38:56 AM

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## West Glenwood

The blight here is Not with the pasture.. the great blight would be a city that would not care for its own workers , nor set a metric for sustainable growth . the blight is that there is no assessable , biologically diverse area to gather for shade. Room To walk their dogs, fly a kite, breathe . This does not mean 3 miles away . It means here. We see , taste , breathe and smell the smoke and dust of draught .There's an R-2 district school that has nothing but hot cement for kids to play on, no parking for that school on Center Dr . The only park near is Gregory Park . It is 1.17 acres Half the size of an average running track: A tot park at the development will not do to serve the public . It is the very least .

A short walk West of the Pasture along Donegan Rd are the narrow and steep grades of the Mitchell Creek drainage . This is where the rural road interfaces with the mountain west. An environmentally sensitive area. Future draught years will command a significant level of water infrastructure upgrades in order to meet the new regulatory water quality regulations that would meet new stream water quality stands by 2027. 6 years out..The 2020 census shows that CO population has doubled since 2000 and will exponentially double again in 10 To add thousands of car trips .. this we cannot comprehend .

Metro Developers like R2& cannot begin to "explain " what hard work , innovation or community means to the very people who have built it's values over their lifetimes.Utopian / Disney , outdoor fantastical paved over dreams has not been the character of Western CO. There is nothing to lose by taking a second measure and setting the metric planning for sustainable growth .

"Steve Beckley : I think that there is such a need in the future for western Colorado to take our water issues more seriously.

"I think there are so many things that are going to happen over the next 20 years with water and usage, that it's very important to weed through the issues"

City council , we who live here are wary of being pushed off the diving board into a future in which officials have not yet updated infrastructure. And are a long way out . The water dept had a close call by the when infrastructure upgrade was barely in place before the last devastating mudslide event than shut the Canyon down. And Mike Hendricks says the newly installed equipment " performed beautifully ". We doubt this city is "beautifully prepared". If you were , there would be an updated Comp Plan for our community .

This PUD would represent approx 10 % of Glenwood's entire current population ..Another small "city" within 12,000 acres . It is no exaggeration to says tens thousands lives right now stand to have their lives and sensitive lands, reconfigured forever.

I love my neighbors . I respect their stories, their investments , diversity , and KNOW, how much they ALL have benefitted Glenwood and love and respect their own modest neighborhood and what a simple pasture symbolizes , that less is far more. These are ASSETS. Character , values , esthetics providing "shade from the blazing sun" a barrier from the storms .. what is benefiting the city for the greater and not just for the few ? I would hope you balance the scales in the favor true assets. The in tangible that dollars alone can not weigh.

Related to city finance for example , city just completed a salary comparison study. At least with fire and they are below compensation plans. Perhaps a reason that there be city employee affordable housing ? ... when the city itself a called for TRULY affordable .

The city did layoff/reduce services during the early days of the pandemic. And now with canyon closures during peak tourist time ongoing closure cycles will have a big impact on city revenues.

this development will cost the city in mitigation alone far more than R2 proposes to compensate for.

The Storm K investigation put the responsibility to fully upon the community to be alert and with a plan of action . Leaders, residents , responders, all to pay attention and prepared to the Current Conditions .

This is not a time to indulge in metropolitan dreams.

Even in urbanized areas there are abandoned Mall and shopping complexes . Working people at every level have rerouted every aspect of their lives, have made extraordinary adaptations to current conditions in a very challenging 3 short years. Some have fought every battle and yet give back to the community in valiant ways. Some have barely survived . . This proposal is doesn't belong in this time , in this place . My neighbors have compiled the facts about R2diligently for over a year. Severe draught complications challenge every Western state. City officials have the stats and they are if serious concern . It is plain as the living day that updated plans and strategy to current and strategy is KEY. We are acutely aware how the Canyons have and should change lives and priorities .

S Related to city finance for example , city just completed a salary comparison study. At least with fire and police they are below comp plans Perhaps a reason that there be city employee



affordable housing ? when the city itself a called for truly affordable .

The city did layoff/reduce services during the early days of the pandemic. And now with canyon closures during peak tourist time ongoing closure cycles will have a big impact on city revenues. \*All the more reason to update city needs now .

Residents are rightfully skeptical about many details in R2s plans. Considerations for open space in West G which has almost none . mployee affordable housing ? when the city itself a called for truly affordable .

The city did layoff/reduce services during the early days of the pandemic. And now with canyon closures during peak tourist time ongoing closure cycles will have a big impact on city revenues. \*All the more reason to update city needs now .

Residents are rightfully skeptical about many details in R2s plans.

West G needs significant open space. the simple Pasture is representative of what is lost. when it exists no more a space for native grass and and those forgotten creatures that dwell there too? Remember the fallen migrating finches of last summer ? They we heat scorched and buffeted too. There comes a time when decisions all come due . Time has already run out for West G to update to code . Esthetics , space and sense of place must remain or our city will have devised a massive Urban blight.

When smoke from epic draught assaults all senses, one tiny park provides only a few brave shade trees whose draught wilted leaves even so, help filter smoke that obscures the Storm King view. Children, pets as well as adults both deserve ample room to enjoy the outdoors . Not burning hot concrete .

Based on the density of this Project , city code would determine what the size of this obligation :

[Aprox 6 acres parkland / + 4 acres school land = total 10 acres of dedication out of the existing parcel. ]

I •Mike Samson made comment a recent meeting with residents last month. No dissension came from his other two board members.. he suggested possibilities: that “ a coalition of groups, organizations, governments could come together and work with the Diemoz family to make that a more beneficial area to the people that already live there...he would be in favor as a County Commissioner to be part of that.

Traffic , roads , water treatment infrastructure , fire and emergency responders are daily being called on to do the superhuman in the face of change. Can Glenwood even consider what would happen when costs to mitigate developments could many times exceed ability to pay for ? Costs of mitigating poor planning would cost taxpayer much than avoiding making matters worse .

\*\*\*

In a schoolyard nearby ,there is a small plot of ground with a few straggly volunteer trees . Children built a natural area , a simple plot .

They keep it tidy , birds attend to a few fallen seeds. There is a comfortable rock under a shade tree . Painted with letters on the seat that say “ sit here” . We ask for you to “sit there “ with them. Rather than deny what has been happening preserve finite resources for their uncertain futures .

\*\*\*\*\*

Rebuttal to

Stuart Cerise (formerly of garco sheriff dept;

Bobbie Meriwether a year long investigation... comprehensive plan... leaders need to reflect... did you mention that several members of the investigation team refused to sign the final copy simply because the investigation failed to discipline those who failed their charges, the 14 lost,

the citizens, the nation and more.

Although some of the recommendations were spot on... it also failed to note that those policies were in effect long before that tragic day.

Such things as mudslides and debris flow are ALWAYS threats which follow larger fires. The threat didn't suddenly appear after that July day because the team suddenly discovered it. It appears after every fire.

Even noting that a debris flow may occur, we cannot prevent it. Even without a burn scar they may occur.

My next obvious question is: at what expense do we go to provide safety from every threat? Fire, flood, snow & ice, earthquake, rains, natural erosion... man can do simple things like avoid low, swampy areas... but he cannot fool proof an interstate highway nor prevent "acts of nature".

Build a tunnel through the rock say some. Great! Lots of \$\$\$\$\$\$ spent, years & years to complete... and 1 bad accident and its shut down... maybe for months. Oh... and where do our fuel truck go? They cannot use the 15 mile long tunnel due to the material they carry... so add the expense of 12 hours of additional transportation per load (and additional trucks, drivers and overhead costs).

But you don't see any of that...you only see that there is a comprehensive plan. Still doesn't change the inconvenience.

John Denver.... yep he said you couldn't build a highway in a narrow canyon. An exceptional feat of engineering made a great highway. John... didn't care about transportation of people, goods by the best option.... hell, he flew in and out of Aspen! John was an amazing man, great entertainer ... but no engineer!

.....

Bobbie& current realities .

•Every reasonable effort made towards safety is what report concluded with . It did not imply any challenge was too great. There was no room either to abandon or not plan for the greater community. Meeting a challenge means thoughtful preparation.

There are those. like CO's famous climber Tommy Calder .. who free climbs, with ropes for anchoring ( not assisting his climb). His partner and friend was and still is Alex Honnold .

Free solo . Either way these two exceptional men were prepared with hours of practice , dedication and skill and a plan for the challenge . They are of equal talents & work ethic. Both courageous by any measure . Calder' ethics respect the fact he has family and others to think about .Honnold goes free solo and depends completely on his skill. They remain friends that respect each other lest they ever lose confidence in each other Which .. I think removes that their collaboration is a contest of who's the more brave or skilled. There are always risks to meeting a challenge. One risk is not to overestimate your abilities Storm King Final report was addressed to both leaders and responders . It advised that no one abandon the challenge, ahead . Rather than descend into perpetual blame the report stressed continual assessments of current realities. It outlined procedures that would strengthen , not weaken trust and communication.. either between those who respond to duty and those who lead . There is not one resident in our city that has not been touch with challenge .The best is to respect everyone and every situation .

The website addresses both leadership and responders :

Both .

Arguments only lead to decent when disparaging anyone.

They deflect completely from others' good intentions and humanity . At what time do we call

for a pause for the best assessments before making the same costly mistakes ., compounded ..  
by placing thousands of more people and responders in harm's way.

Mark Straus  
111 Creekside Court  
Glenwood Springs, CO 81601

August 16, 2021

Dear Glenwood Springs City Council Members,

RE: Diemoz Property Annexation / R-2 Partners Development

I am writing as a follow-up to my remarks from the July 29, 2021 meeting. I feel my comments were based on emotion and my thoughts may not have been as clear as I hoped.

Putting emotion aside, a few concerns remain. The R2 developers have contracted to purchase the mall property which I assume is based on approval to annex the Diemoz property. While I am skeptical of the timing of the purchase, I believe it would be beneficial if a plan for the development is provided prior to annexation. The plan needs to include some type of long term guarantee it would not be altered in the future. The developers cannot be permitted to add additional housing on the mall property.

The developers have offered to donate land for a new station in West Glenwood and to help monetarily with equipment upgrades. This is well and good but doesn't address the major issue of traffic and evacuation in case of wildfire. A new fire station and access road through the mall will not solve the congestion caused by the addition of hundreds of vehicles. The developers have reduced the number of potential residents in the development. Due to housing costs in the area, I foresee additional residents in units the developers are not considering in their proposal. If they are going to monitor this, I would be curious how they plan to do this.

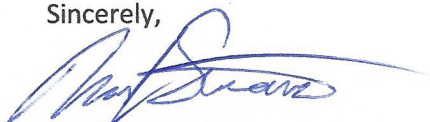
The additional traffic on Donegan Rd and Hwy 6 is also an issue. The traffic plan includes a rt turn lane at the intersection of Donegan Rd. and Hwy 6. My personal experience shows a minimal number of rt turns at this intersection. Additional traffic increase on both roads will make left turns even more difficult.

There are substantial questions regarding costs to the city, infrastructure, and an increase in services that were outlined in the P&Z denial. Approval will involve coordination of City, County, and State resources. Getting 3 public entities to work together can be a difficult proposition.

The need for additional housing is not just a Glenwood issue but needs to be shared by the entire area. Nobody is denying the right of the Diemoz family to sell their property. The problem is the development as proposed is just too big for the neighborhood. What is the proper size, I don't know? I do know this isn't it.

I ask the council to look past the developer's sales pitch and deny the annexation and development as proposed. Thank you for your consideration.

Sincerely,



Mark Straus

**From:** [Ryan M. Muse](#)  
**To:** [Trent Hyatt](#)  
**Subject:** FW: Annexation Petition and PUD request WGWS 214 Center Drive  
**Date:** Wednesday, August 18, 2021 2:27:10 PM

---

Here ya go

Ryan Muse  
City Clerk  
970-384-6406  
City of Glenwood Springs

---

**From:** hrududu@sopris.net <hrududu@sopris.net>  
**Sent:** Wednesday, August 18, 2021 2:26 PM  
**To:** Steve Davis <steve.davis@cogs.us>; Shelley Kaup <shelley.kaup@cogs.us>; Rick Voorhees <rick.voorhees@cogs.us>; Jonathan Godes <jonathan.godes@cogs.us>; Charlie Willman <charlie.willman@cogs.us>; Paula Stepp <paula.stepp@cogs.us>; Tony Hershey <tony.hershey@cogs.us>; Ryan M. Muse <ryan.muse@cogs.us>; Debra Figueroa <debra.figueroa@cogs.us>  
**Subject:** Annexation Petition and PUD request WGWS 214 Center Drive

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All,

Wanted to share a few thoughts/questions related to your upcoming city council meeting items.

With the annexation request, staff and maybe some of you are leaning towards approving the annexation because perhaps the inclination is that the City would have some “control” over what happens to the annexed vacant parcel. If such is the desire, I believe it can begin a very problematic process for the City and citizens. The 214 Center Drive request MAY be in and of itself not a big issue, but larger issues loom:

-There are 50+ acres west of Ami’s Acres that may eventually request annexation to gain city services, plus other “under-developed” properties such as Mobile Home Parks.

-GarCo has stated the City should annex ALL of WGWS...currently it seems except for sanitary sewer, unincorporated WGWS IS served by City water and electric (an odd aberration)...the possibility exists where the City could be taking on so much more.

-At R2’s presentation the BOCC recommended at minimum the City should annex the remainder of Storm King Road, the portion of Donegan Road adjacent to this vacant parcel AND Mel Rey Road to the east of this parcel. As this is not a current part of the items under your consideration, it MAY be something that will come up in the future. Some “problems” I see are: 1) if this is done, that would leave a one block stretch between Mel Rey and Soccer Field Road that would NOT be part of the city

and could be problematic, 2) related to the current GarCo proposal to annex roads adjacent to the petitioned parcel is that it would create an “enclave” of around ten parcels along the west side of Mel Rey. AND if the one block section of Donegan is also annexed, then another ten or so enclaved to the east of Mel Rey. I do not know if there is a mechanism that allows property owners to either be “forced” into annexation possibly without their consent OR to allow an entity to enclave them with an annexation? May be worthy of consideration IF agreement is made to follow county recommendation?

-If you choose to annex, I encourage you to put conditions on annexation, many which have already been mentioned. The one that I feel would be VERY important is to require actual parkland dedication. There is a definite shortage of city-owned active parkland in this area of town. The closest outdoor basketball courts are at Veltus Park, close to three miles away as is Two Rivers Park! The offer of a “tot lot” as their parkland dedication to me is an insult when the needs/shortage is so great. As Two Rivers Community School is not part of RE-1, they may not benefit from either land or fees paid, but their use of city-owned Gregory Park highlights the need of parkland. Also I’ve heard reports that residents of Machbeuf Apartments regularly use the Middle School field for their active parkland use.

-The last staff calculations based on the 360 unit R2 iteration for parkland and school land dedication “fees-in-lieu-of” were \$1.48 million and \$884,000 respectively. My land calculations using the muni code and the proposed residential mix yielded 5.978 acres for parkland and 5.16 acres for school land. Unrealistic for this proposal, but highlights the density proposed AND the need to update the code to both give some flexibility to perhaps include some employee/staff housing or land to build as an option besides actual dedications or fees-in-lieu-of. AND to review the value of an acre of land per type...staff used “value of land per acre in 2017 for parkland as \$235,706.13 and for school land \$110,000 per acre. I did not see any comments from your Parks and Recreation Commission related to this proposal.

There IS a discrepancy and MUST be rectified prior to your acceptance of ANY fees-in-lieu of. The proposal for the parcel behind Discount Tires for 40 units on 1.3 acres exemplifies the “value” of an acre.

Regarding the PUD zoning/Rezoning item, I think it should be denied at this point in time.

With the WGWS Mall being under contract to the same development group, a Master Plan inclusive of both parcels should be done. There are many advantages to do this including:

-Requiring direct access to Highway 6&24 to include most of the residential proposal. The 40 townhomes proposed could use existing roads without major offsite improvements to Mel Rey Road AND the intersection of Donegan and 6&24. This could benefit the developer’s costs and the neighborhood, BUT disadvantage the CITY IF the City agrees to annex that portion of Mel Rey and if intersection improvements are eventually needed at Donegan and 6&24.

-As proposed, the “gift” of dedicating at least one acre for the construction of a new WGWS fire station comes to fruition either as part of these current action items OR as part of the redevelopment actions associated with the mall, then for efficiency sakes having direct access to the highway for emergency services would be critically important.

-I see nothing in the packet items formalizing the “agreement” for R2 to provide 20% towards the construction of a new fire station. Is that formalized and a valid offer since it may have only been verbalized and reported in the GSPI?

Finally related to the PUD zoning, I found nothing in the muni code requiring staff to formulate their recommendations based on the underlying zoning of a parcel. Thus believing that council is in the driver’s seat, I’d ask you to pause the PUD request and look at it in the context of other properties along 6&24 in the WGWS area. EXCEPT for the West Glenwood Mall as a PUD, the other commercial and residential properties along 6&24 between the highway and Donegan are zoned M1 Mixed Use Corridor. The could seem to justify the SAME M1 zoning rather than a PUD zoning be used for this parcel UNLESS it is done in conjunction with the mall property already zoned as a PUD.

070.020.090 - Mixed-Use Corridor (M1) District.

(a)

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

OR it may be preferable for you to zone this vacant parcel as “Residential Transitional R/T zoning” as the Bell-Rippy Triumph property is being developed under that zone district. AND they have agreed to dedicate public parkland unlike R2 with their 480 Donegan proposal.

070.020.080 - Residential Transitional (RT) District.

(a)

Purpose. The RT district is intended to provide for transitional areas consisting of primarily residential uses at varied densities, with limited commercial uses that are compatible with surrounding neighborhoods. The RT district is intended to serve as a transitional buffer between residential and nonresidential zoning districts.

Finally(!) an observation I made in their “Revised PUD Site Plan” is there MAY NOT be enough “snow storage” space for a typical snow year. i encourage you to take a close look at this plan and decide if trying to squeeze in so many units AND accommodate all required parking on-site is practical.

The final 2019 US Census numbers for the City of GWS show 9930 +/-30 residents in 4459 housing units with a median household income of \$66,693. This specific R2 proposal plus assorted others including the 300 or so in Glenwood Meadows would increase the population and housing units by ten percent and more on very limited parcels compared to the overall land area comprising the existing corporate limits. Your staff recommends approval of the two agenda items based on:

2. The annexation is consistent with the Comprehensive Plan; and
3. The annexation minimizes potential adverse impacts to the City and does not negatively impact the City's public health, safety, and welfare.

This 480 Donegan PUD would add 332 more units with (so they say) 600 residents. Muni Code calculations came to 854...what might the true numbers be? There will be with this proposal and already are with all the other residential projects under construction and planned within the city limits. What will this PUD add to your city beside MORE residents, MORE impacts, possibly some increase in sales tax revenues and utility revenues? Is it really worth it to annex when Glenwood Partnership is not precluded from developing something useful and less impactful? Such as mini-storage for all the other dense residential projects in the city or RV storage parking as I see many trailers, etc. on city streets that do NOT move per the 72 hour parking restriction?

I would urge you to really consider whether this AND other current proposals meet these findings. It seems worthy to pause this and any other large development proposals UNTIL the Comprehensive Plan from 2011 is updated, Emergency Services facilities, staffing, plans and improvements are in place and discussions are done with GarCo related to the future of WGWS.

Thank you,

Greg Jeung

No Name



**From:** [Ryan M. Muse](#)  
**To:** [Trent Hyatt](#)  
**Subject:** FW: west glenwood  
**Date:** Wednesday, August 18, 2021 3:45:07 PM

---

Here's another

Ryan Muse  
City Clerk  
970-384-6406  
City of Glenwood Springs

---

**From:** Ray Ciborowski <ciborowskiray@gmail.com>  
**Sent:** Wednesday, August 18, 2021 3:43 PM  
**To:** Ryan M. Muse <ryan.muse@cogs.us>  
**Subject:** west glenwood

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To the members of the City Council :

My name is Ray Ciborowski I live at 471 MT Shadows Dr in West Glenwood.. Because of my immediate proximity to the backside if the mall and the pasture land I cannot believe that this has gone this far .I would like to know how (and this is for you Charlie) you can limit the amount of people living in a home you own.And with rentals we all know how that goes mainly because of the ridiculous rents that are supposedly affordable.

R2 could care less about Glenwood Springs and it's residents. Paying a fine instead of park and school land should not be an option.

Why can't Garfield County buy the land and ask the state of Colorado to use lottery money and make a park with soccer fields ,running track and so forth? This was done in Grand Jct right of I-70 at Canyonland park.

Please hear my plea and send these people back to there fantasy land.There's no room in Glenwood for dirt pimps that could care less about safety and sanctity of our great town.

Thank you for your time

Best regards

Ray Ciborowski

**From:** [Ryan M. Muse](#)  
**To:** [Trent Hyatt](#)  
**Subject:** FW: STOP AND THINK...  
**Date:** Wednesday, August 18, 2021 4:57:06 PM

---

Got another one

Ryan Muse  
City Clerk  
970-384-6406  
City of Glenwood Springs

---

**From:** Katie - SCS <[Katie@saltcreeksearch.com](mailto:Katie@saltcreeksearch.com)>  
**Sent:** Wednesday, August 18, 2021 4:24 PM  
**To:** Ryan M. Muse <[ryan.muse@cogs.us](mailto:ryan.muse@cogs.us)>  
**Subject:** FW: STOP AND THINK...

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Ryan,

Please include the below comments in tomorrow night's packet.

Thank you!

---

**From:** Katie - SCS <[Katie@saltcreeksearch.com](mailto:Katie@saltcreeksearch.com)>  
**Sent:** Wednesday, August 18, 2021 9:06 AM  
**To:** Ryan M. Muse <[ryan.muse@cogs.us](mailto:ryan.muse@cogs.us)>; Debra Figueroa <[debra.figueroa@cogs.us](mailto:debra.figueroa@cogs.us)>; Steve Davis <[steve.davis@cogs.us](mailto:steve.davis@cogs.us)>; Jonathan Godes <[jonathan.godes@cogs.us](mailto:jonathan.godes@cogs.us)>; Tony Hershey <[tony.hershey@cogs.us](mailto:tony.hershey@cogs.us)>; Paula Stepp <[paula.stepp@cogs.us](mailto:paula.stepp@cogs.us)>; Charlie Willman <[charlie.willman@cogs.us](mailto:charlie.willman@cogs.us)>; Ingrid Wussow <[ingrid.wussow@cogs.us](mailto:ingrid.wussow@cogs.us)>; Shelley Kaup <[shelley.kaup@cogs.us](mailto:shelley.kaup@cogs.us)>  
**Subject:** STOP AND THINK...  
**Importance:** High

Dear City Council,

Thank you for taking time to read this email and for encouraging our participation in the potential annexation of the "West Glenwood Pasture" and proposed PUD by R2. A couple words sum this up: STOP AND THINK!

Annex the land if you must; however, *evaluate* the over development of West Glenwood! Not only are you considering this high density housing project but you have *others in consideration* - Mountain View Flats and The Meadows. Do you see that you are cramming all this high density housing in ONE PART OF TOWN – West Glenwood.

**THINK** about the ability, in an emergency, of West Glenwood residents to evacuate. The Meadows feeds into the West Glenwood roundabout – too many cars in one spot.

**THINK** about fire mitigation. Will you REALLY build a new station or is your talk just *lip service* to the West Glenwood community?

**THINK** ABOUT THE **CUMMULATIVE IMPACT** OF ALL OF THESE ADDITIONAL DEVELOPMENTS ON THE ABILITY TO EVACUATE, OUR WATER SUPPLY, THE SCHOOL, FIRST RESPONDERS ETC.

In summary, it is as if R2 is the only one to ask you to the dance and now you think you have to marry them. Kiss more frogs and learn about ***other developmental opportunities*** before you marry R2. You cannot divorce them. Finally, consider the *strong opposition* to this project, the vote by your own P&Z committee and our safety.

Sincerely,

Katie Fischer Mosquera

Glenwood Springs since 1968

Legal Representative for the Estate of Rolly and Tillie Fischer

PS Is it wise to associate with those that call West Glenwood “a blight”?



**From:** [michael Vidakovich](#)  
**To:** [Trent Hyatt](#)  
**Subject:** West Glenwood Pasture  
**Date:** Wednesday, August 18, 2021 5:01:57 PM

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Mr. Hyatt,

I have lived in West Glenwood for several years, and I don't believe, when issues have arisen in our town, a more unanimous feeling against a proposal, whether it be new taxes or a development of this nature have I ever seen.

I have talked to several people in and around Glenwood, and in other towns who are fervently against this development. The amount of traffic and congestion in this part of town (and others) is beyond what we can handle at the present.

I drove to Rifle on Tuesday evening around 6 o'clock, and the traffic was so backed up in the two West Glenwood roundabouts, that cars were stalled as far as the eye could see east toward town, and on Midland Avenue.

Many people who don't live anywhere near Glenwood are hoping you do the right thing for the present and deny this development. Myself and several others have entertained the possibility of selling our homes in the area of this development because it will literally be a nightmare for all.

The right thing for council to do is to stop this proposal and revisit something much smaller and community friendly in future years.

Thank you,  
Mike Vidakovich

**From:** [Ryan M. Muse](#)  
**To:** [Trent Hyatt](#)  
**Subject:** FW: STOP AND THINK...  
**Date:** Wednesday, August 18, 2021 5:07:08 PM  
**Attachments:** [WestGlenwood\\_Final.pdf](#)  
**Importance:** High

---

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Dear City Council,

Thank you for taking time to read this email and for encouraging our participation in the potential annexation of the “West Glenwood Pasteur” and proposed PUD by R2. A couple words sum this up: STOP AND THINK!

Annex the land if you must; however, *evaluate* the over development of West Glenwood! Not only are you considering this high density housing project but you have *others in consideration* - Mountain View Flats The Meadows. PLEASE tell me you see that you are cramming all this high density housing in ONE PART OF TOWN – West Glenwood.

**THINK** about the ability, in an emergency, of West Glenwood residents to evacuate. The Meadows feeds into the West Glenwood roundabout – too many cars in one spot.

**THINK** about fire mitigation. Will you REALLY build a new station or is your talk just *lip service* to the West Glenwood community?

**THINK** ABOUT THE **CUMMULATIVE IMPACT** OF ALL OF THESE ADDITIONAL DEVELOPMENTS ON THE ABILITY TO EVACUATE, OUR WATER SUPPLY, THE SCHOOL, FIRST REPONDERS ETC.

In summary, it is as if R2 is the only one to ask you to the dance and now you think you have to marry them. Kiss more frogs and learn about ***other developmental opportunities*** before you marry R2. You cannot divorce them. Finally, consider the *strong opposition* to this project, the vote by your own P&Z

committee and our safety.

Sincerely,

Katie Fischer Mosquera

Glenwood Springs since 1968

Legal Representative for the Estate of Rolly and Tillie Fischer

PS Is it wise to associate with those that call West Glenwood “a blight” or “the little barrio”?

# Join us at City Council this Thursday 8/19 at 6:00 p.m. to oppose the annexation of 480 Donegan

*With close to 1,700 petition signatures WE must ask ourselves, is THIS for the "GREATER BENEFIT" to the City of Glenwood Springs?*

Currently within the city limits there are 500 rental units in the pipeline to be built. Are MORE needed? Should the City of GWS alone bear the many impacts of housing so many in our region?

*Now is the time to seek more creative solutions such as staff/employee housing for schools, government, non-profits, affordable tiny homes, Habitat for Humanity homes or senior housing options.*

- The City is already challenged with taking care of what is in the city limits, should MORE be annexed? Garfield County staff recommends the city annexing "ALL of West Glenwood!"
- How it is possible that R2 "will limit occupancy to ONLY 600 residents" given that their 332 units are comprised of studios, one, two and three-bedroom units, as well as townhomes?
- There MUST be an Evacuation Plan in place and improvements in fire mitigation before ANY further residential development in West Glenwood.
- With R2 Partners under contract to purchase the West Glenwood Mall, there SHOULD be a Master Plan for both adjoining parcels with direct access to Highway 6 & 24, NOT PRIMARILY through the neighborhood!
- The Comprehensive Plan is from 2011 and MUST be updated. Conditions HAVE changed and making decisions based on a decade-old plan is senseless. Citizens need to be involved!
- There is a shortage of public parkland in this area. Developers are required to dedicate both park and school land but R2 wishes to pay "fees in lieu" of actual land, offset by resident-use ONLY facilities, a public tot lot, and bike lanes/sidewalks. LAND IS PERMANENT!

*Paid for by the West Glenwood Pasture Development group.*



Will "greater benefits" be gained with this out-of-state development proposal AND rental revenues not staying locally? Can BETTER be achieved for Glenwood Springs?

Garfield County Commissioner Mike Samson at a recent meeting review of these proposals supports a "coalition of groups, organizations, governments that could come together and work with the Diemoz family to make that a more beneficial area for the people that already live there...I would even be in favor as a County Commissioner to be part of that... I think that would be a better solution for all of Garfield County." We agree, Commissioner Samson!

Please share your thoughts related to these items by attending the City Council meeting Thursday August 19th in-person, or remotely by Zoom. Email the City Clerk your concerns to forward to city council members at: [ryan.muse@cogs.us](mailto:ryan.muse@cogs.us)



Trent Hyatt, Senior Planner  
 City of Glenwood Springs  
[trent.hyatt@cogs.us](mailto:trent.hyatt@cogs.us)

RE: 480 Donegan – Response to 04/27 P&Z requested items.  
 SE Job No. 30017

Trent,

This letter responds to the items requested from the April 27, 2021 Planning & Zoning commission meeting considering the 480 Donegan application. The requested items pertaining are listed below and the response follows the comments in **Bold Font**.

1. Provide proposed maximum heights of all buildings to the peaks of sloped roof and tops of parapets of all buildings
  - **Refer to the Updated exhibits prepared by Hord Coplan Macht (HCM) transmitted separately**
2. Perspectives from points of view homes along Donegan Road with heights of proposed buildings with an overlay of Red Mountain depicting impacts of view.
  - **Refer to the Updated exhibits prepared by HCM transmitted separately**
  - **For reference screen shots of the Google Street view of the existing two story townhomes on Donegan west of Storm King are attached.**
6. Can and will serve letter from West Glenwood Sanitation District
  - **The will serve letter is attached.**
9. Confirm any flood, mud slides and/or debris flow path routes on the property.
  - **The site is on FEMA Firm panel 0800711043C. The entire panel was not printed as the area is in Flood Zone C, which is areas of minimal flooding, above the 500 year level. Drainage will be safely routed around structures and will be detained to the existing rate.**
  - **Mud Slides and Debris Flows have been previously studied for the City of Glenwood Springs in a March 2003 Stormwater Assessment & Education Report prepared by Matrix Design Group. The report includes a summary of recorded debris flow events from 1903 to 2003. None of the described events occurred in this area of West Glenwood. The report states in section 10.6 “The hazard is most severe on the upper parts of the debris fans, but extends to lesser degrees to the lower fans”. Given this report findings, the site is a low risk for mud slides or debris flow. Offsite storm water will be safely routed through the site, as will mud slides or debris flows if those occur.**
10. Traffic analysis should include impact of proposed development at Ami Acres.  
 (City staff clarified this request in a 05/18 meeting with 480 Donegan. Request the traffic analysis consider the proposed development west of Ami Acres.)
  - **The traffic analysis does include the impact of the existing Ami Acres. The existing counts include the development already in place and future traffic volume growth and projections take into account any additional traffic volume to be created by that project.**
  - **We are part of the development team on the parcel west of Ami Acres. A formal application has not been submitted to Garfield County, and the actual number of units has not been determined. It is not appropriate to guess what the offsite development will be and include that in the 480 Donegan traffic Study.**

11. Pedestrian safety through crossing at roundabout at Mel Ray.

- **The existing crosswalks are color concrete. White longitudinal lines should be added next to the colored concrete in order to comply with MUTCD standards. The applicant will coordinate with City Staff and CDOT to add the striping.**

12. Line of sight at both exits along Donegan and Storm King.

- **Preliminary line of sight analysis was completed during site design. Good sight triangles will be maintained at the existing Center Drive / Storm King intersection, and good sight triangles are proposed at the site intersection with Donegan. The roads are straight and the speed limit is 25 mph. An Intersection sight distance exhibit is attached. Further coordination with site and landscaping will occur as the design progresses.**

17. Related traffic impacts to Grand Avenue bridge/Highway 6 roundabout.

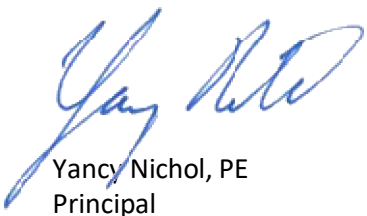
- **We obtained the scope (intersections to evaluate) from the City of Glenwood Springs staff when we began the project. It would not be typical or appropriate for a project of this size to evaluate that intersection being so far east of this proposed development.**
- **Per the 480 Donegan Traffic Analysis, there are 63 vph peak going east on Highway 6 east of Donegan Road. We do not have the existing traffic volumes (no recent actual counts that we are aware of for the Grand Avenue bridge/Highway 6 roundabout). But we do know that this roundabout has substantially more traffic trips than the Mel Ray / Highway 6 roundabout that we have traffic counts for. If all site traffic on Highway 6 goes through the roundabout, our rate of increase is assumed less than 2% at build out. We also know that some of those 63 trips will be to destinations before the roundabout including Deveraux Road and Linden Street. The 2% increase for sure would be considered incremental traffic volume growth at the Grand Avenue bridge/Highway 6 roundabout considering the years to get to full build out.**

If you have any questions or need any additional information, please call.

Sincerely,  
SOPRIS ENGINEERING, LLC



John Petaisto, PE  
Project Manager



Yancy Nichol, PE  
Principal





© 2021 Google

Google Earth









**West Glenwood Springs Sanitation District**

51 Riverine Rd.  
Glenwood Springs, CO 81601  
970.618.5147 Billing | 970.945.6069 Plant  
wgssanitation@gmail.com

Via email [petaisto@sopriseng.com](mailto:petaisto@sopriseng.com) & [ynichol@sopriseng.com](mailto:ynichol@sopriseng.com)

Sopris Engineering  
Carbondale, CO 81623

*Re: 840 Donegan Rd.  
Can and Will Serve*

Dear Jon and Yancy:

The District has the capacity in its wastewater treatment plant and can and will serve the above property with 360+ additional EQRs for 360 apartment units, a pool and a restaurant with a seating capacity of 100 with wastewater treatment service so long it is within the District subject to the following conditions:

1. The payment of all applicable tap fees (currently \$6,000/EQR); and
2. Pursuant to the District's Rules and Regulations, an applicant for sewer service shall reimburse the District for all costs incurred by the District regarding the project, including, but not limited to legal and engineering review.

If you have any questions, please don't hesitate to contact me. Office hours are limited so email is the best way to contact me. Or please contact the Plant Superintendent, Josh Hamel, at 970.945.6069 or 970.274.7805.

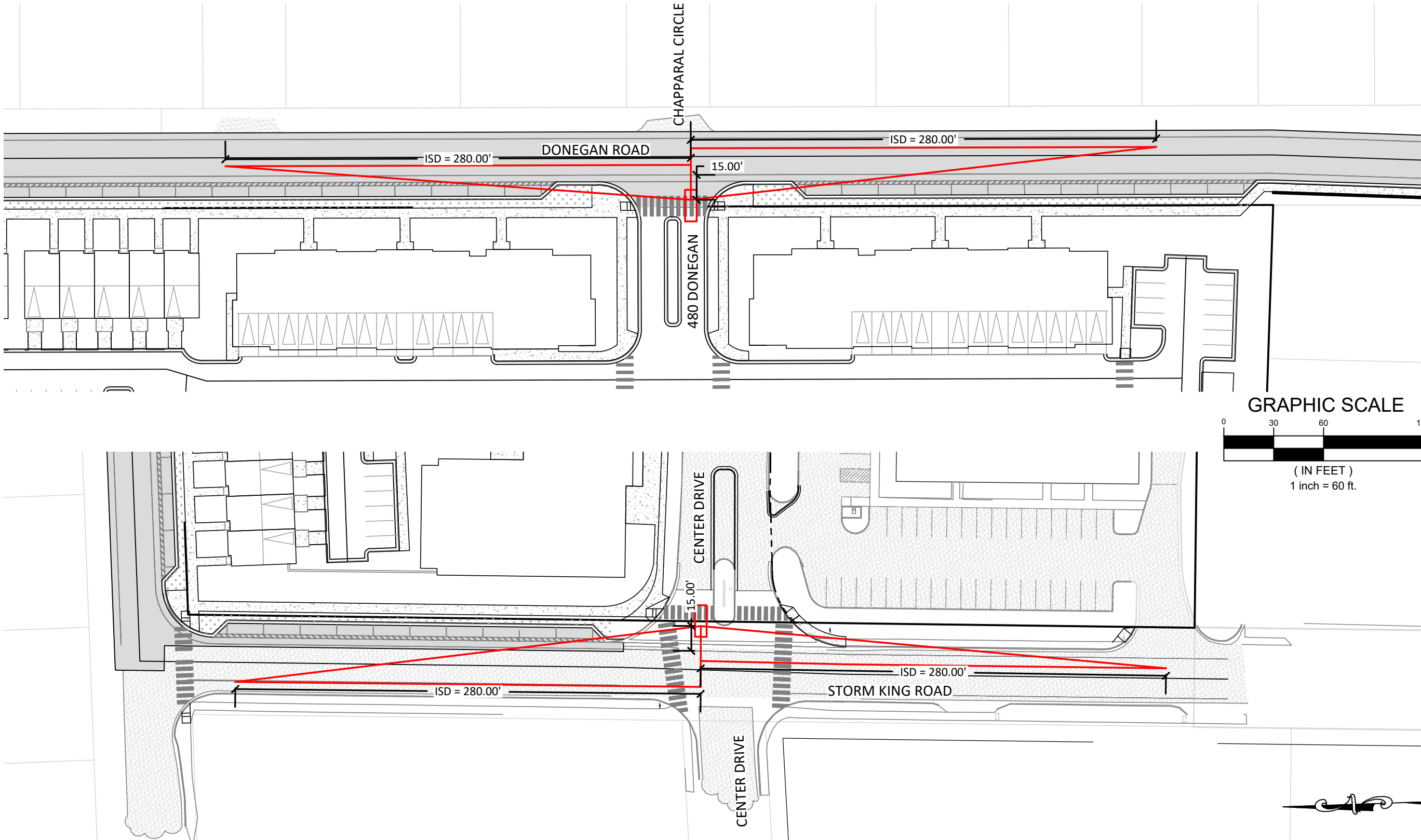
Regards,

*Kelly Mullane*

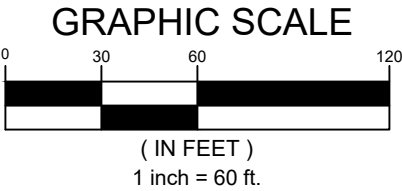
Kelly Mullane, District Administrator

cc: Josh Hamel via email

G:\2020\30017\CIVIL\DWGS\EXHIBITS\30017-INTER SIGHT DISTANCE.DWG - May 19, 2021 - 3:15pm



- INTERSECTION SIGHT DISTANCE NOTES:**
- 1. SIGHT TRIANGLES PER FEDERAL HIGHWAY ADMINISTRATION INTERSECTION SAFETY MANUAL
    - 1.1. SETBACK DISTANCE = 15'
    - 1.2. ISD = INTERSECTION SIGHT DISTANCE = 280 FEET FOR 25 MPH ROAD. NOTE STOPPING SIGHT DISTANCE = 155 FEET



**SOPRIS ENGINEERING, LLC.**  
CIVIL CONSULTANTS  
502 MAIN STREET  
CARBONDALE, CO 81623  
(970) 704-0311  
FAX: (970)-704-0313

| NO.                                       | REVISION | BY | DATE |
|-------------------------------------------|----------|----|------|
|                                           |          |    |      |
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|                                           |          |    |      |
|                                           |          |    |      |
| 480 DONEGAN<br>GLENWOOD SPRINGS, COLORADO |          |    |      |
| INTERSECTION SIGHT DISTANCE               |          |    |      |
| EXHIBIT                                   |          |    |      |
| DATE: 05/19/2021                          |          |    |      |
| JOB NO. 30017                             |          |    |      |
| SHEET 1 OF 1                              |          |    |      |



**West Glenwood Springs Sanitation District**

51 Riverine Rd.  
Glenwood Springs, CO 81601  
970.618.5147 Billing | 970.945.6069 Plant  
wgssanitation@gmail.com

Via email [petaisto@sopriseng.com](mailto:petaisto@sopriseng.com) & [ynichol@sopriseng.com](mailto:ynichol@sopriseng.com)

Sopris Engineering  
Carbondale, CO 81623

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If you have any questions, please don't hesitate to contact me. Office hours are limited so email is the best way to contact me. Or please contact the Plant Superintendent, Josh Hamel, at 970.945.6069 or 970.274.7805.

Regards,

*Kelly Mullane*

Kelly Mullane, District Administrator

cc: Josh Hamel via email



**MINUTES**  
**City of Glenwood Springs**  
**Planning and Zoning Commission**  
**Regular Meeting**  
**April 27, 2021**  
**Zoom**  
**6:00PM**

**1. Roll Call**

Present at roll call were Commissioners: Marco Dehm, Amber Wissing, Joy White, Pete Waller, Carolyn Cipperly

Absent at roll call were Commissioners: Sumner Schachter, George Shaver, Ben West

Also present were: Asst. City Manager Jenn Ooton, Asst. Community/Economic Dev. Director Gretchen Ricehill, Senior Planner Trent Hyatt, City Attorney Karl Hanlon, Assistant City Engineer Jessica Bowser, City Engineer Terri Partch, Public Works Director Matt Langhorst, Fire Chief Gary Tillotson,

**2. Seating of Alternate Commissioner**

Commissioner Cipperly made a motion to seat Alternate Commissioner Waller. Commissioner Wissing seconded the motion. Commissioner Dehm called the item to question.

Motion passed unanimously.

**3. Receipt of the Minutes**

Commissioner Waller made a motion to accept the minutes from the March 23, 2021 meeting. Commissioner Wissing seconded the motion. Commissioner Dehm called the item to question.

Motion passed unanimously.

**4. Public Comments**

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



## 5. Continued Items

- a. Planning File 64-20: Consideration of a Minor Site Architectural Plan to add five new dwelling units at 405 Laurel Street, a property with five existing units. (PIN #2185-091-00-008) Continued from March 23 & April 6, 2021 meeting.

Assistant Community Director Gretchen Ricehill provided Commission with a short presentation on the item, continued from the March 23, 2021 meeting. Due to an error in creating the Zoom link, this item was not discussed at a scheduled meeting on April 6<sup>th</sup> and continued to April 27<sup>th</sup>.

Commissioner Waller had questions on the number of parking spaces provided. Waller also asked about the parking limits per lease for one-bedroom units. Applicant Romeo Baylosis provided more information on how the traffic generations counts were calculated.

Commissioner Cipperly had questions about the proposed sidewalk layout on the property. Applicant Romeo Baylosis provided more information on the design and layout of parking on the site.

Commissioner Dehm also had questions about the layout of parking on site, stating preference for adding another onsite parking space on the west side of the parking area. Applicant Romeo Baylosis explained that adding the extra space on the west could be possible.

Applicant Leah Mayer stated that the required change in design due to Code requirements for building transition would be difficult to achieve and that the likely result would be the loss of onsite parking.

Commissioner Waller asked about the status of the new designs and elevations. Applicant Leah Mayer stated that they had submitted new designs to the Community Development Department.

Ricehill provided more information on Code requirements for building transitions.

Commissioner White had questions about the differences in zoning and parking requirements. Staff explained the parking requirements for this property as compared to downtown.

Commissioner Dehm asked staff if additional public comment had been received. Staff confirmed that no additional comments had been received.

Commissioner Cipperly made a motion to continue the item to the next scheduled meeting citing concerns over revised designs and its effects on provided parking.

Commissioner Waller seconded the motion.

Commissioner Cipperly had questions on roof design and plate height.

Commissioner Waller had questions on the building transition requirements.

Commissioner Dehm expressed reluctance to further continue the item.

Commissioner Wissing expressed support to approve the item, acknowledging staff and applicant would continue to work on the design.

Commissioner White also expressed support to approve.

Commissioner Cipperly withdrew the motion to continue. Commissioner Waller withdrew the second.

Commissioner White made a motion to approve the item citing findings and conditions on page 9 and 10 of the staff report.

Commissioner Wissing seconded the motion.

Commissioner Waller proposed another parking space be added as a condition. Staff confirmed that this could be included in amended conditions.

Commissioner White amended the original motion to combine conditions C & D and amend them to add a parking spot to the existing 5 spaces. Commissioner Wissing amended the second.

Commissioner Dehm called the item to question.

Motion passed unanimously.

- b. Planning File 09-20: Consideration of an annexation and the initial/rezoning OF 15.818 acres to Commercial (CO) District and Planned Unit Development (PUD) District at 214 Center Drive (PIN 2185-061-00-042) Continued from March 23, 2021 meeting.

Commissioner West joined the meeting.

Senior Planner Trent Hyatt introduced the application, continued from the March 23<sup>rd</sup>, 2021 meeting. Hyatt indicated that the applicant had provided more information addressing feedback received at the March 23<sup>rd</sup> meeting. Hyatt also indicated additional public comment had been received.

Commissioner White requested staff to provide explanation about cost and benefits to annexation. Hyatt explained the process of annexation and how any future development on the site would have to go through the major site plan review process. Hyatt also explained potential development scenarios if the property remained in Garfield County.

Commissioner Waller had questions how the project related to the Comp Plan, particularly small town character. Waller also asked when and how the PUD regulations would be implemented.

Hyatt explained that the annexation would create a PUD as part of it becoming part of the City. Waller also expressed concern over timing of the traffic study. City Engineer Terri Partch explained that staff had confidence in the traffic counts, and stated applicant had taken traffic counts at multiple locations, including capturing school traffic. Commissioner Waller also asked about comments from Fire and Police Departments. Hyatt stated that no specific comments from Fire and Police were in the packet.

Commissioner White asked if there was a stipulation that proposed amenities in the design would be a part of the PUD. Hyatt explained that the design of any proposed development would be determined during the site review process following annexation.

Commissioner Dehm asked if a higher density were possible without a PUD. Hyatt explained the PUD was intended to give more flexibility in design and amenities. Dehm also asked about the open space requirement. Hyatt confirmed that the proposed development met code requirements for open space requirements. Hyatt also explained the PUD would be restricted to 360 units and that alternate densities under other zonings would require more analysis.

Commissioner Waller asked for more details on how this development would affect water demand. Public Works Director Matt Langhorst explained that this property had water rights to the Reynolds Ditch and that some of those water rights would be used for irrigation. Langhorst explained that this would reduce the amount of water consumed by the proposed development. Langhorst explained that the City would have capacity to serve the proposed development.

Commissioner Cipperly asked how the sprinkler system in this development could affect water capacity city wide. Langhorst explained that even prior to this proposal the City was looking at adding another water tank in North Glenwood to provide additional water capacity.

Applicant Barry Rosenberg provided the Commission with a presentation with responses to community concerns about growth, emergency evacuation, traffic, affordable housing, water, height, and overall infrastructure demands of the proposed project.

Applicant Curtis Rowe, Traffic Engineer with Kimley-Horn provided further explanation on the traffic study conducted for this proposal. Rowe stated that counts were conducted in March 2021 and summer of 2020. The second count was completed to incorporate school traffic. Rowe also explained that these traffic numbers were compared to previous counts and accounted for future re-development of the mall to create the traffic estimates. Rowe described proposed improvements to nearby streets and intersections.

Applicant Matthew Fitzsimmons, Architect with Hord Coplan Macht presented on the site design, included cross sections and elevations of the proposed development. Fitzsimmons explained how the grading of the site would affect perspective of the elevations as seen from the north.

Commissioner Wissing requested a recess. Commissioner Dehm called for a five minute recess.

Meeting resumed.

Commissioner Wissing asked staff how a PUD could be amended. Trent Hyatt explained a PUD would require approval by Planning & Zoning Commission and City Council.

Commissioner White asked the applicant if they had rent ranges for proposed units. White also asked if there had been proposed improvements to West Glenwood Fire Station. Applicant Barry Rosenberg explained that the goal for rents was to be \$1200-1400 for studios. Fire Chief Gary Tillotson stated that there had been no direct conversation regarding this development and a possible new station in West Glenwood. Tillotson stated that the existing station was obsolete and undersized. Tillotson also stated they were working with Garfield County and CDOT to minimize traffic gridlock associated with wildfire events.

Commissioner West asked if any domestic water would be used for irrigation. Hyatt confirmed that irrigation would come from the Reynolds ditch and that the systems would be separate. West also asked if the traffic study had included the 6<sup>th</sup> Street roundabout. Applicant Curtis Rowe explained that roundabout was beyond the scale of the study in relation to the size of the proposed development. West also asked about the proposed road improvements.

Applicant Yancy Nichol, Sopris Engineering clarified that the streets would be widened to provide additional space for bicycle routes and parking.

Commissioner Waller asked how much would be added to the width of the road. Nichol confirmed the street would have 10-11' additional space for travel lanes, 8' for parking, and additional space for landscaping.

Commissioner West asked for more information on the full development of the mall in use for traffic study. Applicant Curtis Rowe explained this was calculated as if the mall were at full retail capacity. West also had questions on height and asked about height restrictions. Hyatt explained that some zones allowed for building heights of 60'. West also asked how this development could affect the water capacity to support future developments. Matt Langhorst provided further explanation regarding system improvement fees and how those are utilized.

Commissioner Cipperly had questions about the proposed road improvements. Hyatt explained the improved roads would likely be annexed with this property. Cipperly also asked about traffic counts at the Mel Ray roundabout. Applicant Curtis Rowe explained 80% of traffic in the study was assigned to the roundabout.

Commissioner Wissing had questions on the traffic study as well.

Commissioner Waller had questions about which fire evacuation measures the City would take in relation to this development and the development's role in those measures. Hyatt explained this process would be driven by the City rather than this individual developer. City Engineer also stated that the process would be City driven. Fire Chief Gary Tillotson also expressed hope that these plans would be in place before this potential development would be completed. Waller also asked about the transition from the single family north of Donegan to the proposed development and the height of the buildings. Applicant Matthew Fitzsimmons provided more information to Waller's questions.

Commissioner Wissing asked who the anticipated residents of the development would be. Applicant Barry Rosenberg explained that it could be comparable to Six Canyons and the Lofts, with residents coming from a variety of sources. Hyatt explained that in speaking to developers, recent developments have been filled by approximately 1/3 existing Glenwood residents, 1/3 local resident relocating to Glenwood, and 1/3 coming from elsewhere.

Commissioner White asked when the Bell-Rippy project would be completed. Hyatt confirmed Bell Rippy would have 100 units and was starting construction in June 2021. White asked if they had considered home ownership options within the development. Rosenberg explained that was not a traditional part of their company's management model but could be considered.

Commissioner Wissing asked if some of the amenities such as the park would be accessible to the public. Rosenberg explained amenities were typically only available to residents. Rosenberg stated they were looking at working with Two Rivers School for a traffic management plan.

Commissioner Cipperly expressed concerns about how the proposed development would impede the view of the mountains from current Donegan residents. Cipperly requested a rendering made from ground level on Donegan Road.

Commissioner Dehm asked if this was the lowest density possible to make the project work. Applicant Barry Rosenberg explained that this project was designed at the lowest density to make the project feasible. Commissioner Dehm also asked if the developer had considered meeting the 20% resident restricted and 10% affordable restricted units. Rosenberg stated that the project was already providing the 10% affordable restricted units and could look into meeting the 20% resident restricted units.

Commissioner Dehm opened the item to public comment. Commissioner Dehm confirmed that public comments had been received and included in the packet for this item. Dehm requested that only members of the public that had not previously submitted comment present.

Mark Gibson, supported denial of the item, citing building height, traffic, and parking.

Todd Hurst, supported denial of the item, citing traffic, utility capacity, open space, lack of single family ownership options, among other concerns.

Joanne Stanley, supported denial of the item, citing wildfire concerns, management of site, density, affordability, and water concerns.

Sean Jeung, expressed concerns about lack of parkland, density, and size of development.

Anne Stephens, expressed concerns regarding the development citing density, size of development, wildfire concerns, and traffic.

Michael Hoban supported denial of the item, citing incompatibility of the project with existing neighborhood, traffic, and wildfire concerns.

Carlene Clark, supported denial of the item citing wildfire concerns and traffic.

Commissioner Dehm closed the item to public comment.

Applicant Barry Rosenberg stated that the property would limit the number of vehicles per lease and regulate use of outdoor patio space. Rosenberg also commented on the housing study, parking, traffic, and local population growth.

Applicant Curtis Rowe, Kimley & Horn provided additional information on the traffic generation calculations. Rowe also provided information on the daily trips currently generated on nearby streets.

Applicant Barry Rosenberg also described how the proposed project seemed to match the vision for this area as described in the 2011 Comprehensive Plan.

Commissioner Cipperly asked for confirmation for the Planning Item. Commissioner Cipperly asked to continue the item based on findings and conditions of March 23<sup>rd</sup> staff report. Cipperly cited the need for more information.

Commissioner Waller seconded the motion.

Commissioner Cipperly requested the developer provide more information on the project such as: developer provide heights to peaks of rooves and tops of parapets, rendering perspective from Donegan including Red Mountain, verification that the Reynolds Ditch runs and that no municipal water will be used for irrigation, fire protection details, can-and-will serve letter from West Glenwood Sanitation District, completed wildfire and evacuation plan, formal agreement with emergency services for evacuation routes, flood and mudslide debris flow routes, traffic study, pedestrian safety at Mel Ray, and dedication of parkland instead of fee-in lieu fees for parks.

Commissioner Waller also stated would like to see there be potential home ownership opportunities in this development.

Commissioner Wissing requested more information on the potential partnership with Two Rivers School and potential traffic effects.

Commissioner Waller had questions on density of the project and if this project could be lower density.

Commissioner Dehm expressed concerns over the need for an evacuation plan for the area as well as fire protection. Dehm also discussed the Housing Commission recommendations on page 138 and 139 of the staff report. Dehm also expressed the desire to see another connection to Highway 6. Dehm also asked the applicant how long the applicant would need to continue the meeting.

In total, Planning and Zoning Commission made the following requests of the applicant:

- 1) Provide proposed maximum heights of all buildings to the peaks of sloped roof and tops of parapets of all buildings.
- 2) Perspectives from points of view homes along Donegan Road with heights of proposed buildings with an overlay of Red Mountain depicting impacts of view.
- 3) Verification that Reynolds Cain ditch runs the full irrigation season confirming the lack of need for City water.
- 4) City water availability meets all firefighting needs.
- 5) City fire services/equipment can be provided for the density and building heights proposed and/or where they are lacking.
- 6) Can and will serve letter from West Glenwood Sanitation District.
- 7) Completed wildfire assessment and evacuation plan (similar to plan completed South Bridge/Four Mile)
- 8) Formal agreement from emergency services related to evacuation routes and developer financial contribution.
- 9) Confirm any flood, mud slides, and/or debris flow path routes on the property.
- 10) Traffic analysis should include impact of proposed development at Amy's Acres
- 11) Pedestrian safety through crossing at roundabout a Mel Ray.
- 12) Line of sight at both exits along Donegan and Storm King.
- 13) Further consideration of park land dedication as opposed to fee in lieu.
- 14) Potential for future condominium units such as townhomes.
- 15) Financial feasibility of project compared to the density proposed and related infrastructure costs balance.
- 16) More information regarding partnership with Two Rivers Community School.
- 17) Grand Avenue bridge roundabout impacts
- 18) Understanding of apartment units approved in the City to date since the housing study.
- 19) Vehicle access through the mall site
- 20) Housing Commission recommendations met.

Commissioner Cipperly amended the original motion to continue the item to the next scheduled regular meeting at the end of May.

Commissioner Waller amended the previous second.

Commissioner Dehm called the item to question to continue the item.

Motion passed unanimously.

## **6. New Items**

- a. Planning File 08-21: Consideration of an amendment to a Development Agreement for a Minor Site/Architectural Plan review for Caverns Village

Assistant Community Development Director Gretchen Ricehill provided the Commission with a presentation on the proposed project. Ricehill explained that the amendment was to convert 4 of the units in the building into hotel units.

Ricehill stated that staff recommended approval of the item citing finding and conditions on page 3 & 4 of the staff report.

Commissioner Waller asked for clarification on the differences in lodging as defined by Code. Staff provided more information on the differences between hotels and short-term rentals as defined by Code.

Commissioner Cipperly asked a question on the language of the original Development Agreement and the language on the four free market units.

Commissioner Dehm asked staff for more information on the Resort Zoning District.

Applicant Steve Beckley, Iron Mountain Hot Springs briefly discussed the project and how this request to amend the Development Agreement was developed.

Commissioner Dehm opened the item to public comment.

No members of the public presented.

Commissioner Dehm closed the item.

Commissioner Waller made a motion to approve the item citing finding and conditions on page 3 and 4 of the staff report.

Commissioner Wissing seconded the motion.

Community Development Director Jenn Ooton and City Attorney Karl Hanlon mentioned that Planning & Zoning Commission has been taking two meetings to decide on items.

Commissioner Waller amended the original motion to continue to the May 10<sup>th</sup> special meeting.

Commissioner Wissing amended the second.

Commissioner Dehm called the item to question.

Motion passed unanimously.

## **7. Commissioner Comments**

Commissioners thanked staff and applicants for their time.

## **8. Director Comments**

Director Jenn Ooton reminded the Commission of an upcoming CDOT meeting.

Ricehill also provided the Commission on an update for the next month's regular meeting.



**9. Adjournment**

Meeting was adjourned at 10:08 PM.

APPROVED



## Planning and Zoning Commission Report

Date: May 25, 2021  
To: Planning and Zoning Commission  
From: Trent Hyatt, Senior Planner  
Subject: 09-20 Consideration of an Annexation and the initial zoning/Rezoning of 15.818 acres to Commercial (CO) District and Planned Unit Development (PUD) District at 214 Center Drive (PIN: 2185-061-00-042). Continued from the March 23, 2021 meeting.

|                              |                                                                                                                                                                                                                  |
|------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>REQUEST</b>               | Consideration of an Annexation and the initial zoning/Rezoning of 3.533 acres to Commercial (CO) District and 12.285 acres to Planned Unit Development (PUD) District at 214 Center Drive (PIN: 2185-061-00-042) |
| <b>APPLICANT</b>             | 214 Center Drive, LLC                                                                                                                                                                                            |
| <b>OWNER</b>                 | Glenwood Partnership, LLLP                                                                                                                                                                                       |
| <b>LOCATION</b>              | 214 Center Drive (PIN: 2185-061-00-042)                                                                                                                                                                          |
| <b>ZONE</b>                  | Garfield County Commercial/Limited                                                                                                                                                                               |
| <b>SURROUNDING LAND USES</b> | North: Single-family residential<br>South: Mixed commercial<br>East: Institutional/automotive sales and repair<br>West: Single-family residential                                                                |
| <b>LOT SIZE</b>              | Approximately 15.818 acres                                                                                                                                                                                       |

### ACTION ITEMS

**Action 1 - Annexation** – of a 15.818 acre parcel into the municipal limits of the City of Glenwood Springs.

**Action 2 - Initial Zoning/Rezoning** – of 3.533 acres to Commercial (CO) District and 12.285 acres to Planned Unit Development (PUD) District.

### BACKGROUND

The Planning and Zoning Commission (Commission) first considered the proposal at the March 23, 2021 regular meeting where public comment was taken. Said meeting was continued to the next regular meeting on April 27, 2021. The March 23, 2021 Commission staff report and all previously provided application materials are again attached.

Various issues and concerns regarding the proposal were raised at the March 23 meeting by both the Commission and members of the public in attendance. However, questions or comments regarding fire/emergency evacuation, existing condition of Mel Ray Road and lack of pedestrian amenities, and proposed building heights were raised by numerous Commissioners and/or public commenters. Since the previous meeting, the applicant has consulted with the City and/or provided additional information intended to address these matters.

Emergency evacuation of Glenwood residents and visitors as well as those traveling through to/from surrounding communities is an existing regional issue for which better understanding of traffic management is needed. The City does not believe the current proposal will necessarily have a negative impact on this existing problem. However, the applicant is willing to help the City work with regional partners (i.e. CDOT,

Colorado State Patrol, and local and regional emergency service providers) to develop a plan to better manage future evacuations by way of a financial contribution and/or the expertise of their traffic consulting engineer. That being said, staff believes a regional solution led by the City is the best way to develop a mitigation plan.

Many were concerned the existing condition of Mel Ray Road is not adequate to accommodate any increase in traffic related to the development proposal. Additionally, no pedestrian amenities current exist along said road. To combat this, the applicant proposes improvements addressing these issues as depicted in the attached drawing.

Understanding the height of various proposed site buildings also seemed difficult for some during the last meeting. Attached you will find cross sections depicting various buildings heights and the grade change north to south across the site from both Donegan and Storm King Roads.

Additional public comments have also been received since the March 23 meeting. These include comments from the City's Housing Commission and are attached for your consideration.

#### **PROJECT SUMMARY**

Please see the attached March 23, 2021 staff report for additional information.

#### **REVIEW CRITERIA AND STAFF ANALYSIS**

Please see the attached March 23, 2021 staff report for additional information.

#### **REVIEWING AGENCY COMMENTS**

Please see the attached March 23, 2021 staff report for additional information.

#### **ACTION ITEMS & STAFF RECOMMENDATIONS**

Please see the attached March 23, 2021 staff report for additional information.

Suggested Findings:

Please see the attached March 23, 2021 staff report for additional information.



## Memorandum

To: Planning and Zoning Commission, City Council  
From: Glenwood Springs Housing Commission  
Date: April 19, 2021  
Re: Planning Item 09-20, R2 Partnership LLC  
480 Donegan Development

The Housing Commission reviewed Planning Item 09-20 at their regularly scheduled meeting on April 14, 2021. Commissioners voted to provide the following recommendation to Planning and Zoning Commission and City Council for review and consideration.

---

The Glenwood Springs Strategic Housing Plan includes specific strategies aimed at keeping up with housing needs as growth occurs in the community. An annexation policy that provides community housing standards is the seventh identified strategy in the document.

The Plan identifies the following actions as recommended regarding new annexation policy:

- *Communities often require higher standards from developments in trade for providing the added amenities of city services through annexation.*
- *The number of affordable units required should be higher than if imposed under Inclusionary Zoning and linkage requirements for in-town parcels.*

Annexations are the best opportunity for the city to maximize its affordable housing percentage of overall newly created housing, because annexation agreements enable the City to achieve by contract negotiation what it cannot achieve by legislation. Given the large size and geographic importance of the project the Housing Commission agrees with the above recommendations in the Housing Plan and has provided the following recommendation for the proposed annexation.

Staff has recommended that the developer meet the minimum standards as outlined in Ordinance 1, Series of 2021, Inclusionary Housing, with 20% of total units designated for Resident Occupied, and 10% of total units designated affordable to 100% AMI rental prices as set by Colorado Housing and Finance Authority.

The Housing Commission is recommending the developer provide additional measures, as recommended in the Housing Strategy Plan, by providing one of the following:

1. Provide up to an additional 10% of deed restricted units limited to rental prices affordable to 100% AMI households.
  - a. If providing less than 10%, affordability shall be set to less than 100% AMI proportionate to percent of units being provided.
  - b. Units shall be equally distributed amongst unit types provided.
  - c. Additional units provided beyond Inclusionary housing requirements shall not be held to geographic employment requirements.
  - d. Unit locations may “float” within the development as long as the number of units is maintained.
2. Increase the affordability level of the 10% deed restricted units requested by staff to comply with the Inclusionary Housing Ordinance, to average 90% AMI.
  - a. units shall be equally distributed amongst unit types provided.

In addition Planning and Zoning Commission and City Council should consider requiring a payment (annual or lump sum up front) to the City for the management of compliance and enforcement of deed restricted units.

April 23<sup>th</sup>, 2021

Planning File: 09-20

Address: 480 Donegan Road, Glenwood Springs, CO 81601

RE: Water Capacity of West Glenwood Springs

The City of Glenwood Springs Water Department is currently completing a full water modeling of the City System, capacity of the system, pressure zones and overall ability to supply domestic/irrigation water to the existing and proposed developments within the service area. Staff's conversations with the modelling company and known capacities within the West Glenwood zone conclude that the City's has ability across the water system to support the 360 units being proposed at 480 Donegan Road. The development is planning to provide their own irrigation water for landscaping and green areas off their Reynold's and Cain ditch rights. This will significantly reduce their water consumption on the property. The City sees between a 3 and 4 fold increase in water usage during the summer months and a majority of that water usage increase is irrigation water. This development will be providing its own, reliable, irrigation water source.

Current Plant and System Capacities:

- City water plant capacity is rated at 8.65 million gallons per day.
- Recent updates to the plant's pretreatment building and filter building allow for that capacity, and slightly more, water to be pushed through the plant reliably.
- Standard City water usage during winter months is approximately 1 million gallons per day (indoor use mainly).
- Standard City water usage in the summer is approximately 3.6 to 4.2 million gallons per day (significant outdoor use).
- The City placed water restrictions on the system in 2020 not due to water availability, but due to intake structures being threatened by the Grizzly Creek Fire, the city moving toward the emergency water intake for a duration of time, and the need to keep water tanks as full as possible in case of the need for major fire suppression efforts within the City's limits.
- City water rights allow for up to approximately 13 million gallons per day to be processed.
- The City is in the process of upgrading the emergency intake so that it can be used on a daily basis if needed in conjunction with the two creek intakes to add another 500-acre feet of water per year to be utilized within the water system.

Staff will continue to monitor/review all new developments coming onto the system with our updated water model and will make case by case determinations on these developments and their impacts to our system.

Thank you,  
Matthew Langhorst  
City of Glenwood Springs, Director of Public Works

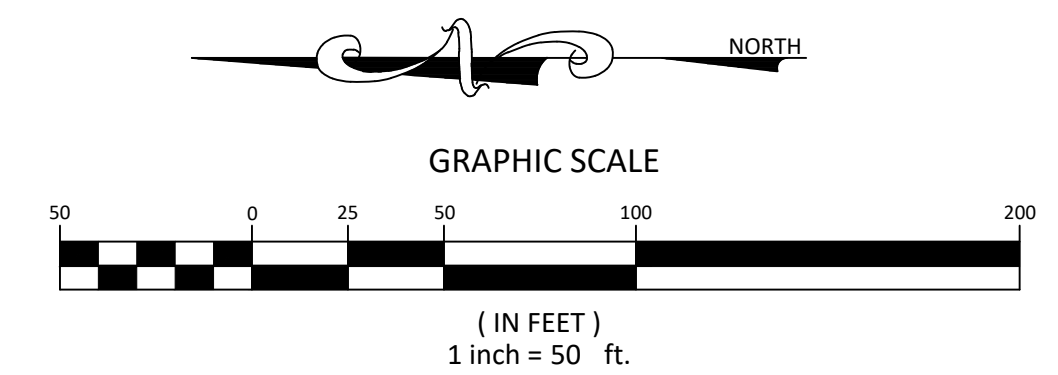


## EXHIBIT

[illegible]

DRAWING NO.

EXHIBIT



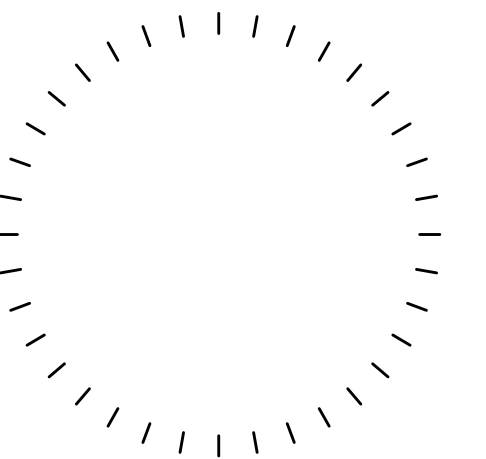




GLENWOOD SPRINGS, COLORADO



ARCHITECTURE  
LANDSCAPE ARCHITECTURE  
PLANNING  
INTERIOR DESIGN



Project Name  
480 DONEGAN

Project Number  
22023.00

Date  
03/12/2021

Scale  
AS NOTED

Drawing

## LA4.1

## ANNEXATION AND ZONING SUBMISSION





**MINUTES**  
**City of Glenwood Springs**  
**Planning and Zoning Commission**  
**Regular Meeting**  
**March 23, 2021**  
**Zoom**  
**6:00PM**

**1. Roll Call**

Present at roll call were Commissioners: George Shaver, Marco Dehm, Carolyn Cipperly, Ben West, Pete Waller, Sumner Schachter, Amber Wissing

Absent at roll call were Commissioners: Joy White

Also present were: Asst. City Manager Jenn Ooton, Asst. Community/Economic Dev. Director Gretchen Ricehill, Senior Planner Trent Hyatt, City Attorney Karl Hanlon, Assistant City Engineer Jessica Bowser

**2. Seating of Alternate Commissioner**

Commissioner Shaver made a motion to seat Alternate Commissioner Waller. Commissioner Cipperly seconded the motion. Commissioner Dehm called the item to question.

Motion passed unanimously.

**3. Receipt of the Minutes**

Commissioners Wissing, Shaver, and Waller all attested they had viewed the recording for the previous meeting and were prepared to discuss the continued items.

Commission reviewed the minutes from the 2/23/2021 meeting.

Commissioner Schachter made a motion to approve the minutes. Commissioner Shaver seconded the motion.

Motion passed unanimously.

#### **4. Public Comments**

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

#### **5. Continued Items**

- a. Planning File 40-20: Consideration of a Special Use Permit to operate a Large Child Care Center at 536 S. Hyland Park Drive, a property in the RM1-residential medium density zoning district (PIN 2185-161-30-002 & 2185-161-21-006) Application withdrawn.
- b. Planning File 69-20: Consideration of a Special Use Permit for a Retail Marijuana establishment at 2114 Grand Avenue (PIN 2185-164-00-095)

Senior Planner Trent Hyatt introduced the application, continued from the February 23, 2021 meeting. Hyatt indicated that since the previous meeting, three letters of support were received by staff for the application. Hyatt also summarized the additional items which Planning & Zoning Commission requested of the applicant.

Applicant Chris Hawkins provided a short commentary on the additional items submitted and response to public comments.

Commissioner Waller asked for more detail on access to the site from Grand Avenue. Trent Hyatt explained that additional design to that access would occur in the future in collaboration with CDOT.

Commissioner Cipperly asked about the timing of the application in relation to the new buffers.

Commissioner Shaver asked if the neighboring property owner had agreed to the access agreement, which was confirmed by staff and the applicant.

Commissioner Schachter asked if traffic flow could be restricted into the property such as prohibiting left hand turns. Staff explained the City of Glenwood Springs did not have the authority to require the project to restrict traffic flow in a CDOT right-of-way. Schachter also asked staff to confirm that this application was being heard due to a City Council decision to allow the applicant to re-apply following Planning & Zoning Commission denial of a previous application by the applicant. Staff confirmed that City Council had voted to allow resubmittal of the application.

Commissioner Waller asked if the HVAC system for the store was separate from the residential uses. Applicant Chris Hawkins confirmed that there were 2 separate HVAC units for the different uses.

Commissioner Dehm indicated that there would be no further public comment as there had been a public comment period at the first meeting and the period afterwards.

Commissioner Cipperly made a motion to approve the application with the findings and conditions as listed on page 1 & 2 of the revised March 23<sup>rd</sup> staff report.

Commissioner Shaver seconded the motion.

Commissioner Dehm expressed concerns over the mixed use of the project, citing incompatibility between residential use and retail marijuana use.

Commissioner Dehm called the item to question.

Motion passed 4-1. Commissioners Shaver, Schachter, Wissing, and Waller voted to approve. Commissioner Dehm voted to deny. Commissioner West abstained from voting, citing absence at previous meeting.

- c. Planning File 66-20: Consideration of various code text amendments to Municipal Code Title 070 Sections including but not exclusive of Sections 070.030, 070.040, 070.060, and 070.070 regarding Use Regulations; Accessory Uses; Landscaping, Screening, and Fencing; Off-street Parking; Signs; Administration and Procedures; and Rules of Construction and Definitions. Continued from February 23, 2021

Assistant Community Development Director Ricehill provided a short presentation on the item. Ricehill explained that this item had been continued from previous meetings, going back to its original discussion at the December 2020 Planning & Zoning Commission meeting. Ricehill recommended approval of the amendments with all findings and conditions found on pages 1-26 of the staff report.

Commissioner Dehm has additional questions on the amendment for downtown wall signage. Ricehill stated that item could be split from the other items for further review.

Commissioner Schachter had questions on the size limit of location and extent review. Schachter also asked if there was a height limit on the storage containers. Schachter also asked for additional details on the maximum size of a commercial use in the Residential Transition (RT) Zoning District.

Commissioner Shaver expressed support for a height limit for the temporary storage containers. Shaver also asked for additional information on the solar panel amendments.

Commissioner Schachter made a motion to approve the amendments as presented and modified by staff including suggested verbiage from Commissioner Shaver on item 10 and placing a height limit of 10' on temporary storage containers on item 5.

Commissioner Wissing seconded the motion.

Commissioner Shaver suggested the maximum time following an event for a temporary sign would be 15 days rather than 45 days.

Commissioner Wissing asked for more clarification on the timeline suggested by Shaver. Staff provided additional information on the sign code's definition of temporary signs.

Commissioner Schachter made a motion to amend the original motion to include the change proposed by Commissioner Shaver to limit the timeline of a temporary sign to 15 days following an event.

Commissioner Wissing seconded the amended motion.

Commissioner Dehm asked to confirm if item 17, which contained language on wall signage in the downtown area, was included in this motion. City Attorney Karl Hanlon confirmed that it was.

Commissioner Cipperly stated support for item 17. Cipperly also expressed some concern with the 5,000 square foot limit of location and extent review.

Commissioner Shaver asked if any of the recent City projects exceeded 5,000 square feet. Staff explained majority of recent City projects were larger than 5,000 square feet.

Commissioner Dehm called the item to question.

Motion passed 6-0. Commissioner Waller abstained citing absence at previous discussion of the item.

## **6. New Items**

- a. Planning File 09-20: Consideration of an Annexation and the initial zoning/rezoning of 15.818 acres to Commercial (CO) District and Planned Unit Development (PUD) District at 214 Center Drive (PIN 2185-061-00-042)

Senior Planner Trent Hyatt provided a presentation to Commission on the application. Hyatt summarized the application including information on the annexation process as it related to City requirements and State of Colorado law. Staff recommended approval with findings and conditions listed on pages 15-16 of the submitted staff report.

Commissioner Shaver had questions on slope of the property and view of the proposed development from Storm King Road.

Commissioner Schachter had questions on the ability of Planning & Zoning to place conditions on the annexation, process of annexation, PUD process, location of City/County boundary, current County zoning regulations, traffic, long term costs of annexation to the City, owner-occupied housing, stormwater drainage, and road improvements.

City Engineer Terri Partch provided information on the traffic study, fire study, and stormwater drainage.

City Attorney Karl Hanlon stated that a potential fire study would be a large study area that may or may not relate to the size of this development.

Hyatt confirmed that the units added would be rentals and the maximum height of buildings would be 53'. Hyatt also provided additional information on the process of annexation as well as on the major site plan review that this project would require.

Karl Hanlon provided additional information on the potential cost benefit of annexation to a community and its effects on police, fire, utilities, and other city services.

Commissioner Schachter had additional questions on road maintenance of Donegan, building height, and opens space requirements. Staff provided more information on these items.

Commissioner Waller had questions on traffic, the City taking over County roads, water and sewer capacity, drainage and slope of site, and the PUD parcel intended for a restaurant.

Karl Hanlon provided additional information on sewer and water capacity for the City and stated that this area was served by West Glenwood for sewer. Hyatt provided additional information on the roads and PUD parcels.

Commissioner Dehm asked staff for additional information on the traffic generated for this potential project as detailed in the traffic study.

Commissioner Cipperly had questions on the potential for PUD amendments if there were changes to what was being proposed. Cipperly also asked if the open space would be available to only residents or to the general public.

Haley Carmer, Attorney at Garfield & Hecht, representing the applicant provided the Commission with an overview of the proposed project and application.

Applicants, John & Floyd Diemoz representing the Glenwood Partnership, current owners of the property, provided a short presentation on the proposed project and application for annexation.

Applicant Barry Rosenberg, representing R2 Partnerships provided a short presentation on the proposed project and application for annexation.

Applicant Matthew Fitzimmons and other representatives from HCN, a planning and design firm, provided a short presentation on the proposed project and application for annexation.

Applicant Yancy Nichol from Sopris Engineering provided a short presentation on the traffic and physical site design of the application.

Commissioner Schachter had questions for the applicants if deeded homes could be incorporated in the project, citing a lack of home ownership opportunities. Applicant Barry Rosenberg explained that the project was designed with a focus on long term management of rental properties.

Commissioner Shaver had questions on fence locations, building elevations, drainage design, and effect of the proposed development on the existing Montessori school.

Commissioner Waller had questions on the setbacks on Donegan, building elevations, physical characteristics of the site, open space requirements, bike path, traffic study,

Commissioner Cipperly had questions on roof heights, parking, traffic circulation, pedestrian connections,

Commissioner Dehm had questions on the gated connection to the south the Glenwood Springs mall property. Applicant Yancy Nichol stated that the gate was there to create a clear connection and circulation to the property. Nichol also explained that future redevelopment of the mall could affect this connection.

At 9:19 PM, Commissioner Dehm called a five minute recess.

At 9:24 PM, Commissioner Dehm called the meeting back to order.

Commissioner Dehm opened the item to public comment.

Jenn Zwickl supported denial citing fire evacuation concerns, traffic, and infrastructure concerns.

Lisa Orosz supported denial citing fire evacuation concerns, traffic, parking, police response times

Carlos Pinay supported denial citing traffic concerns especially in regard to school-generated traffic, as well as increases in infrastructure and service demands to schools, hospitals, police, and fire.

Lorie Raymond supported denial citing traffic, fire evacuation concerns, and increased density in West Glenwood.

Linda Holloway supported denial citing lack of perceived benefits of annexation to the City, parking, and traffic.

Rose Shepard supported denial citing fire evacuation concerns, traffic, infrastructure demands, and building heights.

Susie Strauss supported denial citing fire evacuation concerns, traffic, and increased infrastructure demands.

Don Bassett supported denial citing fire evacuation concerns, traffic and school traffic, and increased density.

Michael Hoban supported denial citing increased density, traffic, and incompatibility with the neighborhood.

Joanne Kesselring supported denial citing fire evacuation concerns, increased density, traffic, building height, increased infrastructure demands, and incompatibility with the neighborhood.

Thomas Clark supported denial citing traffic and capacity of existing roads.

Annie Stephens supported denial citing fire evacuation concerns and need for a wildfire evacuation study, scale of development, parking, building height, and traffic.

Todd Hurst commented that any development of this parcel should reflect the wants and needs of the community.

Sherri Tonozzi supported denial citing concerns over increased noise impacts and light pollution.

Karleen Clark supported denial citing concerns over fire evacuation and expressed need for a new fire evacuation study. Karleen also cited concerns over traffic and increased density.

Carlos Penay expressed additional concerns regarding wildfire evacuation.

Larry Raymond, supported denial citing concerns over fire evacuation and need for an evacuation plan and incompatibility with existing neighborhood.

Jennie Bassett supported denial citing fire evacuation concerns, increased traffic, and need for additional traffic study.

Jenn Zwickl commented a second time in support of denial citing fire evacuation concerns, traffic, and building heights.

Michael Hoban commented a second time, in support of denial and expressing desire for further public comment.

Commissioner Dehm closed the item to public comment.

Commissioner Schachter made a motion to continue the item to the next regularly scheduled Planning & Zoning Commission meeting.

Commissioner Shaver seconded the motion.

Commissioner Dehm called the item to question.

Motion passed unanimously.

- b. Planning File 64-20: Consideration of a Minor Site Architectural Plan to add five new dwelling at 405 Laurel Street, a property with five existing units (PIN#2185-091-00-008)

Commissioner West recused himself and left the meeting.

Assistant Community Development Director Gretchen Ricehill provided Planning & Zoning Commission with a presentation on the application. Ricehill recommended approval of the application with findings and conditions found in the staff report.

Commissioner Waller had questions on parking and design standards of the project.

Commissioner Cipperly asked staff to confirm the provided parking.

Commissioner Schachter asked staff about the Laurel Street sidewalk. Ricehill confirmed the applicant would be required to install a 5' sidewalk. Schachter also asked what would happen if the natural screening died and Ricehill explained that not maintaining the screening would be a violation of the original development agreement.

Applicant Leah Meyer provided the Commission with additional information in response to their questions. Meyer confirmed that two large trees would be kept on the property and that the colors of the development was intended to match the existing structures.

Commissioner Dehm opened the item to public comment.

Linda Holloway supported denial of the application citing concerns over parking and traffic.

Commissioner Dehm closed the item to public comment.

Commissioner Waller made a motion to continue this item to the April 6<sup>th</sup> meeting

Commissioner Shaver seconded the motion.

Commissioner Dehm called the item to question.

Motion passed 6-0. Commissioner West had been removed from the meeting.

## **7. Commissioner Comments**

Commission Schachter mentioned that he would not be present at April 6<sup>th</sup> meeting.

## **8. Director Comments**

Director Jenn Ooton had no comments.

## **9. Adjournment**

Meeting was adjourned at 10:46 PM.





## Planning and Zoning Commission Report

Date: March 23, 2021  
To: Planning and Zoning Commission  
From: Trent L. Hyatt, Senior Planner  
Subject: #69-20 – 480 Donegan Annexation and Initial Zoning/Rezoning

|                              |                                                                                                                                                                                                                  |
|------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>REQUEST</b>               | Consideration of an Annexation and the initial zoning/Rezoning of 3.533 acres to Commercial (CO) District and 12.285 acres to Planned Unit Development (PUD) District at 214 Center Drive (PIN: 2185-061-00-042) |
| <b>APPLICANT</b>             | 214 Center Drive, LLC                                                                                                                                                                                            |
| <b>OWNER</b>                 | Glenwood Partnership, LLLP                                                                                                                                                                                       |
| <b>LOCATION</b>              | 214 Center Drive (PIN: 2185-061-00-042)                                                                                                                                                                          |
| <b>ZONE</b>                  | Garfield County Commercial/Limited                                                                                                                                                                               |
| <b>SURROUNDING LAND USES</b> | North: Single-family residential<br>South: Mixed commercial<br>East: Institutional/automotive sales and repair<br>West: Single-family residential                                                                |
| <b>LOT SIZE</b>              | Approximately 15.818 acres                                                                                                                                                                                       |

### ACTION ITEM:

The Planning and Zoning Commission (Commission) is the recommending body to City Council on all annexation and related initial zoning/rezoning applications. Action items are discussed in significant detail throughout the staff report.

**Action 1 - Annexation** – of a 15.818 acre parcel into the municipal limits of the City of Glenwood Springs.

**Staff recommendation:** *Staff recommends **approval (with conditions)** of the Annexation request with the findings and conditions on page 15.*

**Action 2 - Initial Zoning/Rezoning** – of 3.533 acres to Commercial (CO) District and 12.285 acres to Planned Unit Development (PUD) District.

**Staff recommendation:** *Staff recommends **approval (with conditions)** of the Initial Zoning/Rezoning request with the findings and conditions on pages 15-16.*

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## BACKGROUND/ANALYSIS

### Proposal

The applicant, 214 Center Drive, LLC, proposes the annexation of a 15.818 acre parcel located in unincorporated Garfield County in west Glenwood Springs but outside of the municipal limits of the City. The subject property is located immediately north of the Glenwood Mall and bound by

Donegan Road and the Western Hills Subdivision to the north. Two Rivers Community School and Glenwood Subaru are adjacent to the west opposite of Storm Kind Road. Single-family homes fronting Mel Ray Road are adjacent to the east. A location/vicinity map of the site is provided below which depicts the current City limits in a yellow dashed line.



Vicinity map

A large portion of the subject property (pictured below) appears vacant but is used for storage and the grazing of animals in warmer months of the year.



Southeast view from Ponderosa Circle (Google Maps)

A business park consisting of two approximately 14,000 square foot buildings constructed in 1981 and 2006 occupies 22.3 percent of the south-westernmost corner of the parcel adjacent to Storm King Road. Referred to as The Glenwood Business Center, the area contains a daycare/school, office space, contractor yards, and storage/warehousing uses. No changes to this portion of site (pictured below) are proposed or anticipated in the immediate future.





Northeast view (Google Maps)

A planned development is proposed for the remaining 12.285 acres of the site including the construction of 360 mixed residential to include one, two, and three-bedroom multi-family apartments, townhomes, and live-work studio units in eight total buildings. A portion of various housing types to be set aside for rent restricted limits based on area median income. Other significant aspects of the project include a 2,000 square foot restaurant (open to the public), 10,000 square foot clubhouse and other park spaces for tenants.



Site layout and landscaping per Sheet LA3.0

Please note, the current proposal is not a request for a development approval. Instead, it is intended to explain proposed zone district standards (height, setbacks, densities, and use) site layout, circulation, building design (general architectural style, massing), landscaping, and identify the necessary infrastructure improvements (water/sewer/electric quantities and utility upgrades, bicycle/pedestrian connections, and traffic improvements) required to serve such a proposal this scope. Any specific not addressed in application materials will be generally subject to the Glenwood Springs Municipal Code (Code). If the annexation/rezoning is approved by Council, the applicant is still required to submit and receive approval of a Major Site/Architectural Plan Review application, and other applicable permits, prior to construction.

## **Annexation Process**

In most cases, the annexation of a property adjacent to a city's municipal limits is a voluntary process requested by a property owner. With sufficient contiguity, a property owner may petition City Council for inclusion into the City. Such a petition begins a series of analyses by the City to determine the impacts of an annexation, including both the positive benefits and potential negative impacts. Public input is solicited through the process as well. To mitigate impacts and to incentivize the annexation, both parties negotiate certain terms that are reflected in an annexation agreement. Many municipalities, including ours, require annexation as means of obtaining various services necessary to serve a development proposal (water and electric are needed in this circumstance).

The annexation process is codified in the Colorado Revised Statutes (CRS 31-12-107) and in Section 070.060.040(d) of the Code. To meet statutory qualifications, at least 1/6<sup>th</sup> of the annexing parcel's perimeter must be contiguous with existing city limits. In this case, approximately 2/6<sup>th</sup> of the parcel perimeter is contiguous with the existing city limits (see vicinity map above and attached draft annexation map for contiguous boundaries). City Council must pass a resolution determining an annexation request is in substantial compliance with CRS. Thereafter, a series of public notices and hearings are required. Staff has chosen to solicit the review and comments of the Commission regarding the proposal prior to moving forward with required City Council statutory annexation proceedings.

## **Annexation Review Criteria**

Section 070.060.040(d)3.b of the Code guides the Commission to ensure the following: ***“The final annexation plan shall conform to applicable state statutes, shall be consistent with the Comprehensive Plan, and shall include all information required by the City to evaluate whether and to what extent the annexation impacts the city and the public health, safety, and welfare of the city.”*** The Commission should base its recommendation on the anticipated impacts upon the City and surrounding neighborhood including consideration of traffic, open space, active recreational facilities, infrastructure capacity and the compatibility of the proposed development with the City's goals and policies as adopted by ordinance or resolution. Below is a discussion regarding potential impacts staff feels are applicable to the request and an analysis of how this project meets objectives expressed in various City plans and policies.

## **Roads and Traffic**

Traffic generation is always an important development consideration. According to the attached *Traffic Impact Study* completed by Kimley Horn, the project is expected to create 2,188 weekday daily trips (144 AM peak hour trips, 177 PM peak hour trips of these trip). Just as important as total trip generation is the distribution of these trips at access points and various roads in the neighborhood and adjacent areas.

Donegan Road, opposite Chapparral Circle, is anticipated to serve as the main full movement access to the development. An acceleration lane is needed here to accommodate traffic exiting right from the development. Full movement access to the western end of the site currently exists via Storm King Road opposite Center Drive and serves the existing business park. A four-way stop is required for the increase in use of this intersection. Finally, acceleration lanes are proposed eastbound left and westbound right turn Highway 6 and 24 from Donegan Road to accommodate anticipated traffic. Typical road cross sections and/or improvement areas are depicted below and on various attached plan sheets. It is the City's expectation the County will require a transfer of

ownership of applicable road right-of-way sections in order to make the identified improvements determined necessary for the project.



Donegan Road and Highway 6 and 24 intersection improvements

### Housing and Affordability

A total of 360 dwelling units are outlined in the PUD offering a mix of housing types and densities including townhomes (20 units in four buildings along Donegan Road), multi-family apartments (327 units in buildings A.1 and A.2 B.1, B.2, C.1, C.2 and D), and 13 live/work units in building D adjacent to Center Drive). At 29.30 dwellings units per acre, the proposed density is not unique compared to recent multi-family housing development trends in the City (averaging 51.06 per acre the last over seven multi-family projects).

One notable aspect of the housing proposal, however, is the inclusion of affordable options in each housing type provided, excluding live/work. Currently, the applicant proposes restricting 38 (10.6 percent) to either 100 or 120 percent of area median income (AMI) as outlined in the table below.

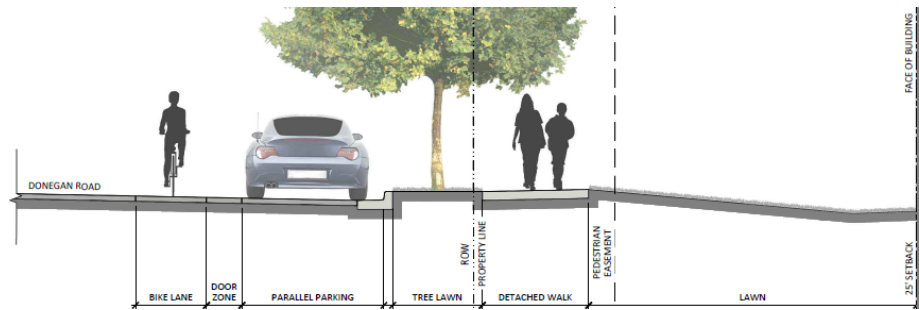
| <u>Unit Type</u>                         | <u>AMI Restriction</u>                                                                      |
|------------------------------------------|---------------------------------------------------------------------------------------------|
| Studio units (95 units)                  | 5 units restricted to 100% AMI<br>6 units restricted to 120% AMI                            |
| 1-Bedroom multi-family units (110 units) | 6 units restricted to 100% AMI,<br>6 units restricted to 120% AMI                           |
| 2-Bedroom multi-family units (94 units)  | 5 units restricted to 100% AMI,<br>5 units restricted to 120% AMI                           |
| 3-Bedroom multi-family units (28 units)  | 1 unit restricted to 100% AMI<br>2 units restricted to 120% AMI                             |
| Townhomes (20 units)                     | 2 units restricted to 120% AMI                                                              |
| <b>TOTAL 360 units</b>                   | <b>TOTAL 38 units</b><br>17 units restricted to 100% AMI<br>21 units restricted to 120% AMI |



Similar standards (10 percent restricted to 100% of AMI and 20 percent resident occupancy) are in the process of being codified by the City, but the applicant has been in discussions to provide an affordability facet to the project since initial meetings with staff. Staff prefers the totality of units set aside for restricted rent rates is provided at 100 percent of AMI and resident occupancy for the project is set at 20 percent, as approved by City Council at their March 18 meeting. Housing and affordability are goals outlined by City Council in their strategic planning and in the City's comprehensive plan.

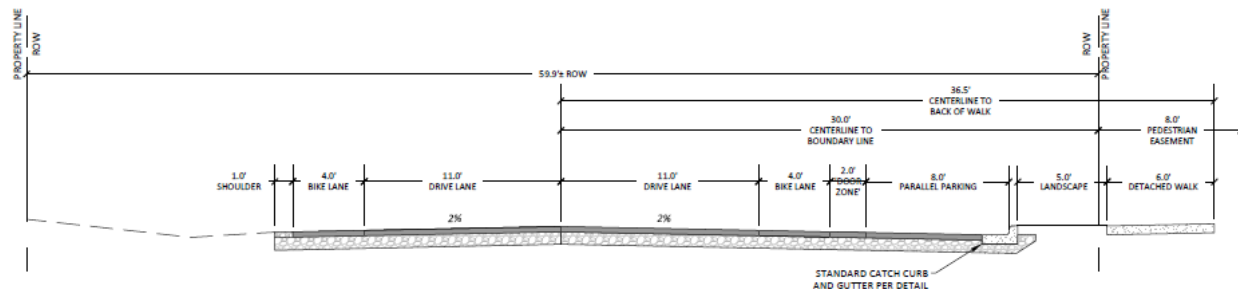
### Bicycle and Pedestrian Facilities

Similar to the traffic discussion above, the proposal is anticipated to have a major increase in bicycle and pedestrian traffic in a neighborhood that is home to two schools (Two River Community School and Glenwood Springs Middle School), existing commercial activity, and significant housing. Related infrastructure surrounding and in the vicinity of the development parcel are either severely lacking (due to location, width, mode capacity, etc.) or completely nonexistent (i.e. along Donegan and Mel Ray Roads).



East of the site, bicycle lanes and sidewalks are provided within the City limits along the Donegan Road right-of-way. A connection thereto, as depicted above and below, would greatly benefit existing west Glenwood residents, especially school-aged children. Similar street sections are proposed for Storm King Road and Center Drive adjacent to the site. Additionally, staff has requested future connectivity to the Glenwood Mall is reserved in anticipation of future redevelopment there.

East of the site, bicycle lanes and sidewalks are provided within the City limits along the Donegan Road right-of-way. A connection thereto, as depicted above and below, would greatly benefit existing west Glenwood residents, especially school-aged children. Similar street sections are proposed for Storm King Road and Center Drive adjacent to the site. Additionally, staff has requested future connectivity to the Glenwood Mall is reserved in anticipation of future redevelopment there.



Proposed Donegan Road typical cross section

### Infrastructure

The City's water and electric service areas already include the property. Demand loads for water and electric have been preliminarily reviewed and determined to be within the City's ability to serve. Specific comments related to these services are outlined by various reviewing agencies, many of which are necessary to address at the time of development review.

Reynolds and Cain Ditch Company water shares are currently used for irrigation of the property. Upon annexation/development of the property, the applicant will be required to transfer its ditch shares to the City and lease back the portion thereof needed for future project landscaping.

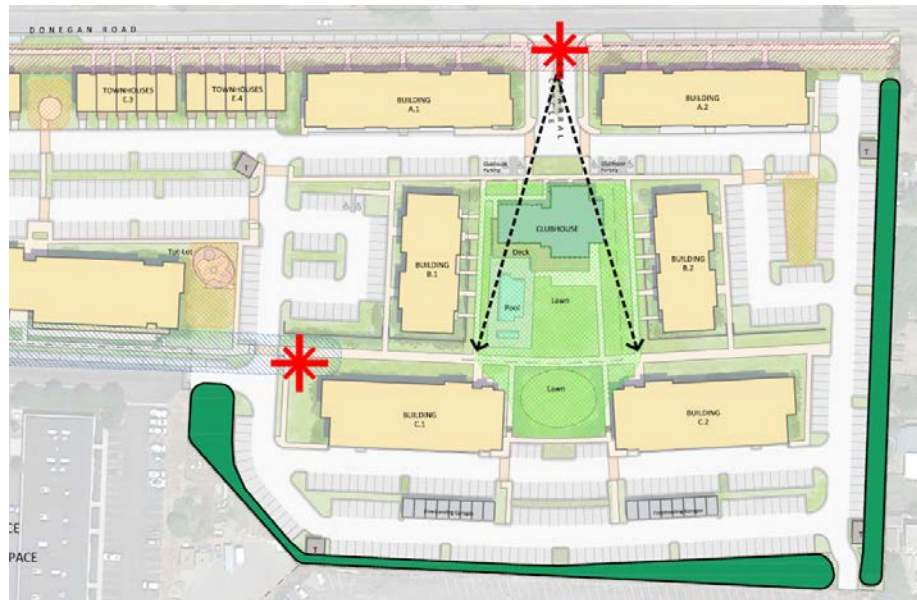
The West Glenwood Sanitation District provides sewer service to properties and uses in this area, both within and outside of the municipal limits of the City. The district has provided comments that it can serve the sanitary needs of the proposal develop.

It does not appear that offsite regional stormwater facilities have capacity to the serve the development proposal. Therefore, it is the applicant's responsibility to manage any post development increase in stormwater onsite and release it at a predevelopment rate.

Costs related to new infrastructure required to the serve the development, whether on or offsite, are the responsibility of the applicant. The City of Glenwood Springs has adequate capacity to serve this development. All onsite infrastructure is intended to remain in ownership of the applicant unless determined to be integral to the City's system.

### Parks and Open Space

Residential development proposals are generally required to provide 20 percent common open space, per Section 070.040.040(c)(1) of the Code, for the use and enjoyment of residents. The proposal includes the required space in amenities across the development including a pool, 12,000 square foot clubhouse, 2,000 square foot restaurant (also serves as a public amenity), a tot lot, various lawn play areas, and certain landscape buffers (see snip of Open Space Framework sheet LA2.0 at right).



As discussed above, the applicant proposes many offsite roadway, bicycle, and pedestrian, improvements. The request has been made to allow said road improvements to serve as a portion of the parkland improvements required by Section 070.040.030(g)(2) of the Code. However, staff believes these improvements are necessary to accommodate impacts of the specific development proposal and assume all parkland fees are still applicable to address the recreation needs of residents offsite. City park space in the west Glenwood is currently limited to Gregory Park, however, other recreation space is located nearby at adjacent schools and federal lands. Required park land fees are still needed to allow the City to plan for recreation in the greater neighborhood.

### Visual & Noise Impacts

Potential viewshed impacts associated with the PUD proposal are significant relative to the current seasonal grazing/agricultural use of the property. However, it does not seem appropriate to compare the built environment to what appears today as open space. To better understand the

impact, Staff requested perspective views of from varying angles and adjacent areas as depicted below and on various plan sheets.



Southeast view along Donegan Road at Storm King Road (building E.1 foreground/building D behind)

Outside of construction, the project is not anticipated to create adverse noise impacts. It is also critical to recognize that the current Garfield County Commercial/Limited zoning also allow development of the site which would have associated view and noise impacts.

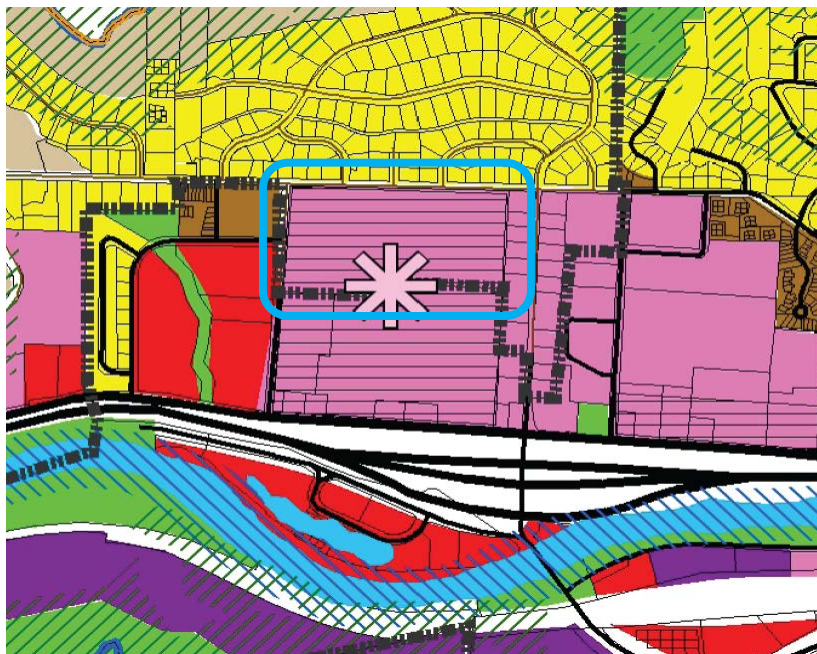


Southwest view from Donegan Road (building A.2)



## Comprehensive Plan

As shown at right, Map 2.1 Future Land Use – North Portion of City of the 2011 Glenwood Springs Comprehensive Plan (Comp Plan) designates the Glenwood Mall site and subject property (by way of an asterisk) as a “Secondary Commercial Center” targeted for future growth and development. Chapter 2, Page 27 of the Comp Plan states “[W]ithin these commercial nodes, the Comprehensive Plan encourages mixed-use redevelopment. The



*Comprehensive Plan also recommends that the City create sub-area plans for each of these secondary centers in order to determine the mix of uses and the type of development that can be supported in each area.”* Purple identifies the “Mixed Use” classification which Chapter 2, Page 29 explains as allowing “...for a variety of uses including commercial, retail, office, restaurant, entertainment and multi-family housing co-existing through design either in a horizontal or vertical fashion.”

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

| <u>Comprehensive Plan Goal Supported</u>                                                                                                                                                                                                                                 | <u>Objectives and Strategies</u>                                                                                                                                                                                                                                                  |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>-Promote long-term, sustainable, diverse, economic development</b>                                                                                                                                                                                                    | <ul style="list-style-type: none"> <li>-Direct development into a compact form: infill and redevelopment (Chapter 3, Page 34)</li> <li>-Attract diverse businesses and industries (Chapter 4, Page 50)</li> <li>-Retain role as a regional center (Chapter 7, Page 83)</li> </ul> |
| <b>Staff Comment:</b> The goal and related objectives/strategies above are supported by the current proposal which includes infill development, provides a public dining option to west Glenwood, and encourages sales tax revenue and the demand for existing services. |                                                                                                                                                                                                                                                                                   |
| <b>-Maintain Glenwood Springs as the regional tourism, retail, commercial, and governmental center of Garfield County</b>                                                                                                                                                | <ul style="list-style-type: none"> <li>-Attract diverse businesses and industries (Chapter 4, Page 50)</li> <li>-Retain role as a regional center (Chapter 7, Page 83)</li> </ul>                                                                                                 |
| <b>Staff Comment:</b> Additional housing and dining opportunities within the municipal limits strengthens various economic objectives/strategies in support of the City’s role as the regional commercial and governmental center.                                       |                                                                                                                                                                                                                                                                                   |

|                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>-Preserve small town character while maintaining the livability of Glenwood Springs and increasing the vibrancy and commercial success of the downtown</b></p>                                                                                                                                                                                                                             | <ul style="list-style-type: none"> <li>-Develop according to the vision (Chapter 4, Page 34)</li> <li>-Direct development into a compact form: infill and redevelopment (Chapter 3, Page 34)</li> <li>-Enhance pedestrian-friendliness while facilitating traffic (Chapter 3, Page 36)</li> <li>-Provide direction for annexation &amp; land use in the City's area of influence (Chapter 3, Page 45)</li> <li>-Retain role as a regional center (Chapter 7, Page 83)</li> <li>-Direct growth inward (Chapter 9, Page 102)</li> </ul>                                                                                                                    |
| <p><b>Staff Comment:</b> The annexation and mixed-use development of this parcel is a specific goal outlined in the Comp Plan. Infill development where services already exist helps to limit the impacts a development on City systems and makes improvements more cost effective. Pedestrian connectivity is lacking in the neighborhood and improved by features included in the request.</p> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| <p><b>-Address transportation and provide multiple convenient travel choices</b></p>                                                                                                                                                                                                                                                                                                             | <ul style="list-style-type: none"> <li>-Direct development into a compact form: infill and redevelopment (Chapter 3, Page 34)</li> <li>-Improve interconnectivity of the road network to provide alternative routes through and around town (Chapter 5, Page 65)</li> <li>-Encourage reduction of single-occupant vehicles and encourage alternate travel modes through land use planning and community design (Chapter 5, Page 66)</li> <li>-Expand and connect the trail system and other walking and bicycling routes (Chapter 5, Page 67)</li> <li>-Create complete streets to encourage alternative modes of travel (Chapter 5, Page 68)</li> </ul> |
| <p><b>Staff Comment:</b> The bicycle and pedestrian improvements proposed by the applicant with the annexation will have a huge impact in achieving the specific goals/objectives outlined in the Comp Plan above.</p>                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| <p><b>-Direct development to locations and building forms that are cost effective to serve</b></p>                                                                                                                                                                                                                                                                                               | <ul style="list-style-type: none"> <li>-Direct development into a compact form: infill and redevelopment (Chapter 3, Page 34)</li> <li>-Direct growth to areas where utilities and services can be provided efficiently (Chapter 7, Page 82)</li> <li>-Retain role as a regional center (Chapter 7, Page 83)</li> <li>-Direct growth inward (Chapter 9, Page 102)</li> </ul>                                                                                                                                                                                                                                                                             |
| <p><b>Staff Comment:</b> The objectives/strategies outlined above are supported by the current application as it includes infill development and uses that support the City's role as a regional center.</p>                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |

|                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>-Provide housing opportunities for the entire community</b>                                                                                                                                                                                                                                                                             | -Direct development into a compact form: infill and redevelopment (Chapter 3, Page 34)<br>Increase the supply of housing that is affordable to the workforce (community housing) by implementing the Strategic Housing Plan (Chapter 6, Page 73)<br>-Encourage greater variety in housing types and price (Chapter 6, Page 75)<br>-Encourage housing variety and affordability throughout the community (Chapter 6, Page 75)<br>-Require good design for mixed-use and higher density projects (Chapter 6, Page 76) |
| <b>Staff Comment:</b> This Comp Plan goal is improved upon by adding to the housing stock in a market in need of units. However, the affordability aspect of the current proposal is a direct action which addresses a specific challenge for the region's workforce. Objectives/strategies already disused above again support this goal. |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <b>-Support social diversity</b>                                                                                                                                                                                                                                                                                                           | -Direct development into a compact form: infill and redevelopment (Chapter 3, Page 34)<br>-Retain role as a regional center (Chapter 7, Page 83)<br>-Direct growth inward (Chapter 9, Page 102)                                                                                                                                                                                                                                                                                                                     |
| <b>Staff Comment:</b> The objective/strategy outlined above are supported by the current application as it includes infill development.                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <b>-Preserve natural resources</b>                                                                                                                                                                                                                                                                                                         | -Direct growth inward (Chapter 9, Page 102)                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |

### Rezoning, PUD Rezoning, and Related Approval Criteria

As outlined above, two separate initial zonings are associated with the proposal. Commercial (CO) District is requested for the 3.533-acre portion of the site to accommodate the existing developed business park parcel, whereas Planned Unit Development (PUD) District is anticipated for the 12.285 acres slated for future development. Section 070.060.040(a)(3)f.3 outlines the criteria for the review and approval of a standard Rezoning application. Section 070.060.040(b)(3)f.3 outlines additional criteria for the review and approval of a Rezoning to Planned Unit Development. Both sets of criteria and other Code language is provided in ***bold italics*** below along with supporting information from staff.

#### Rezoning Approval Criteria Section 070.060.040(a)(3)f.3

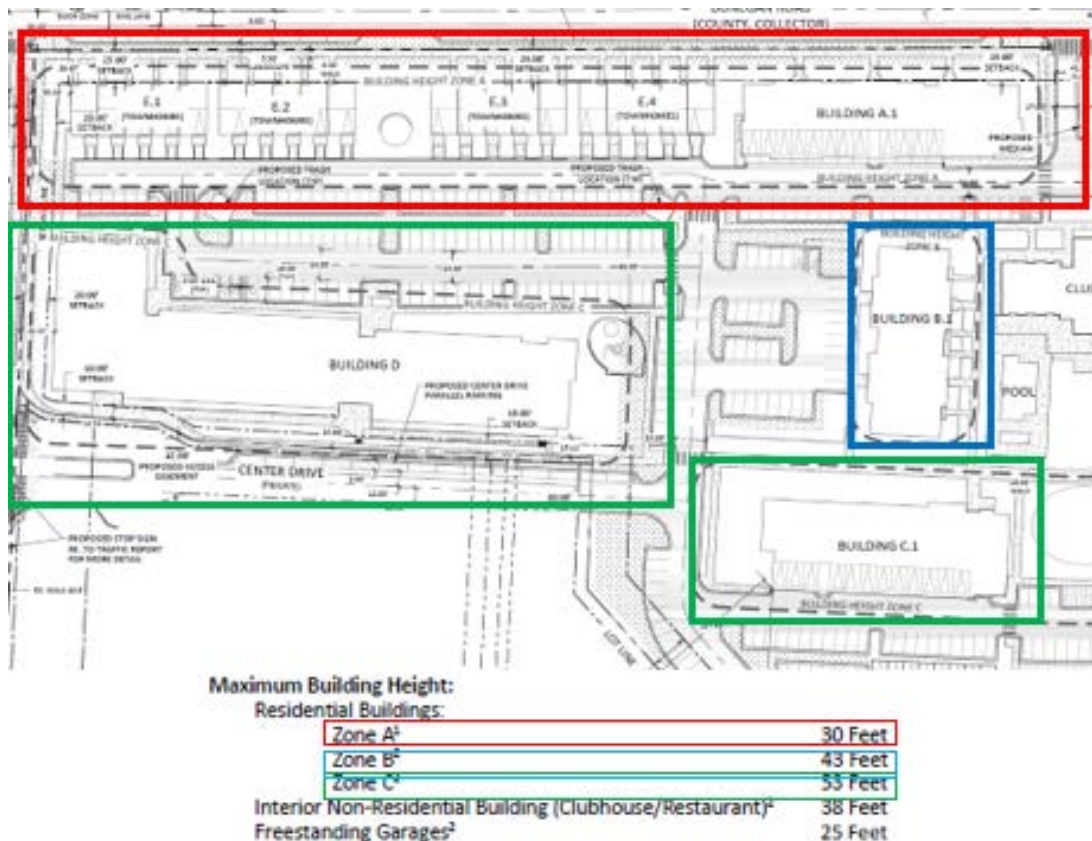
##### ***i. The rezoning is consistent with the City's comprehensive plan and the purpose of this Code;***

As detailed above, the annexation and related CO and PUD initial zonings/Rezoning are clearly consistent with the future land use designation of the property and numerous goals and objections addressed in the Comp Plan. The propose of this Code as stated in Section 070.010.030 “***...is to protect the public health, safety, and welfare of the city and to implement the policies, goals, and strategies adopted by the City of Glenwood Springs, including those set forth in the Glenwood Springs Comprehensive Plan.***” Annexation allows the City to be directly involved with the implementation of various goals and policies at the site and in the greater west Glenwood neighborhood.

- ii. ***The rezoning is consistent with the proposed purpose statement of the proposed zoning district;***

As per Section 070.020.120(a), “[T]he CO district is intended to accommodate general commercial uses with some limited residential uses. The CO district provides a transition between mixed-use and/or residential districts and more intense industrial districts and allows some typically auto-oriented or major corridor uses.” The CO district accommodates the existing business park uses while providing a smooth transition to the anticipated future residential development and other adjacent uses. Proposed higher intensity uses allowed in the CO district (i.e. fabrication/manufacturing, retail shopping center, gas station, drive-thru restaurant, carwash, etc.) require special review in order to safeguard against and consider the impacts of potential noise, odor, and/or traffic.

Section 070.020.180 of the Code explains, “[P]lanned unit developments (PUDs) are intended to allow for greater flexibility in the application of zoning and development standards than would otherwise be achieved through a base zoning district in exchange for greater benefit to the City of Glenwood Springs.” A PUD allows certain benefits to the City not permitted by other zone districts. Both residential and commercial uses are an integral component of the Mixed-use designation of property per the Comp Plan. However, the City must recognize that well established neighborhoods exist in the area such as Western Hills to the north and single-family homes along Mel Ray Road to the east. Therefore, significant commercial development herein will not necessarily provide a good transition from existing development patterns to more intense development to the west (multiple auto sales and service centers) and south (large regional retail shopping center anticipated for significant redevelopment).





Additionally, the applicant is requesting varying site-specific building types, heights, and setbacks (see graphics above and below) as requested by City staff. Three separate contextual height zones are requested to account for adjacent uses. Townhomes and apartment buildings along Donegan Road are limited to two stories along the street. Internal buildings are taller and incorporate the existing grade which slopes to south towards more intense uses. Increase building setbacks along the project exterior allow for on street parking, improved transportation infrastructure, and landscaping buffering of the project. Exact PUD zone district standards are outlined on sheet C-1.2 of the plan set attached. Included concept renderings help visualize these transitions in various places throughout the development.



Southeast view at Donegan Road project entrance opposite Chapparral Road (buildings A.1 and A.2)

iii. ***Substantial changes in the subject area warrant a zoning change; and/or***

While this criterion is not entirely applicable to an initial zoning, the annexation of the property and future potential development is certainly a substantial change to the subject property and surrounding neighborhood. The proposed CO zone district is quite similar to the current Commercial/Limited County zoning of the entirety of the property. However, the PUD proposed zoning is warranted to help manage the anticipated substantial change.

iv. ***The intensity of development in the new zoning district is not expected to create significantly adverse impacts to surrounding properties or the neighborhood.***

Again, no additional development is expected with the proposed CO initial zoning/rezoning as it simply accommodates the existing business park located at the site. However, significant impacts are anticipated with the development of the PUD as addressed above. The City has outlined corresponding design standards (location of specific housing types, height zones, setbacks) and on and offsite improvements (road construction, bicycle and pedestrian accommodations and connections, parking, increased stormwater capacity, utility extensions) necessary to account for and limit the impacts of the development from having an adverse effect on the neighborhood.

PUD Approval Criteria 070.060.040(b)(3)f.3

**i. Meets the approval criteria for rezonings, per 070.060.040(a)(3)f.3;**

Please see staff commentary above.

**ii. Addresses a unique situation, provides substantial benefit to the City, or incorporates innovative design, layout, or configuration resulting in quality over what could have been accomplished through strict application of a base zoning district or other standards of this Code;**

As already addressed in various sections of this report, the proposed PUD will provide for an innovative design that acknowledges and transitions from the existing developed neighborhood. A mix of housing at this location will compliment and encourage the redevelopment of the Glenwood Mall site. PUD zoning allows a better means of accomplishing the development of site and greater ability to achieve the City's goal in this area.

**iii. Meets all applicable standards of this Code not expressly modified by the PUD application; and**

Any and all development standards not specifically addressed by the proposed PUD are subject to applicable City Code standards.

**iv. If the PUD provides residential uses, includes varied types of housing and densities.**

A mix of housing types and densities is proposed with the PUD including townhomes, multifamily apartments, and live/work units. Affordable components are included for each housing type proposed, excluding live/work.

**Reviewing Agency Comments**

Comments have been received from the referral agencies outlined in the below and are attached for review.

| <b><u>Referral Agencies</u></b>            |                                       |
|--------------------------------------------|---------------------------------------|
| Community Development/Housing-City         | Engineering Department-City           |
| Colorado Department of Transportation      | Garfield County Community Development |
| Garfield County Road and Bridge            | Public Works-City                     |
| Transit Planning and Development Lead-City | West Glenwood Sanitation District     |

**Adjacent Property Owner/Public Comments**

Comments have been received from adjacent property owners/neighbors/members of the public as outlined in the table below. These comments are also attached for review.

| <b><u>Public Comments</u></b> |              |                   |
|-------------------------------|--------------|-------------------|
| Lee Bowles                    | Nancy Brooks | Michael Hoban     |
| Randy and Annie Stephens      | Lacy King    | Bobbie Meriwether |
| Tim Porter                    |              |                   |

| <b><u>Pre-Application Public Comments</u></b> |                   |                        |
|-----------------------------------------------|-------------------|------------------------|
| Ty Sparks                                     | Bobbie Meriwether | Randy & Annie Stephens |
| Laurie Raymond                                | Troy Gordon       | Leon and Rachel Garot  |

|                        |                  |                  |
|------------------------|------------------|------------------|
| Jessi Hastings         | Lynette Brickell | Krista Thormann  |
| Valorie Guanella Erion | Lacy King        | Lori Welch       |
| Katie Mosquera         | Lisa Orosz       | Stephanie Lemkau |
| Jacque McMillan        | Scott Black      |                  |

Staff will forward additional comments to the Commission as they become available, if applicable.

---

## **ACTION ALTERNATIVES AND STAFF RECOMMENDATION:**

Section 070.060.030(g)(1)d outlines the review and decision procedures for applications being considered by the Commission and/or City Council stating, “[T]he applicable review body shall approve, approve with conditions, or deny the application based on the applicable approval criteria listed in the application-specific procedures. The body may also continue the hearing...”

**Action 1 - Annexation** – of a 15.818 acre parcel into the municipal limits of the City of Glenwood Springs.

**Staff recommendation:** Staff recommends **approval (with conditions)** of the Annexation request with the findings and conditions below:

### **Recommended Findings:**

1. The annexation conforms to applicable state statutes.
2. The annexation is consistent with the Comprehensive Plan; and
3. The annexation minimizes potential adverse impacts to the City and does not negatively impact the City’s public health, safety, and welfare.

### **Recommended Conditions:**

1. The applicant shall comply with/address all City staff comments related to the proposal prior to submittal of any future development permit application.
2. Future development shall comply with the various requirements outlined in the PUD, where applicable. The *Glenwood Springs Municipal Code* is otherwise applicable to any standards not addressed therein.
3. The applicant shall comply with all verbal representations made in the public hearings, as outlined in all application materials, and/or as revised per conditions herein and approved by the Community Development Director.
4. Prior to approval of any future development review application, the applicant shall apply for and receive the approval of a CDOT access permit, where applicable.

**Action 2 - Initial Zoning/Rezoning** – of 3.533 acres to Commercial (CO) District and 12.285 acres to Planned Unit Development (PUD) District.

**Staff recommendation:** Staff recommends **approval (with conditions)** of the Initial Zoning/Rezoning request with the findings and conditions below:

### **Recommended Findings:**

1. The rezonings are consistent with the City's comprehensive plan and the purpose of the *Glenwood Springs Municipal Code*;

2. The rezonings are consistent with the purpose statements of the Commercial (CO) and Planned Unit Development (PUD) zoning districts;
3. Substantial changes in the area warrant a zoning change;
4. The intensity of existing and proposed development in the new zoning districts is not expected to create significantly adverse impacts to surrounding properties or the neighborhood.
5. The PUD rezoning will meet any and all applicable standards of this Code not expressly modified by the PUD application; and
6. The PUD provides multiple, varied residential housing types and densities.

**Recommended Conditions:**

1. The applicant shall submit a Minor Subdivision application to create the two lots outlined in the request.
2. Future development shall comply with the various requirements outlined in the PUD, where applicable. The *Glenwood Springs Municipal Code* is otherwise applicable to any aspect not addressed therein.
3. The applicant shall comply with all verbal representations made in the public hearings, as outlined in all application materials, and/or as revised per conditions herein and approved by the Community Development Director.



ANNEXATION AND ZONING SUBMISSION CIVIL PLANS: 03/12/2021



**GARFIELD & HECHT, P.C.**  
ATTORNEY  
901 GRAND AVENUE, SUITE 201  
GLENWOOD SPRINGS, CO 81601



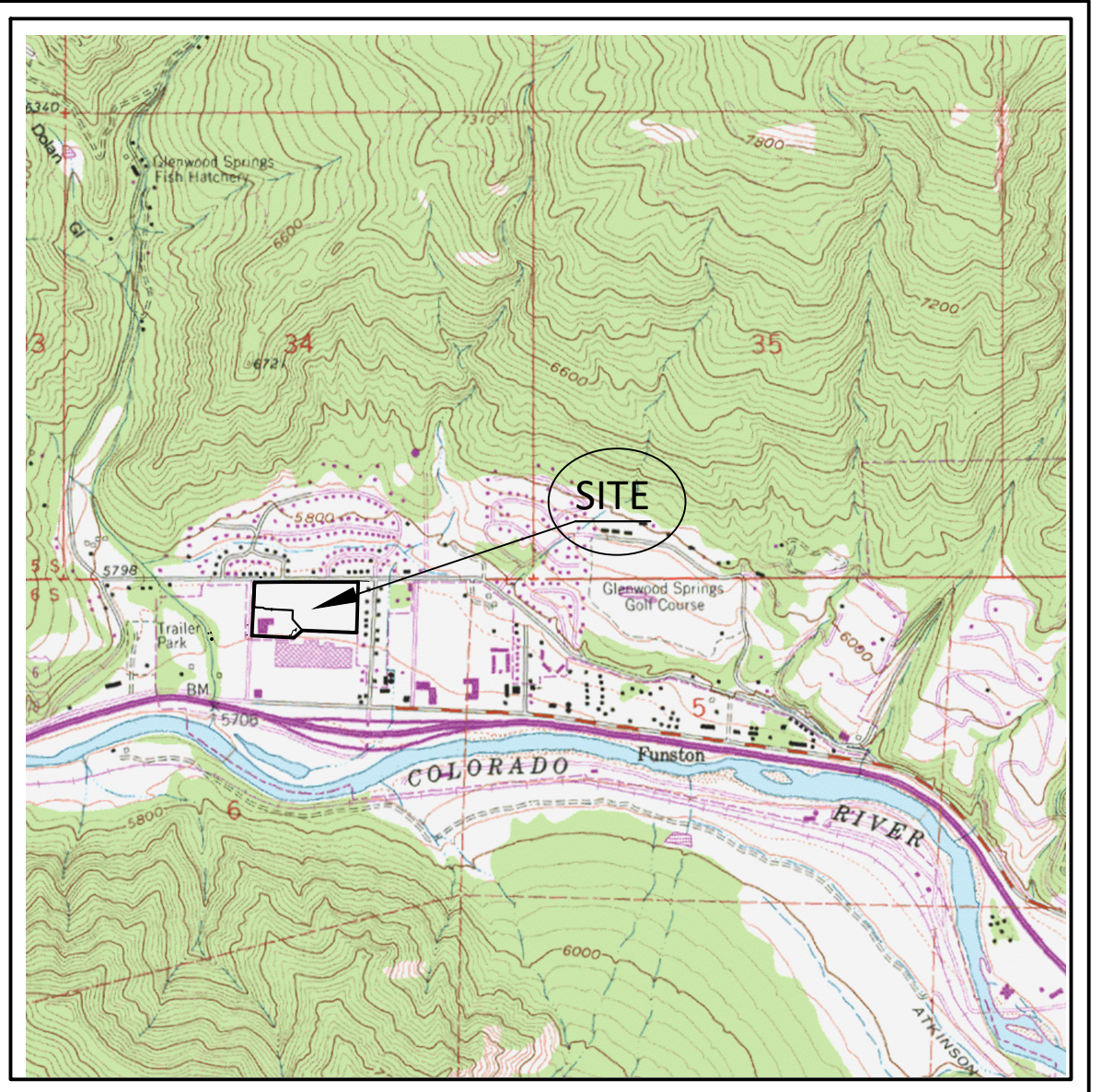
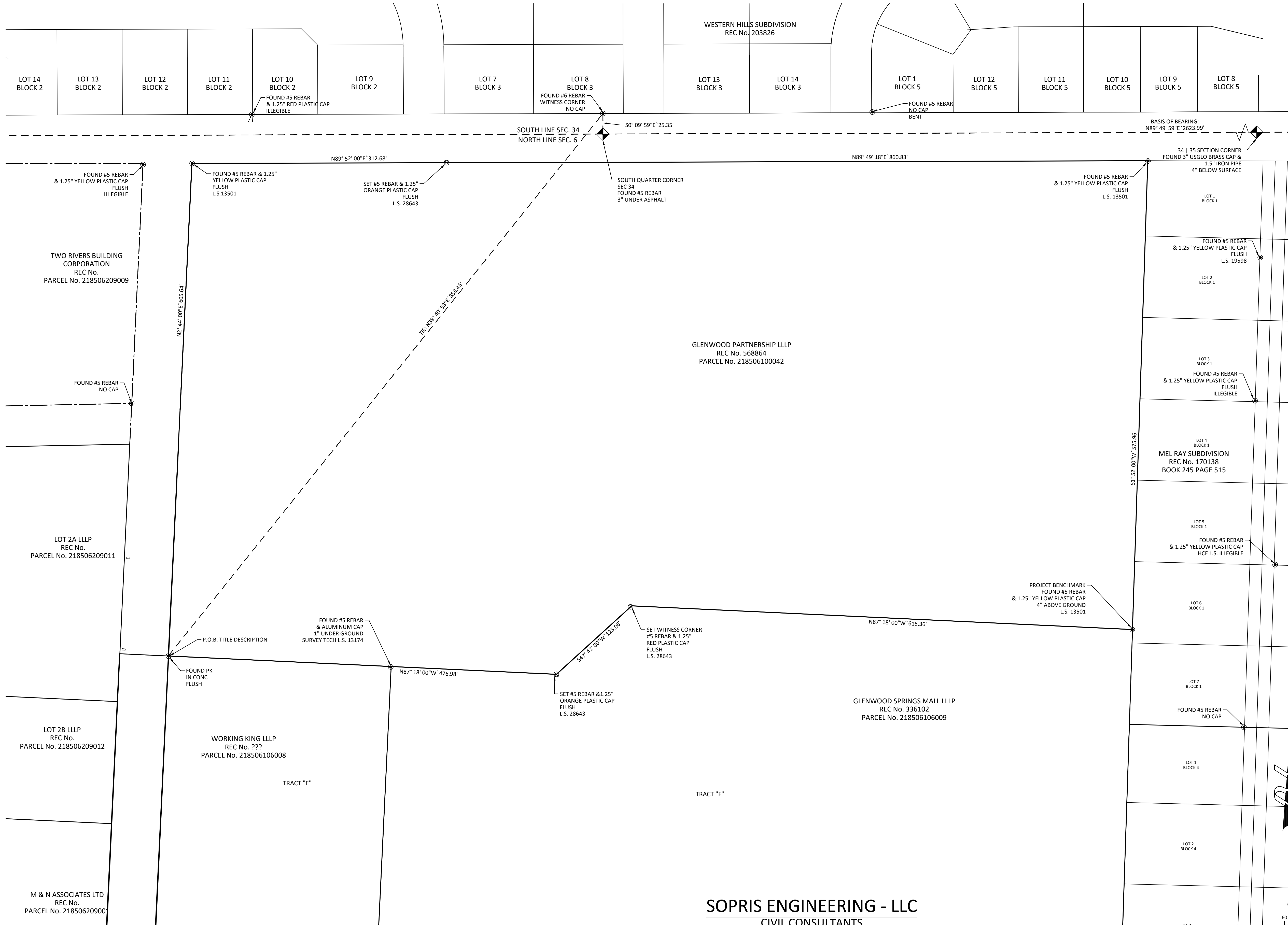
- C0.0 - COVER SHEET
- C0.1 - IMPROVEMENT SURVEY PLAT 1
- C0.2 - IMPROVEMENT SURVEY PLAT 2
- C1.1 - LOT 1 PROPOSED ZONING
- C1.2 - LOT 2 PUD PLAN
- C1.3 - CONCEPTUAL PLAT
- C2.0 - CONCEPTUAL UTILITY PLAN
- C3.0 - CONCEPTUAL GRADING PLAN
- C3.1 - OFFSITE DONEGAN ROAD IMPROVEMENTS
- C4.0 - OFFSITE DRAINAGE PLAN
- C4.1 - CONCEPTUAL ONSITE DRAINAGE PLAN
- LA1.0 - ILLUSTRATIVE CONCEPT PLAN AND SITE MASSING
- LA2.0 - OPEN SPACE AND LANDSCAPE FRAMEWORK PLAN
- LA3.0 - ILLUSTRATIVE LANDSCAPE PLAN
- LA4.0 - SITE CROSS SECTIONS
- LA5.0 - POTENTIAL PLANT PALETTE
- LA5.1 - POTENTIAL PLANT PALETTE
- A1.0 - ARCHITECTURAL PRECEDENT
- A1.1 - ARCHITECTURAL PRECEDENT
- A2.0 - CONCEPT RENDERINGS
- A2.1 - CONCEPT RENDERINGS
- A2.2 - CONCEPT RENDERINGS
- A2.3 - CONCEPT RENDERINGS

1. SITE HAZARDS: A CONCEPTUAL REVIEW OF SITE HAZARDS NOTES DEBRIS FLOW AND HYDRO COMPACTION MAY IMPACT THIS SITE BASED ON STUDIES PERFORMED BY THE COLORADO GEOLOGICAL SURVEY. A FINAL GEOLOGIC HAZARD REPORT WILL BE SUBMITTED UPON APPLICATION OF A DEVELOPMENT PERMIT.
2. FEMA FLOODPLAIN STATEMENT: THE SUBJECT PROPERTY FALLS WITHIN ZONE C ON FEMA FLOOD INSURANCE RATE MAP PANEL NUMBER 0802051043B WITH AN EFFECTIVE DATE OF JANUARY 3, 1986, WHICH ARE AREAS OF MINIMAL FLOODING.
3. THE APPLICANT ACKNOWLEDGES THE PUBLIC FACILITY INSTALLATION, CONSTRUCTION AND/OR CONTRIBUTION REQUIREMENTS AS FURTHER DETAILED IN THE ANNEXATION AGREEMENT.



IMPROVEMENT SURVEY PLAT OF  
**480 DONEGAN**  
BEING SITUATED IN SECTION 6, TOWNSHIP 6 SOUTH,  
RANGE 89 WEST OF THE 6TH P.M.  
CITY OF GLENWOOD SPRINGS, COUNTY OF GARFIELD, STATE OF COLORADO.

SHEET 1 OF 2



**NOTES**

- 1) Date of Survey: October 7-28, December 15-18, 2020 & January 5, 8, 14, 2021
- 2) Date of Preparation: October - December 2020 & January 2021.
- 3) Basis of Bearing: A bearing of N 89° 49' 59" E along the south east section line of Section 34, established by the found monuments.
- 4) This survey does not constitute a title search by Sopris Engineering, LLC (SE) to determine ownership or easements of record. For all information regarding easements, rights of way and/or title of record, SE relied upon the Title Report prepared by Land Title Guarantee Company, Order No. AB563014094-2, Effective Date, January 10, 2020 and documents and plats of record as shown in the Source Documents, herein.
- 5) Basis of elevation: Project based on Global Position System (GPS) observations from the Continuous Operating Reference Station (CORS) GSC1 utilizing the Continental United States 2012 geoid model (GEOID 12A) CONUS and based the 1988 North American Vertical Datum (NAVD88) and a vertical shift of -4.22 feet as calculated by the North American Vertical Datum Conversion (VERTCON) an online service provided by a subsidy of the National Oceanic Atmospheric Administration (NOAA). Which established all elevations shown heron. Placement benchmarks to be set as requested.
- 6) The linear unit used in the preparation of this plat is the U.S. survey foot as defined by the United States Department of Commerce, National Institute of Standards and Technology.

**TITLE DESCRIPTION (THIS SURVEY EDITS/ADDITIONS)**

A TRACT OF LAND SITUATED IN SECTION 6, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

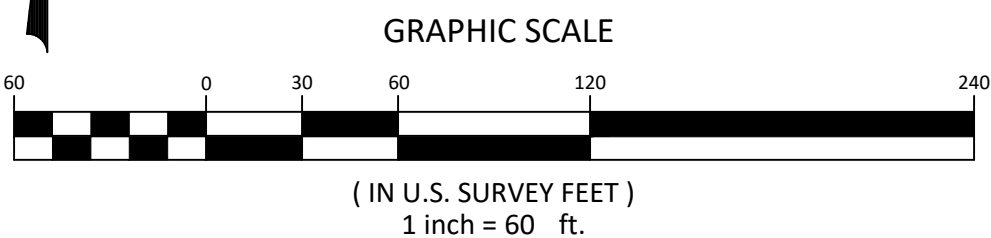
BEGINNING AT A POINT ON THE NORTH LINE OF THE GLENWOOD SPRINGS MALL SUBDIVISION WHENCE THE WITNESS CORNER TO THE 51/4 CORNER OF SECTION 34, TOWNSHIP 5 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEARS N 89° 13' 08" E 866.63 FEET (N 38° 40' 53" E 853.45 FEET FIELD) SAID POINT OF BEGINNING ALSO BEING THE SOUTHEAST CORNER OF THAT PARCEL DESCRIBED AS PARCEL C IN BOOK 1205 AT PAGE 589 IN THE OFFICE OF THE GARFIELD COUNTY CLERK AND RECORDER; THENCE ALONG THE EAST LINE OF SAID PARCEL C N 2° 44' 00" E 605.64 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF COUNTY ROAD NO. 130; THENCE ALONG SAID RIGHT-OF-WAY N 89° 52' 00" E 312.68 FEET; THENCE (CONTINUING ALONG SAID RIGHT-OF-WAY) N 89° 49' 18" E 860.83 FEET TO THE WEST LINE OF THE MEL-RAY SUBDIVISION; THENCE ALONG SAID WEST LINE S 1° 52' 00" W 575.96 FEET; THENCE DEPARTING SAID EAST (WEST) LINE AND ALONG THE NORTH LINE OF SAID GLENWOOD SPRINGS MALL N 87° 18' 00" W 615.36 FEET; THENCE (CONTINUING ALONG SAID NORTH LINE) S 47° 42' 00" W 125.06 FEET; THENCE (CONTINUING ALONG SAID NORTH LINE) N 87° 18' 00" W 476.98 FEET TO THE POINT OF BEGINNING.

COUNTY OF GARFIELD  
STATE OF COLORADO.

**IMPROVEMENT SURVEY PLAT**

I, MARK S. BECKLER, HEREBY CERTIFY TO COMMERCIAL DEVELOPMENT SERVICES GROUP, LLC, THAT THIS IS AN "IMPROVEMENT SURVEY PLAT" AS DEFINED BY C.R.S. § 38-51-102(9), AND THAT IT IS A MONUMENTED LAND SURVEY SHOWING THE CURRENT LOCATION OF ALL STRUCTURES, WATER COURSES, WATER FEATURES AND/OR BODIES OF WATER, VISIBLE ROADS, UTILITIES, FENCES, OR WALLS SITUATED ON THE DESCRIBED PARCEL AND WITHIN FIVE FEET OF ALL BOUNDARIES OF SUCH PARCEL, ANY CONFLICTING BOUNDARY EVIDENCE OR VISIBLE ENCROACHMENTS, AND ALL EASEMENTS AND RIGHTS OF WAY OF A PUBLIC OR PRIVATE NATURE THAT ARE VISIBLE, OR APPARENT, OR OF RECORD AND UNDERGROUND UTILITIES DESCRIBED IN LAND TITLE GUARANTEE COMPANY FILE NO. AB563014094-2, OR OTHER SOURCES AS SPECIFIED ON THE IMPROVEMENT SURVEY PLAT.

MARK S. BECKLER L.S. #28643



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

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

C-0.1



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

SHEET 2 OF 2

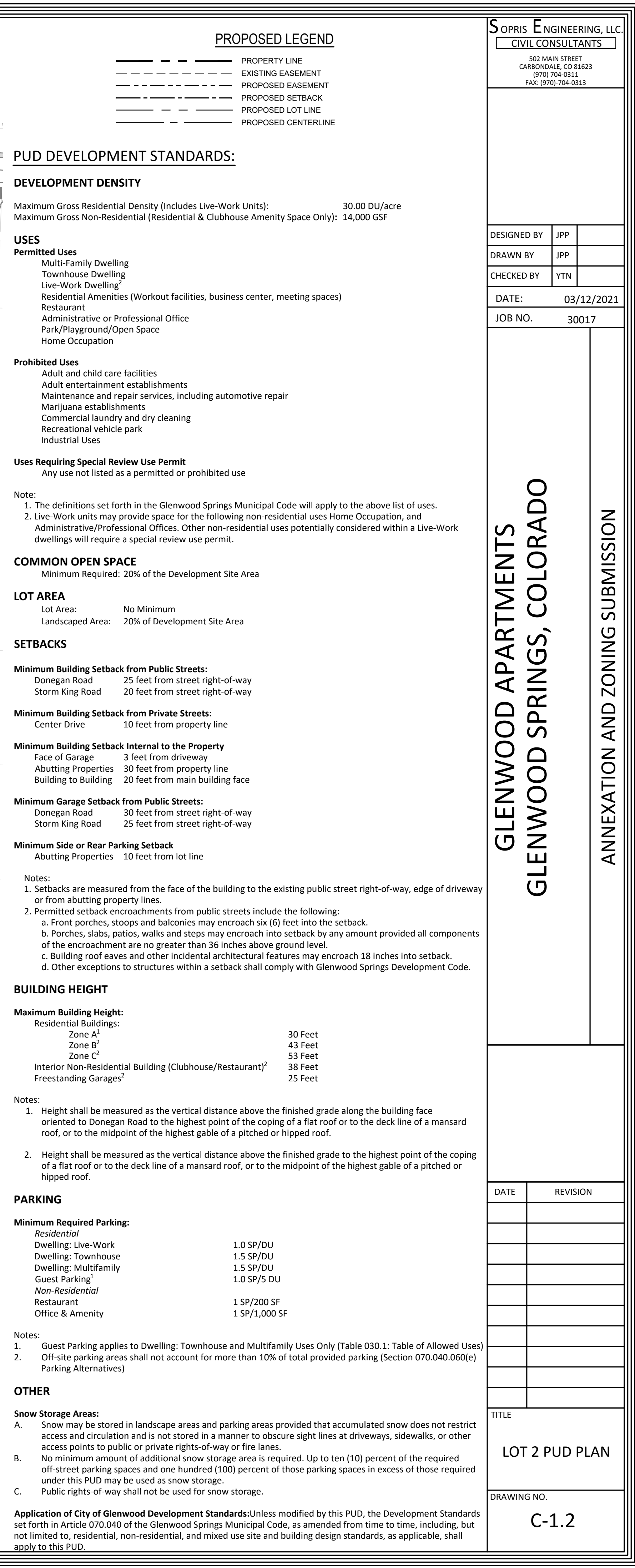
| EXISTING CONDITIONS LEGEND |                      |  |                                 | EXISTING WIRE FENCE |                  |
|----------------------------|----------------------|--|---------------------------------|---------------------|------------------|
|                            | SIGN                 |  | EXISTING WOODEN FENCE           |                     |                  |
|                            | PVC PIPE             |  |                                 |                     | EXISTING CONTOUR |
|                            | GAS METER            |  | EXISTING CONTOUR INTERVAL       |                     |                  |
|                            | CATV PEDESTAL        |  | EXISTING GAS                    |                     |                  |
|                            | TELEPHONE PEDESTAL   |  | EXISTING TELEPHONE              |                     |                  |
|                            | ELECTRIC METER       |  | EXISTING UNDERGROUND ELECTRIC   |                     |                  |
|                            | ELECTRIC TRANSFORMER |  | EXISTING CABLE                  |                     |                  |
|                            | DRAINAGE DRY-WELL    |  | EXISTING FIBER OPTIC            |                     |                  |
|                            | SEWER MANHOLE        |  | EXISTING 8" WATER MAIN          |                     |                  |
|                            | GUY WIRE             |  | EXISTING 8" SANITARY SEWER MAIN |                     |                  |
|                            | POWER POLE           |  | EXISTING SWALE OR DITCH         |                     |                  |
|                            | FIRE HYDRANT         |  | EXISTING STORM SEWER            |                     |                  |
|                            | WATER VALVE          |  | DECIDUOUS TREE                  |                     |                  |
|                            | WATER SHUTOFF        |  | CONIFEROUS TREE                 |                     |                  |
|                            | GAS METER            |  |                                 |                     |                  |
|                            | SEWER CLEANOUT       |  |                                 |                     |                  |
|                            | LIGHT POLE           |  |                                 |                     |                  |
|                            | IRRIGATION VALVE     |  |                                 |                     |                  |





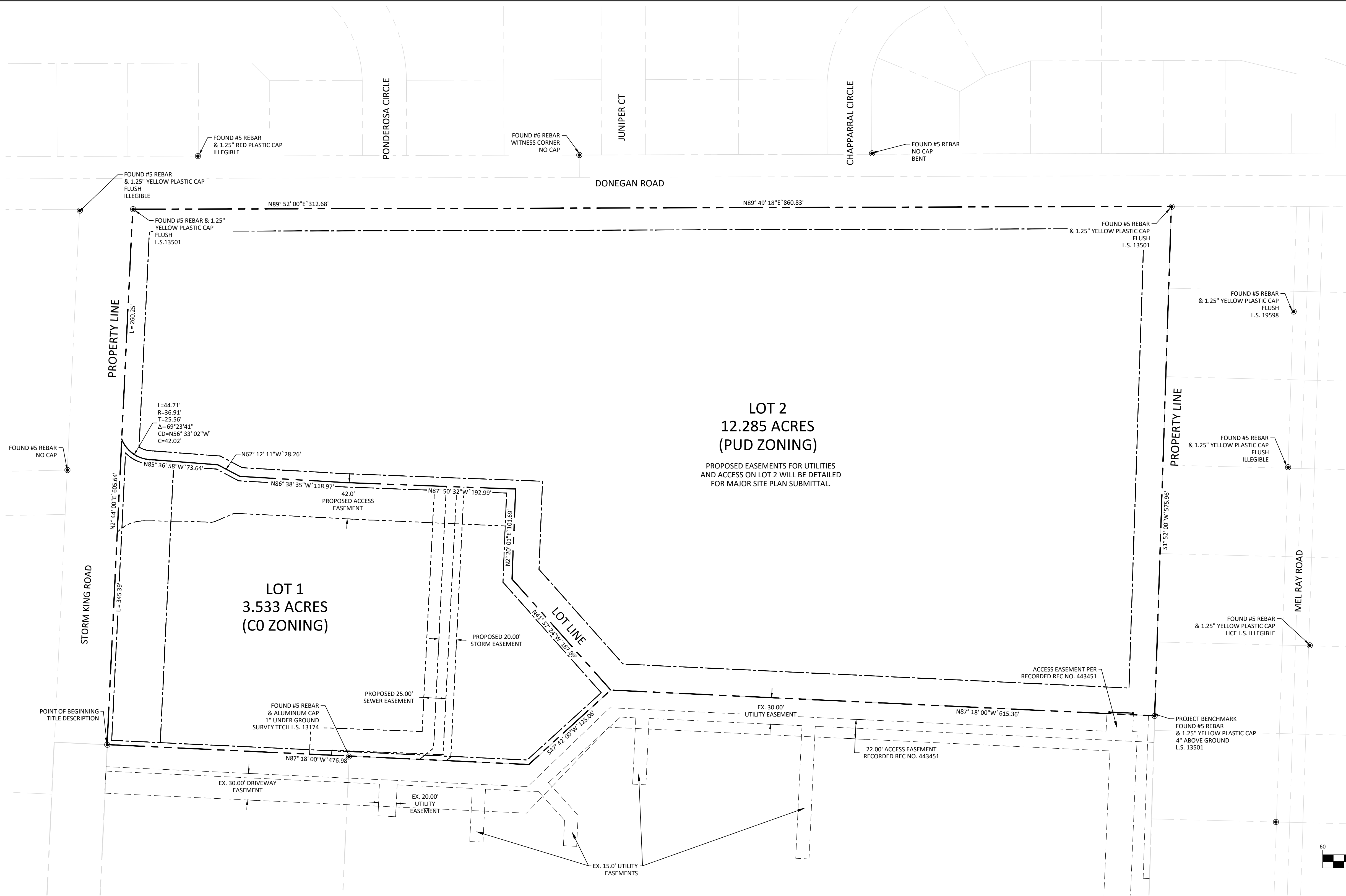








G:\2020\3007\CONV\CIVIL\DWGS\SPLOT\SHEET\3007.2 CONCEPTUAL PLAT.DWG - Aug. 12, 2024 - 8:55am



GENERAL PLAN NOTES:

TITLE DESCRIPTION (THIS SURVEY EDITS/ADDITIONS)

A TRACT OF LAND SITUATED IN SECTION 6, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE NORTH LINE OF THE GLENWOOD SPRINGS MALL SUBDIVISION WHENCE THE WITNESS CORNER TO THE S1/4 CORNER OF SECTION 34, TOWNSHIP 5 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEARS N 89° 13' 08" E 866.63 FEET (N 38°40'53" E 853.45 FEET FIELD) SAID POINT OF BEGINNING ALSO BEING THE SOUTHEAST CORNER OF THAT PARCEL DESCRIBED AS PARCEL C IN BOOK 1205 AT PAGE 589 IN THE OFFICE OF THE GARFIELD COUNTY CLERK AND RECORDER; THENCE ALONG THE EAST LINE OF SAID PARCEL C N 2° 44' 00" E 605.64 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF COUNTY ROAD NO. 130; THENCE ALONG SAID RIGHT-OF-WAY N 89° 52' 00" E 312.68 FEET; THENCE (CONTINUING ALONG SAID RIGHT-OF-WAY) N 89° 49' 18" E 860.83 FEET TO THE WEST LINE OF THE MEL-RAY SUBDIVISION; THENCE ALONG SAID WEST LINE S 1° 52' 00" W 575.96 FEET; THENCE DEPARTING SAID EAST (WEST) LINE AND ALONG THE NORTH LINE OF SAID GLENWOOD SPRINGS MALL N 87° 18' 00" W 615.36 FEET; THENCE (CONTINUING ALONG SAID NORTH LINE) S 47° 42' 00" W 125.06 FEET; THENCE (CONTINUING ALONG SAID NORTH LINE) N 87° 18' 00" W 476.98 FEET TO THE POINT OF BEGINNING.

COUNTY OF GARFIELD  
STATE OF COLORADO.

THE SITE IS WITHIN ZONE 'C' OF FEMA FIRM 0800711043C WHICH ARE 'AREAS OF MINIMAL FLOODING'.

LOT 1 DESCRIPTION:

A TRACT OF LAND SITUATED IN SECTION 6, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

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SAID LOT 1 CONTAINING 3.533 ACRES, MORE OR LESS

COUNTY OF GARFIELD  
STATE OF COLORADO

LOT 2 DESCRIPTION:

A TRACT OF LAND SITUATED IN SECTION 6, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A POINT ON THE NORTH LINE OF THE GLENWOOD SPRINGS MALL SUBDIVISION WHENCE THE WITNESS CORNER TO THE S1/4 CORNER OF SECTION 34, TOWNSHIP 5 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEARS N 38°40'53" E 853.45 FEET SAID POINT ALSO BEING THE SOUTHEAST CORNER OF THAT PARCEL DESCRIBED AS PARCEL C IN BOOK 1205 AT PAGE 589 IN THE OFFICE OF THE GARFIELD COUNTY CLERK AND RECORDER; THENCE ALONG THE EAST LINE OF SAID PARCEL C N 2° 44' 00" E 345.39 FEET TO THE POINT OF BEGINNING; THENCE CONTINUING ALONG THE EAST LINE OF SAID PARCEL C N 2° 44' 00" E 260.25 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF COUNTY ROAD NO. 130; THENCE ALONG SAID RIGHT-OF-WAY N 89° 52' 00" E 312.68 FEET; THENCE CONTINUING ALONG SAID RIGHT-OF-WAY N 89° 49' 18" E 860.83 FEET TO THE WEST LINE OF THE MEL-RAY SUBDIVISION; THENCE ALONG SAID WEST LINE S 1° 52' 00" W 575.96 FEET; THENCE DEPARTING SAID WEST LINE AND ALONG THE NORTH LINE OF SAID GLENWOOD SPRINGS MALL N 87° 18' 00" W 615.36 FEET; THENCE DEPARTING SAID NORTH PARCEL LINE N 41° 37' 24" W 167.89 FEET; THENCE N 2° 20' 01" E 101.69 FEET; THENCE N 87° 50' 32" W 192.99 FEET; THENCE N 86° 38' 35" W 118.97 FEET; THENCE N 62° 12' 11" W 28.26 FEET; THENCE N 85° 36' 58" W 73.64 FEET; THENCE ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADUIS OF 36.91 FEET AND A CENTRAL ANGLE OF 69° 23' 41", A DISTANCE OF 44.71 FEET (CHORD BEARS N 56° 33' 02" W 42.02 FEET) TO THE POINT OF BEGINNING.

SAID LOT 2 CONTAINING 12.285 ACRES, MORE OR LESS

COUNTY OF GARFIELD  
STATE OF COLORADO.

PROPOSED LEGEND

|     |                     |
|-----|---------------------|
| --- | PROPERTY LINE       |
| --- | EXISTING EASEMENT   |
| --- | PROPOSED EASEMENT   |
| --- | PROPOSED SETBACK    |
| --- | PROPOSED LOT LINE   |
| --- | PROPOSED CENTERLINE |

NOTES

- 1) Date of Survey: October 7-28, December 15-18, 2020 & January 5, 8, 14, 2021
- 2) Date of Preparation: October - December 2020 & January 2021.
- 3) Basis of Bearing: A bearing of N 89 49'59" E along the south east section line of Section 34, established by the found monuments.
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- 6) The linear unit used in the preparation of this plat is the U.S. survey foot as defined by the United States Department of Commerce, National Institute of Standards and Technology.

SOPRIS ENGINEERING, LLC.  
CIVIL CONSULTANTS  
502 MAIN STREET  
CARBONDALE, CO 81623  
(970) 704-0311  
FAX: (970) 704-0313

|             |     |
|-------------|-----|
| DESIGNED BY | JPP |
| DRAWN BY    | JPP |
| CHECKED BY  | YTN |

|         |            |
|---------|------------|
| DATE:   | 03/12/2021 |
| JOB NO. | 30017      |

480 DONEGAN  
GLENWOOD SPRINGS, COLORADO  
ANNEXATION AND ZONING SUBMISSION

| DATE | REVISION |
|------|----------|
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TITLE  
CONCEPTUAL  
PLAT

DRAWING NO.  
C-1.3

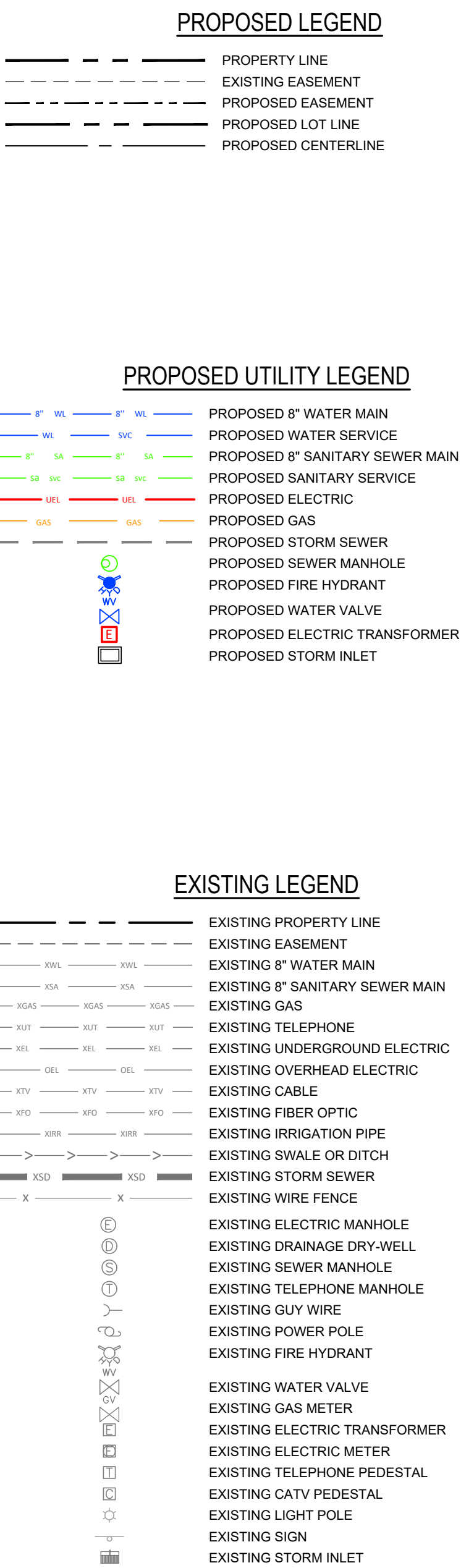


## ANNEXATION AND ZONING SUBMISSION

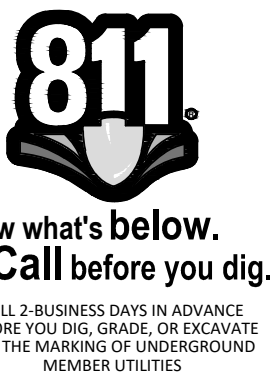
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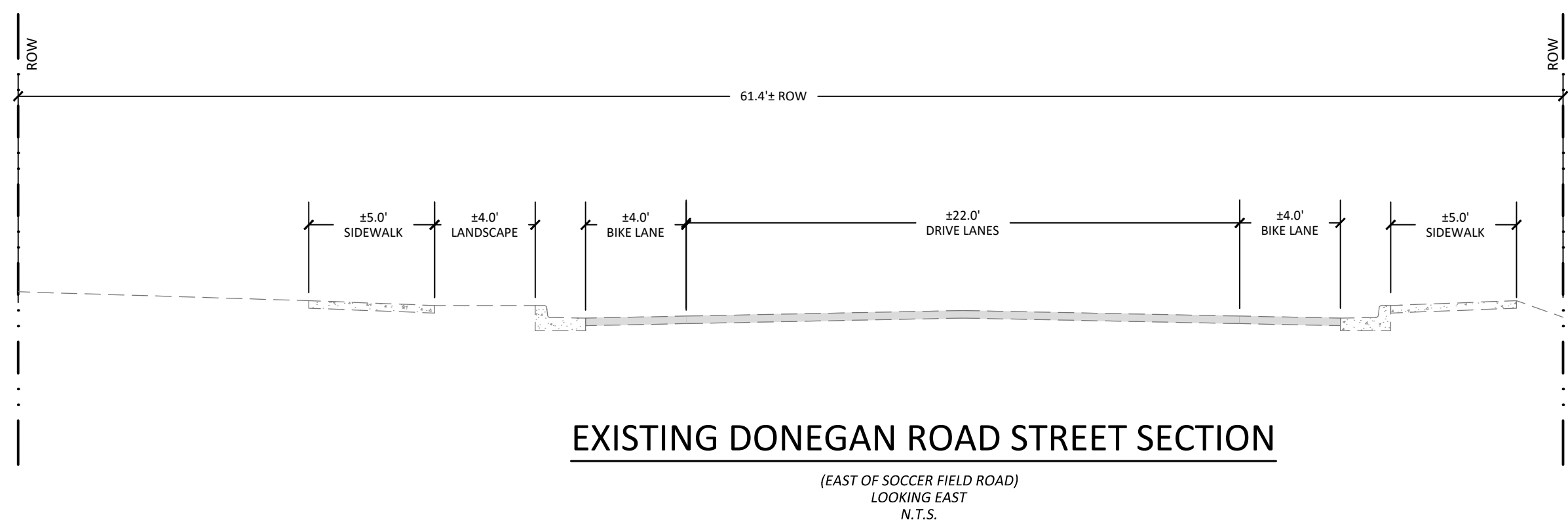
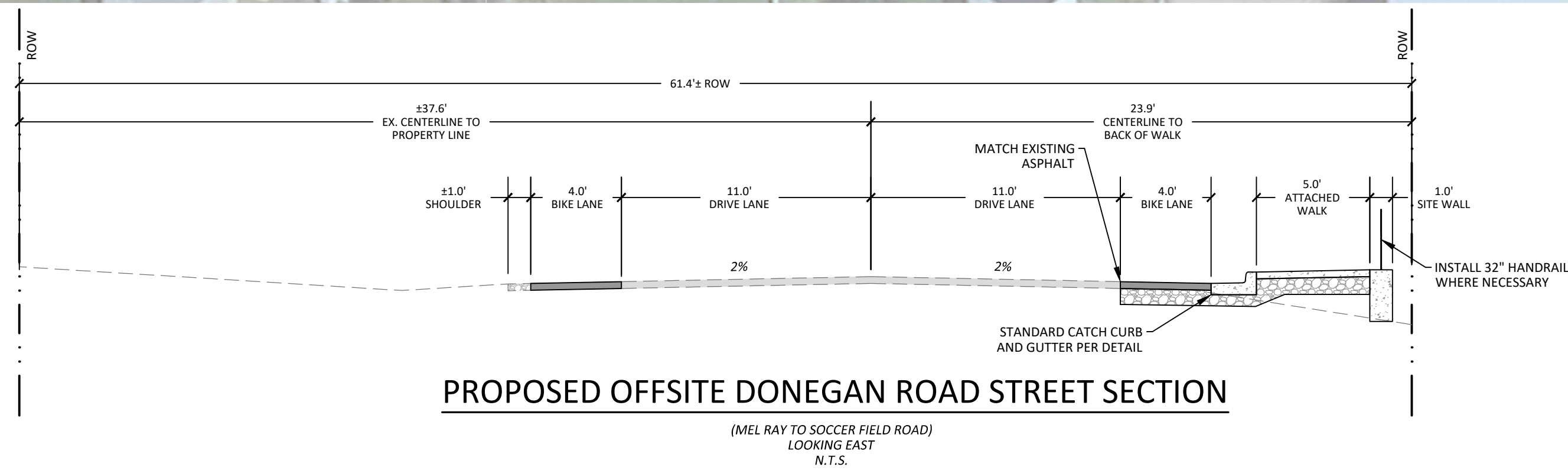


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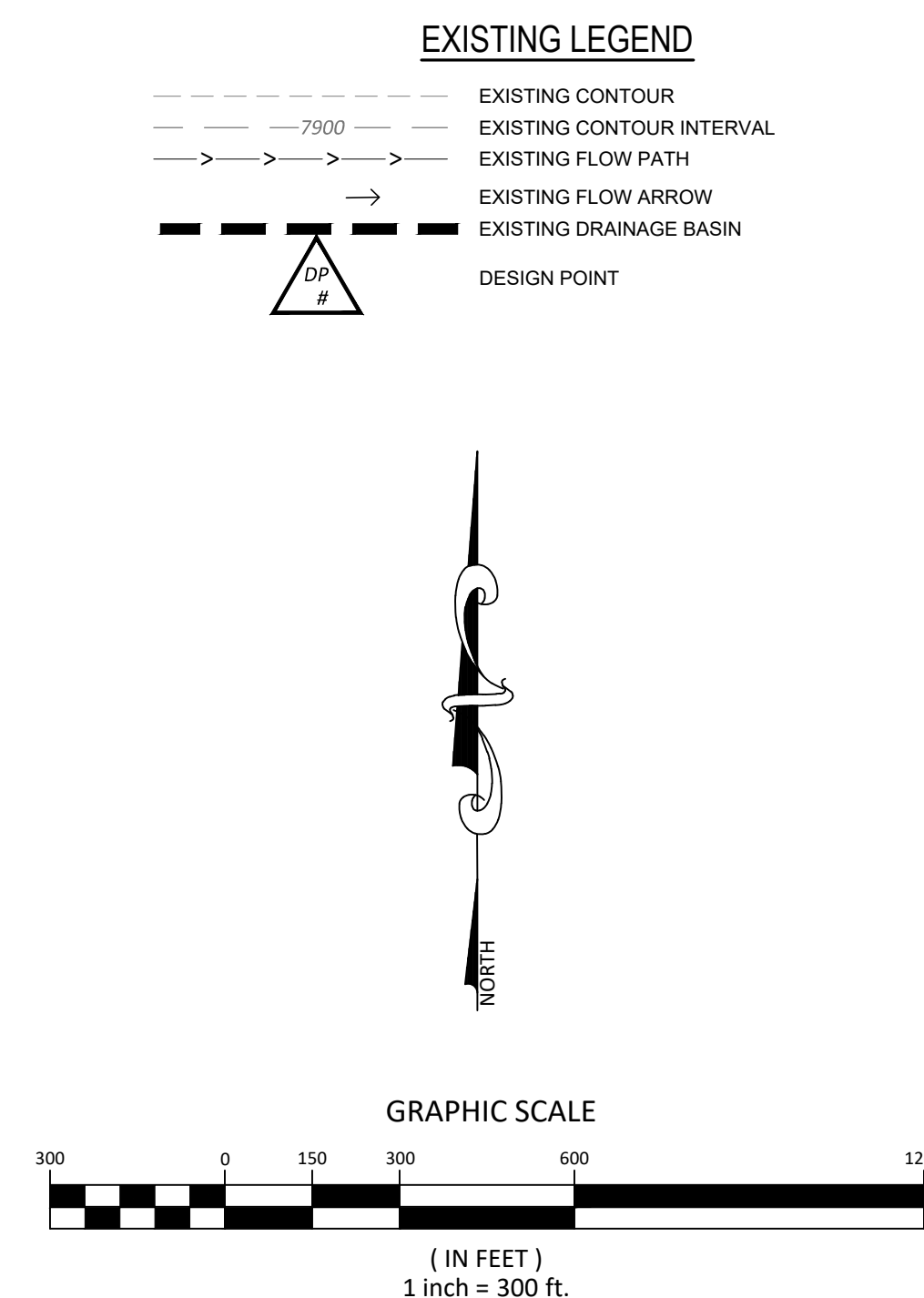
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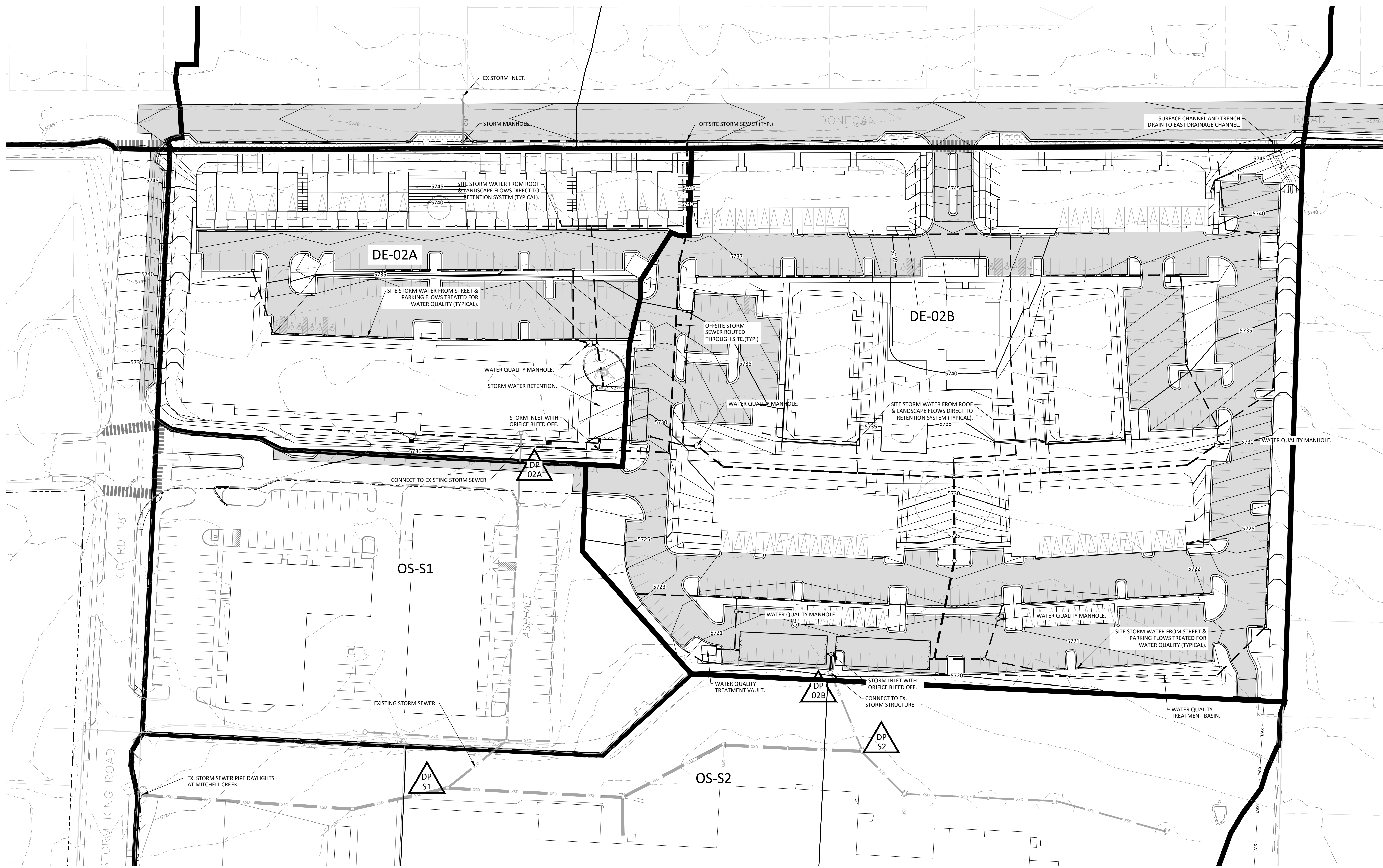
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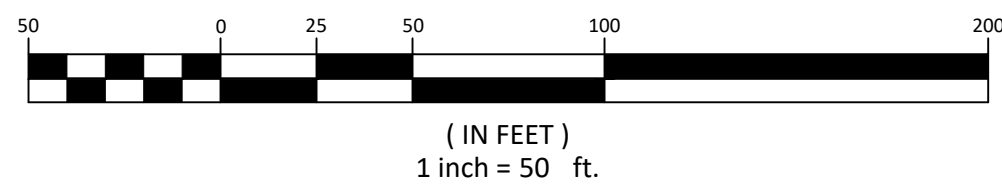
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**DRAINAGE LEGEND**

- EXISTING CONTOUR
- EXISTING CONTOUR INTERVAL
- PROPOSED CONTOUR
- EXISTING CONTOUR INTERVAL
- POST DEVELOPMENT DRAINAGE BASIN
- DESIGN POINT

**GRAPHIC SCALE**



Know what's below.  
Call before you dig.  
CALL 2 BUSINESS DAYS IN ADVANCE  
BEFORE YOU DIG, GRADE, OR EXCAVATE  
FOR THE MARKING OF UNDERGROUND  
MEMBER UTILITIES

**SOPRIS ENGINEERING, LLC.**  
CIVIL CONSULTANTS

502 MAIN STREET  
CARBONDALE, CO 81623  
(970) 704-0311  
FAX: (970) 704-0313

DESIGNED BY JPP  
DRAWN BY JPP  
CHECKED BY YTN  
DATE: 03/12/2021  
JOB NO. 30017

**480 DONEGAN**  
**GLENWOOD SPRINGS, COLORADO**  
**ANNEXATION AND ZONING SUBMISSION**

| DATE | REVISION |
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ONSITE  
DRAINAGE  
PLAN**  
DRAWING NO.  
**C-4.1**











LANDSCAPE REQUIREMENTS

| Landscape Area Required<br>(Article 070.020.020, Glenwood Springs Development Code) |           |       |
|-------------------------------------------------------------------------------------|-----------|-------|
|                                                                                     | Land Area |       |
| Total Land Area                                                                     | 12.29     | Acres |
| Landscape Area Required                                                             | 2.458     | Acres |
| Landscape Area Provided                                                             | ~2.50     | Acres |

| Minimum Plant Material Required<br>(Article 070.040.050, Glenwood Springs Development Code) |                             |          |
|---------------------------------------------------------------------------------------------|-----------------------------|----------|
|                                                                                             |                             | Quantity |
| Trees Required                                                                              | 1 per 400 SF Landscape Area | 272      |
|                                                                                             | + 1 per 8 Parking Spaces    | 78       |
|                                                                                             | Total                       | 350      |
| Trees Provided                                                                              |                             | *272     |
| Shrubs Required                                                                             | 1 per 100 SF Landscape Area | 1,089    |
|                                                                                             | *10 per 1 tree deficit      | 730      |
|                                                                                             | Total                       | 1,819    |
| Shrubs Provided                                                                             |                             |          |
| Perennials Required                                                                         | 1 per 50 SF Landscape Area  | 2,178    |
| Perennials Provided                                                                         |                             | 2,178    |

\*SHRUBS BEING PROVIDED TO ACCOUNT FOR DEFICIT IN TREES PROVIDED AT RATE OF 10 SHRUBS PER 1 TREE

| Streetscape Elements Required<br>(Article 070.040.050, Glenwood Springs Development Code) |                                  |          |
|-------------------------------------------------------------------------------------------|----------------------------------|----------|
|                                                                                           |                                  | Quantity |
| Street Trees Required                                                                     | 1 per 50 FT Street Frontage      | 40       |
| Street Trees Provided                                                                     |                                  | 49       |
| Planting Strip Required                                                                   | Min. 5 FT Wide From Back of Curb |          |
| Planting Strip Provided                                                                   | Min. 5 FT Wide From Back of Curb | PROVIDED |

| Parking Area Landscape Required<br>(Article 070.040.060, Glenwood Springs Development Code) |              |    |
|---------------------------------------------------------------------------------------------|--------------|----|
|                                                                                             | Parking Area |    |
| Total Surface Parking Area                                                                  | 182,548      | SF |
| Parking Area Designated for Landscaping Required (20%)                                      | 36,510       | SF |
| Parking Area Designated for Landscaping Provided (20%)                                      | 36,510       | SF |
| Interior Parking Area Designated for Landscaping Required (10 SF Per Parking Space)         | 6,250        | SF |
| Interior Parking Area Designated for Landscaping Provided                                   | ~23,000      | SF |

NOTE:  
1. THE FINAL PLANT QUANTITIES NEEDED TO MEET THE CITY OF GLENWOOD SPRINGS LANDSCAPE REQUIREMENTS AND THE FINAL PLANTING DESIGN TO BE FINALIZED AT THE TIME OF THE MAJOR SITE/ARCHITECTURAL PLAN REVIEW PROCESS.

LEGEND

|                  |                      |  |                         |
|------------------|----------------------|--|-------------------------|
| ---              | PROPERTY LINE        |  | DECIDUOUS TREE          |
| - - - -          | EXISTING EASEMENT    |  | EXISTING TREE TO REMAIN |
| ---              | PROPOSED SETBACK     |  | EVERGREEN TREE          |
| ---              | PROPOSED LOT LINE    |  | BUFFER LANDSCAPE        |
| - - - 5740 - - - | EXISTING CONTOUR     |  | LANDSCAPE AREA          |
| --- 5740 ---     | PROPOSED CONTOUR     |  |                         |
| ---              | PROPOSED 6' HT FENCE |  |                         |
| ---              | PROPOSED 4' HT FENCE |  |                         |

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CIVIL ENGINEER  
Sopris Engineering, LLC.  
502 Main Street  
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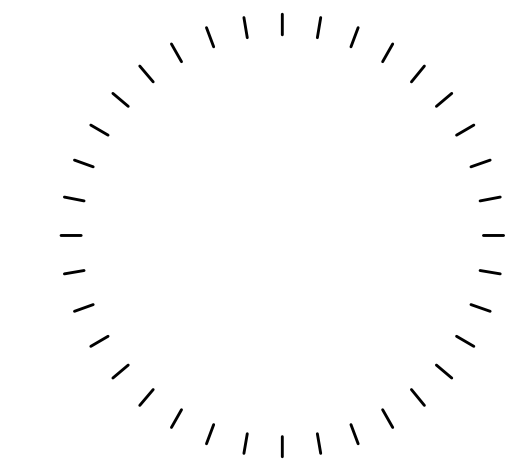
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480 DONEGAN

GLENWOOD SPRINGS, COLORADO

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ARCHITECTURE  
LANDSCAPE ARCHITECTURE  
PLANNING  
INTERIOR DESIGN



| no. | date | revision |
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Project Name  
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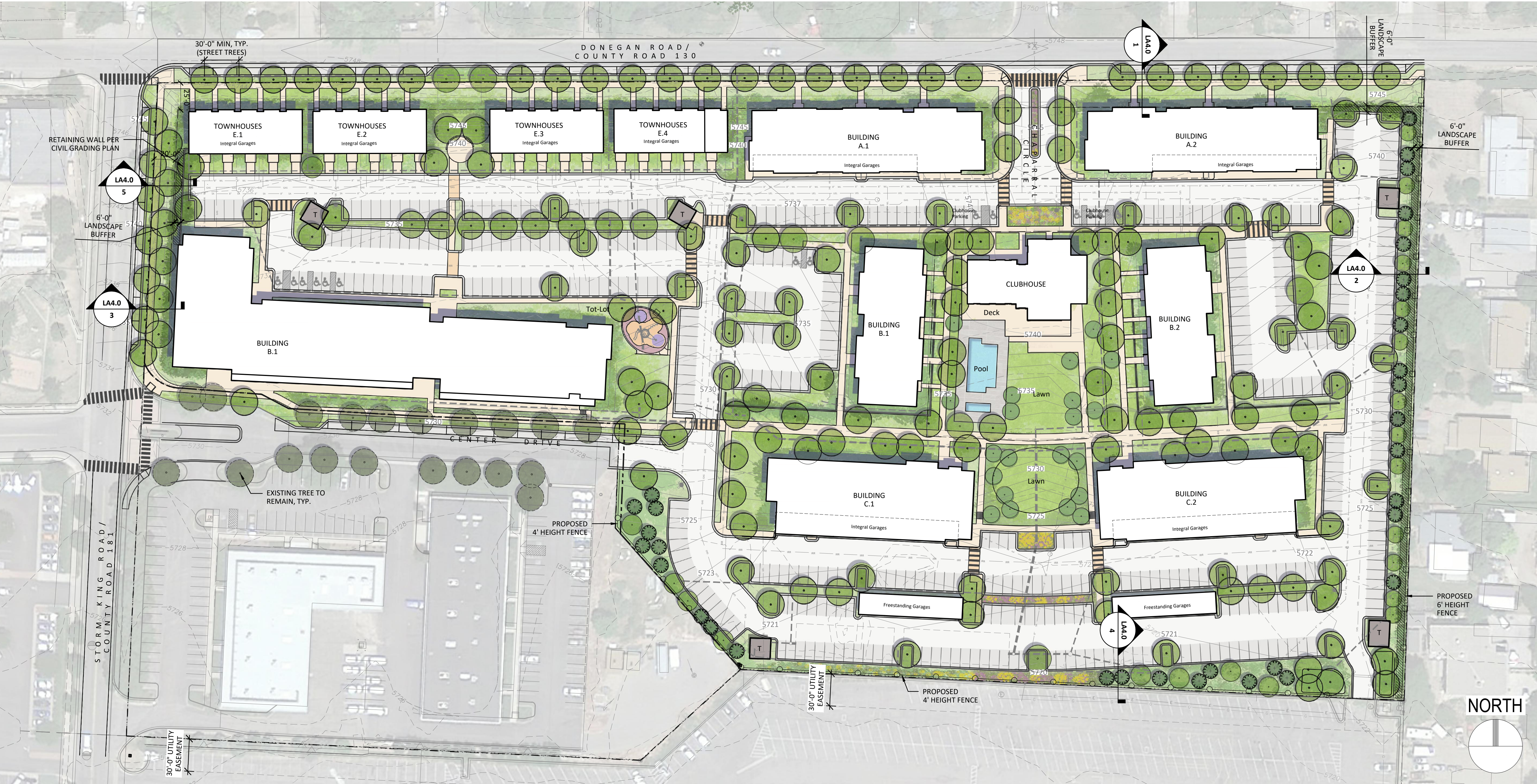
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Drawing  
ILLUSTRATIVE  
LANDSCAPE PLAN

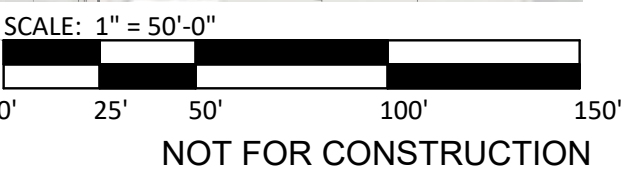
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1 ILLUSTRATIVE LANDSCAPE PLAN  
1" = 50'-0"





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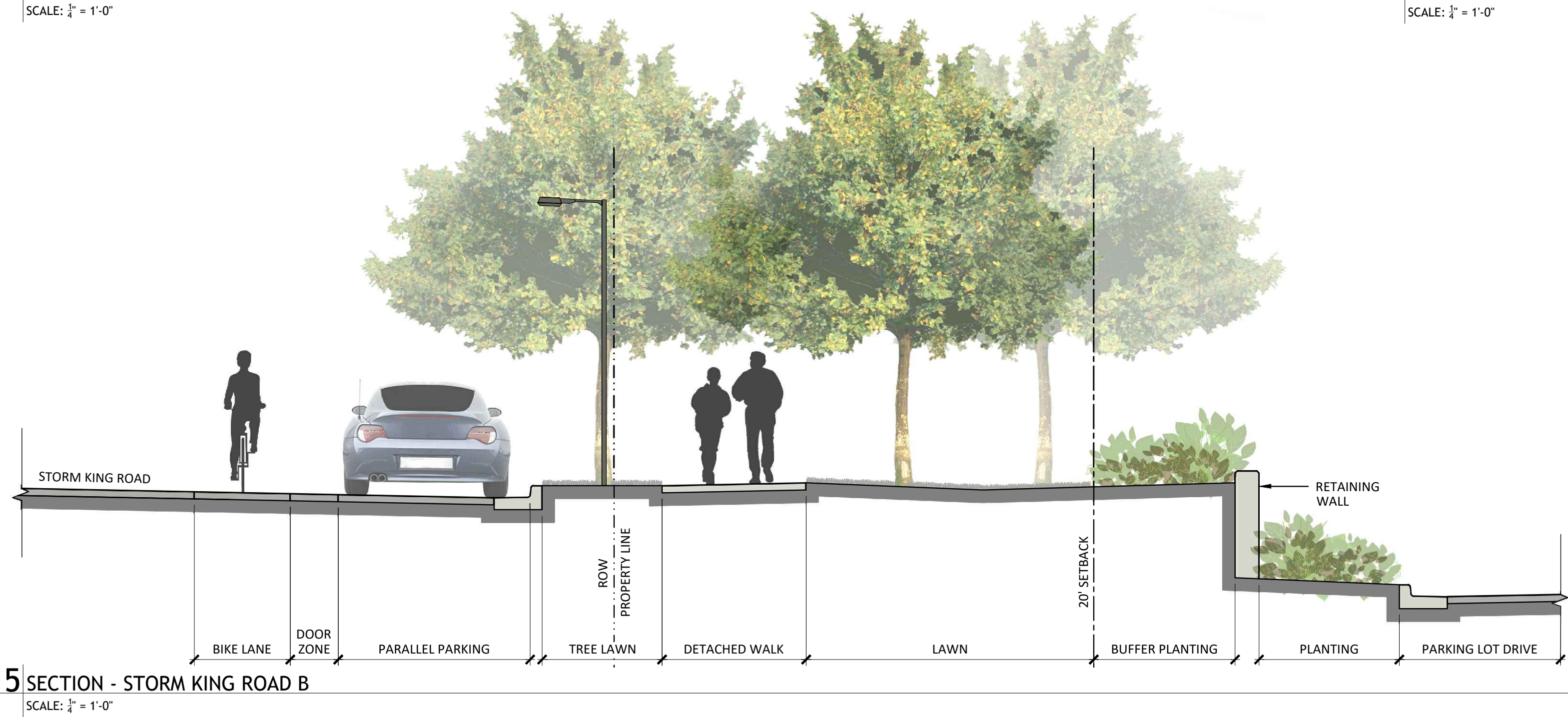
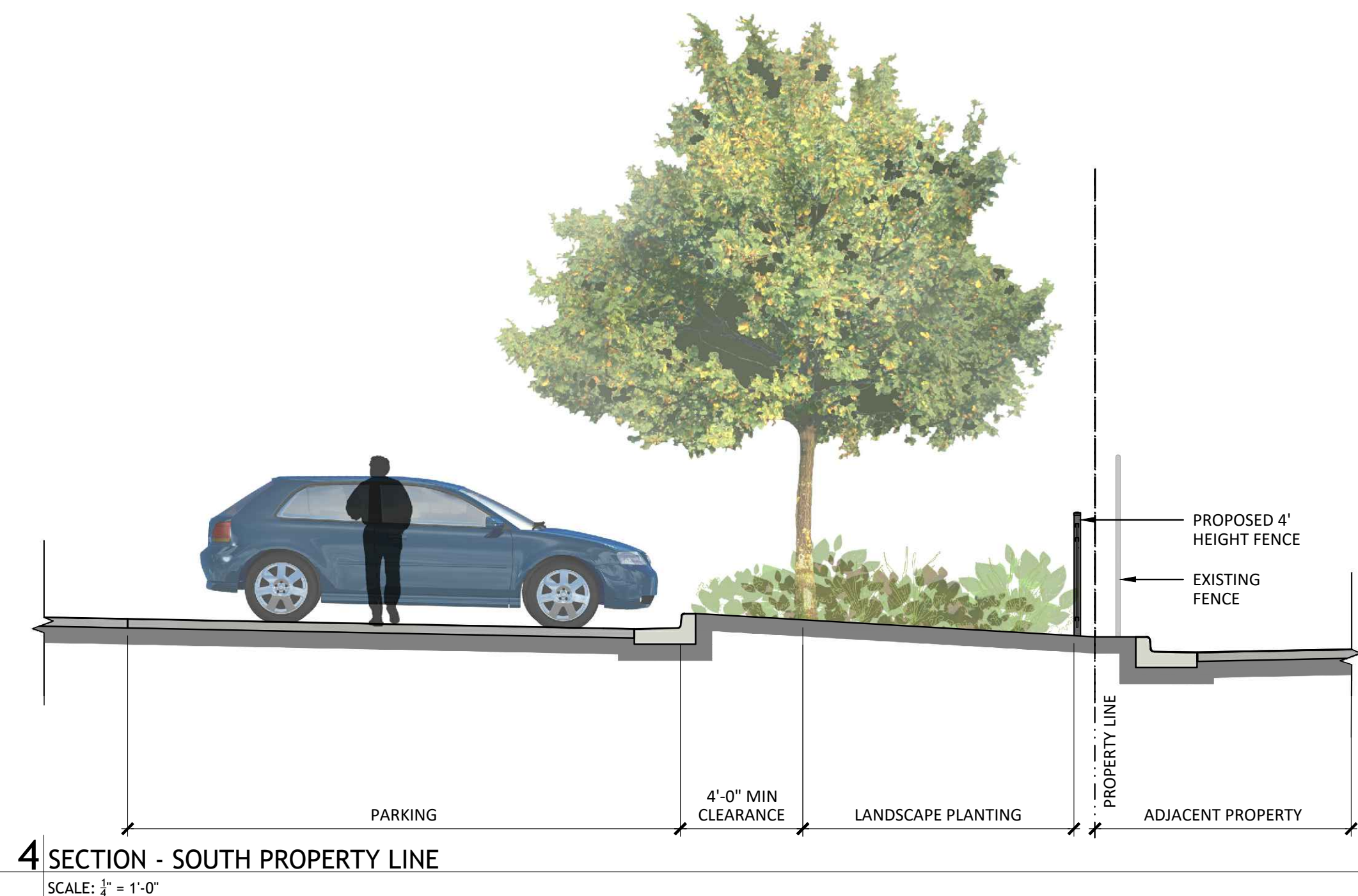
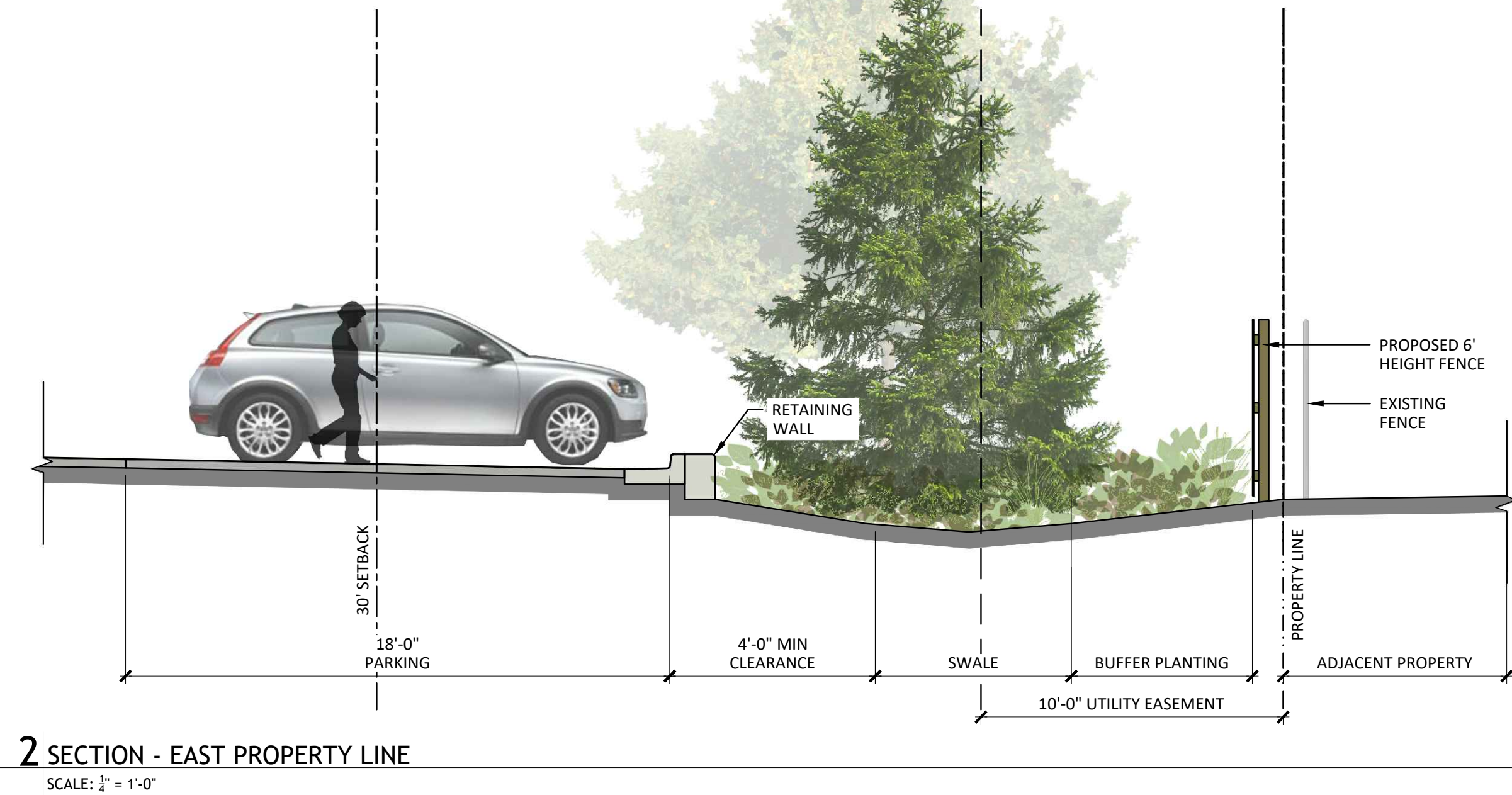
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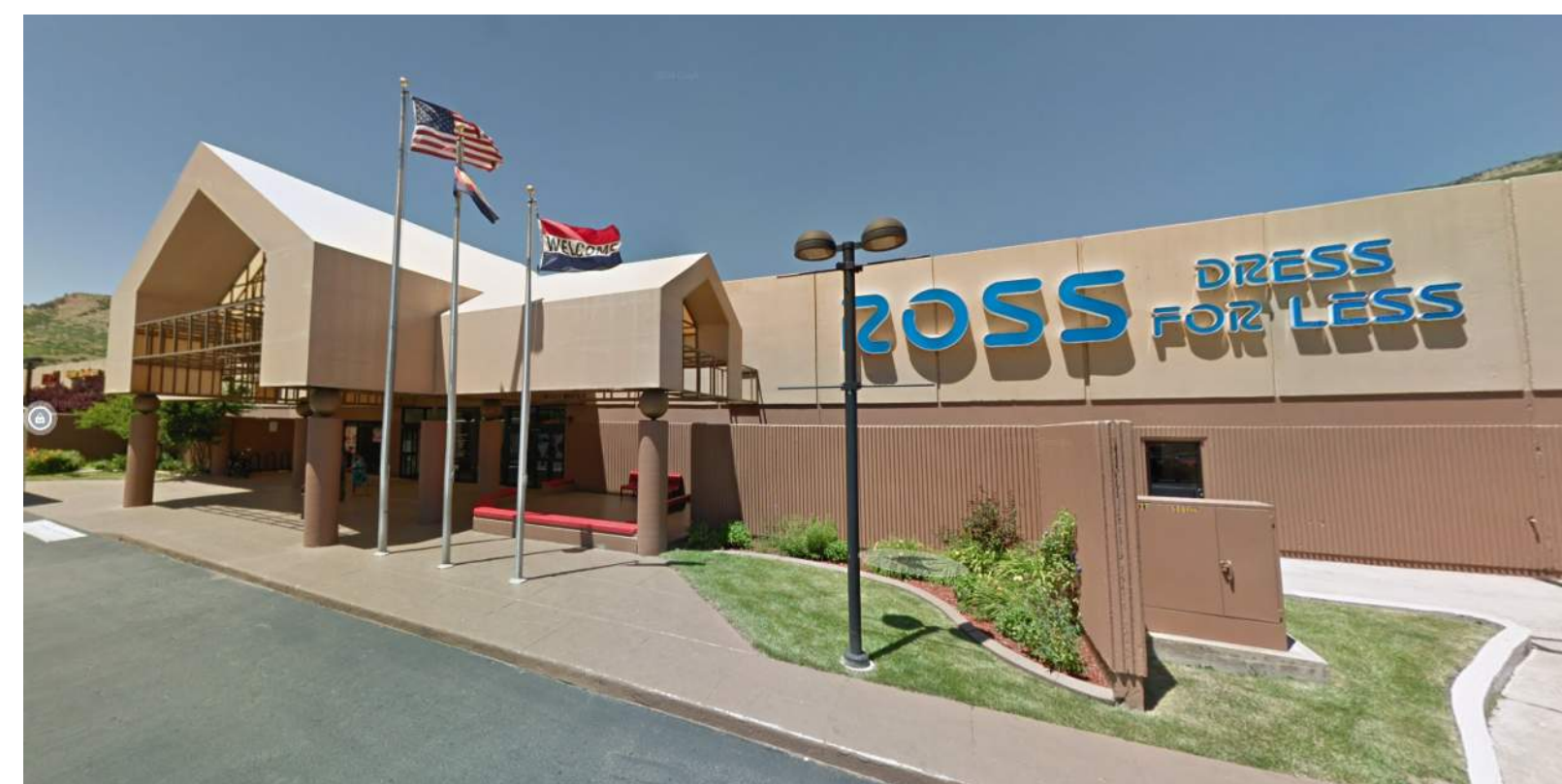




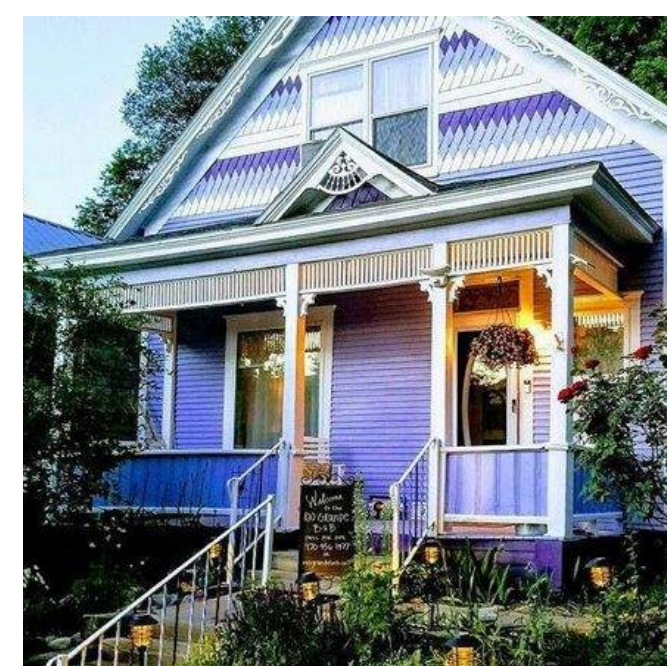








## A photograph of a historic brick building in downtown St. Louis. The building features multiple stories with arched windows and a balcony. A large tree is in the foreground, and a car is parked on the street. The building is made of red brick and has a mix of arched and rectangular windows. A dark awning covers the ground-floor entrance on the left. A street lamp is visible near the entrance. A car is parked on the street in front of the building. The sky is clear and blue.



2  
480 DONEGAN

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Drawing

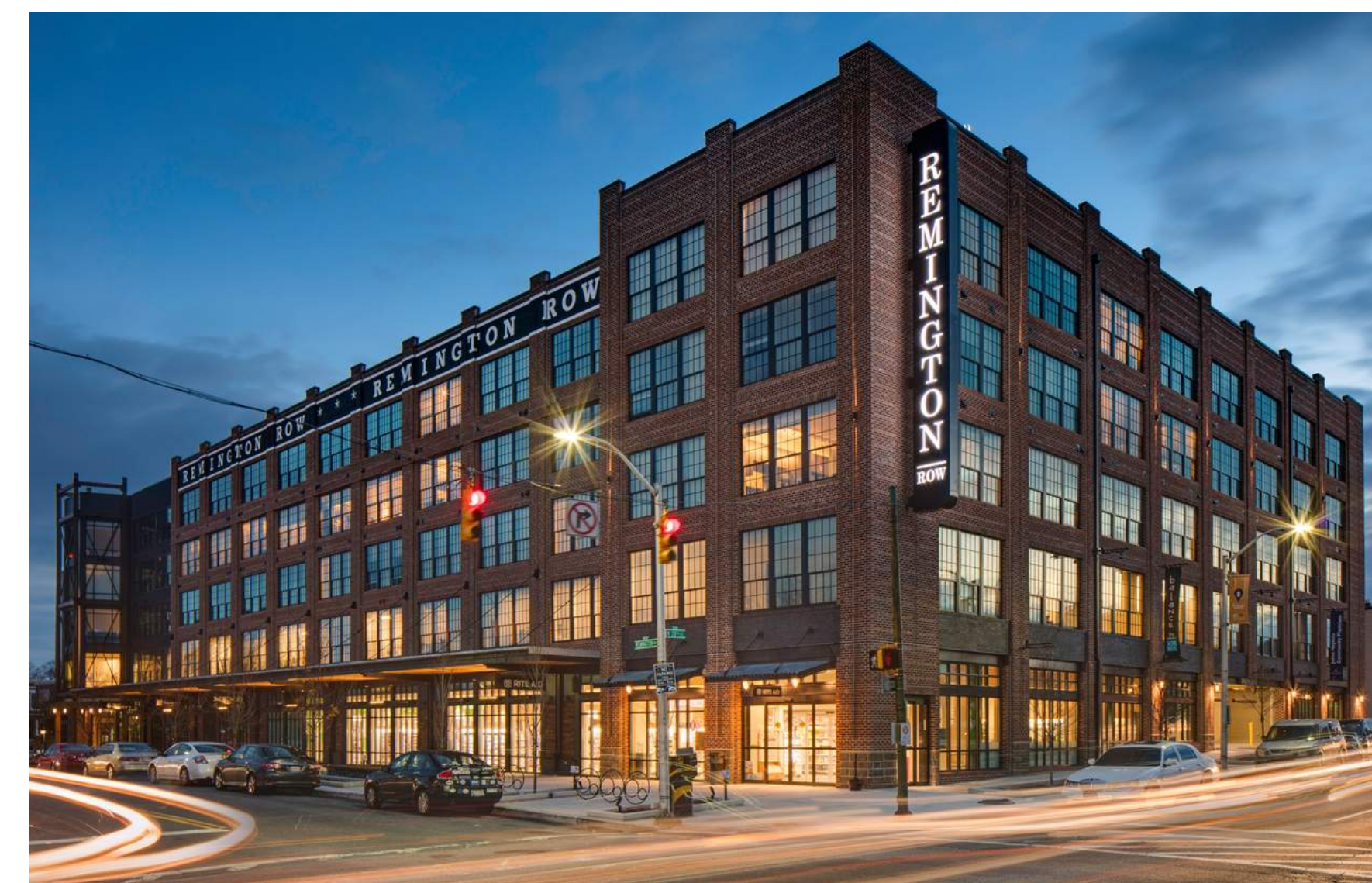
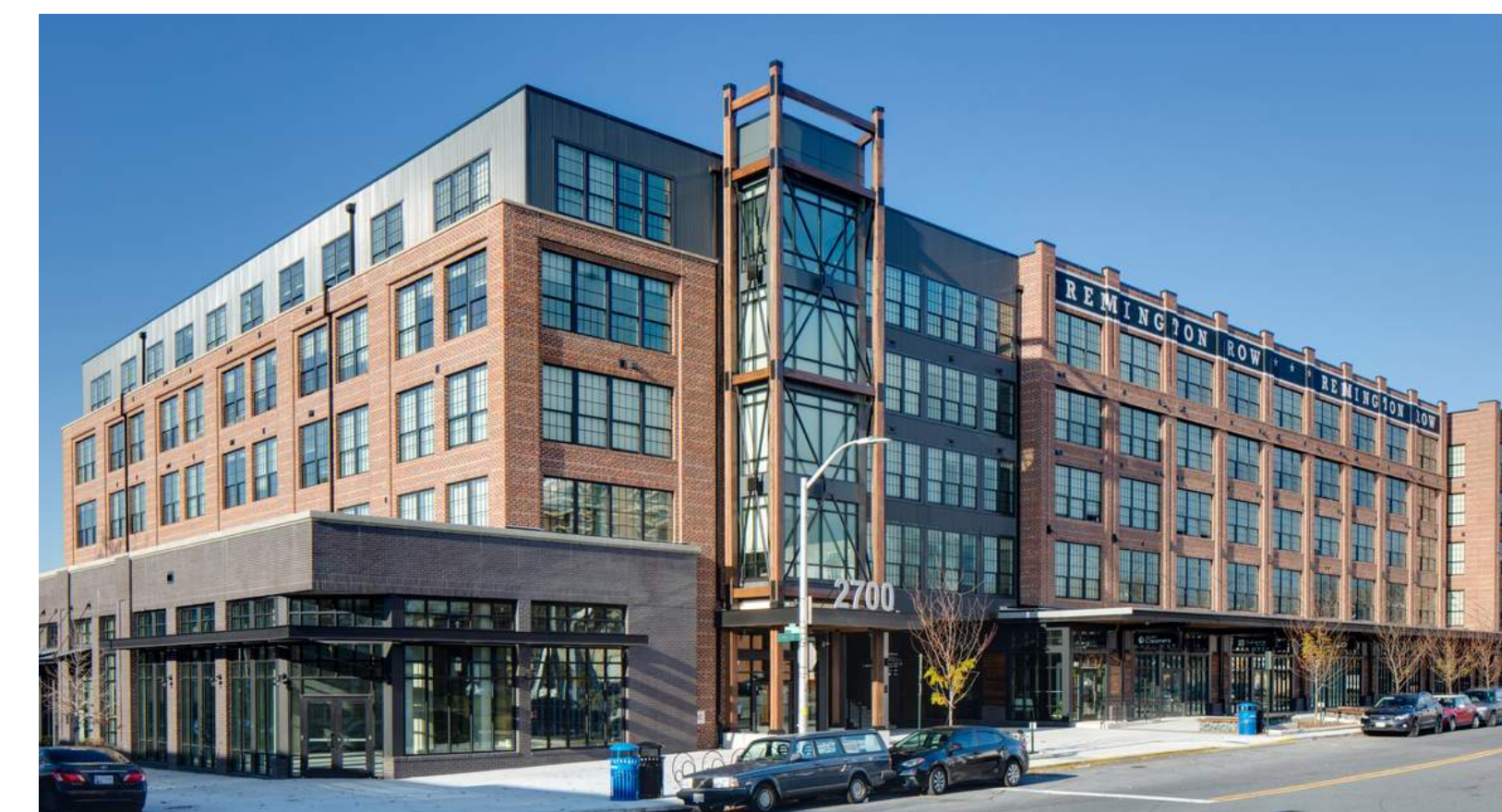
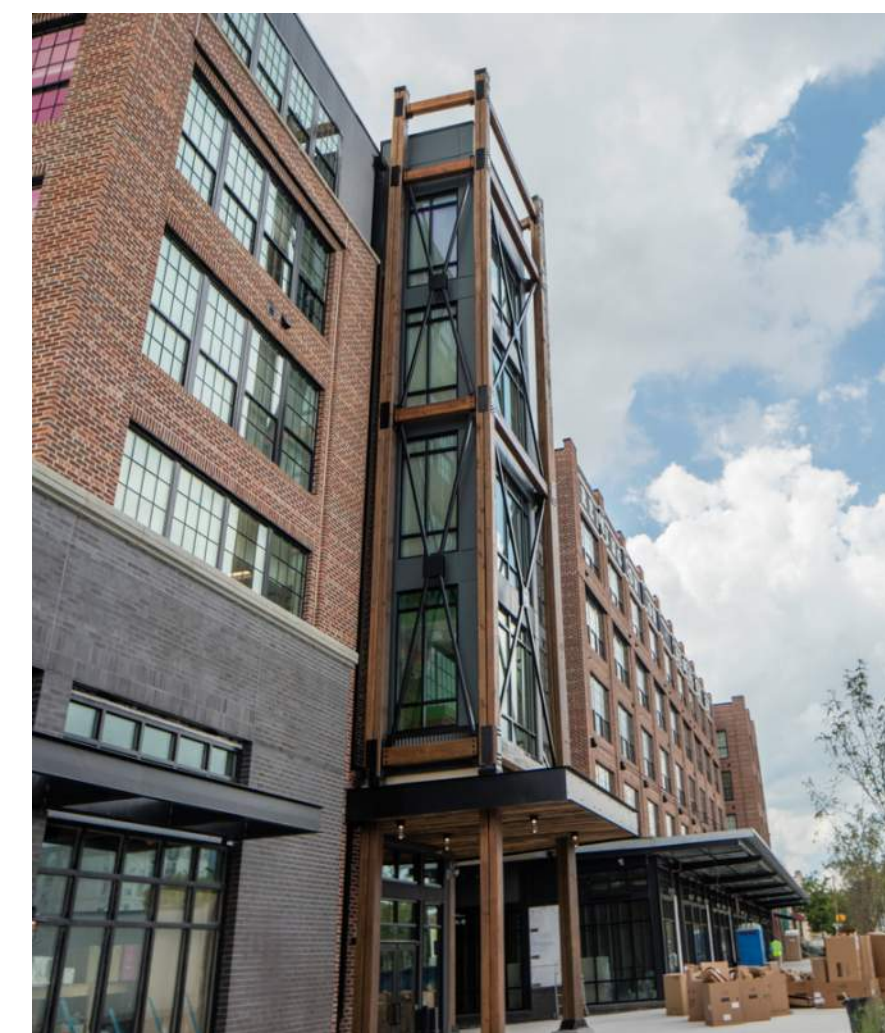
# A1.0

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## A large, multi-story red brick building with many windows, illuminated at night. The building has a dark blue ground floor and is located on a street corner. A red awning is visible on the left side of the building.



**214 Center Drive, LLC**  
PO Box 9833 Cincinnati, OH 45209  
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---

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**CIVIL ENGINEER**

**Spivk Engineering, LLC.**  
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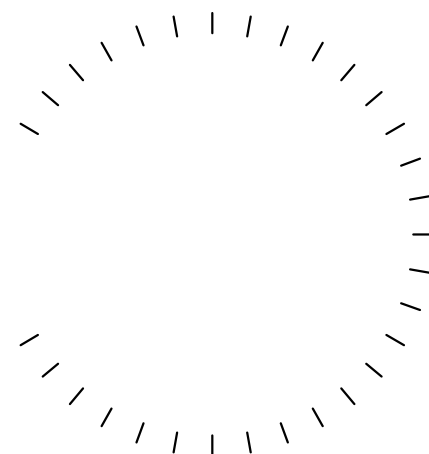
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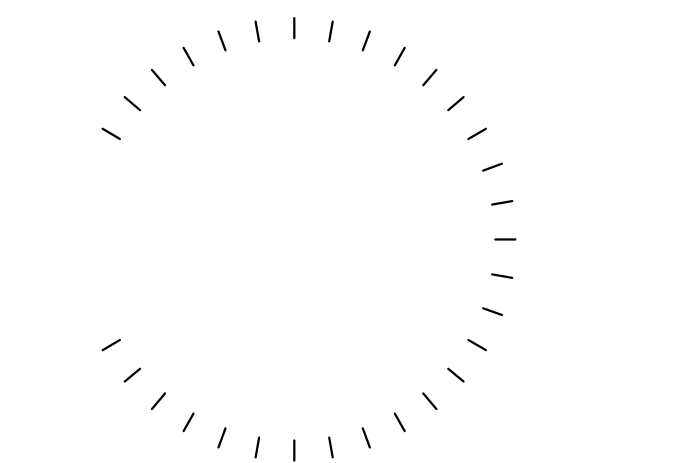
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ARCHITECTURE

LANDSCAPE ARCHITECTURE

PLANNING

INTERIOR DESIGN

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## Drawing

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### CONCEPT RENDERING

## ANNEXATION AND ZONING SUBMISSION



**CONCEPT RENDERING** - VIEW LOOKING SOUTH AT THE ENTRANCE FROM DONEGAN RD.

### ③ METAL SUNSHADE

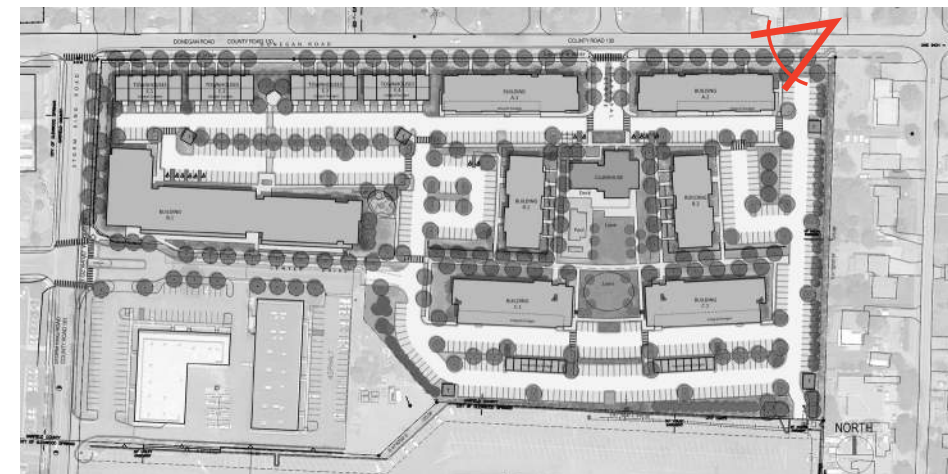
## ⑥ METAL COPING



## KEY PLAN



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ANNEXATION AND ZONING  
SUBMISSION

## KEY PLAN

## ⑥ METAL COPING



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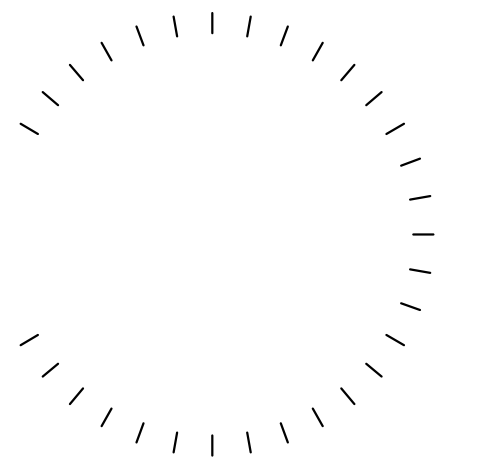
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## Drawing

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# CONCEPT RENDERING

## A2.3

ANNEXATION AND ZONING  
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**CONCEPT RENDERING** - VIEW LOOKING NORTHEAST FROM CENTER DRIVE

## PROPOSED MATERIAL LEGEND

- ① FIBER CEMENT SIDING
  - ② BRICK MASONRY CLADDING
  - ③ METAL SUNSHADE
  - ④ METAL & WOOD DECK
  - ⑤ STANDING SEAM METAL ROOFING
  - ⑥ METAL COPING



## KEY PLAN





Traffic Impact Study

# 480 Donegan Glenwood Springs, Colorado

Prepared for:  
Sopris Engineering, LLC

**Kimley»Horn**

# T R A F F I C   I M P A C T   S T U D Y

## 480 Donegan

Glenwood Springs, Colorado

**Prepared for**  
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502 Main Street, Suite A-3  
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**Prepared by**  
**Kimley-Horn and Associates, Inc.**  
Curtis D. Rowe, P.E., PTOE  
4582 South Ulster Street  
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Denver, Colorado 80237  
(303) 228-2300



March 2021

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## 1.0 EXECUTIVE SUMMARY

---

A new residential project named 480 Donegan is proposed to be located on the southeast corner of the intersection of Donegan Road and Storm King Road in Glenwood Springs, Colorado. The 480 Donegan development is anticipated to include 360 multifamily dwelling units and a 2,000 square foot restaurant. The 360 multifamily residences are planned as 20 townhouses, 13 live-work units, and 327 apartments. The live-work units typically cause a reduction in traffic generation by providing a place of employment within the residence. However, no reduction to the traffic volumes were applied for these units. The proposed restaurant is anticipated to primarily be an amenity internal to the site; however, was included for evaluation to provide a conservative analysis. Of note, based on other developments, approximately 80 percent of the business for the restaurant comes from the residents of the property. It is expected that the project will be completed within the next couple of years; therefore, analysis was completed for the 2022 short term and 2040 long term horizons.

The purpose of this study is to identify project traffic generation characteristics, to identify potential project traffic related impacts on the local street system, and to develop mitigation measures required for identified impacts. The following intersections were incorporated into this traffic study in accordance with the City of Glenwood Springs and State of Colorado Department of Transportation (CDOT) standards and requirements:

- Donegan Road and Chapparral Circle
- Donegan Road and Mel Ray Road
- State Highway 6 (SH-6) and Donegan Road
- Center Drive and Storm King Road
- State Highway 6 (SH-6) and Storm King Road
- State Highway 6 (SH-6) and Mel Ray Road
- Donegan Road and Storm King Road

In addition, one full movement project access along the east side of Storm King Road as well as one full movement access along the south side of Donegan Road were also evaluated.

Regional access to the project will be provided by Interstate 70 (I-70), State Highway 82 (SH-82), and State Highway 6 (SH-6). Primary access will be provided by Donegan Road, Storm

King Road and Mel Ray Road. Direct access to the site will be provided by one full movement project access along the east side of Storm King Road as well as one full movement access along the south side of Donegan Road. The access along Donegan Road is proposed to align with Chapparal Circle while the south access along Storm King Road is proposed to align with Center Drive.

480 Donegan is expected to generate approximately 2,188 weekday daily trips, with 144 of these trips occurring during the morning peak hour and 177 of these trips occurring during the afternoon peak hour.

Distribution of project traffic on the street system was based on the area street system characteristics, existing traffic patterns and volumes, demographic information, and the proposed access system for the project. Assignment of project traffic was based upon the trip generation described previously and the distributions developed.

Based on the analysis presented in this report, Kimley-Horn believes 480 Donegan will be successfully incorporated into the existing and future roadway network. The proposed project development resulted in the following recommendations and conclusions:

- Access to the site will be provided by two proposed full movement driveways. One access is proposed on the south side of Donegan Road to align with Chapparal Circle and the other access is proposed along the east side of Storm King Road to align with Center Drive. It is recommended that the access aligning with Chapparal Circle have a single exiting lane to Donegan Road and operate with stop control with a R1-1 "STOP" sign installed for the northbound exiting driveway approach.
- It is recommended that all-way stop control be provided at the intersection of Center Drive/Access and Storm King Road with development of the project. New R1-1 "STOP" signs should be installed on the northbound and southbound Storm King Road approaches of this intersection. Further, R1-3P "ALL WAY" plaques should be placed below the stop signs on all four approaches. It is recommended that orange flags be temporarily affixed to the new STOP signs on northbound and southbound Storm King Road to warn drivers of the change in traffic control.

- The threshold for requiring an access permit along CDOT roadways occurs when project traffic is anticipated to increase the existing access traffic volumes by more than 20 percent. Based on traffic projections, the addition of project traffic on the north leg of the SH-6 and Mel Ray Road intersection is anticipated to increase existing access traffic volumes by more than 20 percent during the peak hour; therefore, it is believed that an access permit will be required by CDOT for this approach at the Mel Ray Road and SH-6 intersection in association with this project. Access permit are not anticipated to be required at the SH-6/Storm King Road or SH-6/Donegan Road intersections based on the traffic volume threshold; although, if improvements are constructed at SH-6/Donegan Road as recommended for the future to include an eastbound left turn lane and an eastbound acceleration lane from the southbound left turn, a CDOT Access Permit will likely be needed.
- Based on an operational need in 2040 with or without the addition of project traffic, it is recommended that an eastbound left turn lane and an eastbound acceleration lane from the southbound left turn be constructed at the State Highway 6 and Donegan Road intersection. Based on CDOT Access Code standards, the eastbound left turn lane should provide a length of 50 feet plus a 145-foot taper while the left turn acceleration lane should provide a length of 235 feet plus a 145-foot taper. The through lane transitions around this new left turn lane should be 320 feet long based on the 40-mph speed limit and a 12-foot wide lane.
- Any on-site improvements should be incorporated into the Civil Drawings and conform to the standards of the City of Glenwood Springs, CDOT, and the Manual on Uniform Traffic Control Devices (MUTCD) – 2009 Edition.

## 2.0 INTRODUCTION

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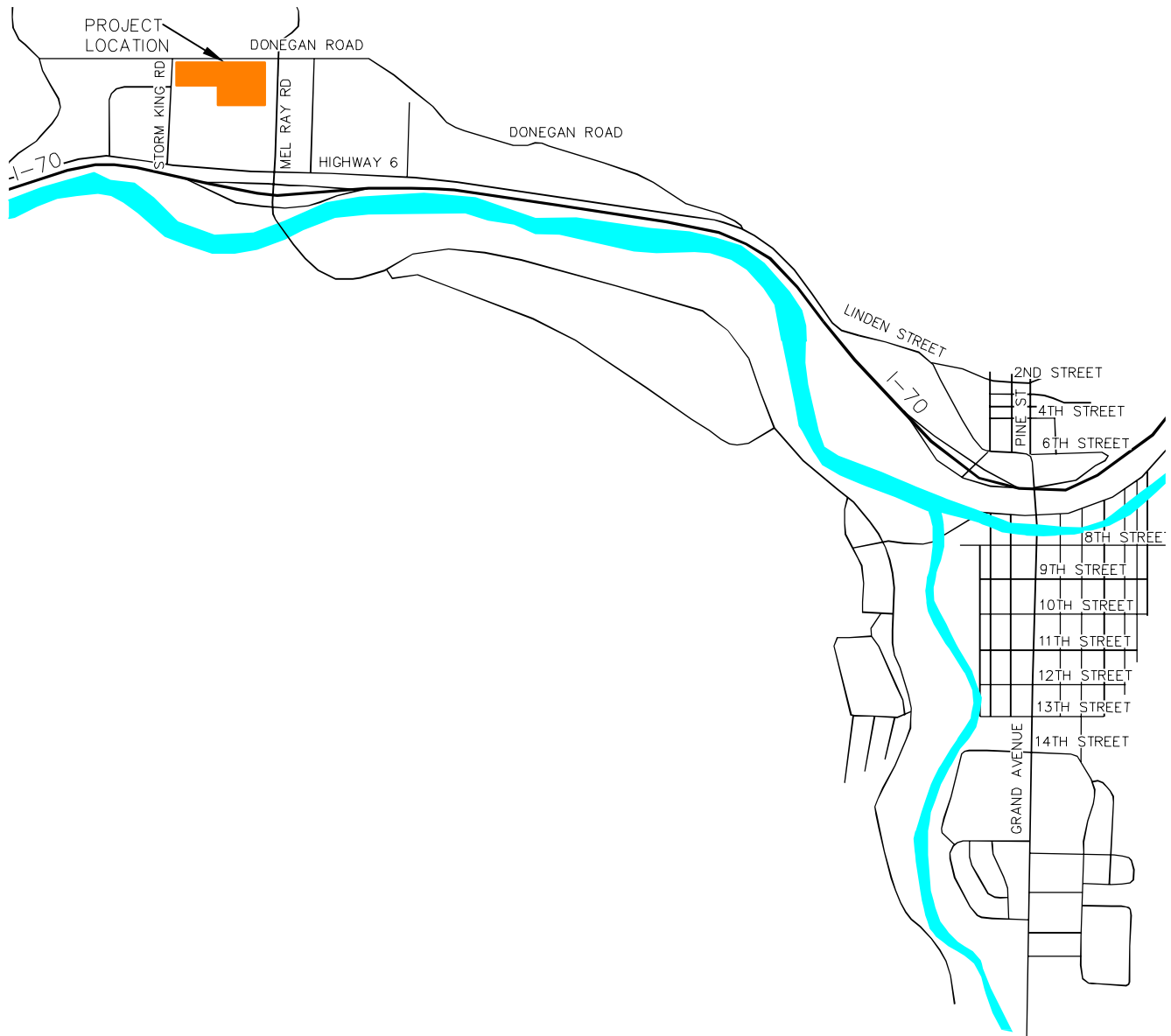
Kimley-Horn and Associates, Inc. has prepared this report to document the results of a Traffic Impact Study of future traffic conditions associated with a new residential project named 480 Donegan that is proposed to be located on the southeast corner of the intersection of Donegan Road and Storm King Road in Glenwood Springs, Colorado. A vicinity map illustrating the project site location is shown in **Figure 1**. The 360 multifamily residences are planned as 20 townhouses, 13 live-work units, and 327 apartments. The live-work units typically cause a reduction in traffic generation by providing a place of employment within the residence. However, no reduction to the traffic volumes were applied for these units. The proposed restaurant is anticipated to primarily be an amenity internal to the site; however, was included for evaluation to provide a conservative analysis. Of note, based on other developments, approximately 80 percent of the business for the restaurant comes from the residents of the property. A conceptual site plan illustrating the project and access locations is shown in **Appendix E**. It is expected that the project will be completed within the next couple of years; therefore, analysis was completed for the 2022 short term and 2040 long term horizons.

The purpose of this study is to identify project traffic generation characteristics, to identify potential project traffic related impacts on the local street system, and to develop mitigation measures required for identified impacts. The following intersections were incorporated into this traffic study in accordance with the City of Glenwood Springs and CDOT standards:

- Donegan Road and Chapparral Circle
- Donegan Road and Mel Ray Road
- State Highway 6 (SH-6) and Donegan Road
- Center Drive and Storm King Road
- State Highway 6 (SH-6) and Storm King Road
- State Highway 6 (SH-6) and Mel Ray Road
- Donegan Road and Storm King Road

In addition, one full movement project access along the east side of Storm King Road as well as one full movement access along the south side of Donegan Road were also evaluated.





480 DONEGAN  
 GLENWOOD SPRINGS, COLORADO  
 VICINITY MAP

FIGURE 1

## 3.0 EXISTING AND FUTURE CONDITIONS

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### 3.1 Existing Study Area

The existing site is currently vacant land. To the east of the site are existing residences, a church, and Glenwood Springs Middle School. To the west of the site are existing residences, auto dealerships, and Two Rivers Community School. The area to the north of the project is primarily residential. To the south of the project is the Glenwood Springs Mall. The land uses and roadway network surrounding the site within the study area are shown in the aerial of **Figure 2**.

### 3.2 Existing Roadway Network and Future Access

Donegan Road is a two-lane roadway with one through lane in each direction, eastbound and westbound within the project limits. The roadway has a posted speed limit of 25 miles per hour in the vicinity of the site. Storm King Road and Mel Ray Road are both two-lane roadways with one through lane in each direction, northbound and southbound, within the project limits. These roadways have a posted speed limit of 25 miles per hour in the vicinity of the site. SH-6 is a two-lane roadway with one through lane in each direction, eastbound and westbound, within the project limits. The roadway has a posted speed limit of 40 miles per hour in the project study area.

The intersection of Donegan Road and Chapparral Circle is an unsignalized three-leg T-intersection with stop control on the southbound Chapparral Circle approach. This intersection currently has one lane for shared movements on all approaches. With construction of this project, a full access is proposed to align with Chapparral Circle.

The intersection of Donegan Road and Mel Ray Road is a four-leg all-way stop controlled intersection. This intersection currently has one lane for all movements at each approach.

The intersection of SH-6 and Donegan Road (approximately 1.2 miles east of the site) is an unsignalized three-leg T-intersection with stop control on the southbound approach. The westbound approach of SH-6 contains a right turn slip lane for traffic continuing west on Donegan Road. All approaches at this intersection have a single lane for shared movements.



480 DONEGAN  
GLENWOOD SPRINGS, COLORADO  
SITE AREA

FIGURE 2

The intersection of Center Drive and Storm King Road is an unsignalized four-leg intersection with stop control on the eastbound and westbound approaches. This intersection currently has a single lane for shared movements at all approaches. With construction of this project, the east leg will also provide shared access to this development area.

The intersection of SH-6 and Storm King Road is an unsignalized three-leg intersection with stop control on the southbound approach. The westbound approach consists of a through lane and a right turn lane. The eastbound and southbound approaches consist of a single lane for shared movements.

The roundabout of SH-6 and Mel Ray Road is a six-leg two-lane roundabout that provides access to SH-6, Mel Ray Road, and the I-70 Westbound Ramps. All legs of this roundabout provide two-lane approaches except for the southbound approach on Mel Ray Road which provides a single lane.

The existing T-intersection of Donegan Road and Storm King Road is unsignalized with stop control on the northbound approach. The three approaches of this intersection all provide a single lane for shared movements. The intersection lane configuration and control for the study area intersections are shown in **Figure 3**.

Regional access to the project will be provided by Interstate 70 (I-70), State Highway 82 (SH-82), and State Highway 6 (SH-6). Primary access will be provided by Donegan Road, Storm King Road and Mel Ray Road. Direct access to the site will be provided by one full movement project access along the east side of Storm King Road as well as one full movement access along the south side of Donegan Road. The access along Donegan Road is proposed to align with Chapparal Circle while the south access along Storm King Road is proposed to align with Center Drive.

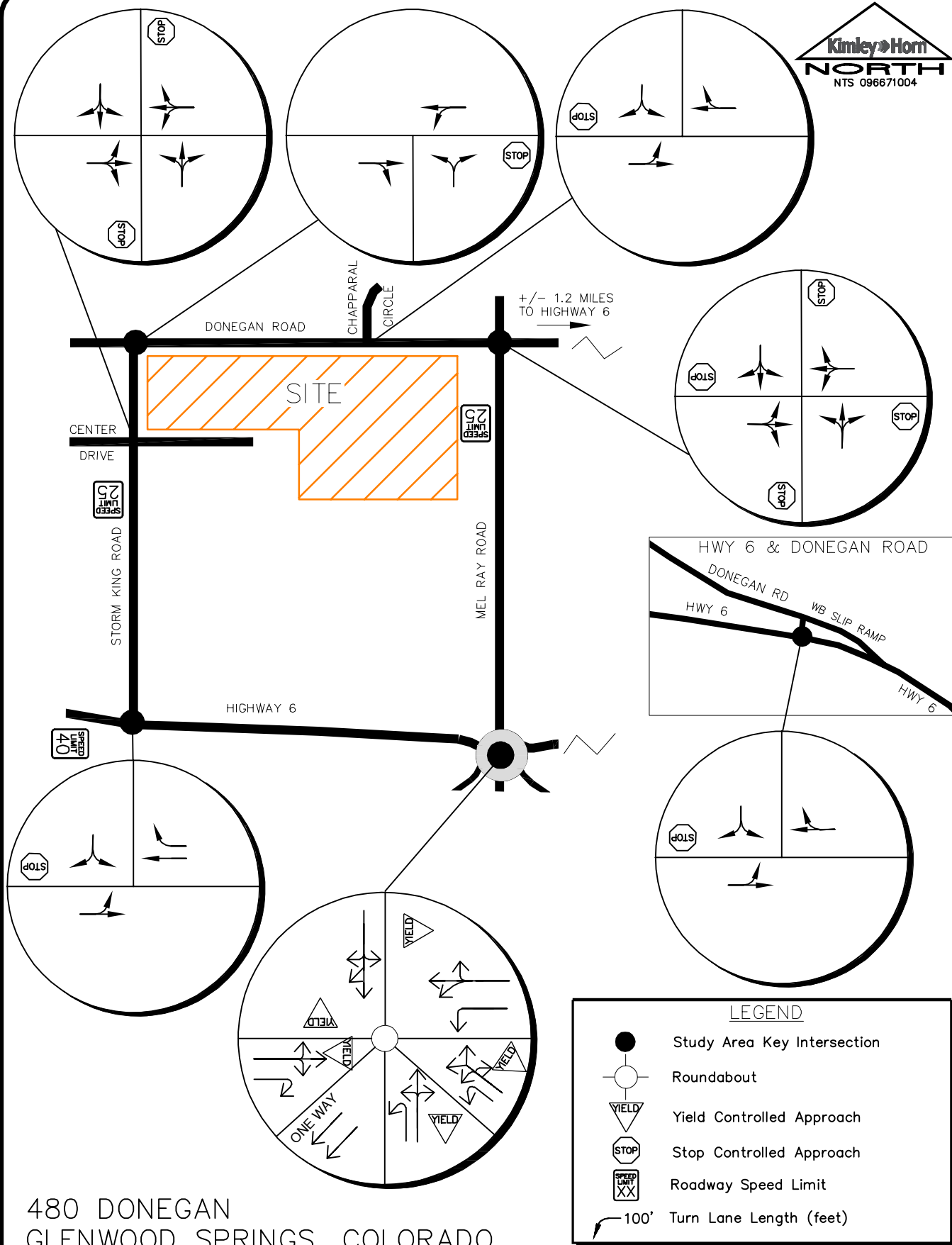


FIGURE 3



### 3.3 Existing Traffic Volumes

Existing peak hour turning movement vehicle, pedestrian, and bicycle counts were conducted at key study area intersections on Wednesday, March 3, 2021. The counts were conducted during the morning and afternoon peak hours of adjacent street traffic in 15-minute intervals from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM. The intersection of Donegan Road and Chapparral Circle turning movement volumes were derived from the trip generation potential of the surrounding area and the counts derived from the counted intersections due to the current COVID conditions. The existing intersection vehicle traffic volumes are shown in **Figure 4** while existing pedestrian and bicycle counts are illustrated in **Figure 5**. Traffic count sheets are provided in **Appendix A**.

The existing turning movement counts collected on SH-6 for this project from March 2021 were compared with daily traffic volume counts conducted by CDOT in 2018 on SH-6 west of SH-82 to determine an applicable COVID-19 adjustment. The 2018 volumes were grown by 0.13 percent per year based on the CDOT Online Transportation Information System (OTIS) growth rate to reflect 2021 volumes. This roadway segment was chosen to provide a comparison to determine an appropriate COVID-19 adjustment factor since it is near this project study area and the most applicable data available. Based on comparison of the data, the counts conducted in March of 2021 needed to be increased by 35 percent during the morning and afternoon peak hours to represent normal traffic conditions to account for COVID-19. These adjusted turning movement counts are shown in **Figure 6** with COVID-19 calculations located in **Appendix B**.

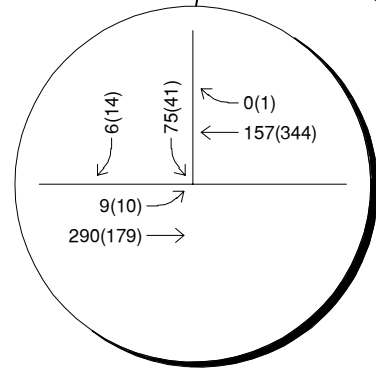
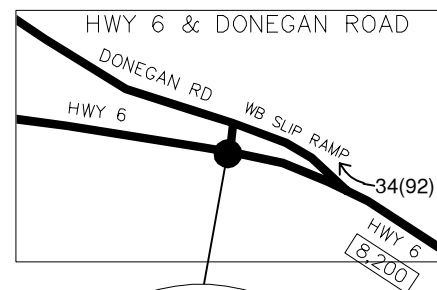
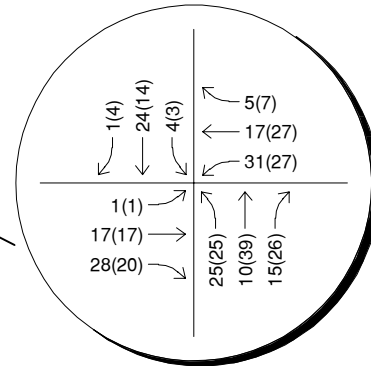
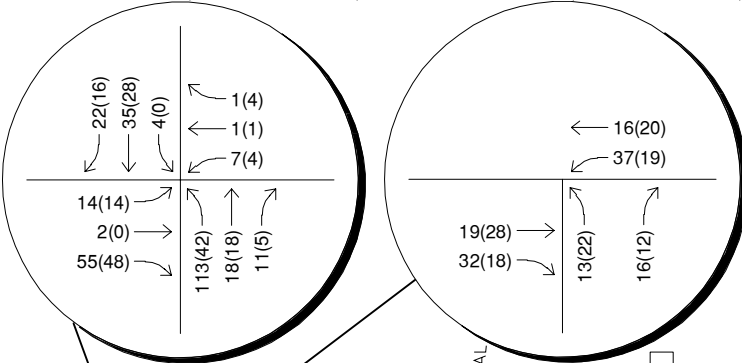
### 3.4 Unspecified Development Traffic Growth

According to traffic projections provided by CDOT OTIS, SH-6 is expected to have a 20-year growth factor of 1.03. This equates to an annual growth rate of approximately 0.13 percent. To be conservative, an annual growth rate of 0.5 percent was used to calculate short term 2022 and long term 2040 background traffic projections for the key intersections and roadways in the study area. Since the retail center to the south of the project was operating at a reduced capacity at the time of the traffic counts, trip estimates for this retail center were also assigned and included as background traffic in 2022 and 2040. CDOT OTIS traffic information is included in **Appendix B**. Background traffic volumes for 2022 and 2040 are shown in **Figure 7** and **Figure 8**, respectively.

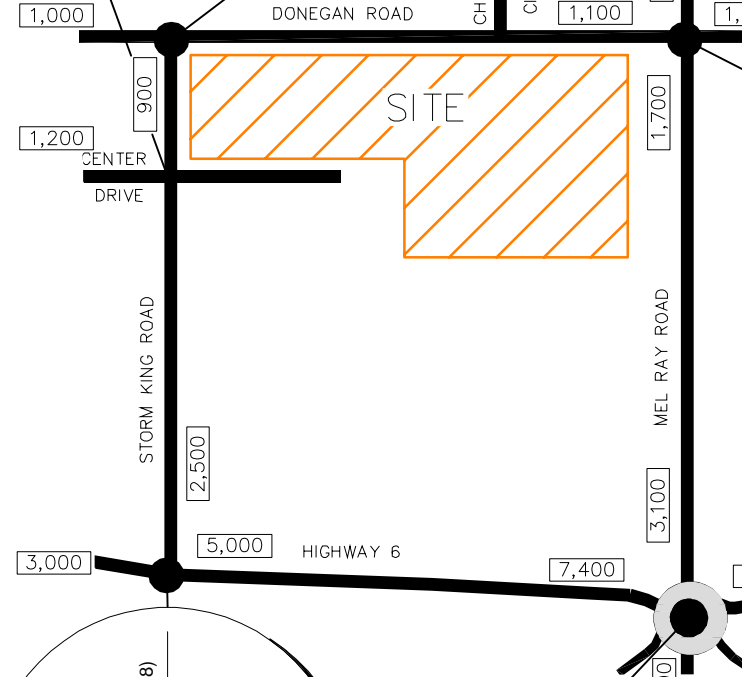
Wednesday, March 3, 2021 7: 45-8: 45AM (2: 00-3: 00PM) Wednesday, March 3, 2021 7: 30-8: 30AM (3: 00-4: 00PM)



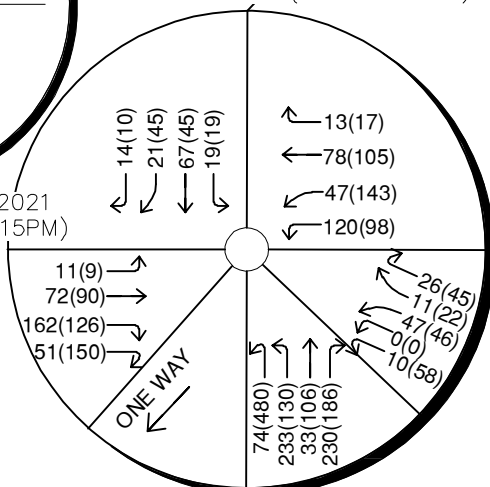
Wednesday, March 3, 2021 8: 00-9: 00AM (4: 15-5: 15PM)



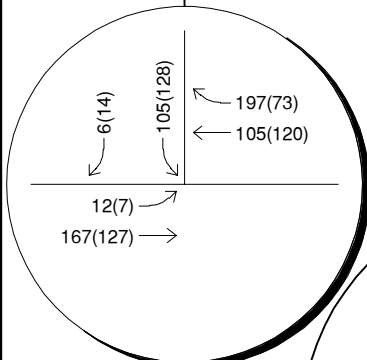
Wednesday, March 3, 2021 8: 00-9: 00AM (5: 00-6: 00PM)



Wednesday, March 3, 2021 7: 45-8: 45AM (5: 00-6: 00PM)



Wednesday, March 3, 2021 7: 30-8: 30AM (4: 15-5: 15PM)



**LEGEND**

- Study Area Key Intersection
- xxx(xxx) Weekday AM(PM) Peak Hour Traffic Volumes
- xx,x00 Estimated Daily Traffic Volume

480 DONEGAN  
GLENWOOD SPRINGS, COLORADO  
2021 EXISTING VOLUMES

FIGURE 4



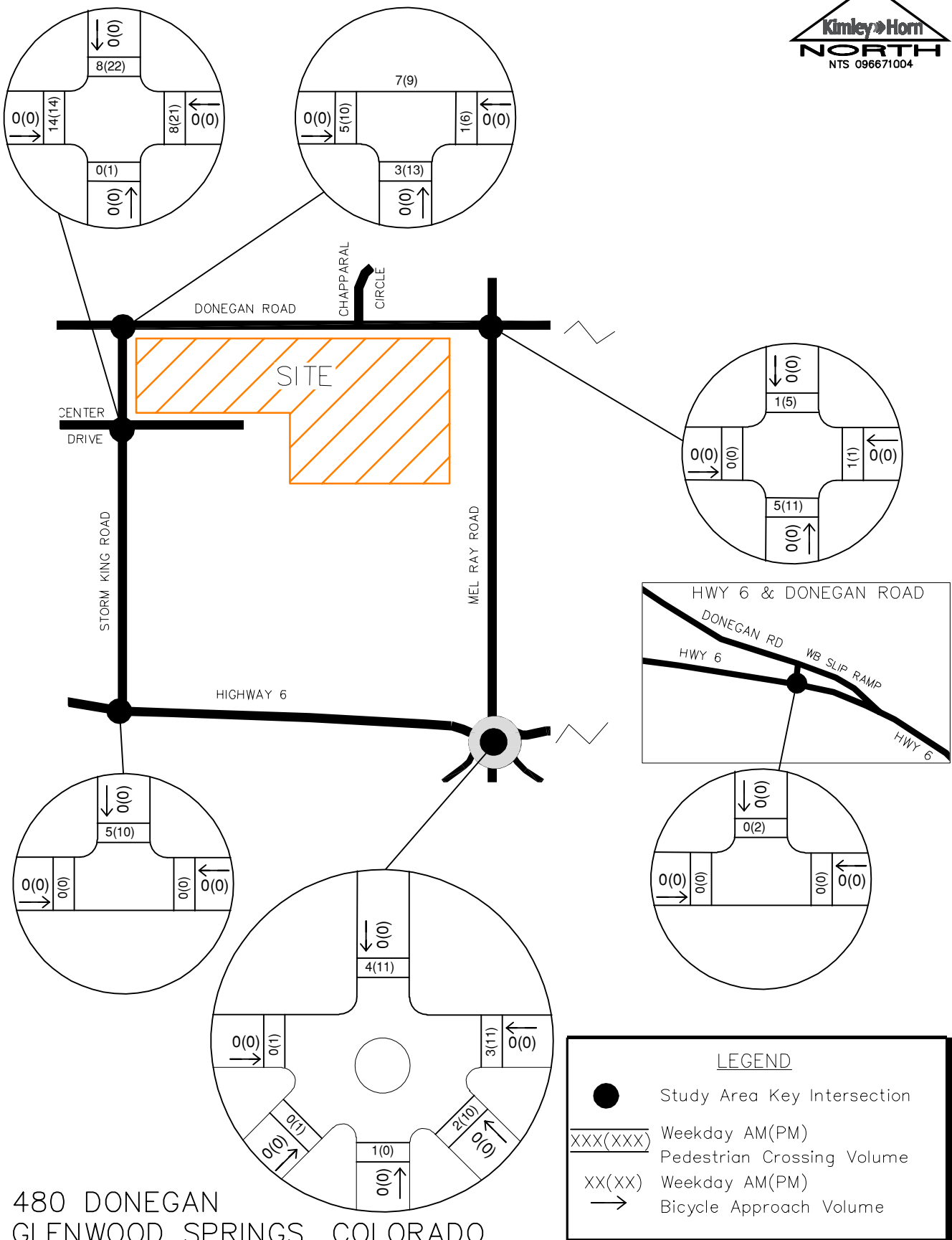


FIGURE 5

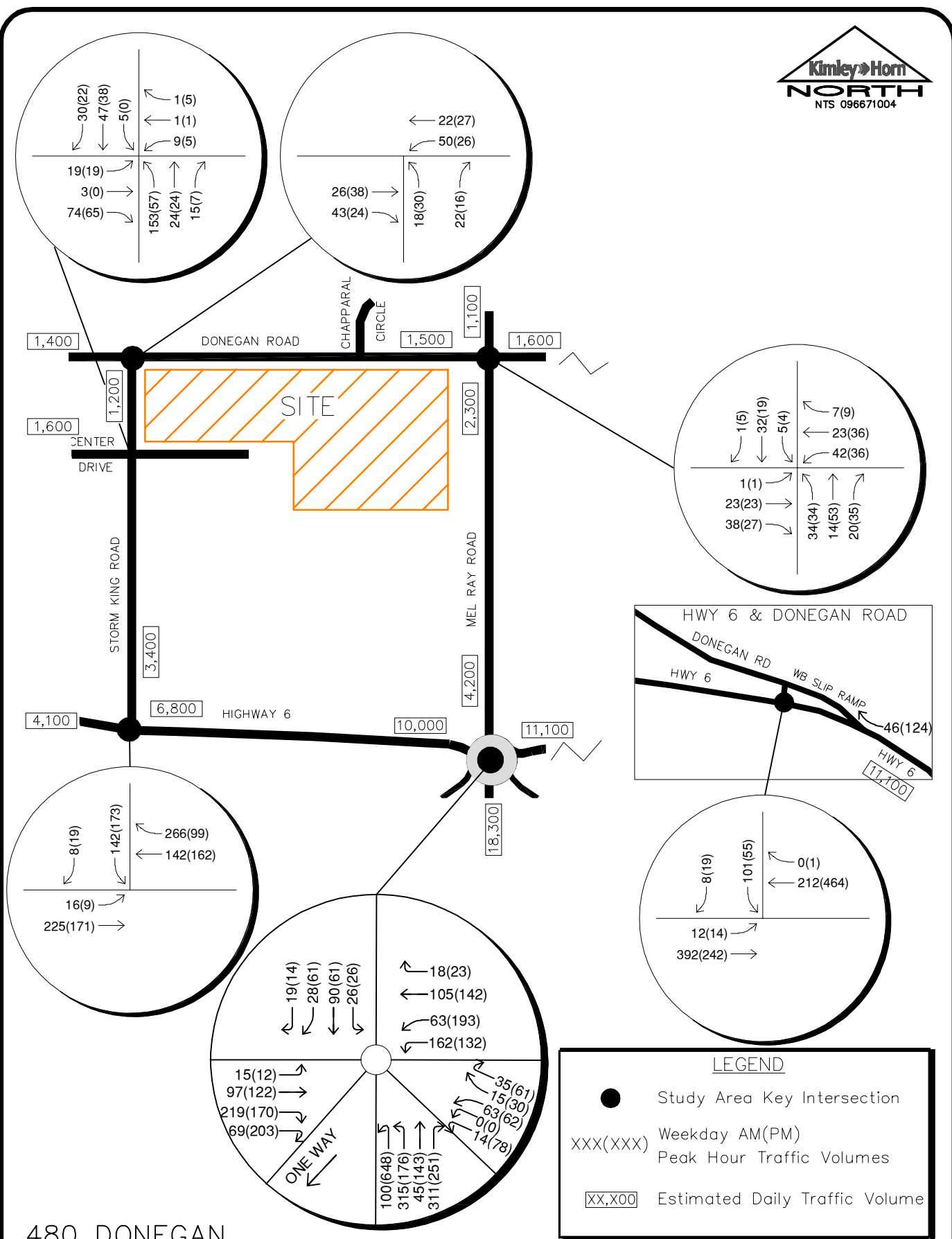


FIGURE 6

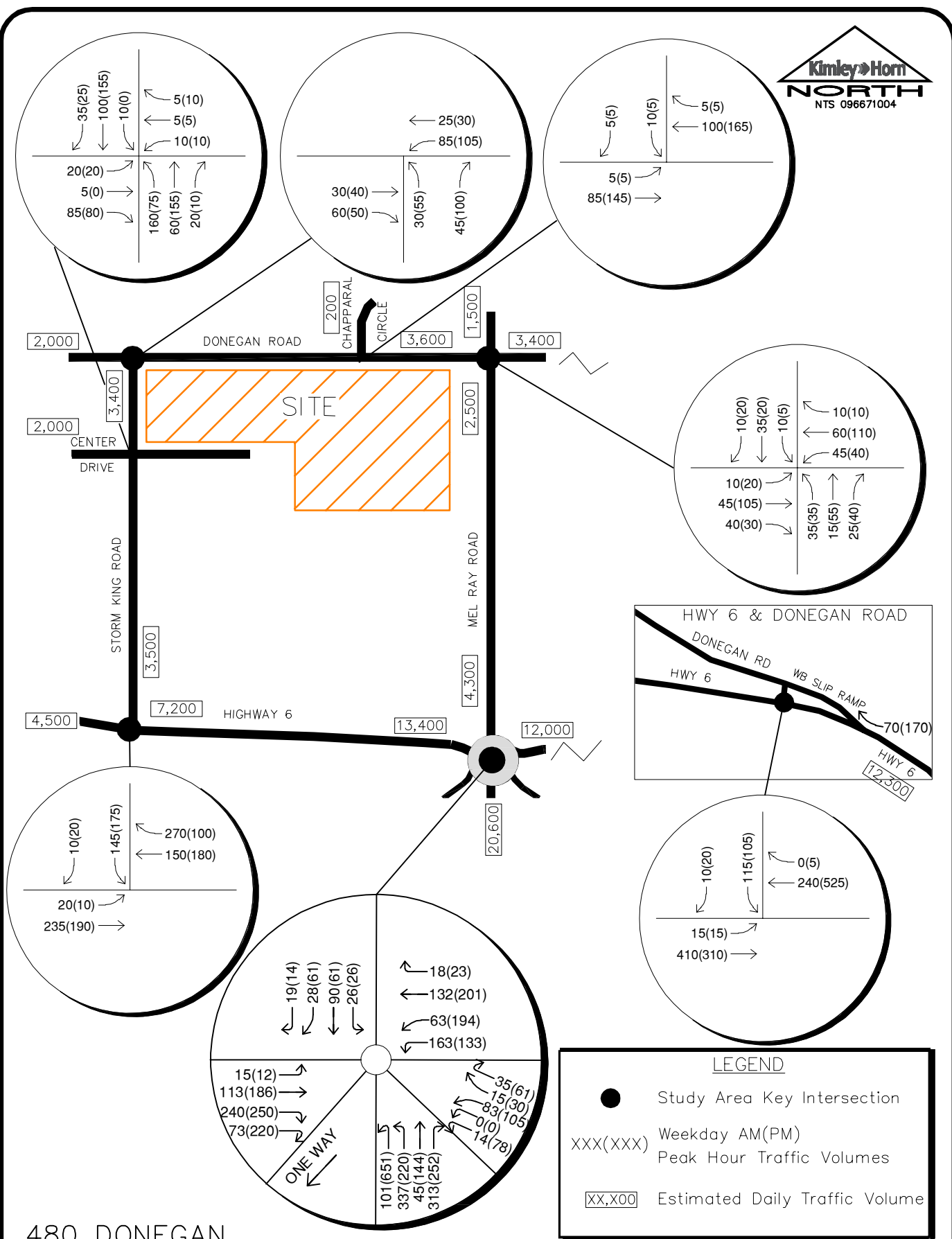
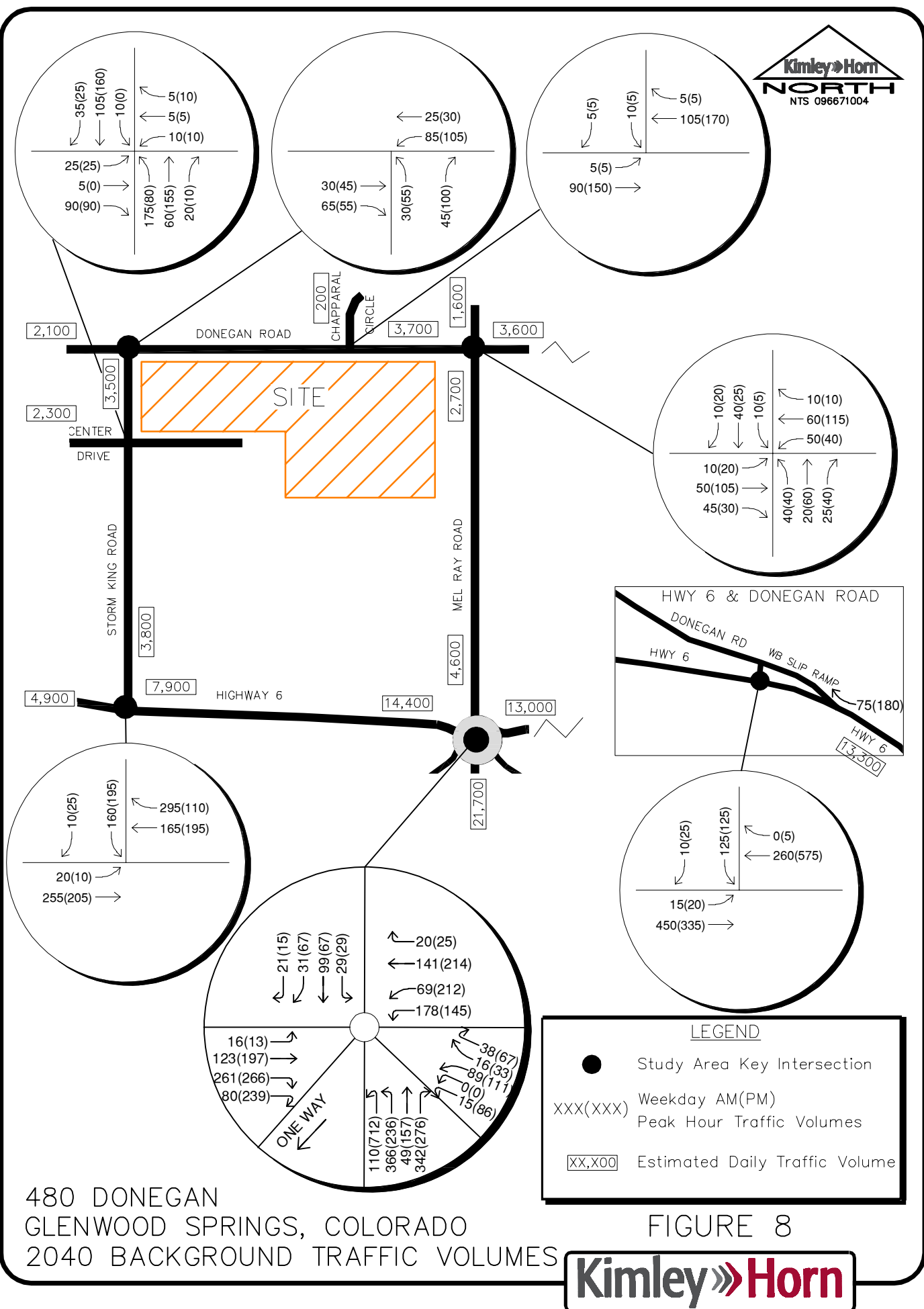


FIGURE 7





## 4.0 PROJECT TRAFFIC CHARACTERISTICS

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### 4.1 Trip Generation

Site-generated traffic estimates are determined through a process known as trip generation. Rates and equations are applied to the proposed land use to estimate traffic generated by the development during a specific time interval. The acknowledged source for trip generation rates is the *Trip Generation Manual*<sup>1</sup> published by the Institute of Transportation Engineers (ITE). ITE has established trip rates in nationwide studies of similar land uses. For this study, Kimley-Horn used the ITE Trip Generation Report average rates and fitted curve equations that apply to Low-Rise Multifamily Housing (ITE Land Use Code 220), Mid-Rise Multifamily Housing (ITE Code 221), and High Turnover Sit-Down Restaurant (ITE Code 932) for traffic associated with the development.

The 480 Donegan development is anticipated to include 360 multifamily dwelling units and a 2,000 square foot restaurant. The 360 multifamily residences are planned as 20 townhouses, 13 live-work units, and 327 apartments. Differentiation is not provided for the for-sale or for-rent multi-family uses in the 10th Edition of ITE Trip Generation. The live-work units typically cause a reduction in traffic generation by providing a place of employment within the residence. However, no reduction to the traffic volumes were applied for these units. The proposed restaurant is anticipated to primarily be an amenity internal to the site; however, was included for evaluation to provide a conservative analysis. Of note, based on other developments, approximately 80 percent of the business for the restaurant comes from the residents of the property.

As identified in ITE Trip Generation 10<sup>th</sup> Edition, Low-Rise Multifamily Housing (ITE 220) includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have one or two levels (floors); therefore, the 20 townhouses were evaluated with this land use code. Likewise, Mid-Rise Multifamily Housing (ITE 221) includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have between three and 10 levels (floors); therefore, the apartments and live-work units were evaluated with this land use code.

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<sup>1</sup> Institute of Transportation Engineers, *Trip Generation Manual*, Tenth Edition, Washington DC, 2017.

480 Donegan is expected to generate approximately 2,188 weekday daily trips, with 144 of these trips occurring during the morning peak hour and 177 of these trips occurring during the afternoon peak hour. Calculations were based on the procedure and information provided in the *ITE Trip Generation Manual, 10<sup>th</sup> Edition – Volume 1: User's Guide and Handbook*, 2017. **Table 1** summarizes the estimated trip generation for the proposed development. The trip generation worksheets are included in **Appendix C**.

**Table 1 – 480 Donegan Traffic Generation**

| Land Use                                                    | Weekday Vehicle Trips |              |            |            |              |           |            |
|-------------------------------------------------------------|-----------------------|--------------|------------|------------|--------------|-----------|------------|
|                                                             | Daily                 | AM Peak Hour |            |            | PM Peak Hour |           |            |
|                                                             |                       | In           | Out        | Total      | In           | Out       | Total      |
| Low-Rise Multifamily Housing (ITE 220) – 20 Dwelling Units  | 100                   | 2            | 8          | 10         | 9            | 5         | 14         |
| Mid-Rise Multifamily Housing (ITE 221) – 340 Dwelling Units | 1,852                 | 30           | 84         | 114        | 87           | 56        | 143        |
| Sit-Down Restaurant (ITE 932) – 2,000 Square Feet           | 226                   | 11           | 9          | 20         | 12           | 8         | 20         |
| <b>Total Site Generated Trips</b>                           | <b>2,188</b>          | <b>43</b>    | <b>101</b> | <b>144</b> | <b>108</b>   | <b>69</b> | <b>177</b> |

#### 4.2 Trip Distribution

Distribution of site traffic was based on the area street system characteristics, existing traffic patterns and volumes, existing demographic information, and the proposed access system for the project. The directional distribution of traffic is a means to quantify the percentage of site-generated traffic that approaches the site from a given direction and departs the site back to the original source. The project trip distribution is illustrated in **Figure 9**.

#### 4.3 Traffic Assignment and Total (Background Plus Project Traffic)

Project traffic assignment was obtained by applying the project trip distribution to the estimated traffic generation of the development shown in **Table 1**. Project traffic assignment is shown in **Figure 10** for 480 Donegan. Site traffic volumes were added to the background volumes to represent estimated traffic conditions for the short term 2022 horizon and long term 2040 horizon. These total traffic volumes for the project study area are illustrated for the 2022 and 2040 horizon years in **Figures 11** and **12**, respectively.

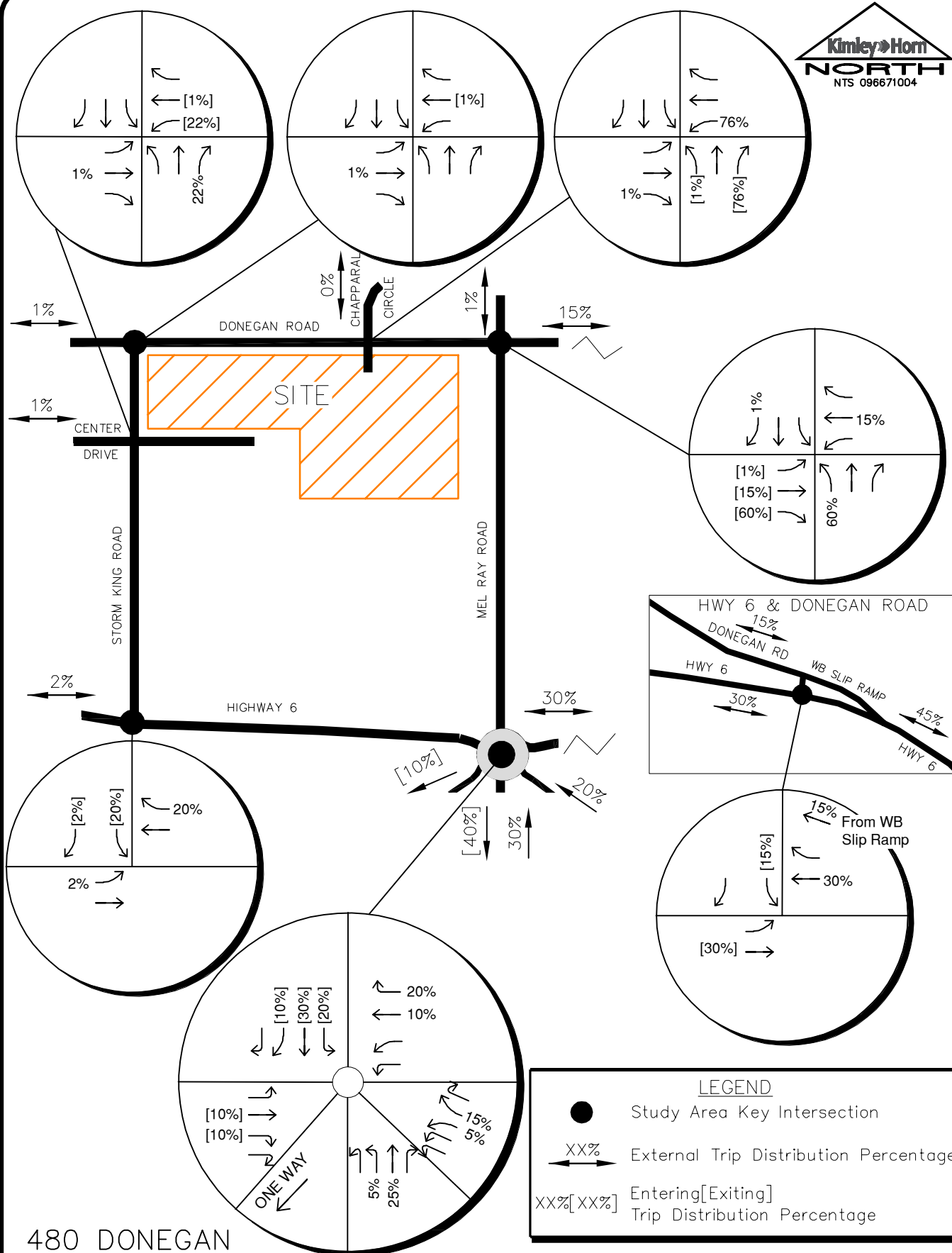


FIGURE 9

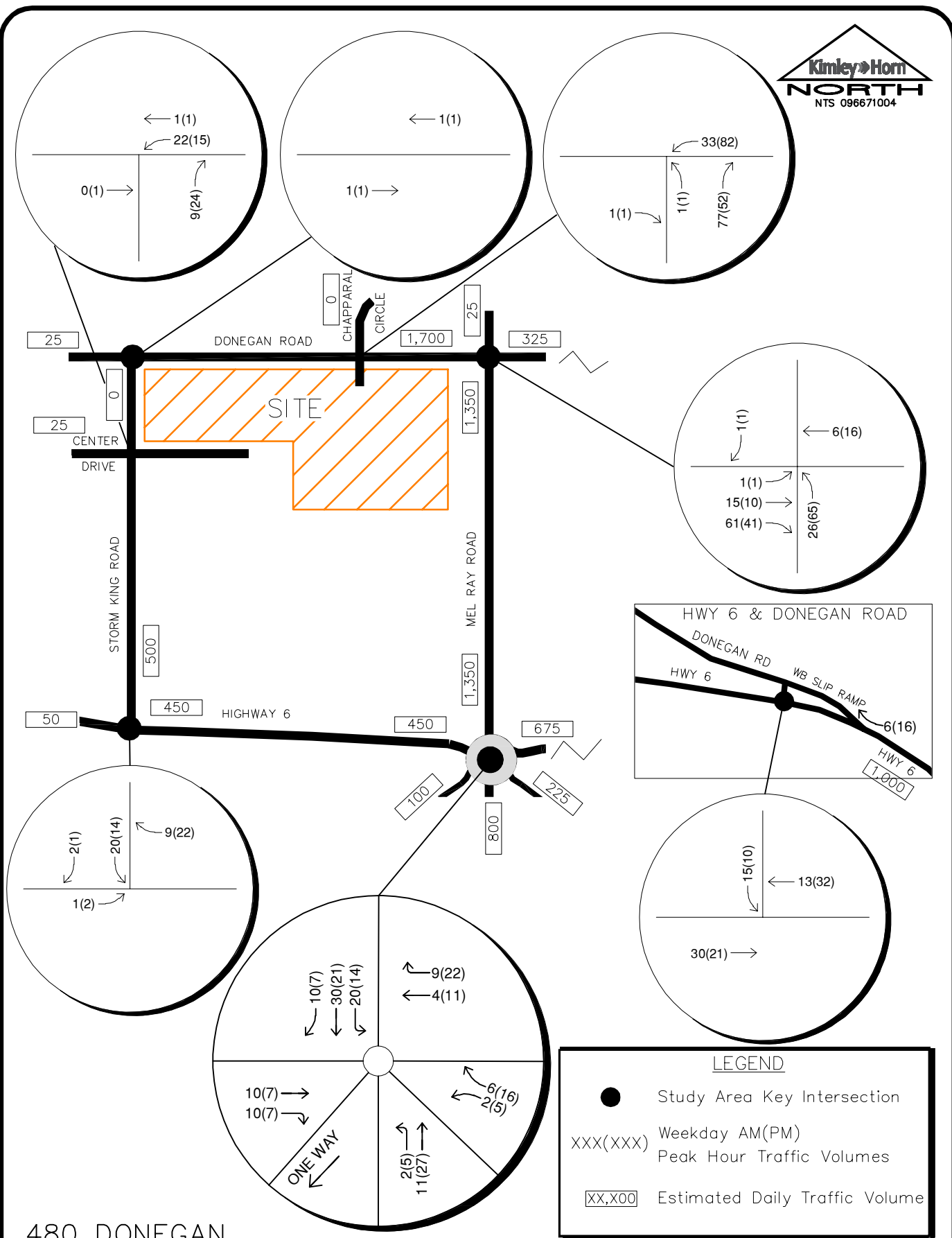


FIGURE 10



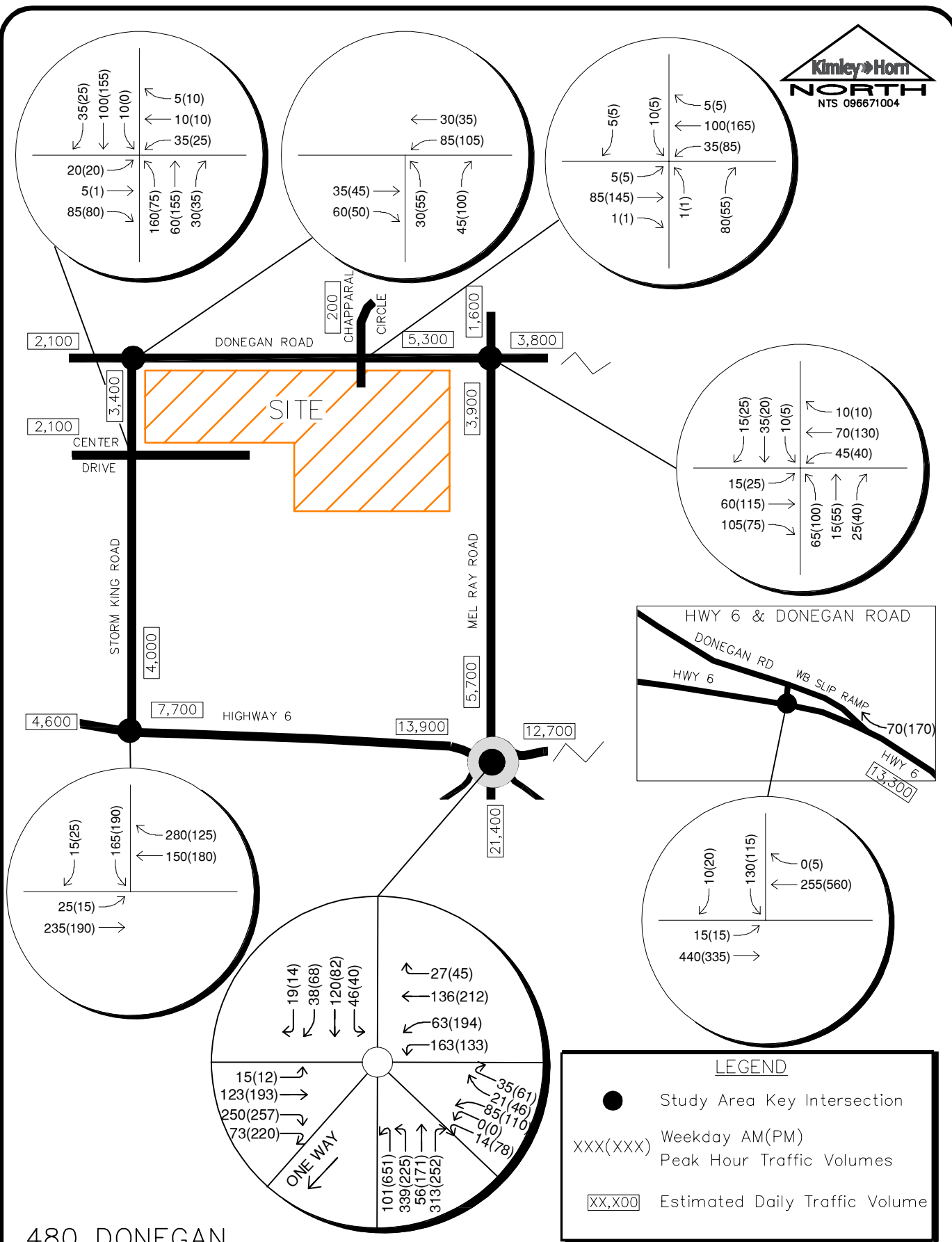


FIGURE 11

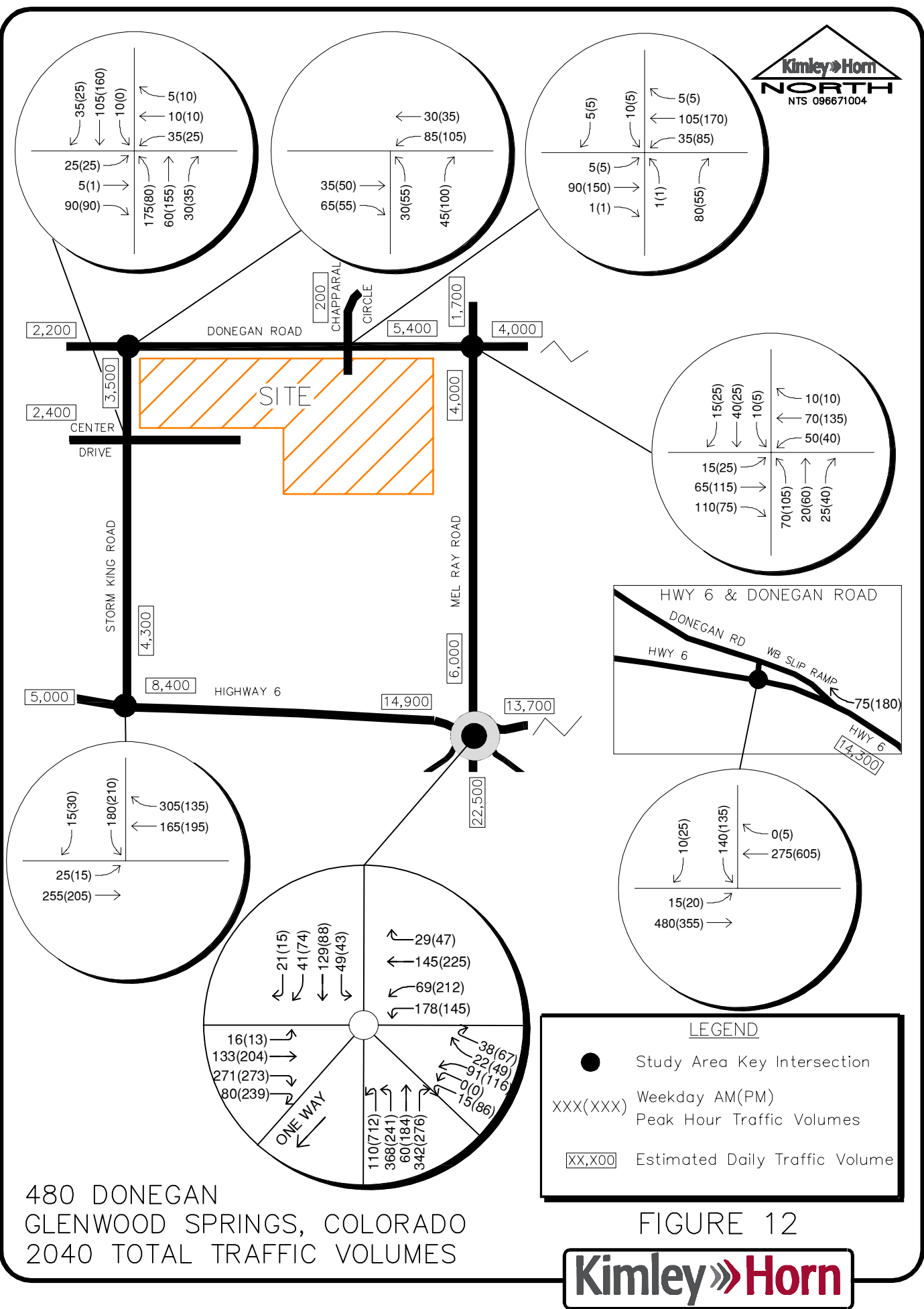


FIGURE 12

## 5.0 TRAFFIC OPERATIONS ANALYSIS

Kimley-Horn's analysis of traffic operations in the site vicinity was conducted to determine potential capacity deficiencies in the 2022 and 2040 development horizons at the identified key intersections and access driveways. The acknowledged source for determining overall capacity is the current edition of the *Highway Capacity Manual (HCM)*<sup>2</sup>.

### 5.1 Analysis Methodology

Capacity analysis results are listed in terms of Level of Service (LOS). LOS is a qualitative term describing operating conditions a driver will experience while traveling on a particular street or highway during a specific time interval. It ranges from A (very little delay) to F (long delays and congestion). The City of Glenwood Springs has adopted LOS D as the minimum acceptable level of service for all movements and approaches when evaluating intersection operations. **Table 2** shows the definition of level of service for signalized and unsignalized intersections.

**Table 2 – Level of Service Definitions**

| Level of Service | Signalized Intersection<br>Average Total Delay<br>(sec/veh) | Unsignalized Intersection<br>Average Total Delay<br>(sec/veh) |
|------------------|-------------------------------------------------------------|---------------------------------------------------------------|
| A                | ≤ 10                                                        | ≤ 10                                                          |
| B                | > 10 and ≤ 20                                               | > 10 and ≤ 15                                                 |
| C                | > 20 and ≤ 35                                               | > 15 and ≤ 25                                                 |
| D                | > 35 and ≤ 55                                               | > 25 and ≤ 35                                                 |
| E                | > 55 and ≤ 80                                               | > 35 and ≤ 50                                                 |
| F                | > 80                                                        | > 50                                                          |

Study area intersections were analyzed based on average total delay analysis for signalized and unsignalized intersections. Under the unsignalized analysis, the level of service (LOS) for a two-way stop-controlled intersection is determined by the computed or measured control delay and is defined for each minor movement. Level of service for a two-way stop-controlled intersection is not defined for the intersection as a whole. Level of service for a signalized and four-way stop controlled intersection is defined for each approach and for the intersection.

<sup>2</sup> Transportation Research Board, *Highway Capacity Manual*, Sixth Edition, Washington DC, 2016.

## 5.2 Key Intersection Operational Analysis

Calculations for the level of service at the key intersections for the study area are provided in **Appendix D**. The existing year analysis is based on the lane geometry and intersection control shown in **Figure 3**. The existing peak hour factors were utilized in the intersection operational analysis. Sidra software was used to evaluate the roundabout intersection at SH-6 and Mel Ray Road, while Synchro traffic analysis software was used to analyze the unsignalized key intersections and access driveways for level of service.

### Donegan Road and Chapparral Circle/Project Access

The Donegan Road and Chapparral Circle intersection is a three-leg T-intersection with stop control on the southbound Chapparral Circle approach. The movements at this intersection currently operate acceptably with LOS A during the morning and afternoon peak hours. With construction of this project, a south leg is proposed as a project access. It is recommended that the south leg have one lane for shared movements and a R1-1 STOP sign installed on the northbound approach. Throughout 2040, all movements at this intersection are anticipated to operate acceptably with LOS B or better. **Table 3** provides the level of service results.

**Table 3 – Donegan Road and Chapparral Circle/Project Access LOS Results**

| Scenario                            | AM Peak Hour    |     | PM Peak Hour    |     |
|-------------------------------------|-----------------|-----|-----------------|-----|
|                                     | Delay (sec/veh) | LOS | Delay (sec/veh) | LOS |
| <b>2021 Adjusted Existing</b>       |                 |     |                 |     |
| Eastbound Left                      | 7.3             | A   | 7.4             | A   |
| Southbound Approach                 | 9.1             | A   | 9.1             | A   |
| <b>2022 Background</b>              |                 |     |                 |     |
| Eastbound Left                      | 7.5             | A   | 7.6             | A   |
| Southbound Approach                 | 9.5             | A   | 10.0            | B   |
| <b>2022 Background Plus Project</b> |                 |     |                 |     |
| Northbound Approach                 | 9.1             | A   | 9.5             | A   |
| Eastbound Left                      | 7.5             | A   | 7.6             | A   |
| Westbound Left                      | 7.5             | A   | 7.7             | A   |
| Southbound Approach                 | 10.8            | B   | 11.9            | B   |
| <b>2040 Background</b>              |                 |     |                 |     |
| Eastbound Left                      | 7.5             | A   | 7.6             | A   |
| Southbound Approach                 | 9.5             | A   | 10.0            | B   |
| <b>2040 Background Plus Project</b> |                 |     |                 |     |
| Northbound Approach                 | 9.2             | A   | 9.5             | A   |
| Eastbound Left                      | 7.5             | A   | 7.6             | A   |
| Westbound Left                      | 7.5             | A   | 7.7             | A   |
| Southbound Approach                 | 10.9            | B   | 12.1            | B   |

### Donegan Road and Mel Ray Road

The intersection of Donegan Road and Mel Ray Road is a four-leg intersection with stop control on all approaches. This intersection currently operates acceptably with LOS A during the morning and afternoon peak hours. With the existing lane configuration and control, this intersection is anticipated to continue to operate acceptably with LOS B or better during the peak hours throughout 2040. **Table 4** shows the level of service results at this intersection.

**Table 4 – Donegan Road and Mel Ray Road LOS Results**

| Scenario                     | AM Peak Hour    |     | PM Peak Hour    |     |
|------------------------------|-----------------|-----|-----------------|-----|
|                              | Delay (sec/veh) | LOS | Delay (sec/veh) | LOS |
| 2021 Adjusted Existing       | 7.8             | A   | 7.9             | A   |
| 2022 Background              | 8.4             | A   | 9.2             | A   |
| 2022 Background Plus Project | 9.3             | A   | 10.8            | B   |
| 2040 Background              | 8.6             | A   | 9.4             | A   |
| 2040 Background Plus Project | 9.5             | A   | 11.1            | B   |



### SH-6 and Donegan Road

The intersection of SH-6 and Donegan Road is a three-leg intersection with stop control on the southbound approach. The movements at this intersection all currently operate acceptably with LOS C or better during the morning and afternoon peak hours. With the existing lane configurations and control, the movements at this intersection are all expected to continue to operate acceptably during the peak hours in 2022 with or without the addition of project traffic. By 2040, the southbound approach at this intersection may degrade to operate with LOS E during the afternoon peak hour with or without the addition of project traffic. In order to provide acceptable operations, it is recommended that an eastbound left turn lane and an eastbound acceleration lane from the southbound left turn be constructed at this intersection to facilitate two-stage left turn movements. Based on CDOT Access Code standards, the eastbound left turn lane should provide a length of 50 feet plus a 145-foot taper while the left turn acceleration lane should provide a length of 235 feet plus a 145-foot taper. The through lane transitions should be 320 feet long based on the 40-mph speed limit and a 12-foot wide lane. With this improvement, the movements at this intersection are expected to operate acceptably with LOS C or better during the peak hours throughout the 2040 horizon. **Table 5** shows the level of service results at this intersection.

**Table 5 – SH-6 and Donegan Road LOS Results**

| Scenario                              | AM Peak Hour       |     | PM Peak Hour       |     |
|---------------------------------------|--------------------|-----|--------------------|-----|
|                                       | Delay<br>(sec/veh) | LOS | Delay<br>(sec/veh) | LOS |
| <b>2021 Adjusted Existing</b>         |                    |     |                    |     |
| Eastbound Left                        | 7.7                | A   | 8.4                | A   |
| Southbound Approach                   | 17.1               | C   | 16.7               | C   |
| <b>2022 Background</b>                |                    |     |                    |     |
| Eastbound Left                        | 7.8                | A   | 8.7                | A   |
| Southbound Approach                   | 19.6               | C   | 25.2               | D   |
| <b>2022 Background Plus Project</b>   |                    |     |                    |     |
| Eastbound Left                        | 7.9                | A   | 8.8                | A   |
| Southbound Approach                   | 22.5               | C   | 30.4               | D   |
| <b>2040 Background</b>                |                    |     |                    |     |
| Eastbound Left                        | 7.9                | A   | 8.9                | A   |
| Southbound Approach                   | 22.7               | C   | 35.6               | E   |
| <b>2040 Background Plus Project</b>   |                    |     |                    |     |
| Eastbound Left                        | 7.9                | A   | 9.0                | A   |
| Southbound Approach                   | 26.9               | D   | 44.9               | E   |
| <b>2040 Background Plus Project #</b> |                    |     |                    |     |
| Eastbound Left                        | 7.9                | A   | 9.0                | A   |
| Southbound Approach                   | 17.9               | C   | 22.3               | C   |

# Eastbound left turn lane and eastbound acceleration lane from southbound left turn

### **Center Drive/Project Access and Storm King Road**

The Center Drive and Storm King Road intersection is a four-leg intersection with stop control on the eastbound and westbound Center Drive approaches. The movements at this intersection currently operate acceptably with LOS D or better during the morning peak hour and LOS B or better during the afternoon peak hour. With construction of this project, the east leg of this intersection is proposed to be an access to the 480 Donegan development. With or without the addition of the project, the westbound approach at this intersection is anticipated to operate with LOS E during the morning peak hour in 2022. It is believed that all-way stop control would be appropriate at this intersection based on the proximity to the school, traffic volume projections, number of pedestrian crossings, and operational requirements. With all-way stop control and the existing lane configurations, this intersection is expected to operate acceptably with LOS B during the peak hours throughout the 2040 horizon.

It is recommended that R1-1 "STOP" signs be installed on the northbound and southbound Storm King Road approaches of this intersection. Further, R1-3P "ALL WAY" plaques should be placed below the stop signs on all four approaches. It is recommended that orange flags be temporarily affixed to the new STOP signs on northbound and southbound Storm King Road to warn drivers of the change in traffic control. **Table 6** shows the level of service results at this intersection.

**Table 6 – Center Drive/Project Access and Storm King Road LOS Results**

| Scenario                              | AM Peak Hour       |      | PM Peak Hour       |     |
|---------------------------------------|--------------------|------|--------------------|-----|
|                                       | Delay<br>(sec/veh) | LOS  | Delay<br>(sec/veh) | LOS |
| <b>2021 Adjusted Existing</b>         |                    |      |                    |     |
| Northbound Left                       | 8.2                | A    | 7.8                | A   |
| Eastbound Approach                    | 14.2               | B    | 12.3               | B   |
| Westbound Approach                    | 26.3               | D    | 13.0               | B   |
| Southbound Left                       | 7.4                | A    | -                  | A   |
| <b>2022 Background</b>                |                    |      |                    |     |
| Northbound Left                       | 8.5                | A    | 8.3                | A   |
| Eastbound Approach                    | 18.9               | C    | 18.7               | C   |
| Westbound Approach                    | 35.5               | E    | 20.0               | C   |
| Southbound Left                       | 7.5                | A    | -                  | A   |
| <b>2022 Background Plus Project</b>   |                    |      |                    |     |
| Northbound Left                       | 8.5                | A    | 8.3                | A   |
| Eastbound Approach                    | 18.3               | C    | 20.1               | C   |
| Westbound Approach                    | 46.5               | E    | 29.0               | D   |
| Southbound Left                       | 7.5                | A    | -                  | A   |
| <b>2022 Background Plus Project #</b> | B                  | 13.3 | 13.7               | B   |
| <b>2040 Background</b>                |                    |      |                    |     |
| Northbound Left                       | 8.7                | A    | 8.3                | A   |
| Eastbound Approach                    | 24.5               | C    | 22.9               | C   |
| Westbound Approach                    | 43.5               | E    | 21.5               | C   |
| Southbound Left                       | 7.5                | A    | -                  | A   |
| <b>2040 Background Plus Project #</b> | B                  | 13.5 | 14.8               | B   |

# All Way Stop Control

### SH-6 and Storm King Road

The intersection of SH-6 and Storm King Road is a three-leg T-intersection with stop control on the southbound Storm King Road approach. The movements at this intersection all currently operate acceptably with LOS C or better during the morning and afternoon peak hours. With construction of this project, the movements at this intersection are anticipated to continue to operate acceptably with LOS C or better during the peak hours throughout the 2040 horizon. **Table 7** shows the level of service results at this intersection.

**Table 7 – SH-6 and Storm King Road LOS Results**

| Scenario                            | AM Peak Hour       |     | PM Peak Hour       |     |
|-------------------------------------|--------------------|-----|--------------------|-----|
|                                     | Delay<br>(sec/veh) | LOS | Delay<br>(sec/veh) | LOS |
| <b>2021 Adjusted Existing</b>       |                    |     |                    |     |
| Eastbound Left                      | 8.9                | A   | 7.9                | A   |
| Southbound Approach                 | 16.4               | C   | 13.3               | B   |
| <b>2022 Background</b>              |                    |     |                    |     |
| Eastbound Left                      | 9.0                | A   | 8.0                | A   |
| Southbound Approach                 | 17.4               | C   | 13.9               | B   |
| <b>2022 Background Plus Project</b> |                    |     |                    |     |
| Eastbound Left                      | 9.0                | A   | 8.1                | A   |
| Southbound Approach                 | 19.5               | C   | 14.5               | B   |
| <b>2040 Background</b>              |                    |     |                    |     |
| Eastbound Left                      | 9.2                | A   | 8.1                | A   |
| Southbound Approach                 | 19.6               | C   | 15.0               | C   |
| <b>2040 Background Plus Project</b> |                    |     |                    |     |
| Eastbound Left                      | 9.3                | A   | 8.2                | A   |
| Southbound Approach                 | 22.6               | C   | 15.8               | C   |

### SH-6 and Mel Ray Road

The SH-6 and Mel Ray Road intersection is a two-lane roundabout with access to SH-6, Mel Ray Road, and the I-70 Westbound Ramps. This intersection currently operates acceptably with LOS B during the morning peak hour and LOS D during the afternoon peak hour. With or without construction of this project, this roundabout is anticipated to operate poorly during the afternoon peak hour with LOS F in 2022. If future volumes are realized, this roundabout should be further studied by CDOT. However, it should be noted that a conservative COVID adjustment factor as well as traffic volume growth rate were applied. Also, this intersection is likely built to the ultimate configuration. **Table 8** shows the level of service results at this intersection. Detailed results of the operational analysis are also provided in **Appendix D**.

**Table 8 – SH-6 and Mel Ray Road LOS Results**

| Scenario                     | AM Peak Hour    |     | PM Peak Hour    |     |
|------------------------------|-----------------|-----|-----------------|-----|
|                              | Delay (sec/veh) | LOS | Delay (sec/veh) | LOS |
| 2021 Adjusted Existing       | 11.8            | B   | 26.0            | D   |
| 2022 Background              | 13.8            | B   | 58.9            | F   |
| 2022 Background Plus Project | 17.3            | C   | 77.2            | F   |
| 2040 Background              | 18.2            | C   | 90.0            | F   |
| 2040 Background Plus Project | 24.8            | C   | 112.0           | F   |



### Donegan Road and Storm King Road

The intersection of Donegan Road and Storm King Road is a three-leg T-intersection with stop control on the northbound Storm King Road approach. The movements at this intersection all currently operate acceptably with LOS A during the morning and afternoon peak hours. With construction of this project, the movements at this intersection are anticipated to continue to operate acceptably with LOS B or better during the peak hours throughout the 2040 horizon. **Table 9** shows the level of service results at this intersection.

**Table 9 – Donegan Road and Storm King Road LOS Results**

| Scenario                                                                     | AM Peak Hour       |        | PM Peak Hour       |        |
|------------------------------------------------------------------------------|--------------------|--------|--------------------|--------|
|                                                                              | Delay<br>(sec/veh) | LOS    | Delay<br>(sec/veh) | LOS    |
| <b>2021 Adjusted Existing</b><br>Northbound Approach<br>Westbound Left       | 9.5<br>7.5         | A<br>A | 9.6<br>7.5         | A<br>A |
| <b>2022 Background</b><br>Northbound Approach<br>Westbound Left              | 10.2<br>7.6        | B<br>A | 11.3<br>7.7        | B<br>A |
| <b>2022 Background Plus Project</b><br>Northbound Approach<br>Westbound Left | 10.3<br>7.7        | B<br>A | 11.4<br>7.7        | B<br>A |
| <b>2040 Background</b><br>Northbound Approach<br>Westbound Left              | 10.2<br>7.7        | B<br>A | 11.4<br>7.7        | B<br>A |
| <b>2040 Background Plus Project</b><br>Northbound Approach<br>Westbound Left | 10.3<br>7.7        | B<br>A | 11.5<br>7.8        | B<br>A |

### 5.3 CDOT Access Permit Analysis Need

The threshold for requiring an access permit along CDOT roadways occurs when project traffic is anticipated to increase the existing access traffic volumes by more than 20 percent. Based on traffic projections, the addition of project traffic on the north leg of the SH-6 and Mel Ray Road intersection is anticipated to increase existing access traffic volumes by more than 20 percent during the peak hour; therefore, it is believed that an access permit will be required by CDOT for this approach in association with this project. Since the Mel Ray Road and SH-6 intersection is a roundabout, turn lanes are not anticipated to be required in addition to the existing roundabout configuration.

Neither the Storm King Road at SH-6 nor the Donegan Road north leg at SH-6 are anticipated to increase traffic volumes by more than 20 percent; therefore, access permits are not anticipated to be needed at these two intersections in association with this project. Of note, the project traffic added to the north leg of Storm King Road at SH-6 is anticipated to have an increase of 13.0 percent, while the project traffic added to the north leg of Donegan Road at SH-6 is anticipated to increase by 13.1 percent. Although, if improvements are constructed at SH-6/Donegan Road as recommended in the future to include an eastbound left turn lane and an eastbound acceleration lane from the southbound left turn, a CDOT Access Permit will likely be needed.

### 5.4 Vehicle Queuing Analysis

A vehicle queuing analysis was conducted for the study area intersections. The queuing analysis was performed using Synchro presenting the results of the 95<sup>th</sup> percentile queue lengths. Results are shown in the following **Table 10** with calculations provided within the level of service operational sheets of **Appendix D**.

**Table 10 – Turn Lane Queuing Analysis Results**

| <b>Intersection Turn Lane</b>                                           | <b>Existing Turn Lane Length (feet)</b> | <b>2022 Calculated Queue (feet)</b> | <b>2022 Recommended Length (feet)</b> | <b>2040 Calculated Queue (feet)</b> | <b>2040 Recommended Length (feet)</b> |
|-------------------------------------------------------------------------|-----------------------------------------|-------------------------------------|---------------------------------------|-------------------------------------|---------------------------------------|
| <b>Donegan Road &amp; Chapparral Circle</b><br>Northbound Approach      | DNE                                     | 25'                                 | 25'                                   | 25'                                 | 25'                                   |
| <b>Donegan Road &amp; Mel Ray Road</b><br>Northbound Approach           | C                                       | 50'                                 | C                                     | 50'                                 |                                       |
| Eastbound Approach                                                      | C                                       | 50'                                 | C                                     | 50'                                 | C                                     |
| Westbound Approach                                                      | C                                       | 50'                                 | C                                     | 50'                                 | C                                     |
| Southbound Approach                                                     | C                                       | 25'                                 | C                                     | 25'                                 | C                                     |
| <b>Donegan Road &amp; SH-6</b><br>Eastbound Left                        | DNE                                     | 25'                                 | DNE                                   | 25'                                 | 50'+145' T                            |
| Southbound Approach                                                     | 50'                                     | 75'                                 | 50' *                                 | 75'                                 | 50' *                                 |
| <b>Center Drive/Access &amp; Storm King Road</b><br>Northbound Approach | C                                       | 125'                                | C                                     | 125'                                | C                                     |
| Eastbound Approach                                                      | C                                       | 50'                                 | C                                     | 50'                                 | C                                     |
| Westbound Approach                                                      | C                                       | 25'                                 | C                                     | 25'                                 | C                                     |
| Southbound Approach                                                     | C                                       | 50'                                 | C                                     | 75'                                 | C                                     |
| <b>SH-6 &amp; Storm King Rd</b><br>Southbound Approach                  | C                                       | 75'                                 | C                                     | 100'                                | C                                     |
| <b>SH-6 &amp; Mel Ray Rd</b><br>Southbound Approach                     | C                                       | 120'                                | C                                     | 190'                                | C                                     |
| <b>Donegan Road &amp; Storm King Road</b><br>Northbound Approach        | C                                       | 25'                                 | C                                     | 25'                                 | C                                     |

DNE = Does Not Exist; C = Continuous Lane; \* = Constructed to Maximum Possible Length

As shown in the table representing the queuing results, it is recommended that the new south leg to provide access to this 480 Donegan project at the intersection of Donegan Road and Chapparral Circle be constructed with a minimum throat depth to accommodate one vehicle, or 25 feet. The current site plan provides approximately 125 feet at this location; therefore, this throat depth is sufficient to accommodate exiting project traffic.

The southbound approach at Donegan Road and SH-6 intersection may have queues longer than available. As stated previously, an eastbound left turn lane and an eastbound acceleration lane to accept the southbound left turn may need to be constructed by 2040 at the SH-6 and Donegan Road intersection. The eastbound left turn lane should provide a length of 50 feet plus a 145-foot taper while the left turn acceleration lane should provide a length of 235 feet plus a 145-foot taper. This improvement will provide a shorter southbound approach queue length.

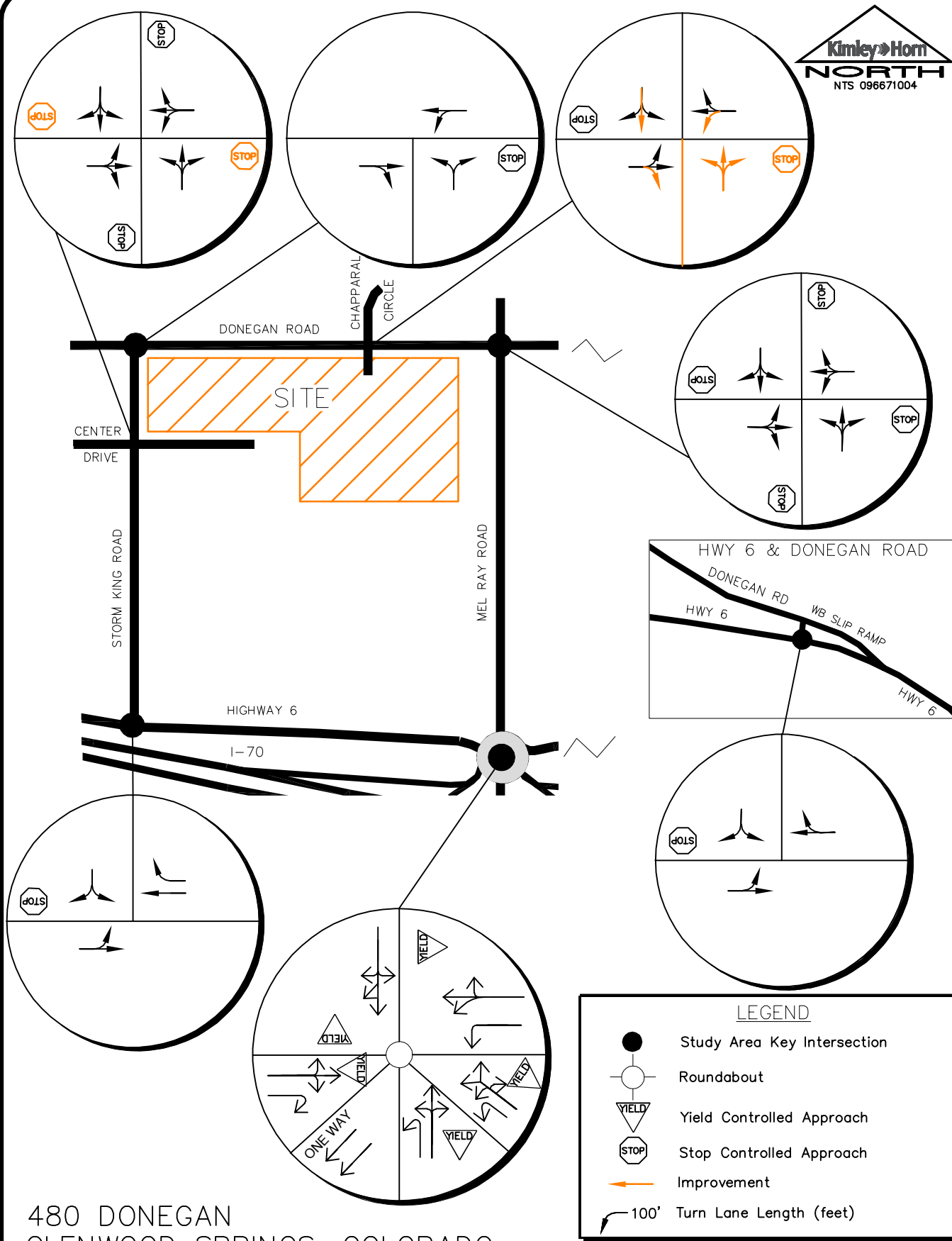
## **5.5 Bicycle and Pedestrian Access**

Bicycle and pedestrian access evaluations were conducted for the area surrounding the proposed 480 Donegan project. There are designated bicycle lanes on both sides of Donegan Road east of Soccer Field Road. There are sidewalks along the south side of Donegan Road from Storm King Road to approximately 575 feet west of Storm King Road. Sidewalks exist on both sides of Donegan Road from Soccer Field Road to Orchard Lane. To the east of Orchard Lane, a sidewalk exists on the north side of Donegan Road. Sidewalks exist on both sides of Storm King Road and on the north side of State Highway 6 within the project area. RFTA Routes Hogback and Ride Glenwood Spring have one stop along State Highway 6 just to the west of Mel Ray Road. Crosswalks are currently provided at the roundabout intersection of State Highway 6 and Mel Ray Road.

In the future, bicycle lanes are proposed in both directions, eastbound and westbound, along Donegan Road. A bicycle lane is also proposed in the northbound direction along the full length of Storm King Road. Further, a bicycle lane is proposed south of Center Drive along Storm King Road in the southbound direction. However, it is believed sufficient space is not available north of Center Drive to include a southbound bicycle lane along Storm King Road. Likewise, sidewalk connections will be provided to the east along the south side of Donegan Road to provide a connection from this development to the existing sidewalk for a continuous pedestrian access.

## **5.6 Improvement Summary**

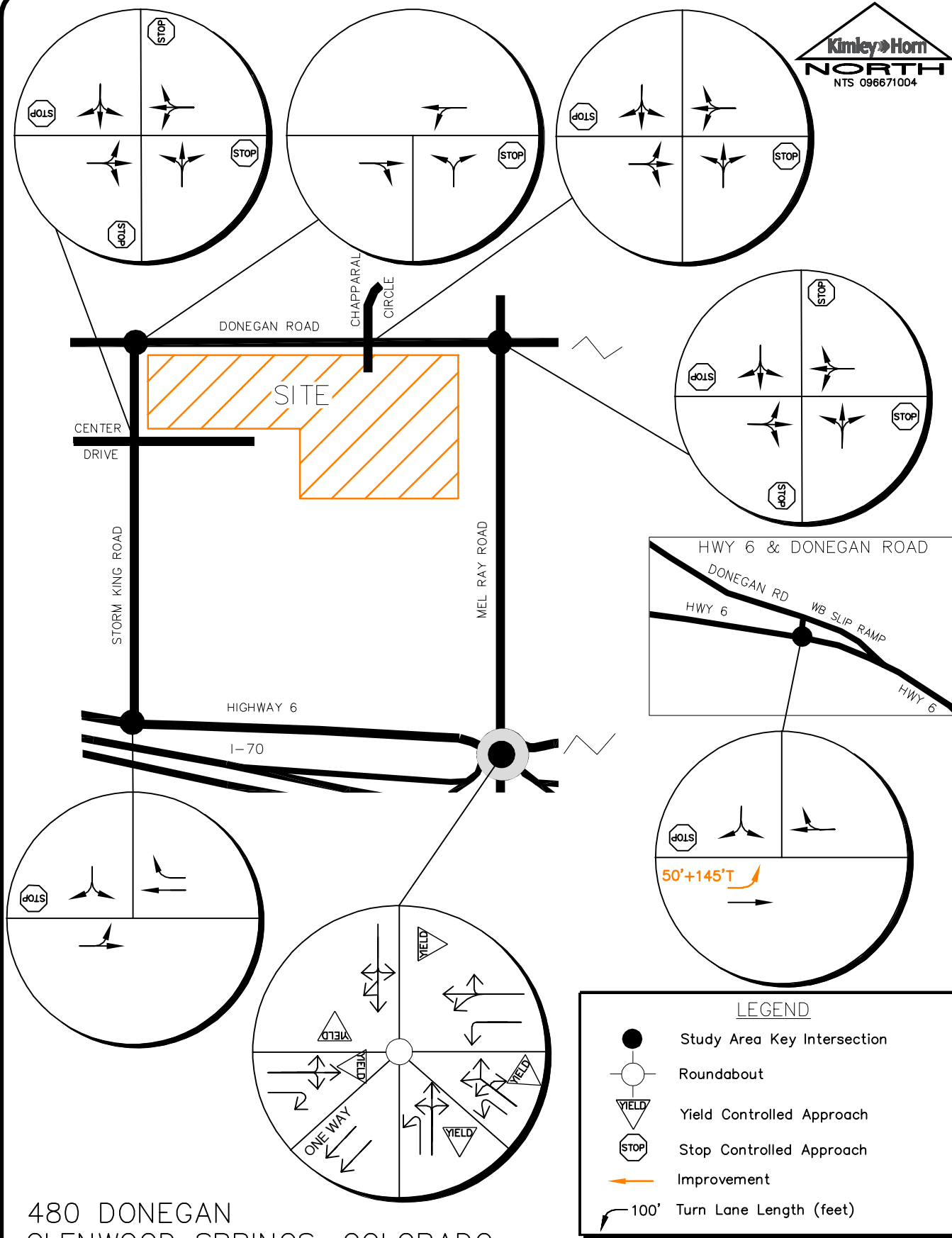
Based on the results of the intersection operational and vehicle queuing analysis, the key intersection recommended improvements and control are shown in **Figure 13** for 2022 and **Figure 14** for 2040.



480 DONEGAN  
 GLENWOOD SPRINGS, COLORADO  
 2022 RECOMMENDED  
 LANE CONFIGURATIONS AND CONTROL

FIGURE 13





480 DONEGAN  
 GLENWOOD SPRINGS, COLORADO  
 2040 RECOMMENDED  
 LANE CONFIGURATIONS AND CONTROL

FIGURE 14

## 6.0 CONCLUSIONS AND RECOMMENDATIONS

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Based on the analysis presented in this report, Kimley-Horn believes 480 Donegan will be successfully incorporated into the existing and future roadway network. The proposed project development resulted in the following recommendations and conclusions:

- Access to the site will be provided by two proposed full movement driveways. One access is proposed on the south side of Donegan Road to align with Chapparal Circle and the other access is proposed along the east side of Storm King Road to align with Center Drive. It is recommended that the access aligning with Chapparal Circle have a single exiting lane to Donegan Road and operate with stop control with a R1-1 “STOP” sign installed for the northbound exiting driveway approach.
- It is recommended that all-way stop control be provided at the intersection of Center Drive/Access and Storm King Road with development of the project. New R1-1 “STOP” signs should be installed on the northbound and southbound Storm King Road approaches of this intersection. Further, R1-3P “ALL WAY” plaques should be placed below the stop signs on all four approaches. It is recommended that orange flags be temporarily affixed to the new STOP signs on northbound and southbound Storm King Road to warn drivers of the change in traffic control.
- The threshold for requiring an access permit along CDOT roadways occurs when project traffic is anticipated to increase the existing access traffic volumes by more than 20 percent. Based on traffic projections, the addition of project traffic on the north leg of the SH-6 and Mel Ray Road intersection is anticipated to increase existing access traffic volumes by more than 20 percent during the peak hour; therefore, it is believed that an access permit will be required by CDOT for this approach at the Mel Ray Road and SH-6 intersection in association with this project. Access permit are not anticipated to be required at the SH-6/Storm King Road or SH-6/Donegan Road intersections based on the traffic volume threshold; although, if improvements are constructed at SH-6/Donegan Road as recommended for the future to include an eastbound left turn lane and an eastbound acceleration lane from the southbound left turn, a CDOT Access Permit will likely be needed.

- Based on an operational need in 2040 with or without the addition of project traffic, it is recommended that an eastbound left turn lane and an eastbound acceleration lane from the southbound left turn be constructed at the State Highway 6 and Donegan Road intersection. Based on CDOT Access Code standards, the eastbound left turn lane should provide a length of 50 feet plus a 145-foot taper while the left turn acceleration lane should provide a length of 235 feet plus a 145-foot taper. The through lane transitions around this new left turn lane should be 320 feet long based on the 40-mph speed limit and a 12-foot wide lane.
- Any on-site improvements should be incorporated into the Civil Drawings and conform to the standards of the City of Glenwood Springs, CDOT, and the Manual on Uniform Traffic Control Devices (MUTCD) – 2009 Edition.

# APPENDICES

# APPENDIX A

## Intersection Count Sheets



# MEL RAY RD DONEGAN RD

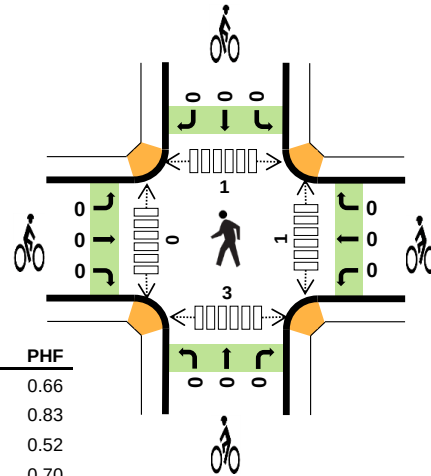
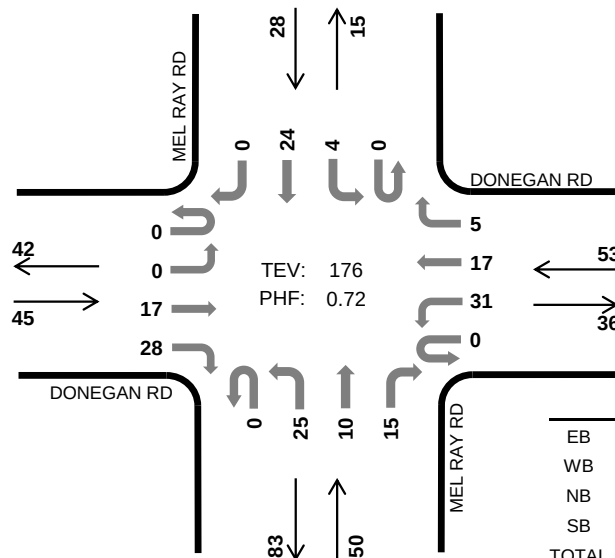


Peak Hour

Date: 03/03/2021

Count Period: 7:00 AM to 9:00 AM

Peak Hour: 8:00 AM to 9:00 AM



|       | HV %: | PHF  |
|-------|-------|------|
| EB    | 4.4%  | 0.66 |
| WB    | 7.5%  | 0.83 |
| NB    | 10.0% | 0.52 |
| SB    | 3.6%  | 0.70 |
| TOTAL | 6.8%  | 0.72 |

## Two-Hour Count Summaries

| Interval Start | DONEGAN RD Eastbound |    |    |    | DONEGAN RD Westbound |    |     |    | MEL RAY RD Northbound |    |     |     | MEL RAY RD Southbound |    |    |    | 15-min Total | Rolling One Hour |
|----------------|----------------------|----|----|----|----------------------|----|-----|----|-----------------------|----|-----|-----|-----------------------|----|----|----|--------------|------------------|
|                | UT                   | LT | TH | RT | UT                   | LT | TH  | RT | UT                    | LT | TH  | RT  | UT                    | LT | TH | RT |              |                  |
| 7:00 AM        | 0                    | 0  | 4  | 2  | 0                    | 6  | 1   | 0  | 0                     | 3  | 0   | 2   | 0                     | 0  | 8  | 0  | 26           | 0                |
| 7:15 AM        | 0                    | 0  | 0  | 0  | 0                    | 7  | 2   | 0  | 0                     | 0  | 0   | 1   | 0                     | 0  | 4  | 0  | 14           | 0                |
| 7:30 AM        | 0                    | 0  | 4  | 5  | 0                    | 4  | 4   | 0  | 0                     | 3  | 3   | 3   | 0                     | 0  | 10 | 0  | 36           | 0                |
| 7:45 AM        | 0                    | 0  | 3  | 1  | 0                    | 11 | 6   | 0  | 0                     | 8  | 1   | 0   | 0                     | 0  | 3  | 1  | 34           | 110              |
| 8:00 AM        | 0                    | 0  | 1  | 10 | 0                    | 8  | 7   | 1  | 0                     | 13 | 5   | 6   | 0                     | 2  | 8  | 0  | 61           | 145              |
| 8:15 AM        | 0                    | 0  | 8  | 9  | 0                    | 7  | 4   | 1  | 0                     | 6  | 0   | 5   | 0                     | 0  | 4  | 0  | 44           | 175              |
| 8:30 AM        | 0                    | 0  | 5  | 5  | 0                    | 10 | 2   | 2  | 0                     | 1  | 1   | 1   | 0                     | 0  | 5  | 0  | 32           | 171              |
| 8:45 AM        | 0                    | 0  | 3  | 4  | 0                    | 6  | 4   | 1  | 0                     | 5  | 4   | 3   | 0                     | 2  | 7  | 0  | 39           | 176              |
| Count Total    | 0                    | 0  | 28 | 36 | 0                    | 59 | 30  | 5  | 0                     | 39 | 14  | 21  | 0                     | 4  | 49 | 1  | 286          | 0                |
| Peak Hour      | All                  | 0  | 0  | 17 | 28                   | 0  | 31  | 17 | 5                     | 0  | 25  | 10  | 15                    | 0  | 4  | 24 | 176          | 0                |
|                | HV%                  | 0  | 0  | 1  | 1                    | 0  | 4   | 0  | 0                     | 0  | 4   | 1   | 0                     | 0  | 0  | 1  | 12           | 0                |
|                |                      | -  | -  | 6% | 4%                   | -  | 13% | 0% | 0%                    | -  | 16% | 10% | 0%                    | -  | 0% | 4% | 7%           | 0                |

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

| Interval Start | Heavy Vehicle Totals |    |    |    |       | Bicycles |    |    |    |       | Pedestrians (Crossing Leg) |      |       |       |       |
|----------------|----------------------|----|----|----|-------|----------|----|----|----|-------|----------------------------|------|-------|-------|-------|
|                | EB                   | WB | NB | SB | Total | EB       | WB | NB | SB | Total | East                       | West | North | South | Total |
| 7:00 AM        | 2                    | 0  | 0  | 0  | 2     | 0        | 0  | 0  | 0  | 0     | 0                          | 0    | 0     | 0     | 0     |
| 7:15 AM        | 0                    | 0  | 0  | 0  | 0     | 0        | 0  | 0  | 0  | 0     | 0                          | 0    | 1     | 1     | 2     |
| 7:30 AM        | 1                    | 0  | 0  | 0  | 1     | 0        | 0  | 0  | 0  | 0     | 0                          | 0    | 0     | 1     | 1     |
| 7:45 AM        | 0                    | 0  | 1  | 0  | 1     | 0        | 0  | 0  | 0  | 0     | 0                          | 0    | 0     | 0     | 0     |
| 8:00 AM        | 0                    | 1  | 3  | 0  | 4     | 0        | 0  | 0  | 0  | 0     | 0                          | 0    | 0     | 3     | 3     |
| 8:15 AM        | 1                    | 0  | 0  | 0  | 1     | 0        | 0  | 0  | 0  | 0     | 0                          | 0    | 0     | 0     | 0     |
| 8:30 AM        | 1                    | 1  | 1  | 0  | 3     | 0        | 0  | 0  | 0  | 0     | 1                          | 0    | 1     | 0     | 2     |
| 8:45 AM        | 0                    | 2  | 1  | 1  | 4     | 0        | 0  | 0  | 0  | 0     | 0                          | 0    | 0     | 0     | 0     |
| Count Total    | 5                    | 4  | 6  | 1  | 16    | 0        | 0  | 0  | 0  | 0     | 1                          | 0    | 2     | 5     | 8     |
| Peak Hour      | 2                    | 4  | 5  | 1  | 12    | 0        | 0  | 0  | 0  | 0     | 1                          | 0    | 1     | 3     | 5     |

| Two-Hour Count Summaries - Heavy Vehicles |            |    |    |    |            |    |    |    |            |    |    |    |            |    |    |    |              |                  |
|-------------------------------------------|------------|----|----|----|------------|----|----|----|------------|----|----|----|------------|----|----|----|--------------|------------------|
| Interval Start                            | DONEGAN RD |    |    |    | DONEGAN RD |    |    |    | MEL RAY RD |    |    |    | MEL RAY RD |    |    |    | 15-min Total | Rolling One Hour |
|                                           | Eastbound  |    |    |    | Westbound  |    |    |    | Northbound |    |    |    | Southbound |    |    |    |              |                  |
|                                           | UT         | LT | TH | RT | UT         | LT | TH | RT | UT         | LT | TH | RT | UT         | LT | TH | RT |              |                  |
| 7:00 AM                                   | 0          | 0  | 2  | 0  | 0          | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 2            | 0                |
| 7:15 AM                                   | 0          | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 0            | 0                |
| 7:30 AM                                   | 0          | 0  | 1  | 0  | 0          | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 1            | 0                |
| 7:45 AM                                   | 0          | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 0          | 0  | 1  | 0  | 0          | 0  | 0  | 0  | 1            | 4                |
| 8:00 AM                                   | 0          | 0  | 0  | 0  | 0          | 1  | 0  | 0  | 0          | 0  | 2  | 1  | 0          | 0  | 0  | 0  | 4            | 6                |
| 8:15 AM                                   | 0          | 0  | 0  | 1  | 0          | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 1            | 7                |
| 8:30 AM                                   | 0          | 0  | 1  | 0  | 0          | 1  | 0  | 0  | 0          | 0  | 1  | 0  | 0          | 0  | 0  | 0  | 3            | 9                |
| 8:45 AM                                   | 0          | 0  | 0  | 0  | 0          | 2  | 0  | 0  | 0          | 0  | 1  | 0  | 0          | 0  | 0  | 1  | 4            | 12               |
| Count Total                               | 0          | 0  | 4  | 1  | 0          | 4  | 0  | 0  | 0          | 0  | 5  | 1  | 0          | 0  | 0  | 1  | 16           | 0                |
| Peak Hour                                 | 0          | 0  | 1  | 1  | 0          | 4  | 0  | 0  | 0          | 0  | 4  | 1  | 0          | 0  | 0  | 1  | 12           | 0                |

| Two-Hour Count Summaries - Bikes |            |    |    |            |    |    |            |    |    |            |    |    |              |                  |  |  |  |
|----------------------------------|------------|----|----|------------|----|----|------------|----|----|------------|----|----|--------------|------------------|--|--|--|
| Interval Start                   | DONEGAN RD |    |    | DONEGAN RD |    |    | MEL RAY RD |    |    | MEL RAY RD |    |    | 15-min Total | Rolling One Hour |  |  |  |
|                                  | Eastbound  |    |    | Westbound  |    |    | Northbound |    |    | Southbound |    |    |              |                  |  |  |  |
|                                  | LT         | TH | RT | LT         | TH | RT | LT         | TH | RT | LT         | TH | RT |              |                  |  |  |  |
| 7:00 AM                          | 0          | 0  | 0  | 0          | 0  | 0  | 0          | 0  | 0  | 0          | 0  | 0  | 0            | 0                |  |  |  |
| 7:15 AM                          | 0          | 0  | 0  | 0          | 0  | 0  | 0          | 0  | 0  | 0          | 0  | 0  | 0            | 0                |  |  |  |
| 7:30 AM                          | 0          | 0  | 0  | 0          | 0  | 0  | 0          | 0  | 0  | 0          | 0  | 0  | 0            | 0                |  |  |  |
| 7:45 AM                          | 0          | 0  | 0  | 0          | 0  | 0  | 0          | 0  | 0  | 0          | 0  | 0  | 0            | 0                |  |  |  |
| 8:00 AM                          | 0          | 0  | 0  | 0          | 0  | 0  | 0          | 0  | 0  | 0          | 0  | 0  | 0            | 0                |  |  |  |
| 8:15 AM                          | 0          | 0  | 0  | 0          | 0  | 0  | 0          | 0  | 0  | 0          | 0  | 0  | 0            | 0                |  |  |  |
| 8:30 AM                          | 0          | 0  | 0  | 0          | 0  | 0  | 0          | 0  | 0  | 0          | 0  | 0  | 0            | 0                |  |  |  |
| 8:45 AM                          | 0          | 0  | 0  | 0          | 0  | 0  | 0          | 0  | 0  | 0          | 0  | 0  | 0            | 0                |  |  |  |
| Count Total                      | 0          | 0  | 0  | 0          | 0  | 0  | 0          | 0  | 0  | 0          | 0  | 0  | 0            | 0                |  |  |  |
| Peak Hour                        | 0          | 0  | 0  | 0          | 0  | 0  | 0          | 0  | 0  | 0          | 0  | 0  | 0            | 0                |  |  |  |

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

# MEL RAY RD DONEGAN RD

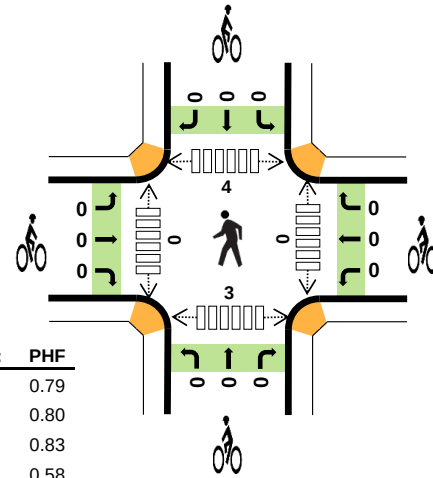
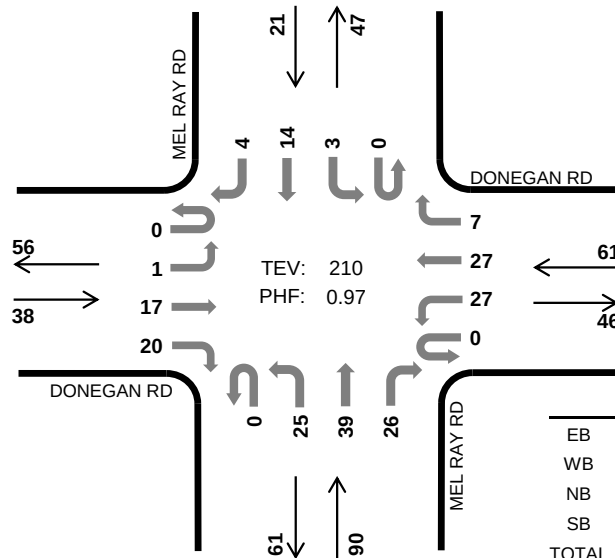


Peak Hour

Date: 03/03/2021

Count Period: 2:00 PM to 6:00 PM

Peak Hour: 4:15 PM to 5:15 PM



|       | HV %: | PHF  |
|-------|-------|------|
| EB    | 0.0%  | 0.79 |
| WB    | 0.0%  | 0.80 |
| NB    | 1.1%  | 0.83 |
| SB    | 0.0%  | 0.58 |
| TOTAL | 0.5%  | 0.97 |

## Four-Hour Count Summaries

| Interval Start |     | DONEGAN RD |    |    |    | DONEGAN RD |    |    |    | MEL RAY RD |    |    |    | MEL RAY RD |    |    |    | 15-min Total | Rolling One Hour |
|----------------|-----|------------|----|----|----|------------|----|----|----|------------|----|----|----|------------|----|----|----|--------------|------------------|
|                |     | Eastbound  |    |    |    | Westbound  |    |    |    | Northbound |    |    |    | Southbound |    |    |    |              |                  |
|                |     | UT         | LT | TH | RT | UT         | LT | TH | RT | UT         | LT | TH | RT | UT         | LT | TH | RT |              |                  |
| 4:15 PM        |     | 0          | 0  | 5  | 2  | 0          | 7  | 4  | 2  | 0          | 7  | 12 | 8  | 0          | 0  | 1  | 2  | 50           | 0                |
| 4:30 PM        |     | 0          | 0  | 5  | 4  | 0          | 6  | 7  | 1  | 0          | 8  | 9  | 7  | 0          | 2  | 5  | 0  | 54           | 0                |
| 4:45 PM        |     | 0          | 1  | 4  | 7  | 0          | 5  | 8  | 2  | 0          | 2  | 10 | 4  | 0          | 0  | 7  | 2  | 52           | 0                |
| 5:00 PM        |     | 0          | 0  | 3  | 7  | 0          | 9  | 8  | 2  | 0          | 8  | 8  | 7  | 0          | 1  | 1  | 0  | 54           | 210              |
| Peak Hour      | All | 0          | 1  | 17 | 20 | 0          | 27 | 27 | 7  | 0          | 25 | 39 | 26 | 0          | 3  | 14 | 4  | 210          | 0                |
|                | HV  | 0          | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 0          | 0  | 1  | 0  | 0          | 0  | 0  | 0  | 1            | 0                |
|                | HV% | -          | 0% | 0% | 0% | -          | 0% | 0% | 0% | -          | 0% | 3% | 0% | -          | 0% | 0% | 0% | 0%           | 0                |

Note: For all three-hour count summary, see next page.

| Interval Start | Heavy Vehicle Totals |    |    |    |       | Bicycles |    |    |    |       | Pedestrians (Crossing Leg) |      |       |       |       |
|----------------|----------------------|----|----|----|-------|----------|----|----|----|-------|----------------------------|------|-------|-------|-------|
|                | EB                   | WB | NB | SB | Total | EB       | WB | NB | SB | Total | East                       | West | North | South | Total |
| 4:15 PM        | 0                    | 0  | 1  | 0  | 1     | 0        | 0  | 0  | 0  | 0     | 0                          | 0    | 0     | 0     | 0     |
| 4:30 PM        | 0                    | 0  | 0  | 0  | 0     | 0        | 0  | 0  | 0  | 0     | 0                          | 0    | 1     | 1     | 2     |
| 4:45 PM        | 0                    | 0  | 0  | 0  | 0     | 0        | 0  | 0  | 0  | 0     | 0                          | 0    | 0     | 0     | 0     |
| 5:00 PM        | 0                    | 0  | 0  | 0  | 0     | 0        | 0  | 0  | 0  | 0     | 0                          | 0    | 3     | 2     | 5     |
| Peak Hour      | 0                    | 0  | 1  | 0  | 1     | 0        | 0  | 0  | 0  | 0     | 0                          | 0    | 4     | 3     | 7     |

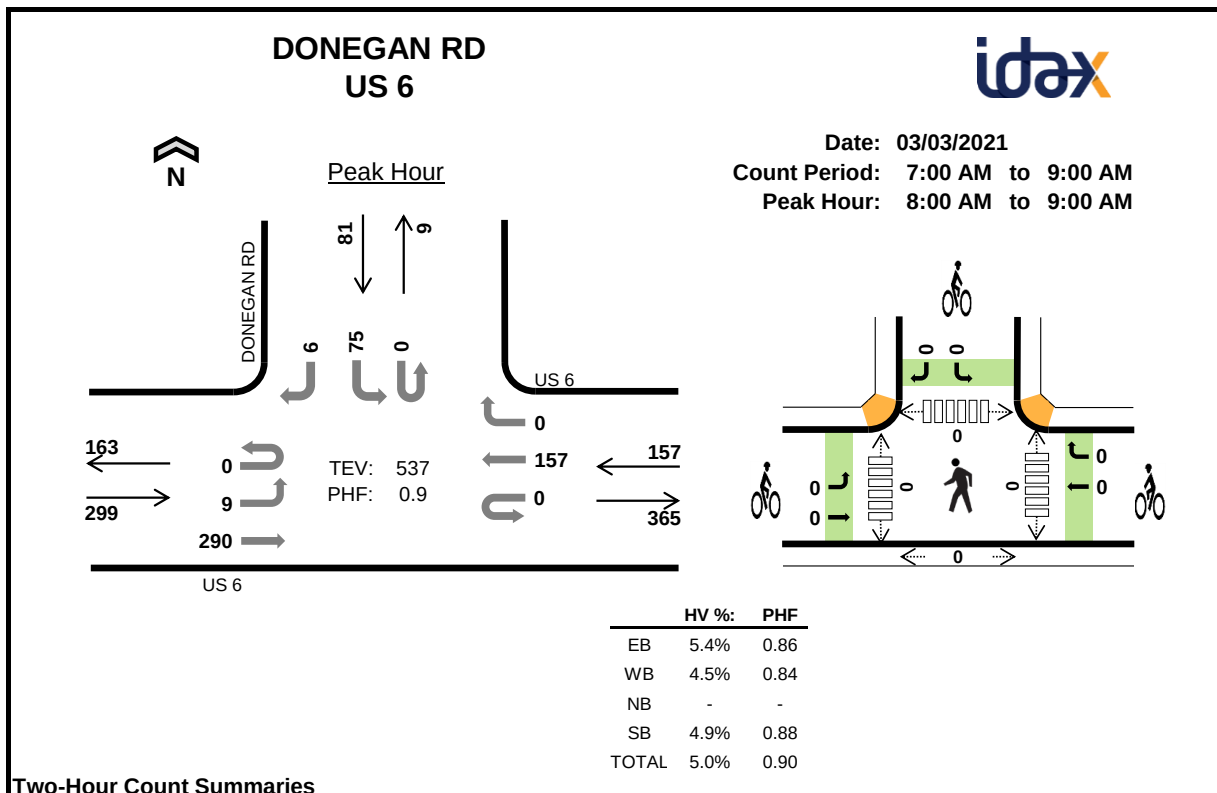
| Four-Hour Count Summaries                                                                           |                      |            |    |    |       |            |     |    |    |            |                            |      |       |            |       |    |    |              |                  |
|-----------------------------------------------------------------------------------------------------|----------------------|------------|----|----|-------|------------|-----|----|----|------------|----------------------------|------|-------|------------|-------|----|----|--------------|------------------|
| Interval Start                                                                                      |                      | DONEGAN RD |    |    |       | DONEGAN RD |     |    |    | MEL RAY RD |                            |      |       | MEL RAY RD |       |    |    | 15-min Total | Rolling One Hour |
|                                                                                                     |                      | Eastbound  |    |    |       | Westbound  |     |    |    | Northbound |                            |      |       | Southbound |       |    |    |              |                  |
|                                                                                                     |                      | UT         | LT | TH | RT    | UT         | LT  | TH | RT | UT         | LT                         | TH   | RT    | UT         | LT    | TH | RT |              |                  |
| 2:00 PM                                                                                             |                      | 0          | 0  | 5  | 12    | 0          | 5   | 5  | 1  | 0          | 10                         | 5    | 3     | 0          | 0     | 6  | 0  | 52           | 0                |
| 2:15 PM                                                                                             |                      | 0          | 0  | 4  | 8     | 0          | 7   | 3  | 1  | 0          | 4                          | 1    | 2     | 0          | 1     | 2  | 0  | 33           | 0                |
| 2:30 PM                                                                                             |                      | 0          | 0  | 7  | 4     | 0          | 5   | 5  | 1  | 0          | 4                          | 4    | 3     | 0          | 0     | 5  | 0  | 38           | 0                |
| 2:45 PM                                                                                             |                      | 0          | 0  | 3  | 4     | 0          | 6   | 7  | 3  | 0          | 8                          | 5    | 2     | 0          | 1     | 7  | 0  | 46           | 169              |
| 3:00 PM                                                                                             |                      | 0          | 2  | 7  | 2     | 0          | 6   | 5  | 2  | 0          | 8                          | 10   | 8     | 0          | 2     | 3  | 0  | 55           | 172              |
| 3:15 PM                                                                                             |                      | 0          | 2  | 5  | 8     | 0          | 11  | 7  | 0  | 0          | 4                          | 1    | 7     | 0          | 2     | 3  | 0  | 50           | 189              |
| 3:30 PM                                                                                             |                      | 0          | 0  | 9  | 7     | 0          | 5   | 3  | 1  | 0          | 3                          | 4    | 5     | 0          | 1     | 3  | 0  | 41           | 192              |
| 3:45 PM                                                                                             |                      | 0          | 0  | 5  | 5     | 0          | 5   | 5  | 3  | 0          | 8                          | 8    | 6     | 0          | 0     | 6  | 0  | 51           | 197              |
| 4:00 PM                                                                                             |                      | 0          | 0  | 6  | 5     | 0          | 11  | 6  | 2  | 0          | 5                          | 6    | 4     | 0          | 0     | 3  | 1  | 49           | 191              |
| 4:15 PM                                                                                             |                      | 0          | 0  | 5  | 2     | 0          | 7   | 4  | 2  | 0          | 7                          | 12   | 8     | 0          | 0     | 1  | 2  | 50           | 191              |
| 4:30 PM                                                                                             |                      | 0          | 0  | 5  | 4     | 0          | 6   | 7  | 1  | 0          | 8                          | 9    | 7     | 0          | 2     | 5  | 0  | 54           | 204              |
| 4:45 PM                                                                                             |                      | 0          | 1  | 4  | 7     | 0          | 5   | 8  | 2  | 0          | 2                          | 10   | 4     | 0          | 0     | 7  | 2  | 52           | 205              |
| 5:00 PM                                                                                             |                      | 0          | 0  | 3  | 7     | 0          | 9   | 8  | 2  | 0          | 8                          | 8    | 7     | 0          | 1     | 1  | 0  | 54           | 210              |
| 5:15 PM                                                                                             |                      | 0          | 0  | 3  | 4     | 0          | 5   | 4  | 2  | 0          | 3                          | 6    | 1     | 0          | 1     | 5  | 1  | 35           | 195              |
| 5:30 PM                                                                                             |                      | 0          | 0  | 1  | 2     | 0          | 11  | 6  | 1  | 0          | 6                          | 9    | 10    | 0          | 2     | 5  | 0  | 53           | 194              |
| 5:45 PM                                                                                             |                      | 0          | 1  | 2  | 2     | 0          | 4   | 6  | 3  | 0          | 7                          | 10   | 4     | 0          | 1     | 3  | 0  | 43           | 185              |
| Count Total                                                                                         |                      | 0          | 6  | 74 | 83    | 0          | 108 | 89 | 27 | 0          | 95                         | 108  | 81    | 0          | 14    | 65 | 6  | 756          | 0                |
| Peak Hour                                                                                           | All                  | 0          | 1  | 17 | 20    | 0          | 27  | 27 | 7  | 0          | 25                         | 39   | 26    | 0          | 3     | 14 | 4  | 210          | 0                |
|                                                                                                     | HV                   | 0          | 0  | 0  | 0     | 0          | 0   | 0  | 0  | 0          | 0                          | 1    | 0     | 0          | 0     | 0  | 0  | 1            | 0                |
|                                                                                                     | HV%                  | -          | 0% | 0% | 0%    | -          | 0%  | 0% | 0% | -          | 0%                         | 3%   | 0%    | -          | 0%    | 0% | 0% | 0%           | 0                |
| Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count. |                      |            |    |    |       |            |     |    |    |            |                            |      |       |            |       |    |    |              |                  |
| Interval Start                                                                                      | Heavy Vehicle Totals |            |    |    |       | Bicycles   |     |    |    |            | Pedestrians (Crossing Leg) |      |       |            |       |    |    |              |                  |
|                                                                                                     | EB                   | WB         | NB | SB | Total | EB         | WB  | NB | SB | Total      | East                       | West | North | South      | Total |    |    |              |                  |
| 2:00 PM                                                                                             |                      | 0          | 0  | 0  | 0     | 0          | 0   | 0  | 0  | 0          | 0                          | 0    | 1     | 3          | 4     |    |    |              |                  |
| 2:15 PM                                                                                             |                      | 0          | 0  | 1  | 0     | 1          | 0   | 0  | 0  | 0          | 0                          | 0    | 0     | 1          | 1     |    |    |              |                  |
| 2:30 PM                                                                                             |                      | 0          | 1  | 1  | 0     | 2          | 0   | 0  | 0  | 0          | 0                          | 0    | 1     | 3          | 4     |    |    |              |                  |
| 2:45 PM                                                                                             |                      | 0          | 0  | 2  | 0     | 2          | 0   | 0  | 0  | 0          | 0                          | 0    | 1     | 0          | 1     | 1  | 3  |              |                  |
| 3:00 PM                                                                                             |                      | 0          | 1  | 2  | 0     | 3          | 0   | 0  | 0  | 0          | 0                          | 0    | 0     | 0          | 2     | 2  |    |              |                  |
| 3:15 PM                                                                                             |                      | 2          | 2  | 0  | 0     | 4          | 0   | 0  | 0  | 0          | 0                          | 0    | 0     | 0          | 3     | 3  |    |              |                  |
| 3:30 PM                                                                                             |                      | 0          | 0  | 1  | 0     | 1          | 0   | 0  | 0  | 0          | 0                          | 0    | 0     | 0          | 5     | 5  |    |              |                  |
| 3:45 PM                                                                                             |                      | 0          | 0  | 0  | 0     | 0          | 0   | 0  | 0  | 0          | 0                          | 0    | 0     | 0          | 1     | 1  |    |              |                  |
| 4:00 PM                                                                                             |                      | 0          | 0  | 0  | 0     | 0          | 0   | 0  | 0  | 0          | 0                          | 0    | 0     | 0          | 4     | 0  | 4  |              |                  |
| 4:15 PM                                                                                             |                      | 0          | 0  | 1  | 0     | 1          | 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          | 1     | 1  | 2  |              |                  |
| 4:45 PM                                                                                             |                      | 0          | 0  | 0  | 0     | 0          | 0   | 0  | 0  | 0          | 0                          | 0    | 0     | 0          | 0     | 0  | 0  | 0            |                  |
| 5:00 PM                                                                                             |                      | 0          | 0  | 0  | 0     | 0          | 0   | 0  | 0  | 0          | 0                          | 0    | 0     | 0          | 3     | 2  | 5  |              |                  |
| 5:15 PM                                                                                             |                      | 0          | 0  | 0  | 0     | 0          | 0   | 0  | 0  | 0          | 0                          | 0    | 0     | 0          | 1     | 3  | 4  |              |                  |
| 5:30 PM                                                                                             |                      | 0          | 0  | 0  | 0     | 0          | 0   | 0  | 0  | 0          | 0                          | 0    | 0     | 0          | 0     | 2  | 2  |              |                  |
| 5:45 PM                                                                                             |                      | 0          | 0  | 0  | 0     | 0          | 0   | 0  | 0  | 0          | 0                          | 0    | 0     | 0          | 0     | 1  | 1  |              |                  |
| Count Total                                                                                         |                      | 2          | 4  | 8  | 0     | 14         | 0   | 0  | 0  | 0          | 0                          | 0    | 1     | 0          | 12    | 28 | 41 |              |                  |
| Peak Hour                                                                                           |                      | 0          | 0  | 1  | 0     | 1          | 0   | 0  | 0  | 0          | 0                          | 0    | 0     | 0          | 4     | 3  | 7  |              |                  |

| Four-Hour Count Summaries - Heavy Vehicles |            |    |    |    |            |    |    |    |            |    |    |    |            |    |    |    |              |                  |
|--------------------------------------------|------------|----|----|----|------------|----|----|----|------------|----|----|----|------------|----|----|----|--------------|------------------|
| Interval Start                             | DONEGAN RD |    |    |    | DONEGAN RD |    |    |    | MEL RAY RD |    |    |    | MEL RAY RD |    |    |    | 15-min Total | Rolling One Hour |
|                                            | Eastbound  |    |    |    | Westbound  |    |    |    | Northbound |    |    |    | Southbound |    |    |    |              |                  |
|                                            | UT         | LT | TH | RT | UT         | LT | TH | RT | UT         | LT | TH | RT | UT         | LT | TH | RT |              |                  |
| 2:00 PM                                    | 0          | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 0            |                  |
| 2:15 PM                                    | 0          | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 0          | 1  | 0  | 0  | 0          | 0  | 0  | 0  | 1            |                  |
| 2:30 PM                                    | 0          | 0  | 0  | 0  | 0          | 1  | 0  | 0  | 0          | 1  | 0  | 0  | 0          | 0  | 0  | 0  | 2            |                  |
| 2:45 PM                                    | 0          | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 0          | 2  | 0  | 0  | 0          | 0  | 0  | 0  | 2            |                  |
| 3:00 PM                                    | 0          | 0  | 0  | 0  | 0          | 1  | 0  | 0  | 0          | 2  | 0  | 0  | 0          | 0  | 0  | 0  | 3            |                  |
| 3:15 PM                                    | 0          | 0  | 1  | 1  | 0          | 2  | 0  | 0  | 0          | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 4            |                  |
| 3:30 PM                                    | 0          | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 0          | 1  | 0  | 0  | 0          | 0  | 0  | 0  | 1            |                  |
| 3:45 PM                                    | 0          | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 0            |                  |
| 4:00 PM                                    | 0          | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 0            |                  |
| 4:15 PM                                    | 0          | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 0          | 0  | 1  | 0  | 0          | 0  | 0  | 0  | 1            |                  |
| 4:30 PM                                    | 0          | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 0            |                  |
| 4:45 PM                                    | 0          | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 0            |                  |
| 5:00 PM                                    | 0          | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 0            |                  |
| 5:15 PM                                    | 0          | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 0            |                  |
| 5:30 PM                                    | 0          | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 0            |                  |
| 5:45 PM                                    | 0          | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 0            |                  |
| Count Total                                | 0          | 0  | 1  | 1  | 0          | 4  | 0  | 0  | 0          | 0  | 7  | 1  | 0          | 0  | 0  | 0  | 14           |                  |
| Peak Hour                                  | 0          | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 0          | 0  | 1  | 0  | 0          | 0  | 0  | 0  | 1            |                  |

| Four-Hour Count Summaries - Bikes |            |    |    |            |    |    |            |    |    |            |    |    |              |                  |  |  |  |
|-----------------------------------|------------|----|----|------------|----|----|------------|----|----|------------|----|----|--------------|------------------|--|--|--|
| Interval Start                    | DONEGAN RD |    |    | DONEGAN RD |    |    | MEL RAY RD |    |    | MEL RAY RD |    |    | 15-min Total | Rolling One Hour |  |  |  |
|                                   | Eastbound  |    |    | Westbound  |    |    | Northbound |    |    | Southbound |    |    |              |                  |  |  |  |
|                                   | LT         | TH | RT | LT         | TH | RT | LT         | TH | RT | LT         | TH | RT |              |                  |  |  |  |
| 2:00 PM                           | 0          | 0  | 0  | 0          | 0  | 0  | 0          | 0  | 0  | 0          | 0  | 0  | 0            | 0                |  |  |  |
| 2:15 PM                           | 0          | 0  | 0  | 0          | 0  | 0  | 0          | 0  | 0  | 0          | 0  | 0  | 0            | 0                |  |  |  |
| 2:30 PM                           | 0          | 0  | 0  | 0          | 0  | 0  | 0          | 0  | 0  | 0          | 0  | 0  | 0            | 0                |  |  |  |
| 2:45 PM                           | 0          | 0  | 0  | 0          | 0  | 0  | 0          | 0  | 0  | 0          | 0  | 0  | 0            | 0                |  |  |  |
| 3:00 PM                           | 0          | 0  | 0  | 0          | 0  | 0  | 0          | 0  | 0  | 0          | 0  | 0  | 0            | 0                |  |  |  |
| 3:15 PM                           | 0          | 0  | 0  | 0          | 0  | 0  | 0          | 0  | 0  | 0          | 0  | 0  | 0            | 0                |  |  |  |
| 3:30 PM                           | 0          | 0  | 0  | 0          | 0  | 0  | 0          | 0  | 0  | 0          | 0  | 0  | 0            | 0                |  |  |  |
| 3:45 PM                           | 0          | 0  | 0  | 0          | 0  | 0  | 0          | 0  | 0  | 0          | 0  | 0  | 0            | 0                |  |  |  |
| 4:00 PM                           | 0          | 0  | 0  | 0          | 0  | 0  | 0          | 0  | 0  | 0          | 0  | 0  | 0            | 0                |  |  |  |
| 4:15 PM                           | 0          | 0  | 0  | 0          | 0  | 0  | 0          | 0  | 0  | 0          | 0  | 0  | 0            | 0                |  |  |  |
| 4:30 PM                           | 0          | 0  | 0  | 0          | 0  | 0  | 0          | 0  | 0  | 0          | 0  | 0  | 0            | 0                |  |  |  |
| 4:45 PM                           | 0          | 0  | 0  | 0          | 0  | 0  | 0          | 0  | 0  | 0          | 0  | 0  | 0            | 0                |  |  |  |
| 5:00 PM                           | 0          | 0  | 0  | 0          | 0  | 0  | 0          | 0  | 0  | 0          | 0  | 0  | 0            | 0                |  |  |  |
| 5:15 PM                           | 0          | 0  | 0  | 0          | 0  | 0  | 0          | 0  | 0  | 0          | 0  | 0  | 0            | 0                |  |  |  |
| 5:30 PM                           | 0          | 0  | 0  | 0          | 0  | 0  | 0          | 0  | 0  | 0          | 0  | 0  | 0            | 0                |  |  |  |
| 5:45 PM                           | 0          | 0  | 0  | 0          | 0  | 0  | 0          | 0  | 0  | 0          | 0  | 0  | 0            | 0                |  |  |  |
| Count Total                       | 0          | 0  | 0  | 0          | 0  | 0  | 0          | 0  | 0  | 0          | 0  | 0  | 0            | 0                |  |  |  |
| Peak Hour                         | 0          | 0  | 0  | 0          | 0  | 0  | 0          | 0  | 0  | 0          | 0  | 0  | 0            | 0                |  |  |  |

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





## Two-Hour Count Summaries

| Interval<br>Start |     | US 6      |     |     |    | US 6      |    |     |    | 0          |    |    |    | DONEGAN RD |     |    |     | 15-min<br>Total | Rolling<br>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         | 3   | 59  | 0  | 0         | 0  | 17  | 0  | 0          | 0  | 0  | 0  | 0          | 17  | 0  | 1   | 97              | 0                   |
| 7:15 AM           |     | 0         | 2   | 46  | 0  | 0         | 0  | 16  | 0  | 0          | 0  | 0  | 0  | 0          | 16  | 0  | 1   | 81              | 0                   |
| 7:30 AM           |     | 0         | 1   | 59  | 0  | 0         | 0  | 20  | 0  | 0          | 0  | 0  | 0  | 0          | 20  | 0  | 1   | 101             | 0                   |
| 7:45 AM           |     | 0         | 6   | 55  | 0  | 0         | 0  | 24  | 0  | 0          | 0  | 0  | 0  | 0          | 23  | 0  | 1   | 109             | 388                 |
| 8:00 AM           |     | 0         | 3   | 61  | 0  | 0         | 0  | 26  | 0  | 0          | 0  | 0  | 0  | 0          | 16  | 0  | 3   | 109             | 400                 |
| 8:15 AM           |     | 0         | 2   | 85  | 0  | 0         | 0  | 40  | 0  | 0          | 0  | 0  | 0  | 0          | 23  | 0  | 0   | 150             | 469                 |
| 8:30 AM           |     | 0         | 2   | 84  | 0  | 0         | 0  | 47  | 0  | 0          | 0  | 0  | 0  | 0          | 15  | 0  | 2   | 150             | 518                 |
| 8:45 AM           |     | 0         | 2   | 60  | 0  | 0         | 0  | 44  | 0  | 0          | 0  | 0  | 0  | 0          | 21  | 0  | 1   | 128             | 537                 |
| Count Total       |     | 0         | 21  | 509 | 0  | 0         | 0  | 234 | 0  | 0          | 0  | 0  | 0  | 0          | 151 | 0  | 10  | 925             | 0                   |
| Peak<br>Hour      | All | 0         | 9   | 290 | 0  | 0         | 0  | 157 | 0  | 0          | 0  | 0  | 0  | 0          | 75  | 0  | 6   | 537             | 0                   |
|                   | HV  | 0         | 2   | 14  | 0  | 0         | 0  | 7   | 0  | 0          | 0  | 0  | 0  | 0          | 3   | 0  | 1   | 27              | 0                   |
|                   | HV% | -         | 22% | 5%  | -  | -         | -  | 4%  | -  | -          | -  | -  | -  | -          | 4%  | -  | 17% | 5%              | 0                   |

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

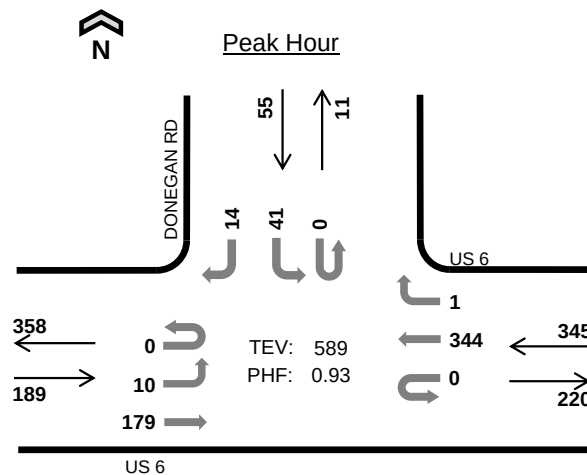
[illegible]

| Two-Hour Count Summaries - Heavy Vehicles |           |    |    |    |           |    |    |    |            |    |    |    |            |    |    |    |                 |                     |
|-------------------------------------------|-----------|----|----|----|-----------|----|----|----|------------|----|----|----|------------|----|----|----|-----------------|---------------------|
| Interval<br>Start                         | US 6      |    |    |    | US 6      |    |    |    | 0          |    |    |    | DONEGAN RD |    |    |    | 15-min<br>Total | Rolling<br>One Hour |
|                                           | Eastbound |    |    |    | Westbound |    |    |    | Northbound |    |    |    | Southbound |    |    |    |                 |                     |
|                                           | UT        | LT | TH | RT | UT        | LT | TH | RT | UT         | LT | TH | RT | UT         | LT | TH | RT |                 |                     |
| 7:00 AM                                   | 0         | 0  | 0  | 0  | 0         | 0  | 1  | 0  | 0          | 0  | 0  | 0  | 0          | 2  | 0  | 1  | 4               | 0                   |
| 7:15 AM                                   | 0         | 0  | 2  | 0  | 0         | 0  | 1  | 0  | 0          | 0  | 0  | 0  | 0          | 1  | 0  | 0  | 4               | 0                   |
| 7:30 AM                                   | 0         | 0  | 2  | 0  | 0         | 0  | 1  | 0  | 0          | 0  | 0  | 0  | 0          | 1  | 0  | 0  | 4               | 0                   |
| 7:45 AM                                   | 0         | 0  | 2  | 0  | 0         | 0  | 1  | 0  | 0          | 0  | 0  | 0  | 0          | 1  | 0  | 0  | 4               | 16                  |
| 8:00 AM                                   | 0         | 0  | 5  | 0  | 0         | 0  | 2  | 0  | 0          | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 7               | 19                  |
| 8:15 AM                                   | 0         | 1  | 3  | 0  | 0         | 0  | 2  | 0  | 0          | 0  | 0  | 0  | 0          | 1  | 0  | 0  | 7               | 22                  |
| 8:30 AM                                   | 0         | 1  | 3  | 0  | 0         | 0  | 1  | 0  | 0          | 0  | 0  | 0  | 0          | 0  | 0  | 1  | 6               | 24                  |
| 8:45 AM                                   | 0         | 0  | 3  | 0  | 0         | 0  | 2  | 0  | 0          | 0  | 0  | 0  | 0          | 2  | 0  | 0  | 7               | 27                  |
| Count Total                               | 0         | 2  | 20 | 0  | 0         | 0  | 11 | 0  | 0          | 0  | 0  | 0  | 0          | 8  | 0  | 2  | 43              | 0                   |
| Peak Hour                                 | 0         | 2  | 14 | 0  | 0         | 0  | 7  | 0  | 0          | 0  | 0  | 0  | 0          | 3  | 0  | 1  | 27              | 0                   |

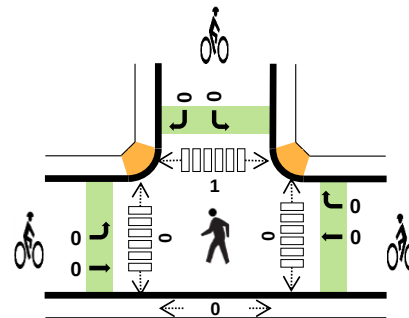
| Two-Hour Count Summaries - Bikes |           |    |    |           |    |    |            |    |    |            |    |    |    |    |    |                 |                     |   |
|----------------------------------|-----------|----|----|-----------|----|----|------------|----|----|------------|----|----|----|----|----|-----------------|---------------------|---|
| Interval<br>Start                | US 6      |    |    | US 6      |    |    | 0          |    |    | DONEGAN RD |    |    |    |    |    | 15-min<br>Total | Rolling<br>One Hour |   |
|                                  | Eastbound |    |    | Westbound |    |    | Northbound |    |    | Southbound |    |    |    |    |    |                 |                     |   |
|                                  | LT        | TH | RT | 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  | 0  | 0               | 0                   | 0 |
| 7:15 AM                          | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0          | 0  | 0  | 0  | 0  | 0  | 0               | 0                   | 0 |
| 7:30 AM                          | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0          | 0  | 0  | 0  | 0  | 0  | 0               | 0                   | 0 |
| 7:45 AM                          | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0          | 0  | 0  | 0  | 0  | 0  | 0               | 0                   | 0 |
| 8:00 AM                          | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0          | 0  | 0  | 0  | 0  | 0  | 0               | 0                   | 0 |
| 8:15 AM                          | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0          | 0  | 0  | 0  | 0  | 0  | 0               | 0                   | 0 |
| 8:30 AM                          | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0          | 0  | 0  | 0  | 0  | 0  | 0               | 0                   | 0 |
| 8:45 AM                          | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0          | 0  | 0  | 0  | 0  | 0  | 0               | 0                   | 0 |
| Count Total                      | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0          | 0  | 0  | 0  | 0  | 0  | 0               | 0                   | 0 |
| Peak Hour                        | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0          | 0  | 0  | 0  | 0  | 0  | 0               | 0                   | 0 |

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

# DONEGAN RD US 6



Date: 03/03/2021  
Count Period: 4:00 PM to 6:00 PM  
Peak Hour: 5:00 PM to 6:00 PM



|       | HV %: | PHF  |
|-------|-------|------|
| EB    | 2.6%  | 0.86 |
| WB    | 2.9%  | 0.88 |
| NB    | -     | -    |
| SB    | 0.0%  | 0.86 |
| TOTAL | 2.5%  | 0.93 |

## Two-Hour Count Summaries

| Interval Start |     | US 6      |    |     |    | US 6      |    |     |    | 0          |    |    |    | DONEGAN RD |    |    |    | 15-min Total | Rolling One Hour |
|----------------|-----|-----------|----|-----|----|-----------|----|-----|----|------------|----|----|----|------------|----|----|----|--------------|------------------|
|                |     | Eastbound |    |     |    | Westbound |    |     |    | Northbound |    |    |    | Southbound |    |    |    |              |                  |
|                |     | UT        | LT | TH  | RT | UT        | LT | TH  | RT | UT         | LT | TH | RT | UT         | LT | TH | RT |              |                  |
| 4:00 PM        |     | 0         | 2  | 36  | 0  | 0         | 0  | 62  | 0  | 0          | 0  | 0  | 0  | 0          | 13 | 0  | 11 | 124          | 0                |
| 4:15 PM        |     | 0         | 0  | 52  | 0  | 0         | 0  | 90  | 0  | 0          | 0  | 0  | 0  | 0          | 13 | 0  | 1  | 156          | 0                |
| 4:30 PM        |     | 0         | 1  | 43  | 0  | 0         | 0  | 76  | 0  | 0          | 0  | 0  | 0  | 0          | 7  | 0  | 1  | 128          | 0                |
| 4:45 PM        |     | 0         | 0  | 38  | 0  | 0         | 0  | 85  | 0  | 0          | 0  | 0  | 0  | 0          | 9  | 0  | 5  | 137          | 545              |
| 5:00 PM        |     | 0         | 2  | 44  | 0  | 0         | 0  | 98  | 0  | 0          | 0  | 0  | 0  | 0          | 11 | 0  | 3  | 158          | 579              |
| 5:15 PM        |     | 0         | 4  | 38  | 0  | 0         | 0  | 85  | 0  | 0          | 0  | 0  | 0  | 0          | 11 | 0  | 5  | 143          | 566              |
| 5:30 PM        |     | 0         | 0  | 46  | 0  | 0         | 0  | 76  | 0  | 0          | 0  | 0  | 0  | 0          | 10 | 0  | 5  | 137          | 575              |
| 5:45 PM        |     | 0         | 4  | 51  | 0  | 0         | 0  | 85  | 1  | 0          | 0  | 0  | 0  | 0          | 9  | 0  | 1  | 151          | 589              |
| Count Total    |     | 0         | 13 | 348 | 0  | 0         | 0  | 657 | 1  | 0          | 0  | 0  | 0  | 0          | 83 | 0  | 32 | 1,134        | 0                |
| Peak Hour      | All | 0         | 10 | 179 | 0  | 0         | 0  | 344 | 1  | 0          | 0  | 0  | 0  | 0          | 41 | 0  | 14 | 589          | 0                |
|                | HV  | 0         | 0  | 5   | 0  | 0         | 0  | 10  | 0  | 0          | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 15           | 0                |
|                | HV% | -         | 0% | 3%  | -  | -         | -  | 3%  | 0% | -          | -  | -  | -  | -          | 0% | -  | 0% | 3%           | 0                |

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

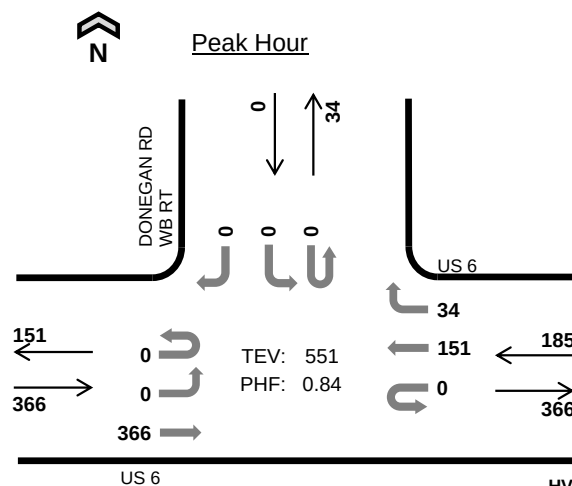
| Interval Start | Heavy Vehicle Totals |    |    |    |       | Bicycles |    |    |    |       | Pedestrians (Crossing Leg) |      |       |       |       |
|----------------|----------------------|----|----|----|-------|----------|----|----|----|-------|----------------------------|------|-------|-------|-------|
|                | EB                   | WB | NB | SB | Total | EB       | WB | NB | SB | Total | East                       | West | North | South | Total |
| 4:00 PM        | 3                    | 3  | 0  | 1  | 7     | 0        | 0  | 0  | 0  | 0     | 0                          | 0    | 0     | 0     | 0     |
| 4:15 PM        | 2                    | 2  | 0  | 0  | 4     | 0        | 0  | 0  | 0  | 0     | 0                          | 0    | 2     | 0     | 2     |
| 4:30 PM        | 1                    | 2  | 0  | 0  | 3     | 0        | 0  | 0  | 0  | 0     | 0                          | 0    | 0     | 0     | 0     |
| 4:45 PM        | 1                    | 1  | 0  | 0  | 2     | 0        | 0  | 0  | 0  | 0     | 0                          | 0    | 0     | 0     | 0     |
| 5:00 PM        | 1                    | 3  | 0  | 0  | 4     | 0        | 0  | 0  | 0  | 0     | 0                          | 0    | 0     | 0     | 0     |
| 5:15 PM        | 3                    | 2  | 0  | 0  | 5     | 0        | 0  | 0  | 0  | 0     | 0                          | 0    | 0     | 0     | 0     |
| 5:30 PM        | 1                    | 3  | 0  | 0  | 4     | 0        | 0  | 0  | 0  | 0     | 0                          | 0    | 1     | 0     | 1     |
| 5:45 PM        | 0                    | 2  | 0  | 0  | 2     | 0        | 0  | 0  | 0  | 0     | 0                          | 0    | 0     | 0     | 0     |
| Count Total    | 12                   | 18 | 0  | 1  | 31    | 0        | 0  | 0  | 0  | 0     | 0                          | 0    | 3     | 0     | 3     |
| Peak Hr        | 5                    | 10 | 0  | 0  | 15    | 0        | 0  | 0  | 0  | 0     | 0                          | 0    | 1     | 0     | 1     |

| Two-Hour Count Summaries - Heavy Vehicles |           |    |    |    |           |    |    |    |            |    |    |    |            |    |    |    |                 |                     |    |
|-------------------------------------------|-----------|----|----|----|-----------|----|----|----|------------|----|----|----|------------|----|----|----|-----------------|---------------------|----|
| Interval<br>Start                         | US 6      |    |    |    | US 6      |    |    |    | 0          |    |    |    | DONEGAN RD |    |    |    | 15-min<br>Total | Rolling<br>One Hour |    |
|                                           | Eastbound |    |    |    | Westbound |    |    |    | Northbound |    |    |    | Southbound |    |    |    |                 |                     |    |
|                                           | UT        | LT | TH | RT | UT        | LT | TH | RT | UT         | LT | TH | RT | UT         | LT | TH | RT |                 |                     |    |
| 4:00 PM                                   | 0         | 0  | 3  | 0  | 0         | 0  | 3  | 0  | 0          | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 1               | 7                   | 0  |
| 4:15 PM                                   | 0         | 0  | 2  | 0  | 0         | 0  | 2  | 0  | 0          | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 0               | 4                   | 0  |
| 4:30 PM                                   | 0         | 0  | 1  | 0  | 0         | 0  | 2  | 0  | 0          | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 0               | 3                   | 0  |
| 4:45 PM                                   | 0         | 0  | 1  | 0  | 0         | 0  | 1  | 0  | 0          | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 0               | 2                   | 16 |
| 5:00 PM                                   | 0         | 0  | 1  | 0  | 0         | 0  | 3  | 0  | 0          | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 0               | 4                   | 13 |
| 5:15 PM                                   | 0         | 0  | 3  | 0  | 0         | 0  | 2  | 0  | 0          | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 0               | 5                   | 14 |
| 5:30 PM                                   | 0         | 0  | 1  | 0  | 0         | 0  | 3  | 0  | 0          | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 0               | 4                   | 15 |
| 5:45 PM                                   | 0         | 0  | 0  | 0  | 0         | 0  | 2  | 0  | 0          | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 0               | 2                   | 15 |
| Count Total                               | 0         | 0  | 12 | 0  | 0         | 0  | 18 | 0  | 0          | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 1               | 31                  | 0  |
| Peak Hour                                 | 0         | 0  | 5  | 0  | 0         | 0  | 10 | 0  | 0          | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 0               | 15                  | 0  |

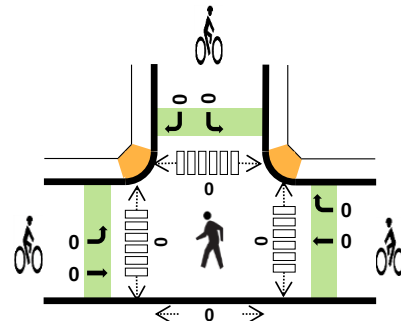
| Two-Hour Count Summaries - Bikes |           |    |    |           |    |    |            |    |    |            |    |    |                 |                     |   |   |   |   |   |
|----------------------------------|-----------|----|----|-----------|----|----|------------|----|----|------------|----|----|-----------------|---------------------|---|---|---|---|---|
| Interval<br>Start                | US 6      |    |    | US 6      |    |    | 0          |    |    | DONEGAN RD |    |    | 15-min<br>Total | Rolling<br>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                   | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM                          | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0          | 0  | 0  | 0               | 0                   | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM                          | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0          | 0  | 0  | 0               | 0                   | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM                          | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0          | 0  | 0  | 0               | 0                   | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM                          | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0          | 0  | 0  | 0               | 0                   | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM                          | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0          | 0  | 0  | 0               | 0                   | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM                          | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0          | 0  | 0  | 0               | 0                   | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM                          | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0          | 0  | 0  | 0               | 0                   | 0 | 0 | 0 | 0 | 0 |
| Count Total                      | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0          | 0  | 0  | 0               | 0                   | 0 | 0 | 0 | 0 | 0 |
| Peak Hour                        | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0          | 0  | 0  | 0               | 0                   | 0 | 0 | 0 | 0 | 0 |

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

# DONEGAN RD WB RT US 6



Date: 03/03/2021  
Count Period: 7:00 AM to 9:00 AM  
Peak Hour: 8:00 AM to 9:00 AM



|       | HV %: | PHF  |
|-------|-------|------|
| EB    | 4.6%  | 0.84 |
| WB    | 5.9%  | 0.77 |
| NB    | -     | -    |
| SB    | -     | -    |
| TOTAL | 5.1%  | 0.84 |

## Two-Hour Count Summaries

| Interval<br>Start |     | US 6      |    |     |    | US 6      |    |     |     | 0          |    |    |    | DONEGAN RD WB RT |    |    |    | 15-min<br>Total | Rolling<br>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  | 75  | 0  | 0         | 0  | 17  | 2   | 0          | 0  | 0  | 0  | 0                | 0  | 0  | 0  | 94              | 0                   |
| 7:15 AM           |     | 0         | 0  | 60  | 0  | 0         | 0  | 18  | 7   | 0          | 0  | 0  | 0  | 0                | 0  | 0  | 0  | 85              | 0                   |
| 7:30 AM           |     | 0         | 0  | 85  | 0  | 0         | 0  | 19  | 6   | 0          | 0  | 0  | 0  | 0                | 0  | 0  | 0  | 110             | 0                   |
| 7:45 AM           |     | 0         | 0  | 74  | 0  | 0         | 0  | 29  | 5   | 0          | 0  | 0  | 0  | 0                | 0  | 0  | 0  | 108             | 397                 |
| 8:00 AM           |     | 0         | 0  | 75  | 0  | 0         | 0  | 22  | 7   | 0          | 0  | 0  | 0  | 0                | 0  | 0  | 0  | 104             | 407                 |
| 8:15 AM           |     | 0         | 0  | 109 | 0  | 0         | 0  | 39  | 6   | 0          | 0  | 0  | 0  | 0                | 0  | 0  | 0  | 154             | 476                 |
| 8:30 AM           |     | 0         | 0  | 104 | 0  | 0         | 0  | 50  | 10  | 0          | 0  | 0  | 0  | 0                | 0  | 0  | 0  | 164             | 530                 |
| 8:45 AM           |     | 0         | 0  | 78  | 0  | 0         | 0  | 40  | 11  | 0          | 0  | 0  | 0  | 0                | 0  | 0  | 0  | 129             | 551                 |
| Count Total       |     | 0         | 0  | 660 | 0  | 0         | 0  | 234 | 54  | 0          | 0  | 0  | 0  | 0                | 0  | 0  | 0  | 948             | 0                   |
| Peak<br>Hour      | All | 0         | 0  | 366 | 0  | 0         | 0  | 151 | 34  | 0          | 0  | 0  | 0  | 0                | 0  | 0  | 0  | 551             | 0                   |
|                   | HV  | 0         | 0  | 17  | 0  | 0         | 0  | 7   | 4   | 0          | 0  | 0  | 0  | 0                | 0  | 0  | 0  | 28              | 0                   |
|                   | HV% | -         | -  | 5%  | -  | -         | -  | 5%  | 12% | -          | -  | -  | -  | -                | -  | -  | -  | 5%              | 0                   |

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

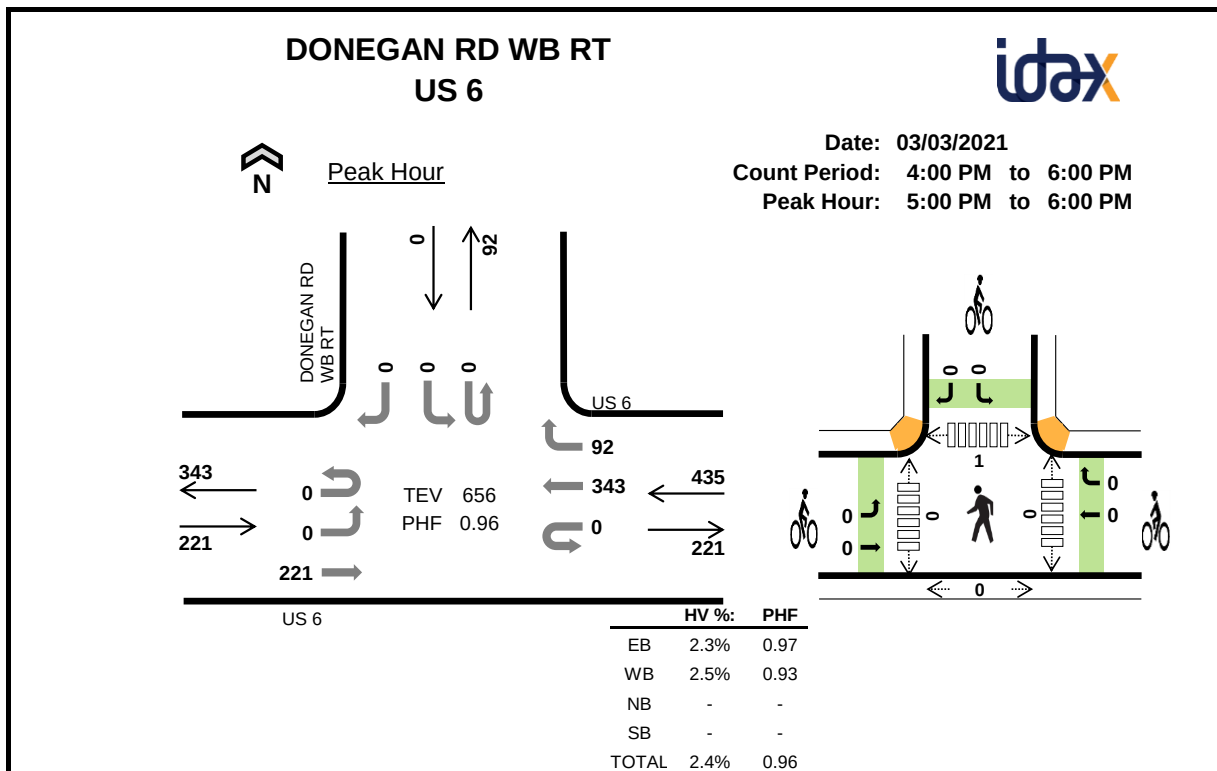
| Interval Start | Heavy Vehicle Totals |    |    |    |       | Bicycles |    |    |    |       | Pedestrians (Crossing Leg) |      |       |       |       |
|----------------|----------------------|----|----|----|-------|----------|----|----|----|-------|----------------------------|------|-------|-------|-------|
|                | EB                   | WB | NB | SB | Total | EB       | WB | NB | SB | Total | East                       | West | North | South | Total |
| 7:00 AM        | 4                    | 2  | 0  | 0  | 6     | 0        | 0  | 0  | 0  | 0     | 0                          | 0    | 0     | 0     | 0     |
| 7:15 AM        | 3                    | 1  | 0  | 0  | 4     | 0        | 0  | 0  | 0  | 0     | 0                          | 0    | 1     | 0     | 1     |
| 7:30 AM        | 3                    | 1  | 0  | 0  | 4     | 0        | 0  | 0  | 0  | 0     | 0                          | 0    | 0     | 0     | 0     |
| 7:45 AM        | 1                    | 0  | 0  | 0  | 1     | 0        | 0  | 0  | 0  | 0     | 0                          | 0    | 0     | 0     | 0     |
| 8:00 AM        | 5                    | 3  | 0  | 0  | 8     | 0        | 0  | 0  | 0  | 0     | 0                          | 0    | 0     | 0     | 0     |
| 8:15 AM        | 4                    | 2  | 0  | 0  | 6     | 0        | 0  | 0  | 0  | 0     | 0                          | 0    | 0     | 0     | 0     |
| 8:30 AM        | 5                    | 3  | 0  | 0  | 8     | 0        | 0  | 0  | 0  | 0     | 0                          | 0    | 0     | 0     | 0     |
| 8:45 AM        | 3                    | 3  | 0  | 0  | 6     | 0        | 0  | 0  | 0  | 0     | 0                          | 0    | 0     | 0     | 0     |
| Count Total    | 28                   | 15 | 0  | 0  | 43    | 0        | 0  | 0  | 0  | 0     | 0                          | 0    | 1     | 0     | 1     |
| Peak Hr        | 17                   | 11 | 0  | 0  | 28    | 0        | 0  | 0  | 0  | 0     | 0                          | 0    | 0     | 0     | 0     |



| Two-Hour Count Summaries - Heavy Vehicles |           |    |    |    |           |    |    |    |            |    |    |    |                  |    |    |    |              |                  |
|-------------------------------------------|-----------|----|----|----|-----------|----|----|----|------------|----|----|----|------------------|----|----|----|--------------|------------------|
| Interval Start                            | US 6      |    |    |    | US 6      |    |    |    | 0          |    |    |    | DONEGAN RD WB RT |    |    |    | 15-min Total | Rolling One Hour |
|                                           | Eastbound |    |    |    | Westbound |    |    |    | Northbound |    |    |    | Southbound       |    |    |    |              |                  |
|                                           | UT        | LT | TH | RT | UT        | LT | TH | RT | UT         | LT | TH | RT | UT               | LT | TH | RT |              |                  |
| 7:00 AM                                   | 0         | 0  | 4  | 0  | 0         | 0  | 2  | 0  | 0          | 0  | 0  | 0  | 0                | 0  | 0  | 0  | 6            | 0                |
| 7:15 AM                                   | 0         | 0  | 3  | 0  | 0         | 0  | 1  | 0  | 0          | 0  | 0  | 0  | 0                | 0  | 0  | 0  | 4            | 0                |
| 7:30 AM                                   | 0         | 0  | 3  | 0  | 0         | 0  | 1  | 0  | 0          | 0  | 0  | 0  | 0                | 0  | 0  | 0  | 4            | 0                |
| 7:45 AM                                   | 0         | 0  | 1  | 0  | 0         | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 0                | 0  | 0  | 0  | 1            | 15               |
| 8:00 AM                                   | 0         | 0  | 5  | 0  | 0         | 0  | 2  | 1  | 0          | 0  | 0  | 0  | 0                | 0  | 0  | 0  | 8            | 17               |
| 8:15 AM                                   | 0         | 0  | 4  | 0  | 0         | 0  | 1  | 1  | 0          | 0  | 0  | 0  | 0                | 0  | 0  | 0  | 6            | 19               |
| 8:30 AM                                   | 0         | 0  | 5  | 0  | 0         | 0  | 2  | 1  | 0          | 0  | 0  | 0  | 0                | 0  | 0  | 0  | 8            | 23               |
| 8:45 AM                                   | 0         | 0  | 3  | 0  | 0         | 0  | 2  | 1  | 0          | 0  | 0  | 0  | 0                | 0  | 0  | 0  | 6            | 28               |
| Count Total                               | 0         | 0  | 28 | 0  | 0         | 0  | 11 | 4  | 0          | 0  | 0  | 0  | 0                | 0  | 0  | 0  | 43           | 0                |
| Peak Hour                                 | 0         | 0  | 17 | 0  | 0         | 0  | 7  | 4  | 0          | 0  | 0  | 0  | 0                | 0  | 0  | 0  | 28           | 0                |

| Two-Hour Count Summaries - Bikes |           |    |    |           |    |    |            |    |    |                  |    |    |              |                  |  |  |  |  |
|----------------------------------|-----------|----|----|-----------|----|----|------------|----|----|------------------|----|----|--------------|------------------|--|--|--|--|
| Interval Start                   | US 6      |    |    | US 6      |    |    | 0          |    |    | DONEGAN RD WB RT |    |    | 15-min Total | Rolling One Hour |  |  |  |  |
|                                  | Eastbound |    |    | Westbound |    |    | Northbound |    |    | Southbound       |    |    |              |                  |  |  |  |  |
|                                  | LT        | TH | RT | LT        | TH | RT | LT         | TH | RT | LT               | TH | RT |              |                  |  |  |  |  |
| 7:00 AM                          | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0                | 0  | 0  | 0            | 0                |  |  |  |  |
| 7:15 AM                          | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0                | 0  | 0  | 0            | 0                |  |  |  |  |
| 7:30 AM                          | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0                | 0  | 0  | 0            | 0                |  |  |  |  |
| 7:45 AM                          | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0                | 0  | 0  | 0            | 0                |  |  |  |  |
| 8:00 AM                          | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0                | 0  | 0  | 0            | 0                |  |  |  |  |
| 8:15 AM                          | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0                | 0  | 0  | 0            | 0                |  |  |  |  |
| 8:30 AM                          | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0                | 0  | 0  | 0            | 0                |  |  |  |  |
| 8:45 AM                          | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0                | 0  | 0  | 0            | 0                |  |  |  |  |
| Count Total                      | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0                | 0  | 0  | 0            | 0                |  |  |  |  |
| Peak Hour                        | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0                | 0  | 0  | 0            | 0                |  |  |  |  |

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

**Two-Hour Count Summaries**

| Interval Start |     | US 6      |    |     |    | US 6      |    |     |     | 0          |    |    |    | DONEGAN RD WB RT |    |    |    | 15-min Total | Rolling One Hour |
|----------------|-----|-----------|----|-----|----|-----------|----|-----|-----|------------|----|----|----|------------------|----|----|----|--------------|------------------|
|                |     | Eastbound |    |     |    | Westbound |    |     |     | Northbound |    |    |    | Southbound       |    |    |    |              |                  |
|                |     | UT        | LT | TH  | RT | UT        | LT | TH  | RT  | UT         | LT | TH | RT | UT               | LT | TH | RT |              |                  |
| 4:00 PM        |     | 0         | 0  | 49  | 0  | 0         | 0  | 65  | 20  | 0          | 0  | 0  | 0  | 0                | 0  | 0  | 0  | 134          | 0                |
| 4:15 PM        |     | 0         | 0  | 63  | 0  | 0         | 0  | 89  | 14  | 0          | 0  | 0  | 0  | 0                | 0  | 0  | 0  | 166          | 0                |
| 4:30 PM        |     | 0         | 0  | 51  | 0  | 0         | 0  | 77  | 20  | 0          | 0  | 0  | 0  | 0                | 0  | 0  | 0  | 148          | 0                |
| 4:45 PM        |     | 0         | 0  | 47  | 0  | 0         | 0  | 84  | 28  | 0          | 0  | 0  | 0  | 0                | 0  | 0  | 0  | 159          | 607              |
| 5:00 PM        |     | 0         | 0  | 53  | 0  | 0         | 0  | 96  | 21  | 0          | 0  | 0  | 0  | 0                | 0  | 0  | 0  | 170          | 643              |
| 5:15 PM        |     | 0         | 0  | 56  | 0  | 0         | 0  | 86  | 26  | 0          | 0  | 0  | 0  | 0                | 0  | 0  | 0  | 168          | 645              |
| 5:30 PM        |     | 0         | 0  | 55  | 0  | 0         | 0  | 73  | 24  | 0          | 0  | 0  | 0  | 0                | 0  | 0  | 0  | 152          | 649              |
| 5:45 PM        |     | 0         | 0  | 57  | 0  | 0         | 0  | 88  | 21  | 0          | 0  | 0  | 0  | 0                | 0  | 0  | 0  | 166          | 656              |
| Count Total    |     | 0         | 0  | 431 | 0  | 0         | 0  | 658 | 174 | 0          | 0  | 0  | 0  | 0                | 0  | 0  | 0  | 1,263        | 0                |
| Peak Hour      | All | 0         | 0  | 221 | 0  | 0         | 0  | 343 | 92  | 0          | 0  | 0  | 0  | 0                | 0  | 0  | 0  | 656          | 0                |
|                | HV  | 0         | 0  | 5   | 0  | 0         | 0  | 10  | 1   | 0          | 0  | 0  | 0  | 0                | 0  | 0  | 0  | 16           | 0                |
|                | HV% | -         | -  | 2%  | -  | -         | -  | 3%  | 1%  | -          | -  | -  | -  | -                | -  | -  | -  | 2%           | 0                |

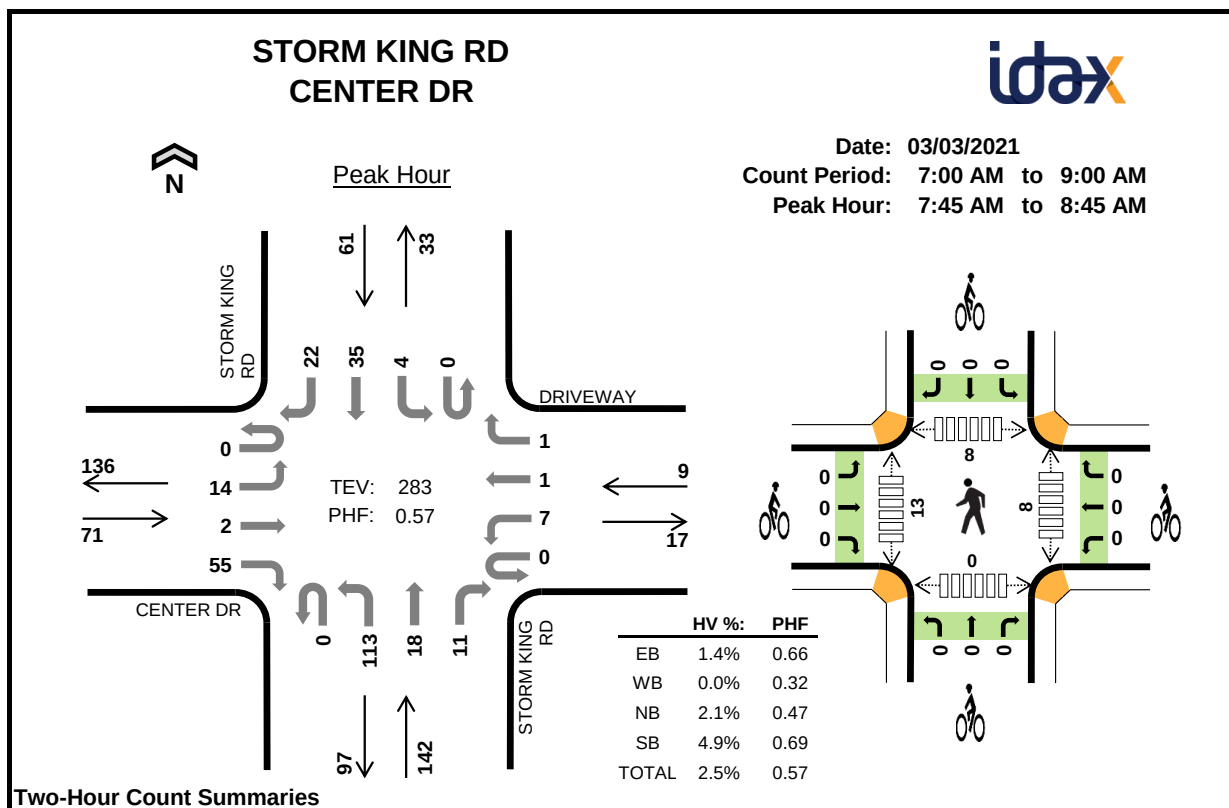
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

| Interval Start | Heavy Vehicle Totals |    |    |    |       | Bicycles |    |    |    |       | Pedestrians (Crossing Leg) |      |       |       |       |
|----------------|----------------------|----|----|----|-------|----------|----|----|----|-------|----------------------------|------|-------|-------|-------|
|                | EB                   | WB | NB | SB | Total | EB       | WB | NB | SB | Total | East                       | West | North | South | Total |
| 4:00 PM        | 2                    | 2  | 0  | 0  | 4     | 0        | 0  | 0  | 0  | 0     | 0                          | 0    | 0     | 0     | 0     |
| 4:15 PM        | 1                    | 2  | 0  | 0  | 3     | 0        | 0  | 0  | 0  | 0     | 0                          | 0    | 2     | 0     | 2     |
| 4:30 PM        | 3                    | 2  | 0  | 0  | 5     | 0        | 0  | 0  | 0  | 0     | 0                          | 0    | 0     | 0     | 0     |
| 4:45 PM        | 1                    | 2  | 0  | 0  | 3     | 0        | 0  | 0  | 0  | 0     | 0                          | 0    | 0     | 0     | 0     |
| 5:00 PM        | 0                    | 3  | 0  | 0  | 3     | 0        | 0  | 0  | 0  | 0     | 0                          | 0    | 0     | 0     | 0     |
| 5:15 PM        | 4                    | 2  | 0  | 0  | 6     | 0        | 0  | 0  | 0  | 0     | 0                          | 0    | 0     | 0     | 0     |
| 5:30 PM        | 1                    | 2  | 0  | 0  | 3     | 0        | 0  | 0  | 0  | 0     | 0                          | 0    | 1     | 0     | 1     |
| 5:45 PM        | 0                    | 4  | 0  | 0  | 4     | 0        | 0  | 0  | 0  | 0     | 0                          | 0    | 0     | 0     | 0     |
| Count Total    | 12                   | 19 | 0  | 0  | 31    | 0        | 0  | 0  | 0  | 0     | 0                          | 0    | 3     | 0     | 3     |
| Peak Hr        | 5                    | 11 | 0  | 0  | 16    | 0        | 0  | 0  | 0  | 0     | 0                          | 0    | 1     | 0     | 1     |

| Two-Hour Count Summaries - Heavy Vehicles |           |    |    |    |           |    |    |    |            |    |    |    |                  |    |    |    |              |                  |
|-------------------------------------------|-----------|----|----|----|-----------|----|----|----|------------|----|----|----|------------------|----|----|----|--------------|------------------|
| Interval Start                            | US 6      |    |    |    | US 6      |    |    |    | 0          |    |    |    | DONEGAN RD WB RT |    |    |    | 15-min Total | Rolling One Hour |
|                                           | Eastbound |    |    |    | Westbound |    |    |    | Northbound |    |    |    | Southbound       |    |    |    |              |                  |
|                                           | UT        | LT | TH | RT | UT        | LT | TH | RT | UT         | LT | TH | RT | UT               | LT | TH | RT |              |                  |
| 4:00 PM                                   | 0         | 0  | 2  | 0  | 0         | 0  | 2  | 0  | 0          | 0  | 0  | 0  | 0                | 0  | 0  | 0  | 4            | 0                |
| 4:15 PM                                   | 0         | 0  | 1  | 0  | 0         | 0  | 2  | 0  | 0          | 0  | 0  | 0  | 0                | 0  | 0  | 0  | 3            | 0                |
| 4:30 PM                                   | 0         | 0  | 3  | 0  | 0         | 0  | 2  | 0  | 0          | 0  | 0  | 0  | 0                | 0  | 0  | 0  | 5            | 0                |
| 4:45 PM                                   | 0         | 0  | 1  | 0  | 0         | 0  | 2  | 0  | 0          | 0  | 0  | 0  | 0                | 0  | 0  | 0  | 3            | 15               |
| 5:00 PM                                   | 0         | 0  | 0  | 0  | 0         | 0  | 3  | 0  | 0          | 0  | 0  | 0  | 0                | 0  | 0  | 0  | 3            | 14               |
| 5:15 PM                                   | 0         | 0  | 4  | 0  | 0         | 0  | 2  | 0  | 0          | 0  | 0  | 0  | 0                | 0  | 0  | 0  | 6            | 17               |
| 5:30 PM                                   | 0         | 0  | 1  | 0  | 0         | 0  | 2  | 0  | 0          | 0  | 0  | 0  | 0                | 0  | 0  | 0  | 3            | 15               |
| 5:45 PM                                   | 0         | 0  | 0  | 0  | 0         | 0  | 3  | 1  | 0          | 0  | 0  | 0  | 0                | 0  | 0  | 0  | 4            | 16               |
| Count Total                               | 0         | 0  | 12 | 0  | 0         | 0  | 18 | 1  | 0          | 0  | 0  | 0  | 0                | 0  | 0  | 0  | 31           | 0                |
| Peak Hour                                 | 0         | 0  | 5  | 0  | 0         | 0  | 10 | 1  | 0          | 0  | 0  | 0  | 0                | 0  | 0  | 0  | 16           | 0                |

| Two-Hour Count Summaries - Bikes |           |    |    |           |    |    |            |    |    |                  |    |    |              |                  |  |  |  |  |
|----------------------------------|-----------|----|----|-----------|----|----|------------|----|----|------------------|----|----|--------------|------------------|--|--|--|--|
| Interval Start                   | US 6      |    |    | US 6      |    |    | 0          |    |    | DONEGAN RD WB RT |    |    | 15-min Total | Rolling One Hour |  |  |  |  |
|                                  | Eastbound |    |    | Westbound |    |    | Northbound |    |    | Southbound       |    |    |              |                  |  |  |  |  |
|                                  | LT        | TH | RT | LT        | TH | RT | LT         | TH | RT | LT               | TH | RT |              |                  |  |  |  |  |
| 4:00 PM                          | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0                | 0  | 0  | 0            | 0                |  |  |  |  |
| 4:15 PM                          | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0                | 0  | 0  | 0            | 0                |  |  |  |  |
| 4:30 PM                          | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0                | 0  | 0  | 0            | 0                |  |  |  |  |
| 4:45 PM                          | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0                | 0  | 0  | 0            | 0                |  |  |  |  |
| 5:00 PM                          | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0                | 0  | 0  | 0            | 0                |  |  |  |  |
| 5:15 PM                          | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0                | 0  | 0  | 0            | 0                |  |  |  |  |
| 5:30 PM                          | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0                | 0  | 0  | 0            | 0                |  |  |  |  |
| 5:45 PM                          | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0                | 0  | 0  | 0            | 0                |  |  |  |  |
| Count Total                      | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0                | 0  | 0  | 0            | 0                |  |  |  |  |
| Peak Hour                        | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0                | 0  | 0  | 0            | 0                |  |  |  |  |

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



Two-Hour Count Summaries

| Interval Start |         | CENTER DR |    |    |    | DRIVEWAY  |    |    |    | STORM KING RD |     |    |    | STORM KING RD |    |    |    | 15-min Total | Rolling One Hour |
|----------------|---------|-----------|----|----|----|-----------|----|----|----|---------------|-----|----|----|---------------|----|----|----|--------------|------------------|
|                |         | Eastbound |    |    |    | Westbound |    |    |    | Northbound    |     |    |    | Southbound    |    |    |    |              |                  |
|                |         | UT        | LT | TH | RT | UT        | LT | TH | RT | UT            | LT  | TH | RT | UT            | LT | TH | RT |              |                  |
|                | 7:00 AM | 0         | 1  | 0  | 3  | 0         | 0  | 0  | 0  | 0             | 0   | 1  | 1  | 0             | 0  | 5  | 0  | 11           | 0                |
|                | 7:15 AM | 0         | 0  | 0  | 4  | 0         | 1  | 0  | 0  | 0             | 4   | 4  | 1  | 0             | 1  | 7  | 1  | 23           | 0                |
|                | 7:30 AM | 0         | 0  | 0  | 5  | 0         | 0  | 0  | 0  | 0             | 4   | 2  | 4  | 0             | 1  | 12 | 2  | 30           | 0                |
|                | 7:45 AM | 0         | 0  | 0  | 10 | 0         | 0  | 0  | 0  | 0             | 24  | 6  | 2  | 0             | 0  | 11 | 6  | 59           | 123              |
|                | 8:00 AM | 0         | 4  | 0  | 22 | 0         | 1  | 0  | 0  | 0             | 68  | 4  | 3  | 0             | 1  | 11 | 10 | 124          | 236              |
|                | 8:15 AM | 0         | 9  | 1  | 17 | 0         | 1  | 0  | 0  | 0             | 16  | 4  | 3  | 0             | 1  | 8  | 4  | 64           | 277              |
|                | 8:30 AM | 0         | 1  | 1  | 6  | 0         | 5  | 1  | 1  | 0             | 5   | 4  | 3  | 0             | 2  | 5  | 2  | 36           | 283              |
|                | 8:45 AM | 0         | 0  | 0  | 5  | 0         | 1  | 0  | 0  | 0             | 1   | 7  | 2  | 0             | 0  | 7  | 2  | 25           | 249              |
| Count Total    |         | 0         | 15 | 2  | 72 | 0         | 9  | 1  | 1  | 0             | 122 | 32 | 19 | 0             | 6  | 66 | 27 | 372          | 0                |
| Peak Hour      | All     | 0         | 14 | 2  | 55 | 0         | 7  | 1  | 1  | 0             | 113 | 18 | 11 | 0             | 4  | 35 | 22 | 283          | 0                |
|                | HV      | 0         | 0  | 0  | 1  | 0         | 0  | 0  | 0  | 0             | 3   | 0  | 0  | 0             | 0  | 2  | 1  | 7            | 0                |
|                | HV%     | -         | 0% | 0% | 2% | -         | 0% | 0% | 0% | -             | 3%  | 0% | 0% | -             | 0% | 6% | 5% | 2%           | 0                |

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

| Interval Start | Heavy Vehicle Totals |    |    |    |       | Bicycles |    |    |    |       | Pedestrians (Crossing Leg) |      |       |       |       |
|----------------|----------------------|----|----|----|-------|----------|----|----|----|-------|----------------------------|------|-------|-------|-------|
|                | EB                   | WB | NB | SB | Total | EB       | WB | NB | SB | Total | East                       | West | North | South | Total |
| 7:00 AM        | 0                    | 0  | 0  | 0  | 0     | 0        | 0  | 0  | 0  | 0     | 0                          | 0    | 0     | 0     | 0     |
| 7:15 AM        | 0                    | 0  | 0  | 1  | 1     | 0        | 0  | 0  | 0  | 0     | 0                          | 0    | 0     | 0     | 0     |
| 7:30 AM        | 0                    | 0  | 0  | 0  | 0     | 0        | 0  | 0  | 0  | 0     | 0                          | 1    | 0     | 0     | 1     |
| 7:45 AM        | 0                    | 0  | 0  | 0  | 0     | 0        | 0  | 0  | 0  | 0     | 4                          | 3    | 4     | 0     | 11    |
| 8:00 AM        | 0                    | 0  | 0  | 0  | 0     | 0        | 0  | 0  | 0  | 0     | 3                          | 10   | 4     | 0     | 17    |
| 8:15 AM        | 0                    | 0  | 1  | 1  | 2     | 0        | 0  | 0  | 0  | 0     | 1                          | 0    | 0     | 0     | 1     |
| 8:30 AM        | 1                    | 0  | 2  | 2  | 5     | 0        | 0  | 0  | 0  | 0     | 0                          | 0    | 0     | 0     | 0     |
| 8:45 AM        | 0                    | 0  | 1  | 2  | 3     | 0        | 0  | 0  | 0  | 0     | 0                          | 0    | 0     | 0     | 0     |
| Count Total    | 1                    | 0  | 4  | 6  | 11    | 0        | 0  | 0  | 0  | 0     | 8                          | 14   | 8     | 0     | 30    |
| Peak Hour      | 1                    | 0  | 3  | 3  | 7     | 0        | 0  | 0  | 0  | 0     | 8                          | 13   | 8     | 0     | 29    |

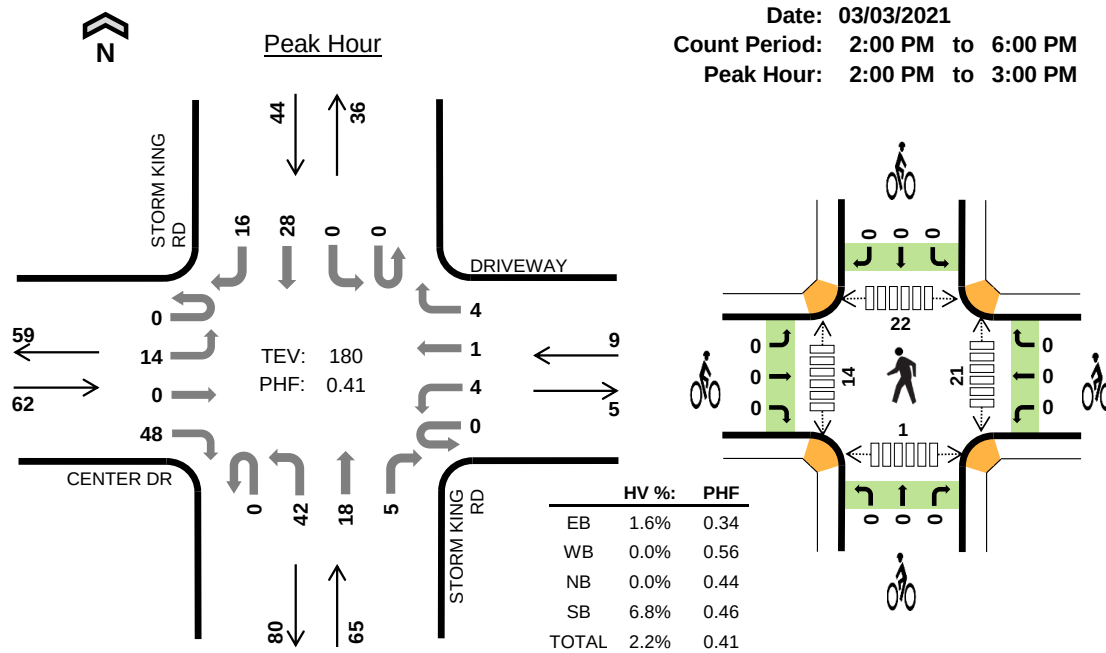
| Two-Hour Count Summaries - Heavy Vehicles |           |    |    |    |           |    |    |    |               |    |    |    |               |    |    |    |              |                  |
|-------------------------------------------|-----------|----|----|----|-----------|----|----|----|---------------|----|----|----|---------------|----|----|----|--------------|------------------|
| Interval Start                            | CENTER DR |    |    |    | DRIVEWAY  |    |    |    | STORM KING RD |    |    |    | STORM KING RD |    |    |    | 15-min Total | Rolling One Hour |
|                                           | Eastbound |    |    |    | Westbound |    |    |    | Northbound    |    |    |    | Southbound    |    |    |    |              |                  |
|                                           | UT        | LT | TH | RT | UT        | LT | TH | RT | UT            | LT | TH | RT | UT            | LT | TH | RT |              |                  |
| 7:00 AM                                   | 0         | 0  | 0  | 0  | 0         | 0  | 0  | 0  | 0             | 0  | 0  | 0  | 0             | 0  | 0  | 0  | 0            |                  |
| 7:15 AM                                   | 0         | 0  | 0  | 0  | 0         | 0  | 0  | 0  | 0             | 0  | 0  | 0  | 0             | 1  | 0  | 0  | 1            |                  |
| 7:30 AM                                   | 0         | 0  | 0  | 0  | 0         | 0  | 0  | 0  | 0             | 0  | 0  | 0  | 0             | 0  | 0  | 0  | 0            |                  |
| 7:45 AM                                   | 0         | 0  | 0  | 0  | 0         | 0  | 0  | 0  | 0             | 0  | 0  | 0  | 0             | 0  | 0  | 0  | 0            |                  |
| 8:00 AM                                   | 0         | 0  | 0  | 0  | 0         | 0  | 0  | 0  | 0             | 0  | 0  | 0  | 0             | 0  | 0  | 0  | 0            |                  |
| 8:15 AM                                   | 0         | 0  | 0  | 0  | 0         | 0  | 0  | 0  | 0             | 1  | 0  | 0  | 0             | 0  | 1  | 0  | 2            |                  |
| 8:30 AM                                   | 0         | 0  | 0  | 1  | 0         | 0  | 0  | 0  | 0             | 2  | 0  | 0  | 0             | 0  | 1  | 1  | 5            |                  |
| 8:45 AM                                   | 0         | 0  | 0  | 0  | 0         | 0  | 0  | 0  | 0             | 0  | 1  | 0  | 0             | 0  | 2  | 0  | 3            |                  |
| Count Total                               | 0         | 0  | 0  | 1  | 0         | 0  | 0  | 0  | 0             | 3  | 1  | 0  | 0             | 1  | 4  | 1  | 11           |                  |
| Peak Hour                                 | 0         | 0  | 0  | 1  | 0         | 0  | 0  | 0  | 0             | 3  | 0  | 0  | 0             | 0  | 2  | 1  | 7            |                  |

| Two-Hour Count Summaries - Bikes |           |    |    |           |    |    |               |    |    |               |    |    |              |                  |  |  |  |
|----------------------------------|-----------|----|----|-----------|----|----|---------------|----|----|---------------|----|----|--------------|------------------|--|--|--|
| Interval Start                   | CENTER DR |    |    | DRIVEWAY  |    |    | STORM KING RD |    |    | STORM KING RD |    |    | 15-min Total | Rolling One Hour |  |  |  |
|                                  | Eastbound |    |    | Westbound |    |    | Northbound    |    |    | Southbound    |    |    |              |                  |  |  |  |
|                                  | LT        | TH | RT | LT        | TH | RT | LT            | TH | RT | LT            | TH | RT |              |                  |  |  |  |
| 7:00 AM                          | 0         | 0  | 0  | 0         | 0  | 0  | 0             | 0  | 0  | 0             | 0  | 0  | 0            | 0                |  |  |  |
| 7:15 AM                          | 0         | 0  | 0  | 0         | 0  | 0  | 0             | 0  | 0  | 0             | 0  | 0  | 0            | 0                |  |  |  |
| 7:30 AM                          | 0         | 0  | 0  | 0         | 0  | 0  | 0             | 0  | 0  | 0             | 0  | 0  | 0            | 0                |  |  |  |
| 7:45 AM                          | 0         | 0  | 0  | 0         | 0  | 0  | 0             | 0  | 0  | 0             | 0  | 0  | 0            | 0                |  |  |  |
| 8:00 AM                          | 0         | 0  | 0  | 0         | 0  | 0  | 0             | 0  | 0  | 0             | 0  | 0  | 0            | 0                |  |  |  |
| 8:15 AM                          | 0         | 0  | 0  | 0         | 0  | 0  | 0             | 0  | 0  | 0             | 0  | 0  | 0            | 0                |  |  |  |
| 8:30 AM                          | 0         | 0  | 0  | 0         | 0  | 0  | 0             | 0  | 0  | 0             | 0  | 0  | 0            | 0                |  |  |  |
| 8:45 AM                          | 0         | 0  | 0  | 0         | 0  | 0  | 0             | 0  | 0  | 0             | 0  | 0  | 0            | 0                |  |  |  |
| Count Total                      | 0         | 0  | 0  | 0         | 0  | 0  | 0             | 0  | 0  | 0             | 0  | 0  | 0            | 0                |  |  |  |
| Peak Hour                        | 0         | 0  | 0  | 0         | 0  | 0  | 0             | 0  | 0  | 0             | 0  | 0  | 0            | 0                |  |  |  |

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



# STORM KING RD CENTER DR



## Four-Hour Count Summaries

| Interval Start |     | CENTER DR |    |    |    | DRIVEWAY  |    |    |    | STORM KING RD |    |    |    | STORM KING RD |    |     |    | 15-min Total | Rolling One Hour |
|----------------|-----|-----------|----|----|----|-----------|----|----|----|---------------|----|----|----|---------------|----|-----|----|--------------|------------------|
|                |     | Eastbound |    |    |    | Westbound |    |    |    | Northbound    |    |    |    | Southbound    |    |     |    |              |                  |
|                |     | UT        | LT | TH | RT | UT        | LT | TH | RT | UT            | LT | TH | RT | UT            | LT | TH  | RT |              |                  |
| 2:00 PM        |     | 0         | 9  | 0  | 36 | 0         | 0  | 0  | 4  | 0             | 29 | 6  | 2  | 0             | 0  | 14  | 10 | 110          | 0                |
| 2:15 PM        |     | 0         | 1  | 0  | 6  | 0         | 2  | 0  | 0  | 0             | 5  | 7  | 0  | 0             | 0  | 2   | 1  | 24           | 0                |
| 2:30 PM        |     | 0         | 4  | 0  | 4  | 0         | 1  | 0  | 0  | 0             | 1  | 1  | 1  | 0             | 0  | 6   | 2  | 20           | 0                |
| 2:45 PM        |     | 0         | 0  | 0  | 2  | 0         | 1  | 1  | 0  | 0             | 7  | 4  | 2  | 0             | 0  | 6   | 3  | 26           | 180              |
| Peak Hour      | All | 0         | 14 | 0  | 48 | 0         | 4  | 1  | 4  | 0             | 42 | 18 | 5  | 0             | 0  | 28  | 16 | 180          | 0                |
|                | HV  | 0         | 0  | 0  | 1  | 0         | 0  | 0  | 0  | 0             | 0  | 0  | 0  | 0             | 0  | 3   | 0  | 4            | 0                |
|                | HV% | -         | 0% | -  | 2% | -         | 0% | 0% | 0% | -             | 0% | 0% | 0% | -             | -  | 11% | 0% | 2%           | 0                |

Note: For all three-hour count summary, see next page.

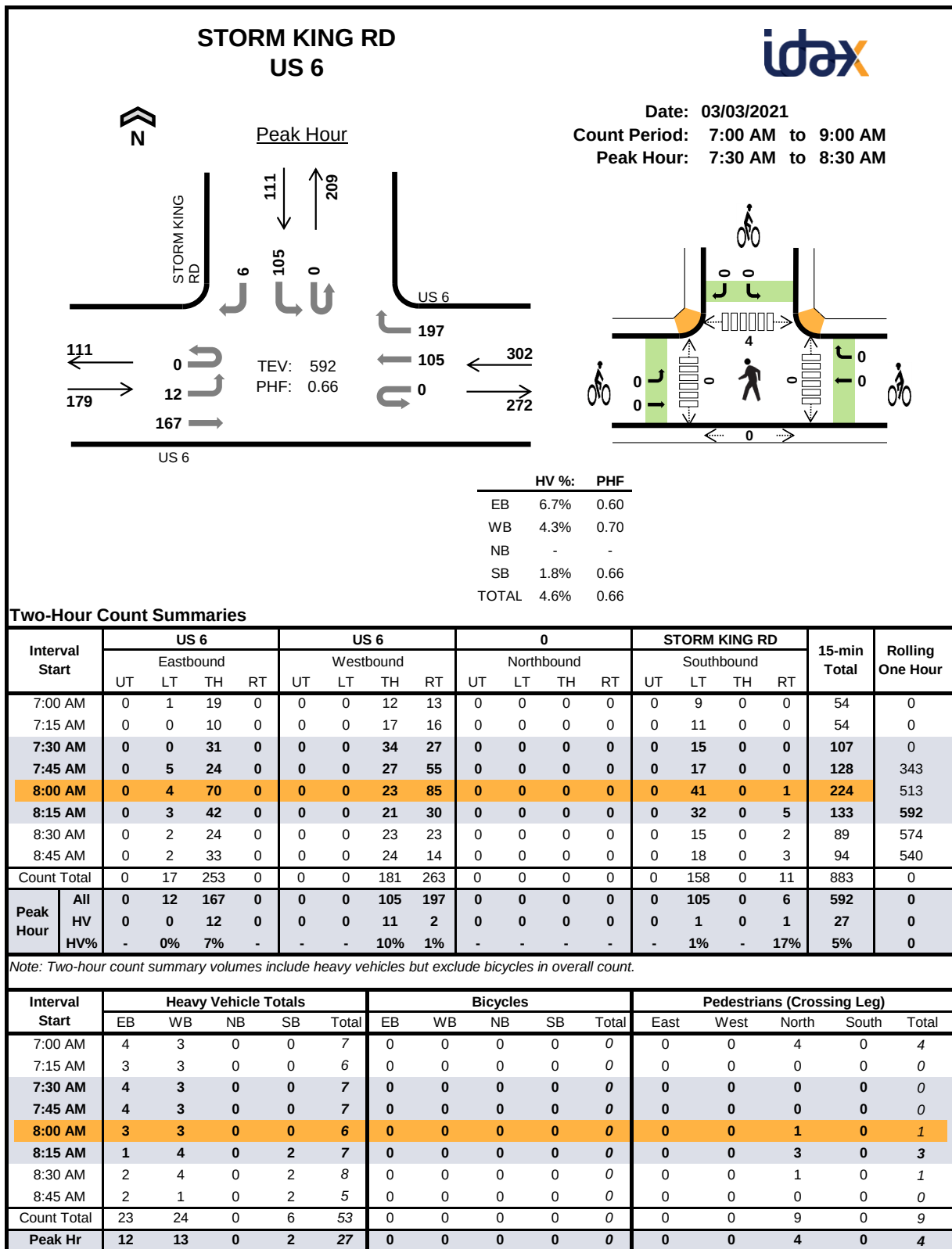
| Interval Start | Heavy Vehicle Totals |    |    |    |       | Bicycles |    |    |    |       | Pedestrians (Crossing Leg) |      |       |       |       |
|----------------|----------------------|----|----|----|-------|----------|----|----|----|-------|----------------------------|------|-------|-------|-------|
|                | EB                   | WB | NB | SB | Total | EB       | WB | NB | SB | Total | East                       | West | North | South | Total |
| 2:00 PM        | 0                    | 0  | 0  | 3  | 3     | 0        | 0  | 0  | 0  | 0     | 19                         | 11   | 22    | 1     | 53    |
| 2:15 PM        | 1                    | 0  | 0  | 0  | 1     | 0        | 0  | 0  | 0  | 0     | 2                          | 1    | 0     | 0     | 3     |
| 2:30 PM        | 0                    | 0  | 0  | 0  | 0     | 0        | 0  | 0  | 0  | 0     | 0                          | 2    | 0     | 0     | 2     |
| 2:45 PM        | 0                    | 0  | 0  | 0  | 0     | 0        | 0  | 0  | 0  | 0     | 0                          | 0    | 0     | 0     | 0     |
| Peak Hour      | 1                    | 0  | 0  | 3  | 4     | 0        | 0  | 0  | 0  | 0     | 21                         | 14   | 22    | 1     | 58    |

| Four-Hour Count Summaries                                                                           |     |                      |    |    |     |           |          |    |    |               |       |                            |      |               |       |       |    |              |                  |
|-----------------------------------------------------------------------------------------------------|-----|----------------------|----|----|-----|-----------|----------|----|----|---------------|-------|----------------------------|------|---------------|-------|-------|----|--------------|------------------|
| Interval Start                                                                                      |     | CENTER DR            |    |    |     | DRIVEWAY  |          |    |    | STORM KING RD |       |                            |      | STORM KING RD |       |       |    | 15-min Total | Rolling One Hour |
|                                                                                                     |     | Eastbound            |    |    |     | Westbound |          |    |    | Northbound    |       |                            |      | Southbound    |       |       |    |              |                  |
|                                                                                                     |     | UT                   | LT | TH | RT  | UT        | LT       | TH | RT | UT            | LT    | TH                         | RT   | UT            | LT    | TH    | RT |              |                  |
| 2:00 PM                                                                                             |     | 0                    | 9  | 0  | 36  | 0         | 0        | 0  | 4  | 0             | 29    | 6                          | 2    | 0             | 0     | 14    | 10 | 110          | 0                |
| 2:15 PM                                                                                             |     | 0                    | 1  | 0  | 6   | 0         | 2        | 0  | 0  | 0             | 5     | 7                          | 0    | 0             | 0     | 2     | 1  | 24           | 0                |
| 2:30 PM                                                                                             |     | 0                    | 4  | 0  | 4   | 0         | 1        | 0  | 0  | 0             | 1     | 1                          | 1    | 0             | 0     | 6     | 2  | 20           | 0                |
| 2:45 PM                                                                                             |     | 0                    | 0  | 0  | 2   | 0         | 1        | 1  | 0  | 0             | 7     | 4                          | 2    | 0             | 0     | 6     | 3  | 26           | 180              |
| 3:00 PM                                                                                             |     | 0                    | 1  | 0  | 4   | 0         | 1        | 1  | 0  | 0             | 3     | 8                          | 2    | 0             | 1     | 12    | 2  | 35           | 105              |
| 3:15 PM                                                                                             |     | 0                    | 1  | 0  | 5   | 0         | 2        | 0  | 1  | 0             | 5     | 6                          | 1    | 0             | 2     | 7     | 4  | 34           | 115              |
| 3:30 PM                                                                                             |     | 0                    | 1  | 0  | 6   | 0         | 3        | 0  | 0  | 0             | 2     | 7                          | 1    | 0             | 0     | 2     | 0  | 22           | 117              |
| 3:45 PM                                                                                             |     | 0                    | 1  | 0  | 3   | 0         | 0        | 0  | 0  | 0             | 2     | 7                          | 1    | 0             | 1     | 5     | 0  | 20           | 111              |
| 4:00 PM                                                                                             |     | 0                    | 2  | 0  | 6   | 0         | 3        | 0  | 1  | 0             | 7     | 2                          | 2    | 0             | 0     | 12    | 1  | 36           | 112              |
| 4:15 PM                                                                                             |     | 0                    | 1  | 0  | 7   | 0         | 0        | 0  | 2  | 0             | 2     | 7                          | 1    | 0             | 0     | 6     | 2  | 28           | 106              |
| 4:30 PM                                                                                             |     | 0                    | 0  | 0  | 3   | 0         | 2        | 0  | 1  | 0             | 1     | 7                          | 0    | 0             | 0     | 8     | 0  | 22           | 106              |
| 4:45 PM                                                                                             |     | 0                    | 1  | 0  | 6   | 0         | 0        | 0  | 1  | 0             | 12    | 9                          | 1    | 0             | 1     | 9     | 1  | 41           | 127              |
| 5:00 PM                                                                                             |     | 0                    | 2  | 0  | 12  | 0         | 5        | 1  | 0  | 0             | 6     | 9                          | 0    | 0             | 0     | 6     | 4  | 45           | 136              |
| 5:15 PM                                                                                             |     | 0                    | 3  | 0  | 1   | 0         | 4        | 0  | 0  | 0             | 0     | 7                          | 1    | 0             | 1     | 5     | 1  | 23           | 131              |
| 5:30 PM                                                                                             |     | 0                    | 0  | 0  | 4   | 0         | 1        | 0  | 0  | 0             | 1     | 10                         | 0    | 0             | 0     | 3     | 3  | 22           | 131              |
| 5:45 PM                                                                                             |     | 0                    | 3  | 0  | 4   | 0         | 1        | 0  | 0  | 0             | 2     | 7                          | 0    | 0             | 0     | 6     | 1  | 24           | 114              |
| Count Total                                                                                         |     | 0                    | 30 | 0  | 109 | 0         | 26       | 3  | 10 | 0             | 85    | 104                        | 15   | 0             | 6     | 109   | 35 | 532          | 0                |
| Peak Hour                                                                                           | All | 0                    | 14 | 0  | 48  | 0         | 4        | 1  | 4  | 0             | 42    | 18                         | 5    | 0             | 0     | 28    | 16 | 180          | 0                |
|                                                                                                     | HV  | 0                    | 0  | 0  | 1   | 0         | 0        | 0  | 0  | 0             | 0     | 0                          | 0    | 0             | 0     | 3     | 0  | 4            | 0                |
|                                                                                                     | HV% | -                    | 0% | -  | 2%  | -         | 0%       | 0% | 0% | -             | 0%    | 0%                         | 0%   | -             | -     | 11%   | 0% | 2%           | 0                |
| Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count. |     |                      |    |    |     |           |          |    |    |               |       |                            |      |               |       |       |    |              |                  |
| Interval Start                                                                                      |     | Heavy Vehicle Totals |    |    |     |           | Bicycles |    |    |               |       | Pedestrians (Crossing Leg) |      |               |       |       |    |              |                  |
|                                                                                                     |     | EB                   | WB | NB | SB  | Total     | EB       | WB | NB | SB            | Total | East                       | West | North         | South | Total |    |              |                  |
| 2:00 PM                                                                                             |     | 0                    | 0  | 0  | 3   | 3         | 0        | 0  | 0  | 0             | 0     | 19                         | 11   | 22            | 1     | 53    |    |              |                  |
| 2:15 PM                                                                                             |     | 1                    | 0  | 0  | 0   | 1         | 0        | 0  | 0  | 0             | 0     | 2                          | 1    | 0             | 0     | 3     |    |              |                  |
| 2:30 PM                                                                                             |     | 0                    | 0  | 0  | 0   | 0         | 0        | 0  | 0  | 0             | 0     | 2                          | 0    | 0             | 0     | 2     |    |              |                  |
| 2:45 PM                                                                                             |     | 0                    | 0  | 0  | 0   | 0         | 0        | 0  | 0  | 0             | 0     | 0                          | 0    | 0             | 0     | 0     |    |              |                  |
| 3:00 PM                                                                                             |     | 1                    | 1  | 0  | 1   | 3         | 0        | 0  | 0  | 0             | 0     | 0                          | 1    | 3             | 0     | 4     |    |              |                  |
| 3:15 PM                                                                                             |     | 1                    | 0  | 0  | 1   | 2         | 0        | 0  | 0  | 0             | 0     | 2                          | 1    | 0             | 0     | 3     |    |              |                  |
| 3:30 PM                                                                                             |     | 0                    | 0  | 1  | 0   | 1         | 0        | 0  | 0  | 0             | 0     | 0                          | 3    | 1             | 0     | 4     |    |              |                  |
| 3:45 PM                                                                                             |     | 0                    | 0  | 0  | 0   | 0         | 0        | 0  | 0  | 0             | 2     | 2                          | 0    | 0             | 1     | 5     |    |              |                  |
| 4:00 PM                                                                                             |     | 0                    | 0  | 0  | 1   | 1         | 0        | 0  | 0  | 0             | 0     | 0                          | 0    | 0             | 0     | 0     |    |              |                  |
| 4:15 PM                                                                                             |     | 0                    | 0  | 0  | 0   | 0         | 0        | 0  | 0  | 0             | 0     | 0                          | 0    | 0             | 0     | 0     |    |              |                  |
| 4:30 PM                                                                                             |     | 0                    | 0  | 0  | 1   | 1         | 0        | 0  | 0  | 0             | 1     | 0                          | 0    | 0             | 0     | 1     |    |              |                  |
| 4:45 PM                                                                                             |     | 1                    | 0  | 0  | 0   | 1         | 0        | 0  | 0  | 0             | 1     | 0                          | 0    | 0             | 0     | 1     |    |              |                  |
| 5:00 PM                                                                                             |     | 0                    | 0  | 1  | 0   | 1         | 0        | 0  | 0  | 0             | 1     | 1                          | 0    | 0             | 0     | 2     |    |              |                  |
| 5:15 PM                                                                                             |     | 0                    | 0  | 0  | 0   | 0         | 0        | 0  | 0  | 0             | 0     | 3                          | 0    | 0             | 0     | 3     |    |              |                  |
| 5:30 PM                                                                                             |     | 0                    | 0  | 0  | 0   | 0         | 0        | 0  | 0  | 0             | 2     | 0                          | 1    | 0             | 0     | 3     |    |              |                  |
| 5:45 PM                                                                                             |     | 1                    | 0  | 0  | 0   | 1         | 0        | 0  | 0  | 0             | 0     | 0                          | 0    | 0             | 0     | 0     |    |              |                  |
| Count Total                                                                                         |     | 5                    | 1  | 2  | 7   | 15        | 0        | 0  | 0  | 0             | 0     | 30                         | 25   | 27            | 2     | 84    |    |              |                  |
| Peak Hour                                                                                           |     | 1                    | 0  | 0  | 3   | 4         | 0        | 0  | 0  | 0             | 0     | 21                         | 14   | 22            | 1     | 58    |    |              |                  |

| Four-Hour Count Summaries - Heavy Vehicles |           |    |    |    |           |    |    |    |               |    |    |    |               |    |    |    |                 |                     |   |
|--------------------------------------------|-----------|----|----|----|-----------|----|----|----|---------------|----|----|----|---------------|----|----|----|-----------------|---------------------|---|
| Interval<br>Start                          | CENTER DR |    |    |    | DRIVEWAY  |    |    |    | STORM KING RD |    |    |    | STORM KING RD |    |    |    | 15-min<br>Total | Rolling<br>One Hour |   |
|                                            | Eastbound |    |    |    | Westbound |    |    |    | Northbound    |    |    |    | Southbound    |    |    |    |                 |                     |   |
|                                            | UT        | LT | TH | RT | UT        | LT | TH | RT | UT            | LT | TH | RT | UT            | LT | TH | RT |                 |                     |   |
| 2:00 PM                                    | 0         | 0  | 0  | 0  | 0         | 0  | 0  | 0  | 0             | 0  | 0  | 0  | 0             | 0  | 0  | 3  | 0               | 3                   | 0 |
| 2:15 PM                                    | 0         | 0  | 0  | 1  | 0         | 0  | 0  | 0  | 0             | 0  | 0  | 0  | 0             | 0  | 0  | 0  | 0               | 1                   | 0 |
| 2:30 PM                                    | 0         | 0  | 0  | 0  | 0         | 0  | 0  | 0  | 0             | 0  | 0  | 0  | 0             | 0  | 0  | 0  | 0               | 0                   | 0 |
| 2:45 PM                                    | 0         | 0  | 0  | 0  | 0         | 0  | 0  | 0  | 0             | 0  | 0  | 0  | 0             | 0  | 0  | 0  | 0               | 0                   | 4 |
| 3:00 PM                                    | 0         | 0  | 0  | 1  | 0         | 0  | 1  | 0  | 0             | 0  | 0  | 0  | 0             | 0  | 0  | 0  | 1               | 3                   | 4 |
| 3:15 PM                                    | 0         | 0  | 0  | 1  | 0         | 0  | 0  | 0  | 0             | 0  | 0  | 0  | 0             | 0  | 0  | 0  | 1               | 2                   | 5 |
| 3:30 PM                                    | 0         | 0  | 0  | 0  | 0         | 0  | 0  | 0  | 0             | 1  | 0  | 0  | 0             | 0  | 0  | 0  | 0               | 1                   | 6 |
| 3:45 PM                                    | 0         | 0  | 0  | 0  | 0         | 0  | 0  | 0  | 0             | 0  | 0  | 0  | 0             | 0  | 0  | 0  | 0               | 0                   | 6 |
| 4:00 PM                                    | 0         | 0  | 0  | 0  | 0         | 0  | 0  | 0  | 0             | 0  | 0  | 0  | 0             | 0  | 0  | 1  | 0               | 1                   | 4 |
| 4:15 PM                                    | 0         | 0  | 0  | 0  | 0         | 0  | 0  | 0  | 0             | 0  | 0  | 0  | 0             | 0  | 0  | 0  | 0               | 0                   | 2 |
| 4:30 PM                                    | 0         | 0  | 0  | 0  | 0         | 0  | 0  | 0  | 0             | 0  | 0  | 0  | 0             | 0  | 0  | 1  | 0               | 1                   | 2 |
| 4:45 PM                                    | 0         | 0  | 0  | 1  | 0         | 0  | 0  | 0  | 0             | 0  | 0  | 0  | 0             | 0  | 0  | 0  | 0               | 1                   | 3 |
| 5:00 PM                                    | 0         | 0  | 0  | 0  | 0         | 0  | 0  | 0  | 0             | 1  | 0  | 0  | 0             | 0  | 0  | 0  | 0               | 1                   | 3 |
| 5:15 PM                                    | 0         | 0  | 0  | 0  | 0         | 0  | 0  | 0  | 0             | 0  | 0  | 0  | 0             | 0  | 0  | 0  | 0               | 0                   | 3 |
| 5:30 PM                                    | 0         | 0  | 0  | 0  | 0         | 0  | 0  | 0  | 0             | 0  | 0  | 0  | 0             | 0  | 0  | 0  | 0               | 0                   | 2 |
| 5:45 PM                                    | 0         | 0  | 0  | 1  | 0         | 0  | 0  | 0  | 0             | 0  | 0  | 0  | 0             | 0  | 0  | 0  | 0               | 1                   | 2 |
| Count Total                                | 0         | 0  | 0  | 5  | 0         | 0  | 1  | 0  | 0             | 2  | 0  | 0  | 0             | 0  | 0  | 5  | 2               | 15                  | 0 |
| Peak Hour                                  | 0         | 0  | 0  | 1  | 0         | 0  | 0  | 0  | 0             | 0  | 0  | 0  | 0             | 0  | 0  | 3  | 0               | 4                   | 0 |

| Four-Hour Count Summaries - Bikes |           |    |    |           |    |    |               |    |    |               |    |    |    |    |    |                 |                     |   |   |
|-----------------------------------|-----------|----|----|-----------|----|----|---------------|----|----|---------------|----|----|----|----|----|-----------------|---------------------|---|---|
| Interval<br>Start                 | CENTER DR |    |    | DRIVEWAY  |    |    | STORM KING RD |    |    | STORM KING RD |    |    |    |    |    | 15-min<br>Total | Rolling<br>One Hour |   |   |
|                                   | Eastbound |    |    | Westbound |    |    | Northbound    |    |    | Southbound    |    |    |    |    |    |                 |                     |   |   |
|                                   | LT        | TH | RT | LT        | TH | RT | LT            | TH | RT | LT            | TH | RT | LT | TH | RT |                 |                     |   |   |
| 2:00 PM                           | 0         | 0  | 0  | 0         | 0  | 0  | 0             | 0  | 0  | 0             | 0  | 0  | 0  | 0  | 0  | 0               | 0                   | 0 | 0 |
| 2:15 PM                           | 0         | 0  | 0  | 0         | 0  | 0  | 0             | 0  | 0  | 0             | 0  | 0  | 0  | 0  | 0  | 0               | 0                   | 0 | 0 |
| 2:30 PM                           | 0         | 0  | 0  | 0         | 0  | 0  | 0             | 0  | 0  | 0             | 0  | 0  | 0  | 0  | 0  | 0               | 0                   | 0 | 0 |
| 2:45 PM                           | 0         | 0  | 0  | 0         | 0  | 0  | 0             | 0  | 0  | 0             | 0  | 0  | 0  | 0  | 0  | 0               | 0                   | 0 | 0 |
| 3:00 PM                           | 0         | 0  | 0  | 0         | 0  | 0  | 0             | 0  | 0  | 0             | 0  | 0  | 0  | 0  | 0  | 0               | 0                   | 0 | 0 |
| 3:15 PM                           | 0         | 0  | 0  | 0         | 0  | 0  | 0             | 0  | 0  | 0             | 0  | 0  | 0  | 0  | 0  | 0               | 0                   | 0 | 0 |
| 3:30 PM                           | 0         | 0  | 0  | 0         | 0  | 0  | 0             | 0  | 0  | 0             | 0  | 0  | 0  | 0  | 0  | 0               | 0                   | 0 | 0 |
| 3:45 PM                           | 0         | 0  | 0  | 0         | 0  | 0  | 0             | 0  | 0  | 0             | 0  | 0  | 0  | 0  | 0  | 0               | 0                   | 0 | 0 |
| 4:00 PM                           | 0         | 0  | 0  | 0         | 0  | 0  | 0             | 0  | 0  | 0             | 0  | 0  | 0  | 0  | 0  | 0               | 0                   | 0 | 0 |
| 4:15 PM                           | 0         | 0  | 0  | 0         | 0  | 0  | 0             | 0  | 0  | 0             | 0  | 0  | 0  | 0  | 0  | 0               | 0                   | 0 | 0 |
| 4:30 PM                           | 0         | 0  | 0  | 0         | 0  | 0  | 0             | 0  | 0  | 0             | 0  | 0  | 0  | 0  | 0  | 0               | 0                   | 0 | 0 |
| 4:45 PM                           | 0         | 0  | 0  | 0         | 0  | 0  | 0             | 0  | 0  | 0             | 0  | 0  | 0  | 0  | 0  | 0               | 0                   | 0 | 0 |
| 5:00 PM                           | 0         | 0  | 0  | 0         | 0  | 0  | 0             | 0  | 0  | 0             | 0  | 0  | 0  | 0  | 0  | 0               | 0                   | 0 | 0 |
| 5:15 PM                           | 0         | 0  | 0  | 0         | 0  | 0  | 0             | 0  | 0  | 0             | 0  | 0  | 0  | 0  | 0  | 0               | 0                   | 0 | 0 |
| 5:30 PM                           | 0         | 0  | 0  | 0         | 0  | 0  | 0             | 0  | 0  | 0             | 0  | 0  | 0  | 0  | 0  | 0               | 0                   | 0 | 0 |
| 5:45 PM                           | 0         | 0  | 0  | 0         | 0  | 0  | 0             | 0  | 0  | 0             | 0  | 0  | 0  | 0  | 0  | 0               | 0                   | 0 | 0 |
| Count Total                       | 0         | 0  | 0  | 0         | 0  | 0  | 0             | 0  | 0  | 0             | 0  | 0  | 0  | 0  | 0  | 0               | 0                   | 0 | 0 |
| Peak Hour                         | 0         | 0  | 0  | 0         | 0  | 0  | 0             | 0  | 0  | 0             | 0  | 0  | 0  | 0  | 0  | 0               | 0                   | 0 | 0 |

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



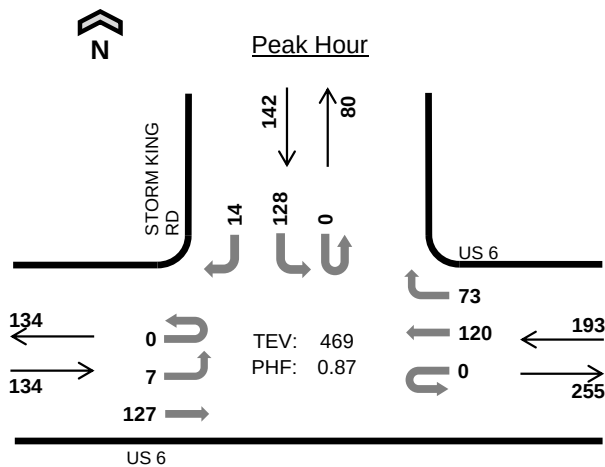
| Two-Hour Count Summaries - Heavy Vehicles |           |    |    |    |           |    |    |    |            |    |    |    |               |    |    |    |              |                  |
|-------------------------------------------|-----------|----|----|----|-----------|----|----|----|------------|----|----|----|---------------|----|----|----|--------------|------------------|
| Interval Start                            | US 6      |    |    |    | US 6      |    |    |    | 0          |    |    |    | STORM KING RD |    |    |    | 15-min Total | Rolling One Hour |
|                                           | Eastbound |    |    |    | Westbound |    |    |    | Northbound |    |    |    | Southbound    |    |    |    |              |                  |
|                                           | UT        | LT | TH | RT | UT        | LT | TH | RT | UT         | LT | TH | RT | UT            | LT | TH | RT |              |                  |
| 7:00 AM                                   | 0         | 0  | 4  | 0  | 0         | 0  | 3  | 0  | 0          | 0  | 0  | 0  | 0             | 0  | 0  | 0  | 7            | 0                |
| 7:15 AM                                   | 0         | 0  | 3  | 0  | 0         | 0  | 2  | 1  | 0          | 0  | 0  | 0  | 0             | 0  | 0  | 0  | 6            | 0                |
| 7:30 AM                                   | 0         | 0  | 4  | 0  | 0         | 0  | 3  | 0  | 0          | 0  | 0  | 0  | 0             | 0  | 0  | 0  | 7            | 0                |
| 7:45 AM                                   | 0         | 0  | 4  | 0  | 0         | 0  | 3  | 0  | 0          | 0  | 0  | 0  | 0             | 0  | 0  | 0  | 7            | 27               |
| 8:00 AM                                   | 0         | 0  | 3  | 0  | 0         | 0  | 3  | 0  | 0          | 0  | 0  | 0  | 0             | 0  | 0  | 0  | 6            | 26               |
| 8:15 AM                                   | 0         | 0  | 1  | 0  | 0         | 0  | 2  | 2  | 0          | 0  | 0  | 0  | 0             | 1  | 0  | 1  | 7            | 27               |
| 8:30 AM                                   | 0         | 1  | 1  | 0  | 0         | 0  | 2  | 2  | 0          | 0  | 0  | 0  | 0             | 2  | 0  | 0  | 8            | 28               |
| 8:45 AM                                   | 0         | 0  | 2  | 0  | 0         | 0  | 1  | 0  | 0          | 0  | 0  | 0  | 0             | 2  | 0  | 0  | 5            | 26               |
| Count Total                               | 0         | 1  | 22 | 0  | 0         | 0  | 19 | 5  | 0          | 0  | 0  | 0  | 0             | 5  | 0  | 1  | 53           | 0                |
| Peak Hour                                 | 0         | 0  | 12 | 0  | 0         | 0  | 11 | 2  | 0          | 0  | 0  | 0  | 0             | 1  | 0  | 1  | 27           | 0                |

| Two-Hour Count Summaries - Bikes |           |    |    |           |    |    |            |    |    |               |    |    |              |                  |   |  |  |  |
|----------------------------------|-----------|----|----|-----------|----|----|------------|----|----|---------------|----|----|--------------|------------------|---|--|--|--|
| Interval Start                   | US 6      |    |    | US 6      |    |    | 0          |    |    | STORM KING RD |    |    | 15-min Total | Rolling One Hour |   |  |  |  |
|                                  | Eastbound |    |    | Westbound |    |    | Northbound |    |    | Southbound    |    |    |              |                  |   |  |  |  |
|                                  | LT        | TH | RT | LT        | TH | RT | LT         | TH | RT | LT            | TH | RT |              |                  |   |  |  |  |
| 7:00 AM                          | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0             | 0  | 0  | 0            | 0                | 0 |  |  |  |
| 7:15 AM                          | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0             | 0  | 0  | 0            | 0                | 0 |  |  |  |
| 7:30 AM                          | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0             | 0  | 0  | 0            | 0                | 0 |  |  |  |
| 7:45 AM                          | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0             | 0  | 0  | 0            | 0                | 0 |  |  |  |
| 8:00 AM                          | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0             | 0  | 0  | 0            | 0                | 0 |  |  |  |
| 8:15 AM                          | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0             | 0  | 0  | 0            | 0                | 0 |  |  |  |
| 8:30 AM                          | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0             | 0  | 0  | 0            | 0                | 0 |  |  |  |
| 8:45 AM                          | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0             | 0  | 0  | 0            | 0                | 0 |  |  |  |
| Count Total                      | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0             | 0  | 0  | 0            | 0                | 0 |  |  |  |
| Peak Hour                        | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0             | 0  | 0  | 0            | 0                | 0 |  |  |  |

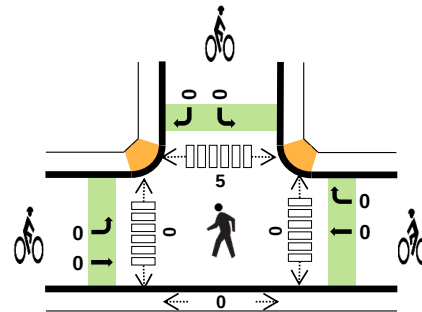
Note: U-Turn volumes for bikes are included in Left-Turn, if any.



# STORM KING RD US 6



Date: 03/03/2021  
 Count Period: 2:00 PM to 6:00 PM  
 Peak Hour: 4:15 PM to 5:15 PM



|       | HV %: | PHF  |
|-------|-------|------|
| EB    | 3.7%  | 0.86 |
| WB    | 5.2%  | 0.82 |
| NB    | -     | -    |
| SB    | 2.8%  | 0.76 |
| TOTAL | 4.1%  | 0.87 |

## Four-Hour Count Summaries

| Interval Start |     | US 6      |    |     |    | US 6      |    |     |    | 0          |    |    |    | STORM KING RD |     |    |    | 15-min Total | Rolling One Hour |
|----------------|-----|-----------|----|-----|----|-----------|----|-----|----|------------|----|----|----|---------------|-----|----|----|--------------|------------------|
|                |     | Eastbound |    |     |    | Westbound |    |     |    | Northbound |    |    |    | Southbound    |     |    |    |              |                  |
|                |     | UT        | LT | TH  | RT | UT        | LT | TH  | RT | UT         | LT | TH | RT | UT            | LT  | TH | RT |              |                  |
| 4:15 PM        |     | 0         | 2  | 31  | 0  | 0         | 0  | 27  | 17 | 0          | 0  | 0  | 0  | 0             | 34  | 0  | 4  | 115          | 0                |
| 4:30 PM        |     | 0         | 2  | 31  | 0  | 0         | 0  | 27  | 14 | 0          | 0  | 0  | 0  | 0             | 29  | 0  | 2  | 105          | 0                |
| 4:45 PM        |     | 0         | 2  | 27  | 0  | 0         | 0  | 34  | 25 | 0          | 0  | 0  | 0  | 0             | 22  | 0  | 4  | 114          | 0                |
| 5:00 PM        |     | 0         | 1  | 38  | 0  | 0         | 0  | 32  | 17 | 0          | 0  | 0  | 0  | 0             | 43  | 0  | 4  | 135          | 469              |
| Peak Hour      | All | 0         | 7  | 127 | 0  | 0         | 0  | 120 | 73 | 0          | 0  | 0  | 0  | 0             | 128 | 0  | 14 | 469          | 0                |
|                | HV  | 0         | 0  | 5   | 0  | 0         | 0  | 8   | 2  | 0          | 0  | 0  | 0  | 0             | 4   | 0  | 0  | 19           | 0                |
|                | HV% | -         | 0% | 4%  | -  | -         | -  | 7%  | 3% | -          | -  | -  | -  | -             | 3%  | -  | 0% | 4%           | 0                |

Note: For all three-hour count summary, see next page.

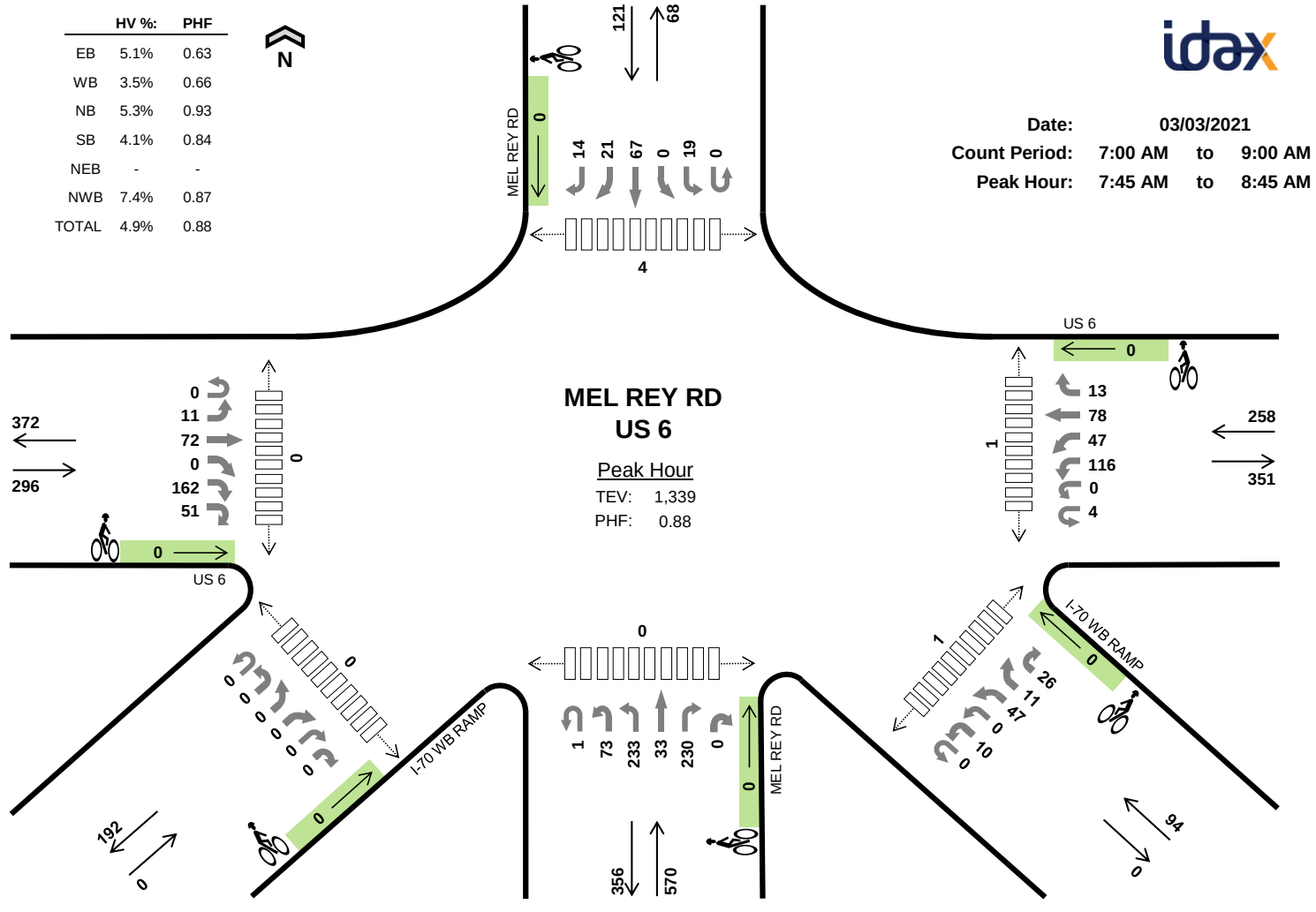
| Interval Start | Heavy Vehicle Totals |    |    |    |       | Bicycles |    |    |    |       | Pedestrians (Crossing Leg) |      |       |       |       |
|----------------|----------------------|----|----|----|-------|----------|----|----|----|-------|----------------------------|------|-------|-------|-------|
|                | EB                   | WB | NB | SB | Total | EB       | WB | NB | SB | Total | East                       | West | North | South | Total |
| 4:15 PM        | 2                    | 2  | 0  | 1  | 5     | 0        | 0  | 0  | 0  | 0     | 0                          | 0    | 0     | 0     | 0     |
| 4:30 PM        | 1                    | 3  | 0  | 1  | 5     | 0        | 0  | 0  | 0  | 0     | 0                          | 0    | 1     | 0     | 1     |
| 4:45 PM        | 1                    | 2  | 0  | 1  | 4     | 0        | 0  | 0  | 0  | 0     | 0                          | 0    | 1     | 0     | 1     |
| 5:00 PM        | 1                    | 3  | 0  | 1  | 5     | 0        | 0  | 0  | 0  | 0     | 0                          | 0    | 3     | 0     | 3     |
| Peak Hour      | 5                    | 10 | 0  | 4  | 19    | 0        | 0  | 0  | 0  | 0     | 0                          | 0    | 5     | 0     | 5     |

| Four-Hour Count Summaries                                                                           |                      |    |     |     |           |          |     |     |            |       |                            |      |               |       |     |       |              |                  |   |
|-----------------------------------------------------------------------------------------------------|----------------------|----|-----|-----|-----------|----------|-----|-----|------------|-------|----------------------------|------|---------------|-------|-----|-------|--------------|------------------|---|
| Interval Start                                                                                      | US 6                 |    |     |     | US 6      |          |     |     | 0          |       |                            |      | STORM KING RD |       |     |       | 15-min Total | Rolling One Hour |   |
|                                                                                                     | Eastbound            |    |     |     | Westbound |          |     |     | Northbound |       |                            |      | Southbound    |       |     |       |              |                  |   |
|                                                                                                     | UT                   | LT | TH  | RT  | UT        | LT       | TH  | RT  | UT         | LT    | TH                         | RT   | UT            | LT    | TH  | RT    |              |                  |   |
| 2:00 PM                                                                                             | 0                    | 1  | 49  | 0   | 0         | 0        | 24  | 31  | 0          | 0     | 0                          | 0    | 0             | 60    | 0   | 9     | 174          | 0                |   |
| 2:15 PM                                                                                             | 0                    | 0  | 27  | 0   | 0         | 0        | 18  | 25  | 0          | 0     | 0                          | 0    | 0             | 18    | 0   | 0     | 88           | 0                |   |
| 2:30 PM                                                                                             | 0                    | 1  | 29  | 0   | 0         | 0        | 23  | 8   | 0          | 0     | 0                          | 0    | 0             | 26    | 0   | 5     | 92           | 0                |   |
| 2:45 PM                                                                                             | 0                    | 3  | 28  | 0   | 0         | 0        | 32  | 15  | 0          | 0     | 0                          | 0    | 0             | 21    | 0   | 4     | 103          | 457              |   |
| 3:00 PM                                                                                             | 0                    | 1  | 22  | 0   | 0         | 0        | 28  | 20  | 0          | 0     | 0                          | 0    | 0             | 16    | 0   | 4     | 91           | 374              |   |
| 3:15 PM                                                                                             | 0                    | 1  | 27  | 0   | 0         | 0        | 37  | 18  | 0          | 0     | 0                          | 0    | 1             | 14    | 0   | 1     | 99           | 385              |   |
| 3:30 PM                                                                                             | 0                    | 3  | 34  | 0   | 0         | 0        | 17  | 21  | 0          | 0     | 0                          | 0    | 0             | 29    | 0   | 4     | 108          | 401              |   |
| 3:45 PM                                                                                             | 0                    | 2  | 17  | 0   | 0         | 0        | 27  | 9   | 0          | 0     | 0                          | 0    | 0             | 20    | 0   | 3     | 78           | 376              |   |
| 4:00 PM                                                                                             | 0                    | 1  | 20  | 0   | 0         | 0        | 26  | 13  | 0          | 0     | 0                          | 0    | 0             | 23    | 0   | 5     | 88           | 373              |   |
| 4:15 PM                                                                                             | 0                    | 2  | 31  | 0   | 0         | 0        | 27  | 17  | 0          | 0     | 0                          | 0    | 0             | 34    | 0   | 4     | 115          | 389              |   |
| 4:30 PM                                                                                             | 0                    | 2  | 31  | 0   | 0         | 0        | 27  | 14  | 0          | 0     | 0                          | 0    | 0             | 29    | 0   | 2     | 105          | 386              |   |
| 4:45 PM                                                                                             | 0                    | 2  | 27  | 0   | 0         | 0        | 34  | 25  | 0          | 0     | 0                          | 0    | 0             | 22    | 0   | 4     | 114          | 422              |   |
| 5:00 PM                                                                                             | 0                    | 1  | 38  | 0   | 0         | 0        | 32  | 17  | 0          | 0     | 0                          | 0    | 0             | 43    | 0   | 4     | 135          | 469              |   |
| 5:15 PM                                                                                             | 0                    | 0  | 34  | 0   | 0         | 0        | 28  | 13  | 0          | 0     | 0                          | 0    | 0             | 24    | 0   | 4     | 103          | 457              |   |
| 5:30 PM                                                                                             | 0                    | 1  | 31  | 0   | 0         | 0        | 28  | 17  | 0          | 0     | 0                          | 0    | 0             | 18    | 0   | 3     | 98           | 450              |   |
| 5:45 PM                                                                                             | 0                    | 0  | 31  | 0   | 0         | 0        | 26  | 17  | 0          | 0     | 0                          | 0    | 0             | 17    | 0   | 1     | 92           | 428              |   |
| Count Total                                                                                         | 0                    | 21 | 476 | 0   | 0         | 0        | 434 | 280 | 0          | 0     | 0                          | 0    | 1             | 414   | 0   | 57    | 1,683        | 0                |   |
| Peak Hour                                                                                           | All                  | 0  | 7   | 127 | 0         | 0        | 0   | 120 | 73         | 0     | 0                          | 0    | 0             | 0     | 128 | 0     | 14           | 469              | 0 |
|                                                                                                     | HV                   | 0  | 0   | 5   | 0         | 0        | 0   | 8   | 2          | 0     | 0                          | 0    | 0             | 0     | 4   | 0     | 0            | 19               | 0 |
|                                                                                                     | HV%                  | -  | 0%  | 4%  | -         | -        | -   | 7%  | 3%         | -     | -                          | -    | -             | -     | 3%  | -     | 0%           | 4%               | 0 |
| Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count. |                      |    |     |     |           |          |     |     |            |       |                            |      |               |       |     |       |              |                  |   |
| Interval Start                                                                                      | Heavy Vehicle Totals |    |     |     |           | Bicycles |     |     |            |       | Pedestrians (Crossing Leg) |      |               |       |     | Total |              |                  |   |
|                                                                                                     | EB                   | WB | NB  | SB  | Total     | EB       | WB  | NB  | SB         | Total | East                       | West | North         | South |     |       |              |                  |   |
| 2:00 PM                                                                                             | 1                    | 0  | 0   | 4   | 5         | 0        | 0   | 0   | 0          | 0     | 0                          | 0    | 1             | 0     | 1   |       |              |                  |   |
| 2:15 PM                                                                                             | 0                    | 0  | 0   | 1   | 1         | 0        | 0   | 0   | 0          | 0     | 0                          | 0    | 2             | 0     | 2   |       |              |                  |   |
| 2:30 PM                                                                                             | 0                    | 0  | 0   | 0   | 0         | 0        | 0   | 0   | 0          | 0     | 0                          | 0    | 0             | 0     | 0   |       |              |                  |   |
| 2:45 PM                                                                                             | 0                    | 1  | 0   | 0   | 1         | 0        | 0   | 0   | 0          | 0     | 0                          | 0    | 0             | 0     | 0   |       |              |                  |   |
| 3:00 PM                                                                                             | 1                    | 1  | 0   | 1   | 3         | 0        | 0   | 0   | 0          | 0     | 0                          | 0    | 6             | 0     | 6   |       |              |                  |   |
| 3:15 PM                                                                                             | 2                    | 2  | 0   | 0   | 4         | 0        | 0   | 0   | 0          | 0     | 0                          | 0    | 1             | 0     | 1   |       |              |                  |   |
| 3:30 PM                                                                                             | 0                    | 2  | 0   | 2   | 4         | 0        | 0   | 0   | 0          | 0     | 0                          | 0    | 1             | 0     | 1   |       |              |                  |   |
| 3:45 PM                                                                                             | 0                    | 0  | 0   | 0   | 0         | 0        | 0   | 0   | 0          | 0     | 0                          | 0    | 2             | 0     | 2   |       |              |                  |   |
| 4:00 PM                                                                                             | 2                    | 3  | 0   | 1   | 6         | 0        | 0   | 0   | 0          | 0     | 0                          | 0    | 2             | 0     | 2   |       |              |                  |   |
| 4:15 PM                                                                                             | 2                    | 2  | 0   | 1   | 5         | 0        | 0   | 0   | 0          | 0     | 0                          | 0    | 0             | 0     | 0   |       |              |                  |   |
| 4:30 PM                                                                                             | 1                    | 3  | 0   | 1   | 5         | 0        | 0   | 0   | 0          | 0     | 0                          | 0    | 1             | 0     | 1   |       |              |                  |   |
| 4:45 PM                                                                                             | 1                    | 2  | 0   | 1   | 4         | 0        | 0   | 0   | 0          | 0     | 0                          | 0    | 1             | 0     | 1   |       |              |                  |   |
| 5:00 PM                                                                                             | 1                    | 3  | 0   | 1   | 5         | 0        | 0   | 0   | 0          | 0     | 0                          | 0    | 3             | 0     | 3   |       |              |                  |   |
| 5:15 PM                                                                                             | 1                    | 1  | 0   | 0   | 2         | 0        | 0   | 0   | 0          | 0     | 0                          | 0    | 1             | 0     | 1   |       |              |                  |   |
| 5:30 PM                                                                                             | 1                    | 3  | 0   | 1   | 5         | 0        | 0   | 0   | 0          | 0     | 0                          | 0    | 0             | 0     | 0   |       |              |                  |   |
| 5:45 PM                                                                                             | 1                    | 3  | 0   | 0   | 4         | 0        | 0   | 0   | 0          | 0     | 0                          | 0    | 1             | 0     | 1   |       |              |                  |   |
| Count Total                                                                                         | 14                   | 26 | 0   | 14  | 54        | 0        | 0   | 0   | 0          | 0     | 0                          | 0    | 22            | 0     | 22  |       |              |                  |   |
| Peak Hr                                                                                             | 5                    | 10 | 0   | 4   | 19        | 0        | 0   | 0   | 0          | 0     | 0                          | 0    | 5             | 0     | 5   |       |              |                  |   |

| Four-Hour Count Summaries - Heavy Vehicles |           |    |    |    |           |    |    |    |            |    |    |    |               |    |    |    |              |                  |    |
|--------------------------------------------|-----------|----|----|----|-----------|----|----|----|------------|----|----|----|---------------|----|----|----|--------------|------------------|----|
| Interval Start                             | US 6      |    |    |    | US 6      |    |    |    | 0          |    |    |    | STORM KING RD |    |    |    | 15-min Total | Rolling One Hour |    |
|                                            | Eastbound |    |    |    | Westbound |    |    |    | Northbound |    |    |    | Southbound    |    |    |    |              |                  |    |
|                                            | UT        | LT | TH | RT | UT        | LT | TH | RT | UT         | LT | TH | RT | UT            | LT | TH | RT |              |                  |    |
| 2:00 PM                                    | 0         | 0  | 1  | 0  | 0         | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 0             | 0  | 4  | 0  | 0            | 5                | 0  |
| 2:15 PM                                    | 0         | 0  | 0  | 0  | 0         | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 0             | 0  | 1  | 0  | 0            | 1                | 0  |
| 2:30 PM                                    | 0         | 0  | 0  | 0  | 0         | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 0             | 0  | 0  | 0  | 0            | 0                | 0  |
| 2:45 PM                                    | 0         | 0  | 0  | 0  | 0         | 0  | 1  | 0  | 0          | 0  | 0  | 0  | 0             | 0  | 0  | 0  | 0            | 1                | 7  |
| 3:00 PM                                    | 0         | 0  | 1  | 0  | 0         | 0  | 1  | 0  | 0          | 0  | 0  | 0  | 0             | 0  | 0  | 0  | 1            | 3                | 5  |
| 3:15 PM                                    | 0         | 0  | 2  | 0  | 0         | 0  | 1  | 1  | 0          | 0  | 0  | 0  | 0             | 0  | 0  | 0  | 0            | 4                | 8  |
| 3:30 PM                                    | 0         | 0  | 0  | 0  | 0         | 0  | 1  | 1  | 0          | 0  | 0  | 0  | 0             | 0  | 2  | 0  | 0            | 4                | 12 |
| 3:45 PM                                    | 0         | 0  | 0  | 0  | 0         | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 0             | 0  | 0  | 0  | 0            | 0                | 11 |
| 4:00 PM                                    | 0         | 0  | 2  | 0  | 0         | 0  | 3  | 0  | 0          | 0  | 0  | 0  | 0             | 0  | 1  | 0  | 0            | 6                | 14 |
| 4:15 PM                                    | 0         | 0  | 2  | 0  | 0         | 0  | 1  | 1  | 0          | 0  | 0  | 0  | 0             | 0  | 1  | 0  | 0            | 5                | 15 |
| 4:30 PM                                    | 0         | 0  | 1  | 0  | 0         | 0  | 3  | 0  | 0          | 0  | 0  | 0  | 0             | 0  | 1  | 0  | 0            | 5                | 16 |
| 4:45 PM                                    | 0         | 0  | 1  | 0  | 0         | 0  | 2  | 0  | 0          | 0  | 0  | 0  | 0             | 0  | 1  | 0  | 0            | 4                | 20 |
| 5:00 PM                                    | 0         | 0  | 1  | 0  | 0         | 0  | 2  | 1  | 0          | 0  | 0  | 0  | 0             | 0  | 1  | 0  | 0            | 5                | 19 |
| 5:15 PM                                    | 0         | 0  | 1  | 0  | 0         | 0  | 1  | 0  | 0          | 0  | 0  | 0  | 0             | 0  | 0  | 0  | 0            | 2                | 16 |
| 5:30 PM                                    | 0         | 0  | 1  | 0  | 0         | 0  | 3  | 0  | 0          | 0  | 0  | 0  | 0             | 0  | 1  | 0  | 0            | 5                | 16 |
| 5:45 PM                                    | 0         | 0  | 1  | 0  | 0         | 0  | 3  | 0  | 0          | 0  | 0  | 0  | 0             | 0  | 0  | 0  | 0            | 4                | 16 |
| Count Total                                | 0         | 0  | 14 | 0  | 0         | 0  | 22 | 4  | 0          | 0  | 0  | 0  | 0             | 0  | 13 | 0  | 1            | 54               | 0  |
| Peak Hour                                  | 0         | 0  | 5  | 0  | 0         | 0  | 8  | 2  | 0          | 0  | 0  | 0  | 0             | 0  | 4  | 0  | 0            | 19               | 0  |

| Four-Hour Count Summaries - Bikes |           |    |    |           |    |    |            |    |    |               |    |    |              |                  |  |  |  |  |
|-----------------------------------|-----------|----|----|-----------|----|----|------------|----|----|---------------|----|----|--------------|------------------|--|--|--|--|
| Interval Start                    | US 6      |    |    | US 6      |    |    | 0          |    |    | STORM KING RD |    |    | 15-min Total | Rolling One Hour |  |  |  |  |
|                                   | Eastbound |    |    | Westbound |    |    | Northbound |    |    | Southbound    |    |    |              |                  |  |  |  |  |
|                                   | LT        | TH | RT | LT        | TH | RT | LT         | TH | RT | LT            | TH | RT |              |                  |  |  |  |  |
| 2:00 PM                           | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0             | 0  | 0  | 0            | 0                |  |  |  |  |
| 2:15 PM                           | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0             | 0  | 0  | 0            | 0                |  |  |  |  |
| 2:30 PM                           | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0             | 0  | 0  | 0            | 0                |  |  |  |  |
| 2:45 PM                           | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0             | 0  | 0  | 0            | 0                |  |  |  |  |
| 3:00 PM                           | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0             | 0  | 0  | 0            | 0                |  |  |  |  |
| 3:15 PM                           | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0             | 0  | 0  | 0            | 0                |  |  |  |  |
| 3:30 PM                           | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0             | 0  | 0  | 0            | 0                |  |  |  |  |
| 3:45 PM                           | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0             | 0  | 0  | 0            | 0                |  |  |  |  |
| 4:00 PM                           | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0             | 0  | 0  | 0            | 0                |  |  |  |  |
| 4:15 PM                           | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0             | 0  | 0  | 0            | 0                |  |  |  |  |
| 4:30 PM                           | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0             | 0  | 0  | 0            | 0                |  |  |  |  |
| 4:45 PM                           | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0             | 0  | 0  | 0            | 0                |  |  |  |  |
| 5:00 PM                           | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0             | 0  | 0  | 0            | 0                |  |  |  |  |
| 5:15 PM                           | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0             | 0  | 0  | 0            | 0                |  |  |  |  |
| 5:30 PM                           | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0             | 0  | 0  | 0            | 0                |  |  |  |  |
| 5:45 PM                           | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0             | 0  | 0  | 0            | 0                |  |  |  |  |
| Count Total                       | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0             | 0  | 0  | 0            | 0                |  |  |  |  |
| Peak Hour                         | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0             | 0  | 0  | 0            | 0                |  |  |  |  |

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



| 70-Hour Count Summaries |               |
|-------------------------|---------------|
| 70-Hour Count           | 70-Hour Count |
| 1                       | 1             |
| 2                       | 2             |
| 3                       | 3             |
| 4                       | 4             |
| 5                       | 5             |
| 6                       | 6             |
| 7                       | 7             |
| 8                       | 8             |
| 9                       | 9             |
| 10                      | 10            |
| 11                      | 11            |
| 12                      | 12            |
| 13                      | 13            |
| 14                      | 14            |
| 15                      | 15            |
| 16                      | 16            |
| 17                      | 17            |
| 18                      | 18            |
| 19                      | 19            |
| 20                      | 20            |
| 21                      | 21            |
| 22                      | 22            |
| 23                      | 23            |
| 24                      | 24            |
| 25                      | 25            |
| 26                      | 26            |
| 27                      | 27            |
| 28                      | 28            |
| 29                      | 29            |
| 30                      | 30            |
| 31                      | 31            |
| 32                      | 32            |
| 33                      | 33            |
| 34                      | 34            |
| 35                      | 35            |
| 36                      | 36            |
| 37                      | 37            |
| 38                      | 38            |
| 39                      | 39            |
| 40                      | 40            |
| 41                      | 41            |
| 42                      | 42            |
| 43                      | 43            |
| 44                      | 44            |
| 45                      | 45            |
| 46                      | 46            |
| 47                      | 47            |
| 48                      | 48            |
| 49                      | 49            |
| 50                      | 50            |
| 51                      | 51            |
| 52                      | 52            |
| 53                      | 53            |
| 54                      | 54            |
| 55                      | 55            |
| 56                      | 56            |
| 57                      | 57            |
| 58                      | 58            |
| 59                      | 59            |
| 60                      | 60            |
| 61                      | 61            |
| 62                      | 62            |
| 63                      | 63            |
| 64                      | 64            |
| 65                      | 65            |
| 66                      | 66            |
| 67                      | 67            |
| 68                      | 68            |
| 69                      | 69            |
| 70                      | 70            |

| Interval Start |     | US 6      |    |     |    |     |    | US 6      |    |     |    |     |    | MEL REY RD |     |     |     |     |    | MEL REY RD |    |    |     |    |    | I-70 WB RAMP   |    |    |    |    |    | I-70 WB RAMP   |    |    |    |       |       | 15-min Total | Rolling One Hour |
|----------------|-----|-----------|----|-----|----|-----|----|-----------|----|-----|----|-----|----|------------|-----|-----|-----|-----|----|------------|----|----|-----|----|----|----------------|----|----|----|----|----|----------------|----|----|----|-------|-------|--------------|------------------|
|                |     | Eastbound |    |     |    |     |    | Westbound |    |     |    |     |    | Northbound |     |     |     |     |    | Southbound |    |    |     |    |    | Northeastbound |    |    |    |    |    | Northwestbound |    |    |    |       |       |              |                  |
|                |     | UT        | LT | TH  | BR | RT  | HR | UT        | HL | LT  | BL | TH  | RT | UT         | HL  | LT  | TH  | RT  | HR | UT         | LT | BL | TH  | BR | RT | UT             | HL | BL | BR | RT | HR | UT             | HL | LT | BL | BR    | HR    |              |                  |
| 7:00 AM        | All | 0         | 2  | 11  | 0  | 15  | 4  | 2         | 0  | 15  | 2  | 10  | 1  | 1          | 15  | 26  | 10  | 33  | 0  | 1          | 3  | 0  | 16  | 2  | 0  | 0              | 0  | 0  | 0  | 0  | 6  | 0              | 4  | 0  | 2  | 181   | 0     |              |                  |
| 7:15 AM        | HV  | 0         | 0  | 12  | 0  | 14  | 1  | 0         | 0  | 16  | 7  | 5   | 1  | 0          | 15  | 35  | 6   | 33  | 0  | 0          | 1  | 0  | 9   | 4  | 2  | 0              | 0  | 0  | 0  | 0  | 2  | 0              | 3  | 0  | 2  | 168   | 0     |              |                  |
| 7:30 AM        | HV% | 0         | 2  | 14  | 0  | 31  | 4  | 3         | 0  | 9   | 8  | 13  | 1  | 1          | 18  | 47  | 12  | 36  | 0  | 0          | 2  | 0  | 16  | 6  | 3  | 0              | 0  | 0  | 0  | 0  | 5  | 0              | 13 | 2  | 2  | 248   | 0     |              |                  |
| 7:45 AM        | All | 0         | 0  | 9   | 0  | 31  | 7  | 2         | 0  | 10  | 9  | 14  | 3  | 1          | 13  | 81  | 8   | 47  | 0  | 0          | 3  | 0  | 14  | 6  | 4  | 0              | 0  | 0  | 0  | 0  | 5  | 0              | 14 | 2  | 6  | 289   | 886   |              |                  |
| 8:00 AM        | HV  | 0         | 6  | 24  | 0  | 68  | 20 | 0         | 0  | 16  | 8  | 21  | 3  | 0          | 17  | 80  | 15  | 42  | 0  | 0          | 6  | 0  | 20  | 6  | 3  | 0              | 0  | 0  | 0  | 0  | 4  | 0              | 14 | 5  | 4  | 382   | 1,087 |              |                  |
| 8:15 AM        | HV% | 0         | 4  | 24  | 0  | 43  | 14 | 0         | 0  | 42  | 16 | 11  | 5  | 0          | 15  | 30  | 7   | 74  | 0  | 0          | 8  | 0  | 18  | 5  | 5  | 0              | 0  | 0  | 0  | 0  | 1  | 0              | 13 | 3  | 9  | 347   | 1,266 |              |                  |
| 8:30 AM        | All | 0         | 1  | 15  | 0  | 20  | 10 | 2         | 0  | 48  | 14 | 32  | 2  | 0          | 28  | 42  | 3   | 67  | 0  | 0          | 2  | 0  | 15  | 4  | 2  | 0              | 0  | 0  | 0  | 0  | 0  | 0              | 6  | 1  | 7  | 321   | 1,339 |              |                  |
| 8:45 AM        | HV  | 0         | 2  | 23  | 0  | 31  | 8  | 2         | 0  | 26  | 11 | 16  | 2  | 1          | 23  | 26  | 14  | 31  | 0  | 0          | 5  | 0  | 17  | 3  | 0  | 0              | 0  | 0  | 0  | 0  | 10 | 0              | 16 | 5  | 4  | 276   | 1,326 |              |                  |
| Count Total    | All | 0         | 17 | 132 | 0  | 253 | 68 | 11        | 0  | 182 | 75 | 122 | 18 | 4          | 144 | 367 | 75  | 363 | 0  | 1          | 30 | 0  | 125 | 36 | 19 | 0              | 0  | 0  | 0  | 0  | 33 | 0              | 83 | 18 | 36 | 2,212 | 0     |              |                  |
| Peak Hour      | All | 0         | 11 | 72  | 0  | 162 | 51 | 4         | 0  | 116 | 47 | 78  | 13 | 1          | 73  | 233 | 33  | 230 | 0  | 0          | 19 | 0  | 67  | 21 | 14 | 0              | 0  | 0  | 0  | 0  | 10 | 0              | 47 | 11 | 26 | 1,339 | 0     |              |                  |
|                | HV  | 0         | 0  | 4   | 0  | 7   | 4  | 0         | 0  | 1   | 3  | 4   | 1  | 0          | 8   | 10  | 5   | 7   | 0  | 0          | 1  | 0  | 4   | 0  | 0  | 0              | 0  | 0  | 0  | 0  | 2  | 0              | 2  | 0  | 3  | 66    | 0     |              |                  |
|                | HV% | -         | 0% | 6%  | -  | 4%  | 8% | 0%        | -  | 1%  | 6% | 5%  | 8% | 0%         | 11% | 4%  | 15% | 3%  | -  | -          | 5% | -  | 6%  | 0% | 0% | -              | -  | -  | -  | -  | -  | 20%            | -  | 4% | 0% | 12%   | 5%    | 0            |                  |

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

| Interval    | Heavy Vehicle Totals |    |    |    |     |     |       | Bicycles |    |    |    |     |     |       | Pedestrians (Crossing Leg) |      |       |       |    |    |       |
|-------------|----------------------|----|----|----|-----|-----|-------|----------|----|----|----|-----|-----|-------|----------------------------|------|-------|-------|----|----|-------|
| Start       | EB                   | WB | NB | SB | NEB | NWB | Total | EB       | WB | NB | SB | NEB | NWB | Total | East                       | West | North | South | SE | SW | Total |
| 7:00 AM     | 3                    | 0  | 6  | 0  | 0   | 1   | 10    | 0        | 0  | 0  | 0  | 0   | 0   | 0     | 1                          | 0    | 0     | 0     | 0  | 0  | 2     |
| 7:15 AM     | 3                    | 2  | 2  | 0  | 0   | 0   | 7     | 0        | 0  | 0  | 0  | 0   | 0   | 0     | 2                          | 0    | 2     | 0     | 1  | 0  | 5     |
| 7:30 AM     | 4                    | 4  | 3  | 0  | 0   | 1   | 12    | 0        | 0  | 0  | 0  | 0   | 0   | 0     | 0                          | 0    | 0     | 0     | 0  | 0  | 0     |
| 7:45 AM     | 5                    | 0  | 7  | 1  | 0   | 1   | 14    | 0        | 0  | 0  | 0  | 0   | 0   | 0     | 0                          | 0    | 0     | 0     | 0  | 0  | 0     |
| 8:00 AM     | 2                    | 1  | 7  | 1  | 0   | 1   | 12    | 0        | 0  | 0  | 0  | 0   | 0   | 0     | 0                          | 0    | 0     | 0     | 0  | 0  | 0     |
| 8:15 AM     | 5                    | 4  | 7  | 2  | 0   | 4   | 22    | 0        | 0  | 0  | 0  | 0   | 0   | 0     | 0                          | 0    | 3     | 0     | 0  | 0  | 3     |
| 8:30 AM     | 3                    | 4  | 9  | 1  | 0   | 1   | 18    | 0        | 0  | 0  | 0  | 0   | 0   | 0     | 1                          | 0    | 1     | 0     | 1  | 0  | 3     |
| 8:45 AM     | 3                    | 1  | 6  | 3  | 0   | 3   | 16    | 0        | 0  | 0  | 0  | 0   | 0   | 0     | 1                          | 0    | 1     | 0     | 1  | 0  | 3     |
| Count Total | 28                   | 16 | 47 | 8  | 0   | 12  | 111   | 0        | 0  | 0  | 0  | 0   | 0   | 0     | 5                          | 0    | 7     | 1     | 3  | 0  | 16    |
| Peak Hr     | 15                   | 9  | 30 | 5  | 0   | 7   | 66    | 0        | 0  | 0  | 0  | 0   | 0   | 0     | 1                          | 0    | 4     | 0     | 1  | 0  | 6     |

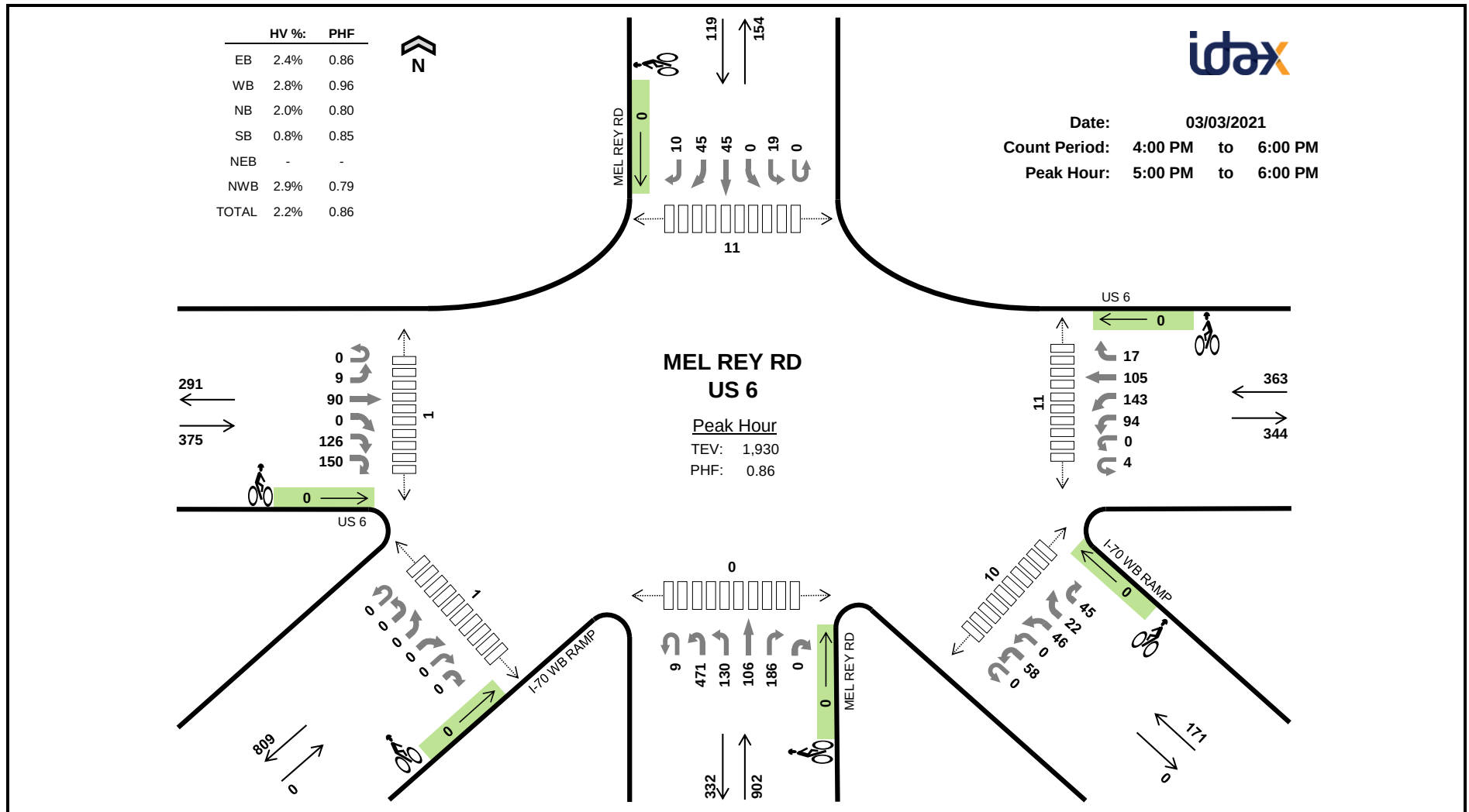
### Two-Hour Count Summaries - Heavy Vehicles

| Interval Start | US 6      |    |    |    |    |    | US 6      |    |    |    |    |    | MEL REY RD |    |    |    |    |    | MEL REY RD |    |    |    |    |    | I-70 WB RAMP   |    |    |    |    |    | I-70 WB RAMP   |    |    |    |    |    | 15-min Total | Rolling One Hour |
|----------------|-----------|----|----|----|----|----|-----------|----|----|----|----|----|------------|----|----|----|----|----|------------|----|----|----|----|----|----------------|----|----|----|----|----|----------------|----|----|----|----|----|--------------|------------------|
|                | Eastbound |    |    |    |    |    | Westbound |    |    |    |    |    | Northbound |    |    |    |    |    | Southbound |    |    |    |    |    | Northeastbound |    |    |    |    |    | Northwestbound |    |    |    |    |    |              |                  |
|                | UT        | LT | TH | BR | RT | HR | UT        | HL | LT | BL | TH | RT | UT         | HL | LT | TH | RT | HR | UT         | LT | BL | TH | BR | RT | UT             | HL | BL | BR | RT | HR | UT             | HL | LT | BL | BR | HR |              |                  |
| 7:00 AM        | 0         | 1  | 0  | 0  | 1  | 1  | 0         | 0  | 0  | 0  | 0  | 0  | 0          | 2  | 3  | 0  | 1  | 0  | 0          | 0  | 0  | 0  | 0  | 0  | 0              | 0  | 0  | 0  | 0  | 0  | 0              | 0  | 1  | 0  | 0  | 0  | 0            | 0                |
| 7:15 AM        | 0         | 0  | 1  | 0  | 2  | 1  | 0         | 0  | 1  | 1  | 0  | 0  | 0          | 2  | 0  | 2  | 0  | 0  | 0          | 0  | 0  | 0  | 0  | 0  | 0              | 0  | 0  | 0  | 0  | 0  | 0              | 0  | 0  | 0  | 0  | 0  | 0            | 0                |
| 7:30 AM        | 0         | 0  | 1  | 0  | 2  | 1  | 0         | 0  | 0  | 1  | 3  | 0  | 0          | 2  | 0  | 0  | 1  | 0  | 0          | 0  | 0  | 0  | 0  | 0  | 0              | 0  | 0  | 0  | 0  | 0  | 0              | 0  | 0  | 1  | 0  | 0  | 0            | 0                |
| 7:45 AM        | 0         | 0  | 1  | 0  | 2  | 2  | 0         | 0  | 0  | 0  | 0  | 0  | 0          | 1  | 4  | 1  | 1  | 0  | 0          | 0  | 0  | 1  | 0  | 0  | 0              | 0  | 0  | 0  | 0  | 0  | 0              | 1  | 0  | 0  | 0  | 0  | 0            | 0                |
| 8:00 AM        | 0         | 0  | 0  | 0  | 2  | 0  | 0         | 0  | 0  | 0  | 1  | 0  | 0          | 2  | 1  | 3  | 1  | 0  | 0          | 0  | 0  | 1  | 0  | 0  | 0              | 0  | 0  | 0  | 0  | 0  | 0              | 1  | 0  | 0  | 0  | 0  | 0            | 0                |
| 8:15 AM        | 0         | 0  | 3  | 0  | 1  | 1  | 0         | 0  | 0  | 2  | 1  | 1  | 0          | 1  | 3  | 1  | 2  | 0  | 0          | 1  | 0  | 1  | 0  | 0  | 0              | 0  | 0  | 0  | 0  | 0  | 0              | 0  | 0  | 2  | 0  | 2  | 12           | 60               |
| 8:30 AM        | 0         | 0  | 0  | 0  | 2  | 1  | 0         | 0  | 1  | 1  | 2  | 0  | 0          | 4  | 2  | 0  | 3  | 0  | 0          | 0  | 0  | 1  | 0  | 0  | 0              | 0  | 0  | 0  | 0  | 0  | 0              | 0  | 0  | 0  | 0  | 1  | 18           | 66               |
| 8:45 AM        | 0         | 0  | 0  | 0  | 3  | 0  | 0         | 0  | 1  | 0  | 0  | 0  | 0          | 2  | 0  | 1  | 3  | 0  | 0          | 0  | 0  | 3  | 0  | 0  | 0              | 0  | 0  | 0  | 0  | 0  | 0              | 1  | 0  | 1  | 0  | 1  | 16           | 68               |
| Count Total    | 0         | 1  | 6  | 0  | 15 | 6  | 0         | 0  | 3  | 5  | 7  | 1  | 0          | 14 | 15 | 6  | 12 | 0  | 0          | 1  | 0  | 7  | 0  | 0  | 0              | 0  | 0  | 0  | 0  | 0  | 0              | 4  | 0  | 4  | 0  | 4  | 111          | 0                |
| Peak Hour      | 0         | 0  | 4  | 0  | 7  | 4  | 0         | 0  | 1  | 3  | 4  | 1  | 0          | 8  | 10 | 5  | 7  | 0  | 0          | 1  | 0  | 4  | 0  | 0  | 0              | 0  | 0  | 0  | 0  | 0  | 0              | 2  | 0  | 2  | 0  | 3  | 66           | 0                |

### Two-Hour Count Summaries - Bikes

[illegible]





## Two-Hour Count Summaries

| Interval Start | US 6      |    |     |    |     |     | US 6      |    |     |     |     |     | MEL REY RD |     |     |     |     |     | MEL REY RD |    |    |    |    |    | I-70 WB RAMP   |    |    |    |    |    | I-70 WB RAMP   |    |    |    |    |       | 15-min Total | Rolling One Hour |
|----------------|-----------|----|-----|----|-----|-----|-----------|----|-----|-----|-----|-----|------------|-----|-----|-----|-----|-----|------------|----|----|----|----|----|----------------|----|----|----|----|----|----------------|----|----|----|----|-------|--------------|------------------|
|                | Eastbound |    |     |    |     |     | Westbound |    |     |     |     |     | Northbound |     |     |     |     |     | Southbound |    |    |    |    |    | Northeastbound |    |    |    |    |    | Northwestbound |    |    |    |    |       |              |                  |
|                | UT        | LT | TH  | BR | RT  | HR  | UT        | HL | LT  | BL  | TH  | RT  | UT         | HL  | LT  | TH  | RT  | HR  | UT         | LT | BL | TH | BR | RT | UT             | HL | BL | BR | RT | HR | UT             | HL | LT | BL | BR | HR    |              |                  |
| 4:00 PM        | 0         | 2  | 15  | 0  | 34  | 22  | 0         | 0  | 26  | 35  | 22  | 3   | 1          | 66  | 33  | 15  | 50  | 0   | 0          | 9  | 0  | 8  | 11 | 2  | 0              | 0  | 0  | 0  | 0  | 0  | 0              | 17 | 0  | 8  | 4  | 10    | 393          | 0                |
| 4:15 PM        | 0         | 2  | 27  | 0  | 37  | 32  | 1         | 0  | 23  | 19  | 25  | 8   | 1          | 98  | 27  | 24  | 43  | 0   | 0          | 2  | 0  | 12 | 11 | 0  | 0              | 0  | 0  | 0  | 0  | 0  | 11             | 0  | 21 | 3  | 7  | 434   | 0            |                  |
| 4:30 PM        | 0         | 5  | 20  | 0  | 35  | 19  | 0         | 0  | 23  | 26  | 30  | 5   | 0          | 129 | 31  | 30  | 41  | 0   | 1          | 6  | 0  | 14 | 5  | 1  | 0              | 0  | 0  | 0  | 0  | 0  | 9              | 0  | 11 | 4  | 9  | 454   | 0            |                  |
| 4:45 PM        | 0         | 3  | 21  | 0  | 37  | 17  | 0         | 0  | 22  | 21  | 34  | 7   | 0          | 108 | 47  | 27  | 40  | 0   | 0          | 4  | 0  | 18 | 10 | 3  | 0              | 0  | 0  | 0  | 0  | 0  | 10             | 0  | 11 | 6  | 6  | 452   | 1,733        |                  |
| 5:00 PM        | 0         | 3  | 20  | 0  | 36  | 50  | 1         | 0  | 20  | 35  | 30  | 2   | 2          | 162 | 34  | 36  | 49  | 0   | 0          | 7  | 0  | 8  | 19 | 1  | 0              | 0  | 0  | 0  | 0  | 0  | 15             | 0  | 16 | 4  | 14 | 564   | 1,904        |                  |
| 5:15 PM        | 0         | 2  | 24  | 0  | 33  | 33  | 1         | 0  | 20  | 42  | 27  | 2   | 0          | 106 | 31  | 20  | 53  | 0   | 0          | 5  | 0  | 10 | 12 | 4  | 0              | 0  | 0  | 0  | 0  | 0  | 14             | 0  | 5  | 4  | 7  | 455   | 1,925        |                  |
| 5:30 PM        | 0         | 2  | 21  | 0  | 22  | 33  | 1         | 0  | 31  | 34  | 24  | 5   | 5          | 98  | 33  | 25  | 49  | 0   | 0          | 5  | 0  | 17 | 7  | 1  | 0              | 0  | 0  | 0  | 0  | 0  | 11             | 0  | 12 | 5  | 10 | 451   | 1,922        |                  |
| 5:45 PM        | 0         | 2  | 25  | 0  | 35  | 34  | 1         | 0  | 23  | 32  | 24  | 8   | 2          | 105 | 32  | 25  | 35  | 0   | 0          | 2  | 0  | 10 | 7  | 4  | 0              | 0  | 0  | 0  | 0  | 0  | 18             | 0  | 13 | 9  | 14 | 460   | 1,930        |                  |
| Count Total    | 0         | 21 | 173 | 0  | 269 | 240 | 5         | 0  | 188 | 244 | 216 | 40  | 11         | 872 | 268 | 202 | 360 | 0   | 1          | 40 | 0  | 97 | 82 | 16 | 0              | 0  | 0  | 0  | 0  | 0  | 105            | 0  | 97 | 39 | 77 | 3,663 | 0            |                  |
| Peak Hour      | All       | 0  | 9   | 90 | 0   | 126 | 150       | 4  | 0   | 94  | 143 | 105 | 17         | 9   | 471 | 130 | 106 | 186 | 0          | 0  | 19 | 0  | 45 | 45 | 10             | 0  | 0  | 0  | 0  | 0  | 58             | 0  | 46 | 22 | 45 | 1,930 | 0            |                  |
|                | HV        | 0  | 0   | 3  | 0   | 3   | 3         | 0  | 0   | 2   | 6   | 2   | 0          | 0   | 6   | 8   | 0   | 4   | 0          | 0  | 0  | 0  | 0  | 1  | 0              | 0  | 0  | 0  | 0  | 0  | 0              | 0  | 2  | 2  | 1  | 43    | 0            |                  |
|                | HV%       | -  | 0%  | 3% | -   | 2%  | 2%        | 0% | -   | 2%  | 4%  | 2%  | 0%         | 0%  | 1%  | 6%  | 0%  | 2%  | -          | -  | 0% | -  | 0% | 2% | 0%             | -  | -  | -  | -  | -  | -              | 0% | -  | 4% | 9% | 2%    | 2%           | 0                |

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

| Interval<br>Start | Heavy Vehicle Totals |    |    |    |     |     |       | Bicycles |    |    |    |     |     |       | Pedestrians (Crossing Leg) |      |       |       |    |    |       |
|-------------------|----------------------|----|----|----|-----|-----|-------|----------|----|----|----|-----|-----|-------|----------------------------|------|-------|-------|----|----|-------|
|                   | EB                   | WB | NB | SB | NEB | NWB | Total | EB       | WB | NB | SB | NEB | NWB | Total | East                       | West | North | South | SE | SW | Total |
| 4:00 PM           | 1                    | 3  | 6  | 0  | 0   | 2   | 12    | 0        | 0  | 0  | 0  | 0   | 0   | 0     | 1                          | 0    | 1     | 0     | 1  | 0  | 3     |
| 4:15 PM           | 6                    | 2  | 5  | 0  | 0   | 6   | 19    | 0        | 0  | 0  | 0  | 0   | 0   | 0     | 0                          | 0    | 0     | 0     | 0  | 0  | 0     |
| 4:30 PM           | 1                    | 2  | 2  | 0  | 0   | 1   | 6     | 0        | 0  | 0  | 0  | 0   | 0   | 0     | 0                          | 0    | 1     | 0     | 0  | 0  | 1     |
| 4:45 PM           | 4                    | 2  | 5  | 1  | 0   | 0   | 12    | 0        | 0  | 0  | 0  | 0   | 0   | 0     | 2                          | 0    | 2     | 0     | 3  | 0  | 7     |
| 5:00 PM           | 0                    | 7  | 3  | 0  | 0   | 0   | 10    | 0        | 0  | 0  | 0  | 0   | 0   | 0     | 2                          | 0    | 1     | 0     | 1  | 0  | 4     |
| 5:15 PM           | 4                    | 1  | 6  | 0  | 0   | 2   | 13    | 0        | 0  | 0  | 0  | 0   | 0   | 0     | 3                          | 0    | 4     | 0     | 3  | 0  | 10    |
| 5:30 PM           | 0                    | 1  | 3  | 1  | 0   | 2   | 7     | 0        | 0  | 0  | 0  | 0   | 0   | 0     | 1                          | 1    | 0     | 0     | 1  | 1  | 4     |
| 5:45 PM           | 5                    | 1  | 6  | 0  | 0   | 1   | 13    | 0        | 0  | 0  | 0  | 0   | 0   | 0     | 5                          | 0    | 6     | 0     | 5  | 0  | 16    |
| Count Total       | 21                   | 19 | 36 | 2  | 0   | 14  | 92    | 0        | 0  | 0  | 0  | 0   | 0   | 0     | 14                         | 1    | 15    | 0     | 14 | 1  | 45    |
| Peak Hr           | 9                    | 10 | 18 | 1  | 0   | 5   | 43    | 0        | 0  | 0  | 0  | 0   | 0   | 0     | 11                         | 1    | 11    | 0     | 10 | 1  | 34    |

### Two-Hour Count Summaries - Heavy Vehicles

| Interval Start | US 6      |    |    |    |    |    | US 6      |    |    |    |    |    | MEL REY RD |    |    |    |    |    | MEL REY RD |    |    |    |    |    | I-70 WB RAMP   |    |    |    |    |    | I-70 WB RAMP   |    |    |    |    |    | 15-min<br>Total | Rolling<br>One<br>Hour |
|----------------|-----------|----|----|----|----|----|-----------|----|----|----|----|----|------------|----|----|----|----|----|------------|----|----|----|----|----|----------------|----|----|----|----|----|----------------|----|----|----|----|----|-----------------|------------------------|
|                | Eastbound |    |    |    |    |    | Westbound |    |    |    |    |    | Northbound |    |    |    |    |    | Southbound |    |    |    |    |    | Northeastbound |    |    |    |    |    | Northwestbound |    |    |    |    |    |                 |                        |
|                | UT        | LT | TH | BR | RT | HR | UT        | HL | LT | BL | TH | RT | UT         | HL | LT | TH | RT | HR | UT         | LT | BL | TH | BR | RT | UT             | HL | BL | BR | RT | HR | UT             | HL | LT | BL | BR | HR |                 |                        |
| 4:00 PM        | 0         | 0  | 0  | 0  | 1  | 0  | 0         | 0  | 1  | 1  | 1  | 0  | 0          | 0  | 2  | 2  | 0  | 1  | 0          | 0  | 0  | 0  | 0  | 0  | 0              | 0  | 0  | 0  | 0  | 0  | 0              | 0  | 1  | 0  | 0  | 1  | 12              | 0                      |
| 4:15 PM        | 0         | 0  | 1  | 0  | 4  | 1  | 0         | 0  | 0  | 0  | 0  | 2  | 0          | 0  | 3  | 2  | 0  | 1  | 0          | 0  | 0  | 0  | 0  | 0  | 0              | 0  | 0  | 0  | 0  | 0  | 0              | 1  | 0  | 1  | 3  | 19 | 0               |                        |
| 4:30 PM        | 0         | 0  | 0  | 0  | 0  | 1  | 0         | 0  | 0  | 2  | 0  | 0  | 0          | 0  | 2  | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 0  | 0  | 0              | 0  | 0  | 0  | 0  | 0  | 0              | 0  | 0  | 1  | 6  | 0  |                 |                        |
| 4:45 PM        | 0         | 0  | 1  | 0  | 3  | 0  | 0         | 0  | 0  | 0  | 0  | 1  | 1          | 0  | 1  | 3  | 0  | 1  | 0          | 0  | 0  | 0  | 1  | 0  | 0              | 0  | 0  | 0  | 0  | 0  | 0              | 0  | 0  | 0  | 0  | 12 | 49              |                        |
| 5:00 PM        | 0         | 0  | 0  | 0  | 0  | 0  | 0         | 0  | 1  | 5  | 1  | 0  | 0          | 0  | 2  | 1  | 0  | 0  | 0          | 0  | 0  | 0  | 0  | 0  | 0              | 0  | 0  | 0  | 0  | 0  | 0              | 0  | 0  | 0  | 0  | 10 | 47              |                        |
| 5:15 PM        | 0         | 0  | 2  | 0  | 1  | 1  | 0         | 0  | 1  | 0  | 0  | 0  | 0          | 0  | 2  | 2  | 0  | 2  | 0          | 0  | 0  | 0  | 0  | 0  | 0              | 0  | 0  | 0  | 0  | 0  | 0              | 1  | 1  | 0  | 13 | 41 |                 |                        |
| 5:30 PM        | 0         | 0  | 0  | 0  | 0  | 0  | 0         | 0  | 0  | 1  | 0  | 0  | 0          | 0  | 1  | 1  | 0  | 1  | 0          | 0  | 0  | 0  | 1  | 0  | 0              | 0  | 0  | 0  | 0  | 0  | 0              | 0  | 1  | 1  | 7  | 42 |                 |                        |
| 5:45 PM        | 0         | 0  | 1  | 0  | 2  | 2  | 0         | 0  | 0  | 0  | 0  | 1  | 0          | 0  | 1  | 4  | 0  | 1  | 0          | 0  | 0  | 0  | 0  | 0  | 0              | 0  | 0  | 0  | 0  | 0  | 0              | 1  | 0  | 0  | 13 | 43 |                 |                        |
| Count Total    | 0         | 0  | 5  | 0  | 11 | 5  | 0         | 0  | 3  | 9  | 6  | 1  | 0          | 14 | 15 | 0  | 7  | 0  | 0          | 0  | 0  | 1  | 1  | 0  | 0              | 0  | 0  | 0  | 0  | 0  | 0              | 2  | 0  | 3  | 3  | 6  | 92              | 0                      |
| Peak Hour      | 0         | 0  | 3  | 0  | 3  | 3  | 0         | 0  | 2  | 6  | 2  | 0  | 0          | 6  | 8  | 0  | 4  | 0  | 0          | 0  | 0  | 0  | 1  | 0  | 0              | 0  | 0  | 0  | 0  | 0  | 0              | 0  | 2  | 2  | 1  | 43 | 0               |                        |

## Two-Hour Count Summaries - Bikes

[illegible]

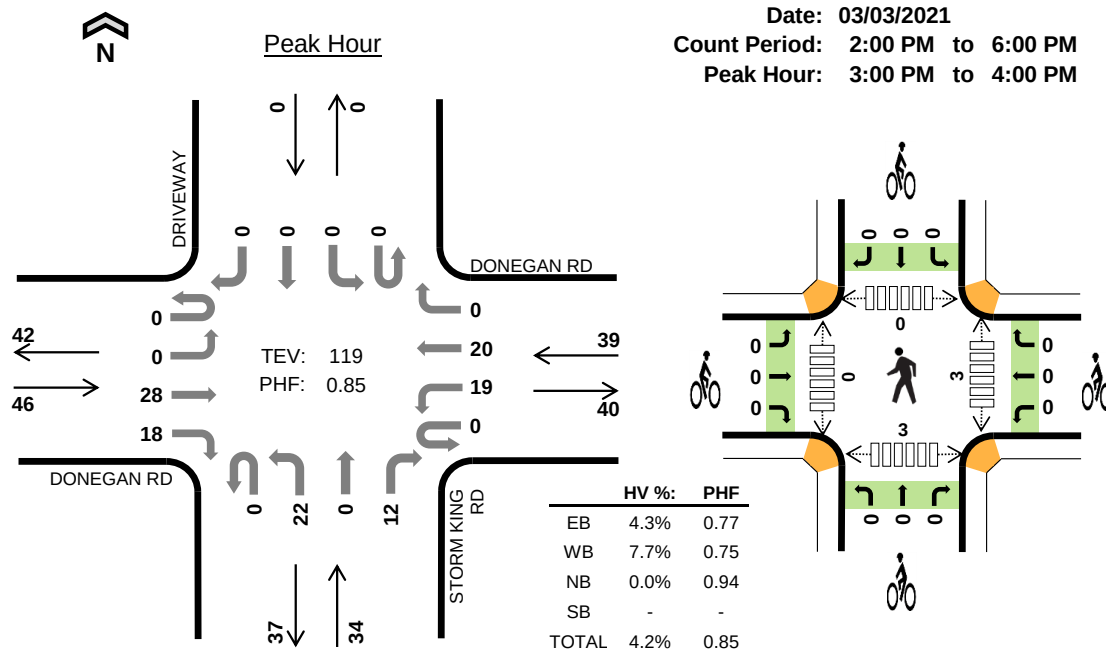


| Two-Hour Count Summaries - Heavy Vehicles |            |    |    |    |            |    |    |    |               |    |    |    |            |    |    |    |              |                  |
|-------------------------------------------|------------|----|----|----|------------|----|----|----|---------------|----|----|----|------------|----|----|----|--------------|------------------|
| Interval Start                            | DONEGAN RD |    |    |    | DONEGAN RD |    |    |    | STORM KING RD |    |    |    | DRIVEWAY   |    |    |    | 15-min Total | Rolling One Hour |
|                                           | Eastbound  |    |    |    | Westbound  |    |    |    | Northbound    |    |    |    | Southbound |    |    |    |              |                  |
|                                           | UT         | LT | TH | RT | UT         | LT | TH | RT | UT            | LT | TH | RT | UT         | LT | TH | RT |              |                  |
| 7:00 AM                                   | 0          | 0  | 3  | 0  | 0          | 0  | 1  | 0  | 0             | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 4            | 0                |
| 7:15 AM                                   | 0          | 0  | 0  | 1  | 0          | 0  | 0  | 0  | 0             | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 1            | 0                |
| 7:30 AM                                   | 0          | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 0             | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 0            | 0                |
| 7:45 AM                                   | 0          | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 0             | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 0            | 5                |
| 8:00 AM                                   | 0          | 0  | 0  | 0  | 0          | 1  | 0  | 0  | 0             | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 1            | 2                |
| 8:15 AM                                   | 0          | 0  | 1  | 0  | 0          | 1  | 0  | 0  | 0             | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 2            | 3                |
| 8:30 AM                                   | 0          | 0  | 0  | 0  | 0          | 1  | 0  | 0  | 0             | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 1            | 4                |
| 8:45 AM                                   | 0          | 0  | 0  | 1  | 0          | 1  | 0  | 0  | 0             | 0  | 0  | 1  | 0          | 0  | 0  | 0  | 3            | 7                |
| Count Total                               | 0          | 0  | 4  | 2  | 0          | 4  | 1  | 0  | 0             | 0  | 0  | 1  | 0          | 0  | 0  | 0  | 12           | 0                |
| Peak Hour                                 | 0          | 0  | 1  | 0  | 0          | 2  | 0  | 0  | 0             | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 3            | 0                |

| Two-Hour Count Summaries - Bikes |            |    |    |            |    |    |               |    |    |            |    |    |              |                  |  |  |
|----------------------------------|------------|----|----|------------|----|----|---------------|----|----|------------|----|----|--------------|------------------|--|--|
| Interval Start                   | DONEGAN RD |    |    | DONEGAN RD |    |    | STORM KING RD |    |    | DRIVEWAY   |    |    | 15-min Total | Rolling One Hour |  |  |
|                                  | Eastbound  |    |    | Westbound  |    |    | Northbound    |    |    | Southbound |    |    |              |                  |  |  |
|                                  | LT         | TH | RT | LT         | TH | RT | LT            | TH | RT | LT         | TH | RT |              |                  |  |  |
| 7:00 AM                          | 0          | 0  | 0  | 0          | 0  | 0  | 0             | 0  | 0  | 0          | 0  | 0  | 0            | 0                |  |  |
| 7:15 AM                          | 0          | 0  | 0  | 0          | 0  | 0  | 0             | 0  | 0  | 0          | 0  | 0  | 0            | 0                |  |  |
| 7:30 AM                          | 0          | 0  | 0  | 0          | 0  | 0  | 0             | 0  | 0  | 0          | 0  | 0  | 0            | 0                |  |  |
| 7:45 AM                          | 0          | 0  | 0  | 0          | 0  | 0  | 0             | 0  | 0  | 0          | 0  | 0  | 0            | 0                |  |  |
| 8:00 AM                          | 0          | 0  | 0  | 0          | 0  | 0  | 0             | 0  | 0  | 0          | 0  | 0  | 0            | 0                |  |  |
| 8:15 AM                          | 0          | 0  | 0  | 0          | 0  | 0  | 0             | 0  | 0  | 0          | 0  | 0  | 0            | 0                |  |  |
| 8:30 AM                          | 0          | 0  | 0  | 0          | 0  | 0  | 0             | 0  | 0  | 0          | 0  | 0  | 0            | 0                |  |  |
| 8:45 AM                          | 0          | 0  | 0  | 0          | 0  | 0  | 0             | 0  | 0  | 0          | 0  | 0  | 0            | 0                |  |  |
| Count Total                      | 0          | 0  | 0  | 0          | 0  | 0  | 0             | 0  | 0  | 0          | 0  | 0  | 0            | 0                |  |  |
| Peak Hour                        | 0          | 0  | 0  | 0          | 0  | 0  | 0             | 0  | 0  | 0          | 0  | 0  | 0            | 0                |  |  |

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

# STORM KING RD DONEGAN RD



## Four-Hour Count Summaries

| Interval Start | DONEGAN RD Eastbound |    |    |    | DONEGAN RD Westbound |    |     |    | STORM KING RD Northbound |    |    |    | DRIVEWAY Southbound |    |    |    | 15-min Total | Rolling One Hour |
|----------------|----------------------|----|----|----|----------------------|----|-----|----|--------------------------|----|----|----|---------------------|----|----|----|--------------|------------------|
|                | UT                   | LT | TH | RT | UT                   | LT | TH  | RT | UT                       | LT | TH | RT | UT                  | LT | TH | RT |              |                  |
| 3:00 PM        | 0                    | 0  | 5  | 8  | 0                    | 7  | 6   | 0  | 0                        | 7  | 0  | 2  | 0                   | 0  | 0  | 0  | 35           | 0                |
| 3:15 PM        | 0                    | 0  | 10 | 5  | 0                    | 8  | 4   | 0  | 0                        | 5  | 0  | 3  | 0                   | 0  | 0  | 0  | 35           | 0                |
| 3:30 PM        | 0                    | 0  | 8  | 2  | 0                    | 1  | 4   | 0  | 0                        | 5  | 0  | 4  | 0                   | 0  | 0  | 0  | 24           | 0                |
| 3:45 PM        | 0                    | 0  | 5  | 3  | 0                    | 3  | 6   | 0  | 0                        | 5  | 0  | 3  | 0                   | 0  | 0  | 0  | 25           | 119              |
| Peak Hour      | All                  | 0  | 0  | 28 | 18                   | 0  | 19  | 20 | 0                        | 0  | 22 | 0  | 12                  | 0  | 0  | 0  | 119          | 0                |
|                | HV                   | 0  | 0  | 2  | 0                    | 0  | 2   | 1  | 0                        | 0  | 0  | 0  | 0                   | 0  | 0  | 0  | 5            | 0                |
|                | HV%                  | -  | -  | 7% | 0%                   | -  | 11% | 5% | -                        | -  | 0% | -  | 0%                  | -  | -  | -  | 4%           | 0                |

Note: For all three-hour count summary, see next page.

| Interval Start | Heavy Vehicle Totals |    |    |    |       | Bicycles |    |    |    |       | Pedestrians (Crossing Leg) |      |       |       |       |
|----------------|----------------------|----|----|----|-------|----------|----|----|----|-------|----------------------------|------|-------|-------|-------|
|                | EB                   | WB | NB | SB | Total | EB       | WB | NB | SB | Total | East                       | West | North | South | Total |
| 3:00 PM        | 0                    | 2  | 0  | 0  | 2     | 0        | 0  | 0  | 0  | 0     | 1                          | 0    | 0     | 1     | 2     |
| 3:15 PM        | 2                    | 1  | 0  | 0  | 3     | 0        | 0  | 0  | 0  | 0     | 0                          | 0    | 0     | 0     | 0     |
| 3:30 PM        | 0                    | 0  | 0  | 0  | 0     | 0        | 0  | 0  | 0  | 0     | 1                          | 0    | 0     | 2     | 3     |
| 3:45 PM        | 0                    | 0  | 0  | 0  | 0     | 0        | 0  | 0  | 0  | 0     | 1                          | 0    | 0     | 0     | 1     |
| Peak Hour      | 2                    | 3  | 0  | 0  | 5     | 0        | 0  | 0  | 0  | 0     | 3                          | 0    | 0     | 3     | 6     |



| Four-Hour Count Summaries                                                                           |     |                      |    |    |    |            |          |    |    |               |       |                            |      |            |       |       |    |              |                  |
|-----------------------------------------------------------------------------------------------------|-----|----------------------|----|----|----|------------|----------|----|----|---------------|-------|----------------------------|------|------------|-------|-------|----|--------------|------------------|
| Interval Start                                                                                      |     | DONEGAN RD           |    |    |    | DONEGAN RD |          |    |    | STORM KING RD |       |                            |      | DRIVEWAY   |       |       |    | 15-min Total | Rolling One Hour |
|                                                                                                     |     | Eastbound            |    |    |    | Westbound  |          |    |    | Northbound    |       |                            |      | Southbound |       |       |    |              |                  |
|                                                                                                     |     | UT                   | LT | TH | RT | UT         | LT       | TH | RT | UT            | LT    | TH                         | RT   | UT         | LT    | TH    | RT |              |                  |
| 2:00 PM                                                                                             |     | 0                    | 0  | 3  | 6  | 0          | 12       | 7  | 0  | 0             | 5     | 0                          | 12   | 0          | 0     | 1     | 0  | 46           | 0                |
| 2:15 PM                                                                                             |     | 0                    | 0  | 5  | 3  | 0          | 1        | 2  | 0  | 0             | 3     | 0                          | 6    | 0          | 0     | 0     | 1  | 21           | 0                |
| 2:30 PM                                                                                             |     | 0                    | 0  | 3  | 4  | 0          | 4        | 3  | 0  | 0             | 1     | 0                          | 3    | 0          | 0     | 0     | 0  | 18           | 0                |
| 2:45 PM                                                                                             |     | 0                    | 0  | 2  | 6  | 0          | 3        | 4  | 0  | 0             | 1     | 0                          | 4    | 0          | 0     | 0     | 0  | 20           | 105              |
| 3:00 PM                                                                                             |     | 0                    | 0  | 5  | 8  | 0          | 7        | 6  | 0  | 0             | 7     | 0                          | 2    | 0          | 0     | 0     | 0  | 35           | 94               |
| 3:15 PM                                                                                             |     | 0                    | 0  | 10 | 5  | 0          | 8        | 4  | 0  | 0             | 5     | 0                          | 3    | 0          | 0     | 0     | 0  | 35           | 108              |
| 3:30 PM                                                                                             |     | 0                    | 0  | 8  | 2  | 0          | 1        | 4  | 0  | 0             | 5     | 0                          | 4    | 0          | 0     | 0     | 0  | 24           | 114              |
| 3:45 PM                                                                                             |     | 0                    | 0  | 5  | 3  | 0          | 3        | 6  | 0  | 0             | 5     | 0                          | 3    | 0          | 0     | 0     | 0  | 25           | 119              |
| 4:00 PM                                                                                             |     | 0                    | 0  | 7  | 8  | 0          | 5        | 6  | 0  | 0             | 2     | 0                          | 3    | 0          | 0     | 0     | 0  | 31           | 115              |
| 4:15 PM                                                                                             |     | 0                    | 0  | 3  | 4  | 0          | 4        | 4  | 0  | 0             | 5     | 0                          | 5    | 0          | 0     | 0     | 0  | 25           | 105              |
| 4:30 PM                                                                                             |     | 0                    | 0  | 3  | 4  | 0          | 5        | 4  | 0  | 0             | 5     | 0                          | 3    | 0          | 0     | 0     | 0  | 24           | 105              |
| 4:45 PM                                                                                             |     | 0                    | 0  | 6  | 5  | 0          | 6        | 2  | 0  | 0             | 5     | 0                          | 5    | 0          | 0     | 0     | 0  | 29           | 109              |
| 5:00 PM                                                                                             |     | 0                    | 0  | 2  | 6  | 0          | 5        | 5  | 0  | 0             | 7     | 0                          | 5    | 0          | 0     | 0     | 0  | 30           | 108              |
| 5:15 PM                                                                                             |     | 0                    | 0  | 1  | 5  | 0          | 2        | 4  | 0  | 0             | 9     | 0                          | 1    | 0          | 0     | 0     | 0  | 22           | 105              |
| 5:30 PM                                                                                             |     | 0                    | 0  | 1  | 4  | 0          | 3        | 3  | 0  | 0             | 8     | 0                          | 2    | 0          | 0     | 0     | 0  | 21           | 102              |
| 5:45 PM                                                                                             |     | 0                    | 0  | 0  | 5  | 0          | 2        | 2  | 0  | 0             | 6     | 0                          | 4    | 0          | 0     | 0     | 0  | 19           | 92               |
| Count Total                                                                                         |     | 0                    | 0  | 64 | 78 | 0          | 71       | 66 | 0  | 0             | 79    | 0                          | 65   | 0          | 0     | 1     | 1  | 425          | 0                |
| Peak Hour                                                                                           | All | 0                    | 0  | 28 | 18 | 0          | 19       | 20 | 0  | 0             | 22    | 0                          | 12   | 0          | 0     | 0     | 0  | 119          | 0                |
|                                                                                                     | HV  | 0                    | 0  | 2  | 0  | 0          | 2        | 1  | 0  | 0             | 0     | 0                          | 0    | 0          | 0     | 0     | 0  | 5            | 0                |
|                                                                                                     | HV% | -                    | -  | 7% | 0% | -          | 11%      | 5% | -  | -             | 0%    | -                          | 0%   | -          | -     | -     | -  | 4%           | 0                |
| Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count. |     |                      |    |    |    |            |          |    |    |               |       |                            |      |            |       |       |    |              |                  |
| Interval Start                                                                                      |     | Heavy Vehicle Totals |    |    |    |            | Bicycles |    |    |               |       | Pedestrians (Crossing Leg) |      |            |       |       |    |              |                  |
|                                                                                                     |     | EB                   | WB | NB | SB | Total      | EB       | WB | NB | SB            | Total | East                       | West | North      | South | Total |    |              |                  |
| 2:00 PM                                                                                             |     | 0                    | 1  | 0  | 0  | 1          | 0        | 0  | 0  | 0             | 0     | 3                          | 10   | 9          | 10    |       | 32 |              |                  |
| 2:15 PM                                                                                             |     | 0                    | 1  | 0  | 0  | 1          | 0        | 0  | 0  | 0             | 0     | 1                          | 0    | 0          | 2     |       | 3  |              |                  |
| 2:30 PM                                                                                             |     | 0                    | 1  | 0  | 0  | 1          | 0        | 0  | 0  | 0             | 0     | 2                          | 0    | 0          | 0     |       | 2  |              |                  |
| 2:45 PM                                                                                             |     | 0                    | 1  | 0  | 0  | 1          | 0        | 0  | 0  | 0             | 0     | 0                          | 0    | 0          | 1     |       | 1  |              |                  |
| 3:00 PM                                                                                             |     | 0                    | 2  | 0  | 0  | 2          | 0        | 0  | 0  | 0             | 0     | 1                          | 0    | 0          | 1     |       | 2  |              |                  |
| 3:15 PM                                                                                             |     | 2                    | 1  | 0  | 0  | 3          | 0        | 0  | 0  | 0             | 0     | 0                          | 0    | 0          | 0     |       | 0  |              |                  |
| 3:30 PM                                                                                             |     | 0                    | 0  | 0  | 0  | 0          | 0        | 0  | 0  | 0             | 0     | 1                          | 0    | 0          | 2     |       | 3  |              |                  |
| 3:45 PM                                                                                             |     | 0                    | 0  | 0  | 0  | 0          | 0        | 0  | 0  | 0             | 0     | 1                          | 0    | 0          | 0     |       | 1  |              |                  |
| 4:00 PM                                                                                             |     | 1                    | 0  | 0  | 0  | 1          | 0        | 0  | 0  | 0             | 0     | 0                          | 0    | 0          | 0     |       | 0  |              |                  |
| 4:15 PM                                                                                             |     | 0                    | 0  | 0  | 0  | 0          | 0        | 0  | 0  | 0             | 0     | 0                          | 0    | 0          | 0     |       | 0  |              |                  |
| 4:30 PM                                                                                             |     | 1                    | 0  | 0  | 0  | 1          | 0        | 0  | 0  | 0             | 0     | 0                          | 0    | 1          | 1     |       | 2  |              |                  |
| 4:45 PM                                                                                             |     | 0                    | 0  | 0  | 0  | 0          | 0        | 0  | 0  | 0             | 0     | 0                          | 0    | 0          | 1     |       | 1  |              |                  |
| 5:00 PM                                                                                             |     | 0                    | 0  | 0  | 0  | 0          | 0        | 0  | 0  | 0             | 0     | 0                          | 0    | 0          | 0     |       | 0  |              |                  |
| 5:15 PM                                                                                             |     | 0                    | 0  | 0  | 0  | 0          | 0        | 0  | 0  | 0             | 0     | 0                          | 0    | 0          | 2     |       | 2  |              |                  |
| 5:30 PM                                                                                             |     | 0                    | 0  | 0  | 0  | 0          | 0        | 0  | 0  | 0             | 0     | 0                          | 0    | 0          | 0     |       | 0  |              |                  |
| 5:45 PM                                                                                             |     | 0                    | 0  | 0  | 0  | 0          | 0        | 0  | 0  | 0             | 0     | 0                          | 0    | 0          | 0     |       | 0  |              |                  |
| Count Total                                                                                         |     | 4                    | 7  | 0  | 0  | 11         | 0        | 0  | 0  | 0             | 0     | 9                          | 10   | 10         | 20    |       | 49 |              |                  |
| Peak Hour                                                                                           |     | 2                    | 3  | 0  | 0  | 5          | 0        | 0  | 0  | 0             | 0     | 3                          | 0    | 0          | 3     |       | 6  |              |                  |

| Four-Hour Count Summaries - Heavy Vehicles |            |    |    |    |            |    |    |    |               |    |    |    |            |    |    |    |              |                  |
|--------------------------------------------|------------|----|----|----|------------|----|----|----|---------------|----|----|----|------------|----|----|----|--------------|------------------|
| Interval Start                             | DONEGAN RD |    |    |    | DONEGAN RD |    |    |    | STORM KING RD |    |    |    | DRIVEWAY   |    |    |    | 15-min Total | Rolling One Hour |
|                                            | Eastbound  |    |    |    | Westbound  |    |    |    | Northbound    |    |    |    | Southbound |    |    |    |              |                  |
|                                            | UT         | LT | TH | RT | UT         | LT | TH | RT | UT            | LT | TH | RT | UT         | LT | TH | RT |              |                  |
| 2:00 PM                                    | 0          | 0  | 0  | 0  | 0          | 1  | 0  | 0  | 0             | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 1            | 0                |
| 2:15 PM                                    | 0          | 0  | 0  | 0  | 0          | 1  | 0  | 0  | 0             | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 1            | 0                |
| 2:30 PM                                    | 0          | 0  | 0  | 0  | 0          | 1  | 0  | 0  | 0             | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 1            | 0                |
| 2:45 PM                                    | 0          | 0  | 0  | 0  | 0          | 0  | 1  | 0  | 0             | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 1            | 4                |
| 3:00 PM                                    | 0          | 0  | 0  | 0  | 0          | 1  | 1  | 0  | 0             | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 2            | 5                |
| 3:15 PM                                    | 0          | 0  | 2  | 0  | 0          | 1  | 0  | 0  | 0             | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 3            | 7                |
| 3:30 PM                                    | 0          | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 0             | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 0            | 6                |
| 3:45 PM                                    | 0          | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 0             | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 0            | 5                |
| 4:00 PM                                    | 0          | 0  | 0  | 1  | 0          | 0  | 0  | 0  | 0             | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 1            | 4                |
| 4:15 PM                                    | 0          | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 0             | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 0            | 1                |
| 4:30 PM                                    | 0          | 0  | 0  | 1  | 0          | 0  | 0  | 0  | 0             | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 1            | 2                |
| 4:45 PM                                    | 0          | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 0             | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 0            | 2                |
| 5:00 PM                                    | 0          | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 0             | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 0            | 1                |
| 5:15 PM                                    | 0          | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 0             | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 0            | 1                |
| 5:30 PM                                    | 0          | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 0             | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 0            | 0                |
| 5:45 PM                                    | 0          | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 0             | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 0            | 0                |
| Count Total                                | 0          | 0  | 2  | 2  | 0          | 5  | 2  | 0  | 0             | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 11           | 0                |
| Peak Hour                                  | 0          | 0  | 2  | 0  | 0          | 2  | 1  | 0  | 0             | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 5            | 0                |

| Four-Hour Count Summaries - Bikes |            |    |    |            |    |    |               |    |    |            |    |    |              |                  |  |  |  |  |
|-----------------------------------|------------|----|----|------------|----|----|---------------|----|----|------------|----|----|--------------|------------------|--|--|--|--|
| Interval Start                    | DONEGAN RD |    |    | DONEGAN RD |    |    | STORM KING RD |    |    | DRIVEWAY   |    |    | 15-min Total | Rolling One Hour |  |  |  |  |
|                                   | Eastbound  |    |    | Westbound  |    |    | Northbound    |    |    | Southbound |    |    |              |                  |  |  |  |  |
|                                   | LT         | TH | RT | LT         | TH | RT | LT            | TH | RT | LT         | TH | RT |              |                  |  |  |  |  |
| 2:00 PM                           | 0          | 0  | 0  | 0          | 0  | 0  | 0             | 0  | 0  | 0          | 0  | 0  | 0            | 0                |  |  |  |  |
| 2:15 PM                           | 0          | 0  | 0  | 0          | 0  | 0  | 0             | 0  | 0  | 0          | 0  | 0  | 0            | 0                |  |  |  |  |
| 2:30 PM                           | 0          | 0  | 0  | 0          | 0  | 0  | 0             | 0  | 0  | 0          | 0  | 0  | 0            | 0                |  |  |  |  |
| 2:45 PM                           | 0          | 0  | 0  | 0          | 0  | 0  | 0             | 0  | 0  | 0          | 0  | 0  | 0            | 0                |  |  |  |  |
| 3:00 PM                           | 0          | 0  | 0  | 0          | 0  | 0  | 0             | 0  | 0  | 0          | 0  | 0  | 0            | 0                |  |  |  |  |
| 3:15 PM                           | 0          | 0  | 0  | 0          | 0  | 0  | 0             | 0  | 0  | 0          | 0  | 0  | 0            | 0                |  |  |  |  |
| 3:30 PM                           | 0          | 0  | 0  | 0          | 0  | 0  | 0             | 0  | 0  | 0          | 0  | 0  | 0            | 0                |  |  |  |  |
| 3:45 PM                           | 0          | 0  | 0  | 0          | 0  | 0  | 0             | 0  | 0  | 0          | 0  | 0  | 0            | 0                |  |  |  |  |
| 4:00 PM                           | 0          | 0  | 0  | 0          | 0  | 0  | 0             | 0  | 0  | 0          | 0  | 0  | 0            | 0                |  |  |  |  |
| 4:15 PM                           | 0          | 0  | 0  | 0          | 0  | 0  | 0             | 0  | 0  | 0          | 0  | 0  | 0            | 0                |  |  |  |  |
| 4:30 PM                           | 0          | 0  | 0  | 0          | 0  | 0  | 0             | 0  | 0  | 0          | 0  | 0  | 0            | 0                |  |  |  |  |
| 4:45 PM                           | 0          | 0  | 0  | 0          | 0  | 0  | 0             | 0  | 0  | 0          | 0  | 0  | 0            | 0                |  |  |  |  |
| 5:00 PM                           | 0          | 0  | 0  | 0          | 0  | 0  | 0             | 0  | 0  | 0          | 0  | 0  | 0            | 0                |  |  |  |  |
| 5:15 PM                           | 0          | 0  | 0  | 0          | 0  | 0  | 0             | 0  | 0  | 0          | 0  | 0  | 0            | 0                |  |  |  |  |
| 5:30 PM                           | 0          | 0  | 0  | 0          | 0  | 0  | 0             | 0  | 0  | 0          | 0  | 0  | 0            | 0                |  |  |  |  |
| 5:45 PM                           | 0          | 0  | 0  | 0          | 0  | 0  | 0             | 0  | 0  | 0          | 0  | 0  | 0            | 0                |  |  |  |  |
| Count Total                       | 0          | 0  | 0  | 0          | 0  | 0  | 0             | 0  | 0  | 0          | 0  | 0  | 0            | 0                |  |  |  |  |
| Peak Hour                         | 0          | 0  | 0  | 0          | 0  | 0  | 0             | 0  | 0  | 0          | 0  | 0  | 0            | 0                |  |  |  |  |

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

# APPENDIX B

## CDOT OTIS Traffic Information and Projections

480 Donegan: CDOT Traffic Projections and COVID Adjustment Calculations

| Route | Beg. Ref | End Ref | 2018 AADT | 2020 AADT | 20 Year Factor | Yearly Growth Rate | Description                                | Counted AADT | COVID Adjustment |
|-------|----------|---------|-----------|-----------|----------------|--------------------|--------------------------------------------|--------------|------------------|
| 006K  | 0        | 0.338   | 11000     | 11033     | 1.03           | 0.13%              | ON SH 6 WEST ST W/O SH 82 GLENWOOD SPRINGS | 8200         | 135%             |

# APPENDIX C

## Trip Generation Worksheets



|             |                                                    |      |                |
|-------------|----------------------------------------------------|------|----------------|
| Project     | 480 Donegan                                        |      |                |
| Subject     | Trip Generation for Multifamily Housing (Low-Rise) |      |                |
| Designed by | JRP                                                | Date | March 10, 2021 |
| Job No.     | 096671004                                          |      |                |
| Checked by  |                                                    | Date |                |
| Sheet No.   | 1                                                  | of   | 1              |

### TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 10th Edition, Fitted Curve Equations

Land Use Code - Multifamily Housing (Low-Rise) (220)

Independant Variable - Dwelling Units (X)

$$X = 20$$

T = Average Vehicle Trip Ends

#### Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (Series 200 Page 32)

|                                                                  |                                                                                                                            |
|------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------|
| $\ln(T) = 0.95 \ln(X) - 0.51$ $\ln(T) = 0.95 * \ln(20.0) - 0.51$ | Directional Distribution: 23% ent. 77% exit.<br>T = 10 Average Vehicle Trip Ends<br>2 entering 8 exiting<br><br>2 + 8 = 10 |
|------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------|

#### Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (Series 200 Page 33)

|                                                                  |                                                                                                                            |
|------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------|
| $\ln(T) = 0.89 \ln(X) - 0.02$ $\ln(T) = 0.89 * \ln(20.0) - 0.02$ | Directional Distribution: 63% ent. 37% exit.<br>T = 14 Average Vehicle Trip Ends<br>9 entering 5 exiting<br><br>9 + 5 = 14 |
|------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------|

#### Weekday (Series 200 Page 31)

|                                                   |                                                                                                                                  |
|---------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------|
| $(T) = 7.56(X) - 40.86$ $(T) = 7.56 * 20 - 40.86$ | Directional Distribution: 50% ent. 50% exit.<br>T = 110 Average Vehicle Trip Ends<br>55 entering 55 exiting<br><br>55 + 55 = 110 |
|---------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------|

#### Peak Hour of Generator, Saturday (Series 200 Page 37)

|                                                   |                                                                                                                                  |
|---------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------|
| $(T) = 1.08(X) - 33.24$ $(T) = 1.08 * 20 - 33.24$ | Directional Distribution: 50% ent. 50% exit.<br>T = -12 Average Vehicle Trip Ends<br>-6 entering -6 exiting<br><br>-6 + -6 = -12 |
|---------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------|

Project 480 Donegan  
 Subject Trip Generation for Multifamily Housing (Mid-Rise)  
 Designed by JRP Date March 10, 2021 Job No. 096671004  
 Checked by \_\_\_\_\_ Date \_\_\_\_\_ Sheet No. 1 of 1

## TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 10th Edition, Fitted Curve Equations

Land Use Code - Multifamily Housing (Mid-Rise) (221)

Independant Variable - Dwelling Units (X)

$$X = 340$$

T = Average Vehicle Trip Ends

### Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (Series 200 Page 74)

$$\ln(T) = 0.98 \ln(X) - 0.98$$

$$\ln(T) = 0.98 * \ln(340.0) - 0.98$$

Directional Distribution: 26% ent. 74% exit.

T = 114 Average Vehicle Trip Ends

30 entering 84 exiting

$$30 + 84 = 114$$

### Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (Series 200 Page 75)

$$\ln(T) = 0.96 \ln(X) - 0.63$$

$$\ln(T) = 0.96 * \ln(340.0) - 0.63$$

Directional Distribution: 61% ent. 39% exit.

T = 143 Average Vehicle Trip Ends

87 entering 56 exiting

$$87 + 56 = 143$$

### Weekday (Series 200 Page 73)

$$(T) = 5.45*(X) - 1.75$$

$$(T) = 5.45 * 340 - 1.75$$

Directional Distribution: 50% ent. 50% exit.

T = 1852 Average Vehicle Trip Ends

926 entering 926 exiting

$$926 + 926 = 1852$$

### Peak Hour of Generator, Saturday (Series 200 Page 79)

$$(T) = 0.42*(X) + 6.73$$

$$(T) = 0.42 * 340 + 6.73$$

Directional Distribution: 49% ent. 51% exit.

T = 150 Average Vehicle Trip Ends

72 entering 77 exiting

$$72 + 77 = \text{not ok}$$

|             |                                                         |      |                |
|-------------|---------------------------------------------------------|------|----------------|
| Project     | 480 Donegan                                             |      |                |
| Subject     | Trip Generation for High-Turnover (Sit-Down) Restaurant |      |                |
| Designed by | JRP                                                     | Date | March 11, 2021 |
| Job No.     | 096671004                                               |      |                |
| Checked by  |                                                         | Date |                |
| Sheet No.   | 1                                                       | of   | 1              |

## **TRIP GENERATION MANUAL TECHNIQUES**

ITE Trip Generation Manual 10th Edition, Average Rate Equations

Land Use Code - High Turnover Sit-Down Restaurant (932)

Independant Variable - 1000 Square Feet Gross Floor Area (X)

Gross Floor Area = 2,000 Square Feet

X = 2.000

T = Average Vehicle Trip Ends

### **Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (900 Series Page 97)**

|                  |                           |                           |           |
|------------------|---------------------------|---------------------------|-----------|
| Average Weekday  | Directional Distribution: | 55% ent.                  | 45% exit. |
| T = 9.94 (X)     | T = 20                    | Average Vehicle Trip Ends |           |
| T = 9.94 * 2.000 | 11 entering               | 9                         | exiting   |

### **Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (900 Series Page 98)**

|                  |                           |                           |           |
|------------------|---------------------------|---------------------------|-----------|
| Average Weekday  | Directional Distribution: | 62% ent.                  | 38% exit. |
| T = 9.77 (X)     | T = 20                    | Average Vehicle Trip Ends |           |
| T = 9.77 * 2.000 | 12 entering               | 8                         | exiting   |

### **Weekday (900 Series Page 96)**

|                    |                           |                           |
|--------------------|---------------------------|---------------------------|
| Average Weekday    | Directional Distribution: | 50% entering, 50% exiting |
| T = 112.18 (X)     | T = 226                   | Average Vehicle Trip Ends |
| T = 112.18 * 2.000 | 113 entering              | 113 exiting               |

### **P.M. Peak Hour of Generator (900 Series Page 100)**

|                   |                           |                           |           |
|-------------------|---------------------------|---------------------------|-----------|
| Average Weekday   | Directional Distribution: | 52% ent.                  | 48% exit. |
| T = 17.41 (X)     | T = 35                    | Average Vehicle Trip Ends |           |
| T = 17.41 * 2.000 | 18 entering               | 17                        | exiting   |

### **Saturday Peak Hour of Generator (900 Series Page 105)**

|                   |                           |                           |           |
|-------------------|---------------------------|---------------------------|-----------|
| Average Saturday  | Directional Distribution: | 51% ent.                  | 49% exit. |
| T = 11.19 (X)     | T = 24                    | Average Vehicle Trip Ends |           |
| T = 11.19 * 2.000 | 12 entering               | 12                        | exiting   |

### **Non Pass-By Trip Volumes (Per ITE Trip Generation Handbook, 3rd Edition September 2017-Page 207)**

|                |     |             |                |     |             |
|----------------|-----|-------------|----------------|-----|-------------|
| AM Peak Hour = | 57% | Non-Pass By | PM Peak Hour = | 57% | Non-Pass By |
|                | IN  | Out         | Total          |     |             |
| AM Peak        | 6   | 5           | 11             |     |             |
| PM Peak        | 7   | 5           | 11             |     |             |
| Daily          | 64  | 64          | 128            |     |             |

PM Peak Hour Rate Applied to Daily

### **Pass-By Trip Volumes (Per ITE Trip Generation Handbook, 3rd Edition September 2017 -Page 207)**

|                |     |         |                |     |         |
|----------------|-----|---------|----------------|-----|---------|
| AM Peak Hour = | 43% | Pass By | PM Peak Hour = | 43% | Pass By |
|                | IN  | Out     | Total          |     |         |
| AM Peak        | 5   | 4       | 9              |     |         |
| PM Peak        | 5   | 3       | 9              |     |         |
| Daily          | 49  | 49      | 98             |     |         |

PM Peak Hour Rate Applied to Daily

# APPENDIX D

## Intersection Analysis Worksheets

| Intersection             |        |                                                                                   |                                                                                   |        |                                                                                   |       |
|--------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|-------|
| Int Delay, s/veh         | 0.8    |                                                                                   |                                                                                   |        |                                                                                   |       |
| Movement                 | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBL                                                                               | SBR   |
| Lane Configurations      |        |  |  |        |  |       |
| Traffic Vol, veh/h       | 3      | 56                                                                                | 57                                                                                | 1      | 6                                                                                 | 2     |
| Future Vol, veh/h        | 3      | 56                                                                                | 57                                                                                | 1      | 6                                                                                 | 2     |
| Conflicting Peds, #/hr   | 0      | 0                                                                                 | 0                                                                                 | 0      | 0                                                                                 | 0     |
| Sign Control             | Free   | Free                                                                              | Free                                                                              | Free   | Stop                                                                              | Stop  |
| RT Channelized           | -      | None                                                                              | -                                                                                 | None   | -                                                                                 | None  |
| Storage Length           | -      | -                                                                                 | -                                                                                 | -      | 0                                                                                 | -     |
| Veh in Median Storage, # | -      | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -     |
| Grade, %                 | -      | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -     |
| Peak Hour Factor         | 92     | 92                                                                                | 92                                                                                | 92     | 92                                                                                | 92    |
| Heavy Vehicles, %        | 2      | 2                                                                                 | 2                                                                                 | 2      | 2                                                                                 | 2     |
| Mvmt Flow                | 3      | 61                                                                                | 62                                                                                | 1      | 7                                                                                 | 2     |
|                          |        |                                                                                   |                                                                                   |        |                                                                                   |       |
| Major/Minor              | Major1 | Major2                                                                            |                                                                                   | Minor2 |                                                                                   |       |
| Conflicting Flow All     | 63     | 0                                                                                 | -                                                                                 | 0      | 130                                                                               | 63    |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 63                                                                                | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 67                                                                                | -     |
| Critical Hdwy            | 4.12   | -                                                                                 | -                                                                                 | -      | 6.42                                                                              | 6.22  |
| Critical Hdwy Stg 1      | -      | -                                                                                 | -                                                                                 | -      | 5.42                                                                              | -     |
| Critical Hdwy Stg 2      | -      | -                                                                                 | -                                                                                 | -      | 5.42                                                                              | -     |
| Follow-up Hdwy           | 2.218  | -                                                                                 | -                                                                                 | -      | 3.518                                                                             | 3.318 |
| Pot Cap-1 Maneuver       | 1540   | -                                                                                 | -                                                                                 | -      | 864                                                                               | 1002  |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 960                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 956                                                                               | -     |
| Platoon blocked, %       |        | -                                                                                 | -                                                                                 | -      |                                                                                   |       |
| Mov Cap-1 Maneuver       | 1540   | -                                                                                 | -                                                                                 | -      | 862                                                                               | 1002  |
| Mov Cap-2 Maneuver       | -      | -                                                                                 | -                                                                                 | -      | 862                                                                               | -     |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 958                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 956                                                                               | -     |
|                          |        |                                                                                   |                                                                                   |        |                                                                                   |       |
| Approach                 | EB     | WB                                                                                |                                                                                   | SB     |                                                                                   |       |
| HCM Control Delay, s     | 0.4    | 0                                                                                 |                                                                                   | 9.1    |                                                                                   |       |
| HCM LOS                  |        |                                                                                   |                                                                                   | A      |                                                                                   |       |
|                          |        |                                                                                   |                                                                                   |        |                                                                                   |       |
| Minor Lane/Major Mvmt    | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBLn1                                                                             |       |
| Capacity (veh/h)         | 1540   | -                                                                                 | -                                                                                 | -      | -                                                                                 | 893   |
| HCM Lane V/C Ratio       | 0.002  | -                                                                                 | -                                                                                 | -      | -                                                                                 | 0.01  |
| HCM Control Delay (s)    | 7.3    | 0                                                                                 | -                                                                                 | -      | -                                                                                 | 9.1   |
| HCM Lane LOS             | A      | A                                                                                 | -                                                                                 | -      | -                                                                                 | A     |
| HCM 95th %tile Q(veh)    | 0      | -                                                                                 | -                                                                                 | -      | -                                                                                 | 0     |



Intersection

Int Delay, s/veh 0.5

| Movement                 | EBL  | EBT                                                                               | WBT                                                                               | WBR  | SBL                                                                               | SBR  |
|--------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|------|
| Lane Configurations      |      |  |  |      |  |      |
| Traffic Vol, veh/h       | 4    | 48                                                                                | 73                                                                                | 2    | 3                                                                                 | 1    |
| Future Vol, veh/h        | 4    | 48                                                                                | 73                                                                                | 2    | 3                                                                                 | 1    |
| Conflicting Peds, #/hr   | 0    | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0    |
| Sign Control             | Free | Free                                                                              | Free                                                                              | Free | Stop                                                                              | Stop |
| RT Channelized           | -    | None                                                                              | -                                                                                 | None | -                                                                                 | None |
| Storage Length           | -    | -                                                                                 | -                                                                                 | -    | 0                                                                                 | -    |
| Veh in Median Storage, # | -    | 0                                                                                 | 0                                                                                 | -    | 0                                                                                 | -    |
| Grade, %                 | -    | 0                                                                                 | 0                                                                                 | -    | 0                                                                                 | -    |
| Peak Hour Factor         | 92   | 92                                                                                | 92                                                                                | 92   | 92                                                                                | 92   |
| Heavy Vehicles, %        | 2    | 2                                                                                 | 2                                                                                 | 2    | 2                                                                                 | 2    |
| Mvmt Flow                | 4    | 52                                                                                | 79                                                                                | 2    | 3                                                                                 | 1    |

| Major/Minor          | Major1 | Major2 | Minor2        |
|----------------------|--------|--------|---------------|
| Conflicting Flow All | 81     | 0      | 0 140 80      |
| Stage 1              | -      | -      | - 80 -        |
| Stage 2              | -      | -      | - 60 -        |
| Critical Hdwy        | 4.12   | -      | - 6.42 6.22   |
| Critical Hdwy Stg 1  | -      | -      | - 5.42 -      |
| Critical Hdwy Stg 2  | -      | -      | - 5.42 -      |
| Follow-up Hdwy       | 2.218  | -      | - 3.518 3.318 |
| Pot Cap-1 Maneuver   | 1517   | -      | - 853 980     |
| Stage 1              | -      | -      | - 943 -       |
| Stage 2              | -      | -      | - 963 -       |
| Platoon blocked, %   | -      | -      | -             |
| Mov Cap-1 Maneuver   | 1517   | -      | - 850 980     |
| Mov Cap-2 Maneuver   | -      | -      | - 850 -       |
| Stage 1              | -      | -      | - 940 -       |
| Stage 2              | -      | -      | - 963 -       |

| Approach             | EB  | WB | SB  |
|----------------------|-----|----|-----|
| HCM Control Delay, s | 0.6 | 0  | 9.1 |
| HCM LOS              |     |    | A   |

| Minor Lane/Major Mvmt | EBL   | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h)      | 1517  | -   | -   | -   | 879   |
| HCM Lane V/C Ratio    | 0.003 | -   | -   | -   | 0.005 |
| HCM Control Delay (s) | 7.4   | 0   | -   | -   | 9.1   |
| HCM Lane LOS          | A     | A   | -   | -   | A     |
| HCM 95th %tile Q(veh) | 0     | -   | -   | -   | 0     |

| Intersection             |        |                                                                                   |                                                                                   |        |                                                                                   |       |
|--------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|-------|
| Int Delay, s/veh         | 0.9    |                                                                                   |                                                                                   |        |                                                                                   |       |
| Movement                 | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBL                                                                               | SBR   |
| Lane Configurations      |        |  |  |        |  |       |
| Traffic Vol, veh/h       | 5      | 85                                                                                | 100                                                                               | 5      | 10                                                                                | 5     |
| Future Vol, veh/h        | 5      | 85                                                                                | 100                                                                               | 5      | 10                                                                                | 5     |
| Conflicting Peds, #/hr   | 0      | 0                                                                                 | 0                                                                                 | 0      | 0                                                                                 | 0     |
| Sign Control             | Free   | Free                                                                              | Free                                                                              | Free   | Stop                                                                              | Stop  |
| RT Channelized           | -      | None                                                                              | -                                                                                 | None   | -                                                                                 | None  |
| Storage Length           | -      | -                                                                                 | -                                                                                 | -      | 0                                                                                 | -     |
| Veh in Median Storage, # | -      | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -     |
| Grade, %                 | -      | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -     |
| Peak Hour Factor         | 92     | 92                                                                                | 92                                                                                | 92     | 92                                                                                | 92    |
| Heavy Vehicles, %        | 2      | 2                                                                                 | 2                                                                                 | 2      | 2                                                                                 | 2     |
| Mvmt Flow                | 5      | 92                                                                                | 109                                                                               | 5      | 11                                                                                | 5     |
| Major/Minor              | Major1 | Major2                                                                            |                                                                                   | Minor2 |                                                                                   |       |
| Conflicting Flow All     | 114    | 0                                                                                 | -                                                                                 | 0      | 214                                                                               | 112   |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 112                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 102                                                                               | -     |
| Critical Hdwy            | 4.12   | -                                                                                 | -                                                                                 | -      | 6.42                                                                              | 6.22  |
| Critical Hdwy Stg 1      | -      | -                                                                                 | -                                                                                 | -      | 5.42                                                                              | -     |
| Critical Hdwy Stg 2      | -      | -                                                                                 | -                                                                                 | -      | 5.42                                                                              | -     |
| Follow-up Hdwy           | 2.218  | -                                                                                 | -                                                                                 | -      | 3.518                                                                             | 3.318 |
| Pot Cap-1 Maneuver       | 1475   | -                                                                                 | -                                                                                 | -      | 774                                                                               | 941   |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 913                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 922                                                                               | -     |
| Platoon blocked, %       |        | -                                                                                 | -                                                                                 | -      |                                                                                   |       |
| Mov Cap-1 Maneuver       | 1475   | -                                                                                 | -                                                                                 | -      | 771                                                                               | 941   |
| Mov Cap-2 Maneuver       | -      | -                                                                                 | -                                                                                 | -      | 771                                                                               | -     |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 909                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 922                                                                               | -     |
| Approach                 | EB     | WB                                                                                |                                                                                   | SB     |                                                                                   |       |
| HCM Control Delay, s     | 0.4    | 0                                                                                 |                                                                                   | 9.5    |                                                                                   |       |
| HCM LOS                  |        |                                                                                   |                                                                                   | A      |                                                                                   |       |
| Minor Lane/Major Mvmt    | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBLn1                                                                             |       |
| Capacity (veh/h)         | 1475   | -                                                                                 | -                                                                                 | -      | 820                                                                               |       |
| HCM Lane V/C Ratio       | 0.004  | -                                                                                 | -                                                                                 | -      | 0.02                                                                              |       |
| HCM Control Delay (s)    | 7.5    | 0                                                                                 | -                                                                                 | -      | 9.5                                                                               |       |
| HCM Lane LOS             | A      | A                                                                                 | -                                                                                 | -      | A                                                                                 |       |
| HCM 95th %tile Q(veh)    | 0      | -                                                                                 | -                                                                                 | -      | 0.1                                                                               |       |

Intersection

Int Delay, s/veh 0.4

| Movement                 | EBL  | EBT                                                                               | WBT                                                                               | WBR  | SBL                                                                               | SBR  |
|--------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|------|
| Lane Configurations      |      |  |  |      |  |      |
| Traffic Vol, veh/h       | 5    | 145                                                                               | 165                                                                               | 5    | 5                                                                                 | 5    |
| Future Vol, veh/h        | 5    | 145                                                                               | 165                                                                               | 5    | 5                                                                                 | 5    |
| Conflicting Peds, #/hr   | 0    | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0    |
| Sign Control             | Free | Free                                                                              | Free                                                                              | Free | Stop                                                                              | Stop |
| RT Channelized           | -    | None                                                                              | -                                                                                 | None | -                                                                                 | None |
| Storage Length           | -    | -                                                                                 | -                                                                                 | -    | 0                                                                                 | -    |
| Veh in Median Storage, # | -    | 0                                                                                 | 0                                                                                 | -    | 0                                                                                 | -    |
| Grade, %                 | -    | 0                                                                                 | 0                                                                                 | -    | 0                                                                                 | -    |
| Peak Hour Factor         | 92   | 92                                                                                | 92                                                                                | 92   | 92                                                                                | 92   |
| Heavy Vehicles, %        | 2    | 2                                                                                 | 2                                                                                 | 2    | 2                                                                                 | 2    |
| Mvmt Flow                | 5    | 158                                                                               | 179                                                                               | 5    | 5                                                                                 | 5    |

| Major/Minor          | Major1 | Major2 | Minor2        |
|----------------------|--------|--------|---------------|
| Conflicting Flow All | 184    | 0      | 0 350 182     |
| Stage 1              | -      | -      | - 182 -       |
| Stage 2              | -      | -      | - 168 -       |
| Critical Hdwy        | 4.12   | -      | - 6.42 6.22   |
| Critical Hdwy Stg 1  | -      | -      | - 5.42 -      |
| Critical Hdwy Stg 2  | -      | -      | - 5.42 -      |
| Follow-up Hdwy       | 2.218  | -      | - 3.518 3.318 |
| Pot Cap-1 Maneuver   | 1391   | -      | - 647 861     |
| Stage 1              | -      | -      | - 849 -       |
| Stage 2              | -      | -      | - 862 -       |
| Platoon blocked, %   | -      | -      | -             |
| Mov Cap-1 Maneuver   | 1391   | -      | - 644 861     |
| Mov Cap-2 Maneuver   | -      | -      | - 644 -       |
| Stage 1              | -      | -      | - 846 -       |
| Stage 2              | -      | -      | - 862 -       |

| Approach             | EB  | WB | SB |
|----------------------|-----|----|----|
| HCM Control Delay, s | 0.3 | 0  | 10 |
| HCM LOS              |     |    | B  |

| Minor Lane/Major Mvmt | EBL   | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h)      | 1391  | -   | -   | -   | 737   |
| HCM Lane V/C Ratio    | 0.004 | -   | -   | -   | 0.015 |
| HCM Control Delay (s) | 7.6   | 0   | -   | -   | 10    |
| HCM Lane LOS          | A     | A   | -   | -   | B     |
| HCM 95th %tile Q(veh) | 0     | -   | -   | -   | 0     |

| Intersection             |        |       |      |        |       |      |        |       |       |        |       |       |
|--------------------------|--------|-------|------|--------|-------|------|--------|-------|-------|--------|-------|-------|
| Int Delay, s/veh         | 3.7    |       |      |        |       |      |        |       |       |        |       |       |
| Movement                 | EBL    | EBT   | EBR  | WBL    | WBT   | WBR  | NBL    | NBT   | NBR   | SBL    | SBT   | SBR   |
| Lane Configurations      |        | ↕     |      |        | ↕     |      |        | ↕     |       |        | ↕     |       |
| Traffic Vol, veh/h       | 5      | 85    | 1    | 35     | 100   | 5    | 1      | 0     | 80    | 10     | 0     | 5     |
| Future Vol, veh/h        | 5      | 85    | 1    | 35     | 100   | 5    | 1      | 0     | 80    | 10     | 0     | 5     |
| Conflicting Peds, #/hr   | 0      | 0     | 0    | 0      | 0     | 0    | 0      | 0     | 0     | 0      | 0     | 0     |
| Sign Control             | Free   | Free  | Free | Free   | Free  | Free | Stop   | Stop  | Stop  | Stop   | Stop  | Stop  |
| RT Channelized           | -      | -     | None | -      | -     | None | -      | -     | None  | -      | -     | None  |
| Storage Length           | -      | -     | -    | -      | -     | -    | -      | -     | -     | -      | -     | -     |
| Veh in Median Storage, # | -      | 0     | -    | -      | 0     | -    | -      | 0     | -     | -      | 0     | -     |
| Grade, %                 | -      | 0     | -    | -      | 0     | -    | -      | 0     | -     | -      | 0     | -     |
| Peak Hour Factor         | 92     | 92    | 92   | 92     | 92    | 92   | 92     | 92    | 92    | 92     | 92    | 92    |
| Heavy Vehicles, %        | 2      | 2     | 2    | 2      | 2     | 2    | 2      | 2     | 2     | 2      | 2     | 2     |
| Mvmt Flow                | 5      | 92    | 1    | 38     | 109   | 5    | 1      | 0     | 87    | 11     | 0     | 5     |
|                          |        |       |      |        |       |      |        |       |       |        |       |       |
| Major/Minor              | Major1 |       |      | Major2 |       |      | Minor1 |       |       | Minor2 |       |       |
| Conflicting Flow All     | 114    | 0     | 0    | 93     | 0     | 0    | 293    | 293   | 93    | 334    | 291   | 112   |
| Stage 1                  | -      | -     | -    | -      | -     | -    | 103    | 103   | -     | 188    | 188   | -     |
| Stage 2                  | -      | -     | -    | -      | -     | -    | 190    | 190   | -     | 146    | 103   | -     |
| Critical Hdwy            | 4.12   | -     | -    | 4.12   | -     | -    | 7.12   | 6.52  | 6.22  | 7.12   | 6.52  | 6.22  |
| Critical Hdwy Stg 1      | -      | -     | -    | -      | -     | -    | 6.12   | 5.52  | -     | 6.12   | 5.52  | -     |
| Critical Hdwy Stg 2      | -      | -     | -    | -      | -     | -    | 6.12   | 5.52  | -     | 6.12   | 5.52  | -     |
| Follow-up Hdwy           | 2.218  | -     | -    | 2.218  | -     | -    | 3.518  | 4.018 | 3.318 | 3.518  | 4.018 | 3.318 |
| Pot Cap-1 Maneuver       | 1475   | -     | -    | 1501   | -     | -    | 659    | 618   | 964   | 620    | 619   | 941   |
| Stage 1                  | -      | -     | -    | -      | -     | -    | 903    | 810   | -     | 814    | 745   | -     |
| Stage 2                  | -      | -     | -    | -      | -     | -    | 812    | 743   | -     | 857    | 810   | -     |
| Platoon blocked, %       |        | -     | -    |        | -     | -    |        |       |       |        |       |       |
| Mov Cap-1 Maneuver       | 1475   | -     | -    | 1501   | -     | -    | 640    | 599   | 964   | 551    | 600   | 941   |
| Mov Cap-2 Maneuver       | -      | -     | -    | -      | -     | -    | 640    | 599   | -     | 551    | 600   | -     |
| Stage 1                  | -      | -     | -    | -      | -     | -    | 899    | 807   | -     | 811    | 725   | -     |
| Stage 2                  | -      | -     | -    | -      | -     | -    | 786    | 723   | -     | 777    | 807   | -     |
|                          |        |       |      |        |       |      |        |       |       |        |       |       |
|                          |        |       |      |        |       |      |        |       |       |        |       |       |
| Approach                 | EB     |       |      | WB     |       |      | NB     |       |       | SB     |       |       |
| HCM Control Delay, s     | 0.4    |       |      | 1.9    |       |      | 9.1    |       |       | 10.8   |       |       |
| HCM LOS                  |        |       |      |        |       |      | A      |       |       | B      |       |       |
|                          |        |       |      |        |       |      |        |       |       |        |       |       |
| Minor Lane/Major Mvmt    | NBLn1  | EBL   | EBT  | EBR    | WBL   | WBT  | WBR    | SBLn1 |       |        |       |       |
| Capacity (veh/h)         | 958    | 1475  | -    | -      | 1501  | -    | -      | 639   |       |        |       |       |
| HCM Lane V/C Ratio       | 0.092  | 0.004 | -    | -      | 0.025 | -    | -      | 0.026 |       |        |       |       |
| HCM Control Delay (s)    | 9.1    | 7.5   | 0    | -      | 7.5   | 0    | -      | 10.8  |       |        |       |       |
| HCM Lane LOS             | A      | A     | A    | -      | A     | A    | -      | B     |       |        |       |       |
| HCM 95th %tile Q(veh)    | 0.3    | 0     | -    | -      | 0.1   | -    | -      | 0.1   |       |        |       |       |

| Intersection             |        |       |      |        |       |      |        |       |       |        |       |       |
|--------------------------|--------|-------|------|--------|-------|------|--------|-------|-------|--------|-------|-------|
| Int Delay, s/veh         | 2.9    |       |      |        |       |      |        |       |       |        |       |       |
| Movement                 | EBL    | EBT   | EBR  | WBL    | WBT   | WBR  | NBL    | NBT   | NBR   | SBL    | SBT   | SBR   |
| Lane Configurations      |        | ↕     |      |        | ↕     |      |        | ↕     |       |        | ↕     |       |
| Traffic Vol, veh/h       | 5      | 145   | 1    | 85     | 165   | 5    | 1      | 0     | 55    | 5      | 0     | 5     |
| Future Vol, veh/h        | 5      | 145   | 1    | 85     | 165   | 5    | 1      | 0     | 55    | 5      | 0     | 5     |
| Conflicting Peds, #/hr   | 0      | 0     | 0    | 0      | 0     | 0    | 0      | 0     | 0     | 0      | 0     | 0     |
| Sign Control             | Free   | Free  | Free | Free   | Free  | Free | Stop   | Stop  | Stop  | Stop   | Stop  | Stop  |
| RT Channelized           | -      | -     | None | -      | -     | None | -      | -     | None  | -      | -     | None  |
| Storage Length           | -      | -     | -    | -      | -     | -    | -      | -     | -     | -      | -     | -     |
| Veh in Median Storage, # | -      | 0     | -    | -      | 0     | -    | -      | 0     | -     | -      | 0     | -     |
| Grade, %                 | -      | 0     | -    | -      | 0     | -    | -      | 0     | -     | -      | 0     | -     |
| Peak Hour Factor         | 92     | 92    | 92   | 92     | 92    | 92   | 92     | 92    | 92    | 92     | 92    | 92    |
| Heavy Vehicles, %        | 2      | 2     | 2    | 2      | 2     | 2    | 2      | 2     | 2     | 2      | 2     | 2     |
| Mvmt Flow                | 5      | 158   | 1    | 92     | 179   | 5    | 1      | 0     | 60    | 5      | 0     | 5     |
|                          |        |       |      |        |       |      |        |       |       |        |       |       |
| Major/Minor              | Major1 |       |      | Major2 |       |      | Minor1 |       |       | Minor2 |       |       |
| Conflicting Flow All     | 184    | 0     | 0    | 159    | 0     | 0    | 537    | 537   | 159   | 565    | 535   | 182   |
| Stage 1                  | -      | -     | -    | -      | -     | -    | 169    | 169   | -     | 366    | 366   | -     |
| Stage 2                  | -      | -     | -    | -      | -     | -    | 368    | 368   | -     | 199    | 169   | -     |
| Critical Hdwy            | 4.12   | -     | -    | 4.12   | -     | -    | 7.12   | 6.52  | 6.22  | 7.12   | 6.52  | 6.22  |
| Critical Hdwy Stg 1      | -      | -     | -    | -      | -     | -    | 6.12   | 5.52  | -     | 6.12   | 5.52  | -     |
| Critical Hdwy Stg 2      | -      | -     | -    | -      | -     | -    | 6.12   | 5.52  | -     | 6.12   | 5.52  | -     |
| Follow-up Hdwy           | 2.218  | -     | -    | 2.218  | -     | -    | 3.518  | 4.018 | 3.318 | 3.518  | 4.018 | 3.318 |
| Pot Cap-1 Maneuver       | 1391   | -     | -    | 1420   | -     | -    | 455    | 450   | 886   | 436    | 452   | 861   |
| Stage 1                  | -      | -     | -    | -      | -     | -    | 833    | 759   | -     | 653    | 623   | -     |
| Stage 2                  | -      | -     | -    | -      | -     | -    | 652    | 621   | -     | 803    | 759   | -     |
| Platoon blocked, %       |        | -     | -    |        | -     | -    |        |       |       |        |       |       |
| Mov Cap-1 Maneuver       | 1391   | -     | -    | 1420   | -     | -    | 426    | 416   | 886   | 383    | 418   | 861   |
| Mov Cap-2 Maneuver       | -      | -     | -    | -      | -     | -    | 426    | 416   | -     | 383    | 418   | -     |
| Stage 1                  | -      | -     | -    | -      | -     | -    | 830    | 756   | -     | 650    | 578   | -     |
| Stage 2                  | -      | -     | -    | -      | -     | -    | 601    | 576   | -     | 746    | 756   | -     |
|                          |        |       |      |        |       |      |        |       |       |        |       |       |
|                          |        |       |      |        |       |      |        |       |       |        |       |       |
| Approach                 | EB     |       |      | WB     |       |      | NB     |       |       | SB     |       |       |
| HCM Control Delay, s     | 0.3    |       |      | 2.6    |       |      | 9.5    |       |       | 11.9   |       |       |
| HCM LOS                  |        |       |      |        |       |      | A      |       |       | B      |       |       |
|                          |        |       |      |        |       |      |        |       |       |        |       |       |
| Minor Lane/Major Mvmt    | NBLn1  | EBL   | EBT  | EBR    | WBL   | WBT  | WBR    | SBLn1 |       |        |       |       |
| Capacity (veh/h)         | 869    | 1391  | -    | -      | 1420  | -    | -      | 530   |       |        |       |       |
| HCM Lane V/C Ratio       | 0.07   | 0.004 | -    | -      | 0.065 | -    | -      | 0.021 |       |        |       |       |
| HCM Control Delay (s)    | 9.5    | 7.6   | 0    | -      | 7.7   | 0    | -      | 11.9  |       |        |       |       |
| HCM Lane LOS             | A      | A     | A    | -      | A     | A    | -      | B     |       |        |       |       |
| HCM 95th %tile Q(veh)    | 0.2    | 0     | -    | -      | 0.2   | -    | -      | 0.1   |       |        |       |       |



| Intersection             |        |                                                                                   |                                                                                   |        |                                                                                   |       |
|--------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|-------|
| Int Delay, s/veh         | 0.8    |                                                                                   |                                                                                   |        |                                                                                   |       |
| Movement                 | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBL                                                                               | SBR   |
| Lane Configurations      |        |  |  |        |  |       |
| Traffic Vol, veh/h       | 5      | 90                                                                                | 105                                                                               | 5      | 10                                                                                | 5     |
| Future Vol, veh/h        | 5      | 90                                                                                | 105                                                                               | 5      | 10                                                                                | 5     |
| Conflicting Peds, #/hr   | 0      | 0                                                                                 | 0                                                                                 | 0      | 0                                                                                 | 0     |
| Sign Control             | Free   | Free                                                                              | Free                                                                              | Free   | Stop                                                                              | Stop  |
| RT Channelized           | -      | None                                                                              | -                                                                                 | None   | -                                                                                 | None  |
| Storage Length           | -      | -                                                                                 | -                                                                                 | -      | 0                                                                                 | -     |
| Veh in Median Storage, # | -      | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -     |
| Grade, %                 | -      | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -     |
| Peak Hour Factor         | 92     | 92                                                                                | 92                                                                                | 92     | 92                                                                                | 92    |
| Heavy Vehicles, %        | 2      | 2                                                                                 | 2                                                                                 | 2      | 2                                                                                 | 2     |
| Mvmt Flow                | 5      | 98                                                                                | 114                                                                               | 5      | 11                                                                                | 5     |
| Major/Minor              | Major1 | Major2                                                                            |                                                                                   | Minor2 |                                                                                   |       |
| Conflicting Flow All     | 119    | 0                                                                                 | -                                                                                 | 0      | 225                                                                               | 117   |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 117                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 108                                                                               | -     |
| Critical Hdwy            | 4.12   | -                                                                                 | -                                                                                 | -      | 6.42                                                                              | 6.22  |
| Critical Hdwy Stg 1      | -      | -                                                                                 | -                                                                                 | -      | 5.42                                                                              | -     |
| Critical Hdwy Stg 2      | -      | -                                                                                 | -                                                                                 | -      | 5.42                                                                              | -     |
| Follow-up Hdwy           | 2.218  | -                                                                                 | -                                                                                 | -      | 3.518                                                                             | 3.318 |
| Pot Cap-1 Maneuver       | 1469   | -                                                                                 | -                                                                                 | -      | 763                                                                               | 935   |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 908                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 916                                                                               | -     |
| Platoon blocked, %       |        | -                                                                                 | -                                                                                 | -      |                                                                                   |       |
| Mov Cap-1 Maneuver       | 1469   | -                                                                                 | -                                                                                 | -      | 760                                                                               | 935   |
| Mov Cap-2 Maneuver       | -      | -                                                                                 | -                                                                                 | -      | 760                                                                               | -     |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 904                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 916                                                                               | -     |
| Approach                 | EB     | WB                                                                                |                                                                                   | SB     |                                                                                   |       |
| HCM Control Delay, s     | 0.4    | 0                                                                                 |                                                                                   | 9.5    |                                                                                   |       |
| HCM LOS                  |        |                                                                                   |                                                                                   | A      |                                                                                   |       |
| Minor Lane/Major Mvmt    | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBLn1                                                                             |       |
| Capacity (veh/h)         | 1469   | -                                                                                 | -                                                                                 | -      | 811                                                                               |       |
| HCM Lane V/C Ratio       | 0.004  | -                                                                                 | -                                                                                 | -      | 0.02                                                                              |       |
| HCM Control Delay (s)    | 7.5    | 0                                                                                 | -                                                                                 | -      | 9.5                                                                               |       |
| HCM Lane LOS             | A      | A                                                                                 | -                                                                                 | -      | A                                                                                 |       |
| HCM 95th %tile Q(veh)    | 0      | -                                                                                 | -                                                                                 | -      | 0.1                                                                               |       |

| Intersection             |        |                                                                                   |                                                                                   |        |                                                                                   |       |
|--------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|-------|
| Int Delay, s/veh         | 0.4    |                                                                                   |                                                                                   |        |                                                                                   |       |
| Movement                 | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBL                                                                               | SBR   |
| Lane Configurations      |        |  |  |        |  |       |
| Traffic Vol, veh/h       | 5      | 150                                                                               | 170                                                                               | 5      | 5                                                                                 | 5     |
| Future Vol, veh/h        | 5      | 150                                                                               | 170                                                                               | 5      | 5                                                                                 | 5     |
| Conflicting Peds, #/hr   | 0      | 0                                                                                 | 0                                                                                 | 0      | 0                                                                                 | 0     |
| Sign Control             | Free   | Free                                                                              | Free                                                                              | Free   | Stop                                                                              | Stop  |
| RT Channelized           | -      | None                                                                              | -                                                                                 | None   | -                                                                                 | None  |
| Storage Length           | -      | -                                                                                 | -                                                                                 | -      | 0                                                                                 | -     |
| Veh in Median Storage, # | -      | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -     |
| Grade, %                 | -      | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -     |
| Peak Hour Factor         | 92     | 92                                                                                | 92                                                                                | 92     | 92                                                                                | 92    |
| Heavy Vehicles, %        | 2      | 2                                                                                 | 2                                                                                 | 2      | 2                                                                                 | 2     |
| Mvmt Flow                | 5      | 163                                                                               | 185                                                                               | 5      | 5                                                                                 | 5     |
| Major/Minor              | Major1 | Major2                                                                            |                                                                                   | Minor2 |                                                                                   |       |
| Conflicting Flow All     | 190    | 0                                                                                 | -                                                                                 | 0      | 361                                                                               | 188   |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 188                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 173                                                                               | -     |
| Critical Hdwy            | 4.12   | -                                                                                 | -                                                                                 | -      | 6.42                                                                              | 6.22  |
| Critical Hdwy Stg 1      | -      | -                                                                                 | -                                                                                 | -      | 5.42                                                                              | -     |
| Critical Hdwy Stg 2      | -      | -                                                                                 | -                                                                                 | -      | 5.42                                                                              | -     |
| Follow-up Hdwy           | 2.218  | -                                                                                 | -                                                                                 | -      | 3.518                                                                             | 3.318 |
| Pot Cap-1 Maneuver       | 1384   | -                                                                                 | -                                                                                 | -      | 638                                                                               | 854   |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 844                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 857                                                                               | -     |
| Platoon blocked, %       |        | -                                                                                 | -                                                                                 | -      |                                                                                   |       |
| Mov Cap-1 Maneuver       | 1384   | -                                                                                 | -                                                                                 | -      | 635                                                                               | 854   |
| Mov Cap-2 Maneuver       | -      | -                                                                                 | -                                                                                 | -      | 635                                                                               | -     |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 841                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 857                                                                               | -     |
| Approach                 | EB     | WB                                                                                |                                                                                   | SB     |                                                                                   |       |
| HCM Control Delay, s     | 0.2    | 0                                                                                 |                                                                                   | 10     |                                                                                   |       |
| HCM LOS                  |        |                                                                                   |                                                                                   | B      |                                                                                   |       |
| Minor Lane/Major Mvmt    | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBLn1                                                                             |       |
| Capacity (veh/h)         | 1384   | -                                                                                 | -                                                                                 | -      | 728                                                                               |       |
| HCM Lane V/C Ratio       | 0.004  | -                                                                                 | -                                                                                 | -      | 0.015                                                                             |       |
| HCM Control Delay (s)    | 7.6    | 0                                                                                 | -                                                                                 | -      | 10                                                                                |       |
| HCM Lane LOS             | A      | A                                                                                 | -                                                                                 | -      | B                                                                                 |       |
| HCM 95th %tile Q(veh)    | 0      | -                                                                                 | -                                                                                 | -      | 0                                                                                 |       |

| Intersection             |        |              |      |        |              |      |        |              |       |        |              |       |
|--------------------------|--------|--------------|------|--------|--------------|------|--------|--------------|-------|--------|--------------|-------|
| Int Delay, s/veh         | 3.6    |              |      |        |              |      |        |              |       |        |              |       |
| Movement                 | EBL    | EBT          | EBR  | WBL    | WBT          | WBR  | NBL    | NBT          | NBR   | SBL    | SBT          | SBR   |
| Lane Configurations      |        | <div>↕</div> |      |        | <div>↕</div> |      |        | <div>↕</div> |       |        | <div>↕</div> |       |
| Traffic Vol, veh/h       | 5      | 90           | 1    | 35     | 105          | 5    | 1      | 0            | 80    | 10     | 0            | 5     |
| Future Vol, veh/h        | 5      | 90           | 1    | 35     | 105          | 5    | 1      | 0            | 80    | 10     | 0            | 5     |
| Conflicting Peds, #/hr   | 0      | 0            | 0    | 0      | 0            | 0    | 0      | 0            | 0     | 0      | 0            | 0     |
| Sign Control             | Free   | Free         | Free | Free   | Free         | Free | Stop   | Stop         | Stop  | Stop   | Stop         | Stop  |
| RT Channelized           | -      | -            | None | -      | -            | None | -      | -            | None  | -      | -            | None  |
| Storage Length           | -      | -            | -    | -      | -            | -    | -      | -            | -     | -      | -            | -     |
| Veh in Median Storage, # | -      | 0            | -    | -      | 0            | -    | -      | 0            | -     | -      | 0            | -     |
| Grade, %                 | -      | 0            | -    | -      | 0            | -    | -      | 0            | -     | -      | 0            | -     |
| Peak Hour Factor         | 92     | 92           | 92   | 92     | 92           | 92   | 92     | 92           | 92    | 92     | 92           | 92    |
| Heavy Vehicles, %        | 2      | 2            | 2    | 2      | 2            | 2    | 2      | 2            | 2     | 2      | 2            | 2     |
| Mvmt Flow                | 5      | 98           | 1    | 38     | 114          | 5    | 1      | 0            | 87    | 11     | 0            | 5     |
|                          |        |              |      |        |              |      |        |              |       |        |              |       |
| Major/Minor              | Major1 |              |      | Major2 |              |      | Minor1 |              |       | Minor2 |              |       |
| Conflicting Flow All     | 119    | 0            | 0    | 99     | 0            | 0    | 304    | 304          | 99    | 345    | 302          | 117   |
| Stage 1                  | -      | -            | -    | -      | -            | -    | 109    | 109          | -     | 193    | 193          | -     |
| Stage 2                  | -      | -            | -    | -      | -            | -    | 195    | 195          | -     | 152    | 109          | -     |
| Critical Hdwy            | 4.12   | -            | -    | 4.12   | -            | -    | 7.12   | 6.52         | 6.22  | 7.12   | 6.52         | 6.22  |
| Critical Hdwy Stg 1      | -      | -            | -    | -      | -            | -    | 6.12   | 5.52         | -     | 6.12   | 5.52         | -     |
| Critical Hdwy Stg 2      | -      | -            | -    | -      | -            | -    | 6.12   | 5.52         | -     | 6.12   | 5.52         | -     |
| Follow-up Hdwy           | 2.218  | -            | -    | 2.218  | -            | -    | 3.518  | 4.018        | 3.318 | 3.518  | 4.018        | 3.318 |
| Pot Cap-1 Maneuver       | 1469   | -            | -    | 1494   | -            | -    | 648    | 609          | 957   | 609    | 611          | 935   |
| Stage 1                  | -      | -            | -    | -      | -            | -    | 896    | 805          | -     | 809    | 741          | -     |
| Stage 2                  | -      | -            | -    | -      | -            | -    | 807    | 739          | -     | 850    | 805          | -     |
| Platoon blocked, %       |        | -            | -    |        | -            | -    |        |              |       |        |              |       |
| Mov Cap-1 Maneuver       | 1469   | -            | -    | 1494   | -            | -    | 629    | 590          | 957   | 541    | 592          | 935   |
| Mov Cap-2 Maneuver       | -      | -            | -    | -      | -            | -    | 629    | 590          | -     | 541    | 592          | -     |
| Stage 1                  | -      | -            | -    | -      | -            | -    | 892    | 802          | -     | 806    | 721          | -     |
| Stage 2                  | -      | -            | -    | -      | -            | -    | 781    | 719          | -     | 770    | 802          | -     |
|                          |        |              |      |        |              |      |        |              |       |        |              |       |
|                          |        |              |      |        |              |      |        |              |       |        |              |       |
| Approach                 | EB     |              |      | WB     |              |      | NB     |              |       | SB     |              |       |
| HCM Control Delay, s     | 0.4    |              |      | 1.8    |              |      | 9.2    |              |       | 10.9   |              |       |
| HCM LOS                  |        |              |      |        |              |      | A      |              |       | B      |              |       |
|                          |        |              |      |        |              |      |        |              |       |        |              |       |
| Minor Lane/Major Mvmt    | NBLn1  | EBL          | EBT  | EBR    | WBL          | WBT  | WBR    | SBLn1        |       |        |              |       |
| Capacity (veh/h)         | 951    | 1469         | -    | -      | 1494         | -    | -      | 629          |       |        |              |       |
| HCM Lane V/C Ratio       | 0.093  | 0.004        | -    | -      | 0.025        | -    | -      | 0.026        |       |        |              |       |
| HCM Control Delay (s)    | 9.2    | 7.5          | 0    | -      | 7.5          | 0    | -      | 10.9         |       |        |              |       |
| HCM Lane LOS             | A      | A            | A    | -      | A            | A    | -      | B            |       |        |              |       |
| HCM 95th %tile Q(veh)    | 0.3    | 0            | -    | -      | 0.1          | -    | -      | 0.1          |       |        |              |       |

| Intersection             |        |       |      |        |       |      |        |       |       |        |       |       |
|--------------------------|--------|-------|------|--------|-------|------|--------|-------|-------|--------|-------|-------|
| Int Delay, s/veh         | 2.8    |       |      |        |       |      |        |       |       |        |       |       |
| Movement                 | EBL    | EBT   | EBR  | WBL    | WBT   | WBR  | NBL    | NBT   | NBR   | SBL    | SBT   | SBR   |
| Lane Configurations      |        | ↕     |      |        | ↕     |      |        | ↕     |       |        | ↕     |       |
| Traffic Vol, veh/h       | 5      | 150   | 1    | 85     | 170   | 5    | 1      | 0     | 55    | 5      | 0     | 5     |
| Future Vol, veh/h        | 5      | 150   | 1    | 85     | 170   | 5    | 1      | 0     | 55    | 5      | 0     | 5     |
| Conflicting Peds, #/hr   | 0      | 0     | 0    | 0      | 0     | 0    | 0      | 0     | 0     | 0      | 0     | 0     |
| Sign Control             | Free   | Free  | Free | Free   | Free  | Free | Stop   | Stop  | Stop  | Stop   | Stop  | Stop  |
| RT Channelized           | -      | -     | None | -      | -     | None | -      | -     | None  | -      | -     | None  |
| Storage Length           | -      | -     | -    | -      | -     | -    | -      | -     | -     | -      | -     | -     |
| Veh in Median Storage, # | -      | 0     | -    | -      | 0     | -    | -      | 0     | -     | -      | 0     | -     |
| Grade, %                 | -      | 0     | -    | -      | 0     | -    | -      | 0     | -     | -      | 0     | -     |
| Peak Hour Factor         | 92     | 92    | 92   | 92     | 92    | 92   | 92     | 92    | 92    | 92     | 92    | 92    |
| Heavy Vehicles, %        | 2      | 2     | 2    | 2      | 2     | 2    | 2      | 2     | 2     | 2      | 2     | 2     |
| Mvmt Flow                | 5      | 163   | 1    | 92     | 185   | 5    | 1      | 0     | 60    | 5      | 0     | 5     |
|                          |        |       |      |        |       |      |        |       |       |        |       |       |
| Major/Minor              | Major1 |       |      | Major2 |       |      | Minor1 |       |       | Minor2 |       |       |
| Conflicting Flow All     | 190    | 0     | 0    | 164    | 0     | 0    | 548    | 548   | 164   | 576    | 546   | 188   |
| Stage 1                  | -      | -     | -    | -      | -     | -    | 174    | 174   | -     | 372    | 372   | -     |
| Stage 2                  | -      | -     | -    | -      | -     | -    | 374    | 374   | -     | 204    | 174   | -     |
| Critical Hdwy            | 4.12   | -     | -    | 4.12   | -     | -    | 7.12   | 6.52  | 6.22  | 7.12   | 6.52  | 6.22  |
| Critical Hdwy Stg 1      | -      | -     | -    | -      | -     | -    | 6.12   | 5.52  | -     | 6.12   | 5.52  | -     |
| Critical Hdwy Stg 2      | -      | -     | -    | -      | -     | -    | 6.12   | 5.52  | -     | 6.12   | 5.52  | -     |
| Follow-up Hdwy           | 2.218  | -     | -    | 2.218  | -     | -    | 3.518  | 4.018 | 3.318 | 3.518  | 4.018 | 3.318 |
| Pot Cap-1 Maneuver       | 1384   | -     | -    | 1414   | -     | -    | 447    | 444   | 881   | 428    | 445   | 854   |
| Stage 1                  | -      | -     | -    | -      | -     | -    | 828    | 755   | -     | 648    | 619   | -     |
| Stage 2                  | -      | -     | -    | -      | -     | -    | 647    | 618   | -     | 798    | 755   | -     |
| Platoon blocked, %       |        | -     | -    |        | -     | -    |        |       |       |        |       |       |
| Mov Cap-1 Maneuver       | 1384   | -     | -    | 1414   | -     | -    | 418    | 410   | 881   | 375    | 411   | 854   |
| Mov Cap-2 Maneuver       | -      | -     | -    | -      | -     | -    | 418    | 410   | -     | 375    | 411   | -     |
| Stage 1                  | -      | -     | -    | -      | -     | -    | 825    | 752   | -     | 645    | 574   | -     |
| Stage 2                  | -      | -     | -    | -      | -     | -    | 596    | 573   | -     | 741    | 752   | -     |
|                          |        |       |      |        |       |      |        |       |       |        |       |       |
| Approach                 | EB     |       |      | WB     |       |      | NB     |       |       | SB     |       |       |
| HCM Control Delay, s     | 0.2    |       |      | 2.5    |       |      | 9.5    |       |       | 12.1   |       |       |
| HCM LOS                  |        |       |      |        |       |      | A      |       |       | B      |       |       |
|                          |        |       |      |        |       |      |        |       |       |        |       |       |
| Minor Lane/Major Mvmt    | NBLn1  | EBL   | EBT  | EBR    | WBL   | WBT  | WBR    | SBLn1 |       |        |       |       |
| Capacity (veh/h)         | 864    | 1384  | -    | -      | 1414  | -    | -      | 521   |       |        |       |       |
| HCM Lane V/C Ratio       | 0.07   | 0.004 | -    | -      | 0.065 | -    | -      | 0.021 |       |        |       |       |
| HCM Control Delay (s)    | 9.5    | 7.6   | 0    | -      | 7.7   | 0    | -      | 12.1  |       |        |       |       |
| HCM Lane LOS             | A      | A     | A    | -      | A     | A    | -      | B     |       |        |       |       |
| HCM 95th %tile Q(veh)    | 0.2    | 0     | -    | -      | 0.2   | -    | -      | 0.1   |       |        |       |       |

| Intersection              |     |
|---------------------------|-----|
| Intersection Delay, s/veh | 7.8 |
| Intersection LOS          | A   |

| Movement            | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h  | 1    | 23   | 38   | 42   | 23   | 7    | 34   | 14   | 20   | 5    | 32   | 1    |
| Future Vol, veh/h   | 1    | 23   | 38   | 42   | 23   | 7    | 34   | 14   | 20   | 5    | 32   | 1    |
| Peak Hour Factor    | 0.72 | 0.72 | 0.72 | 0.72 | 0.72 | 0.72 | 0.72 | 0.72 | 0.72 | 0.72 | 0.72 | 0.72 |
| Heavy Vehicles, %   | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow           | 1    | 32   | 53   | 58   | 32   | 10   | 47   | 19   | 28   | 7    | 44   | 1    |
| Number of Lanes     | 0    | 1    | 0    | 0    | 1    | 0    | 0    | 1    | 0    | 0    | 1    | 0    |

| Approach                   | EB  | WB | NB  | SB  |
|----------------------------|-----|----|-----|-----|
| Opposing Approach          | WB  | EB | SB  | NB  |
| Opposing Lanes             | 1   | 1  | 1   | 1   |
| Conflicting Approach Left  | SB  | NB | EB  | WB  |
| Conflicting Lanes Left     | 1   | 1  | 1   | 1   |
| Conflicting Approach Right | NB  | SB | WB  | EB  |
| Conflicting Lanes Right    | 1   | 1  | 1   | 1   |
| HCM Control Delay          | 7.5 | 8  | 7.9 | 7.8 |
| HCM LOS                    | A   | A  | A   | A   |

| Lane                   | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|------------------------|-------|-------|-------|-------|
| Vol Left, %            | 50%   | 2%    | 58%   | 13%   |
| Vol Thru, %            | 21%   | 37%   | 32%   | 84%   |
| Vol Right, %           | 29%   | 61%   | 10%   | 3%    |
| Sign Control           | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane    | 68    | 62    | 72    | 38    |
| LT Vol                 | 34    | 1     | 42    | 5     |
| Through Vol            | 14    | 23    | 23    | 32    |
| RT Vol                 | 20    | 38    | 7     | 1     |
| Lane Flow Rate         | 94    | 86    | 100   | 53    |
| Geometry Grp           | 1     | 1     | 1     | 1     |
| Degree of Util (X)     | 0.114 | 0.096 | 0.123 | 0.065 |
| Departure Headway (Hd) | 4.327 | 4.016 | 4.416 | 4.458 |
| Convergence, Y/N       | Yes   | Yes   | Yes   | Yes   |
| Cap                    | 831   | 896   | 815   | 805   |
| Service Time           | 2.339 | 2.027 | 2.427 | 2.473 |
| HCM Lane V/C Ratio     | 0.113 | 0.096 | 0.123 | 0.066 |
| HCM Control Delay      | 7.9   | 7.5   | 8     | 7.8   |
| HCM Lane LOS           | A     | A     | A     | A     |
| HCM 95th-tile Q        | 0.4   | 0.3   | 0.4   | 0.2   |



| Intersection              |     |
|---------------------------|-----|
| Intersection Delay, s/veh | 7.9 |
| Intersection LOS          | A   |

| Movement            | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h  | 1    | 23   | 27   | 36   | 36   | 9    | 34   | 53   | 35   | 4    | 19   | 5    |
| Future Vol, veh/h   | 1    | 23   | 27   | 36   | 36   | 9    | 34   | 53   | 35   | 4    | 19   | 5    |
| Peak Hour Factor    | 0.79 | 0.79 | 0.79 | 0.80 | 0.80 | 0.80 | 0.83 | 0.83 | 0.83 | 0.58 | 0.58 | 0.58 |
| Heavy Vehicles, %   | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow           | 1    | 29   | 34   | 45   | 45   | 11   | 41   | 64   | 42   | 7    | 33   | 9    |
| Number of Lanes     | 0    | 1    | 0    | 0    | 1    | 0    | 0    | 1    | 0    | 0    | 1    | 0    |

| Approach                   | EB  | WB  | NB  | SB  |
|----------------------------|-----|-----|-----|-----|
| Opposing Approach          | WB  | EB  | SB  | NB  |
| Opposing Lanes             | 1   | 1   | 1   | 1   |
| Conflicting Approach Left  | SB  | NB  | EB  | WB  |
| Conflicting Lanes Left     | 1   | 1   | 1   | 1   |
| Conflicting Approach Right | NB  | SB  | WB  | EB  |
| Conflicting Lanes Right    | 1   | 1   | 1   | 1   |
| HCM Control Delay          | 7.5 | 8.1 | 8.1 | 7.7 |
| HCM LOS                    | A   | A   | A   | A   |

| Lane                   | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|------------------------|-------|-------|-------|-------|
| Vol Left, %            | 28%   | 2%    | 44%   | 14%   |
| Vol Thru, %            | 43%   | 45%   | 44%   | 68%   |
| Vol Right, %           | 29%   | 53%   | 11%   | 18%   |
| Sign Control           | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane    | 122   | 51    | 81    | 28    |
| LT Vol                 | 34    | 1     | 36    | 4     |
| Through Vol            | 53    | 23    | 36    | 19    |
| RT Vol                 | 35    | 27    | 9     | 5     |
| Lane Flow Rate         | 147   | 65    | 101   | 48    |
| Geometry Grp           | 1     | 1     | 1     | 1     |
| Degree of Util (X)     | 0.173 | 0.075 | 0.125 | 0.059 |
| Departure Headway (Hd) | 4.244 | 4.17  | 4.46  | 4.386 |
| Convergence, Y/N       | Yes   | Yes   | Yes   | Yes   |
| Cap                    | 848   | 861   | 806   | 819   |
| Service Time           | 2.258 | 2.184 | 2.475 | 2.401 |
| HCM Lane V/C Ratio     | 0.173 | 0.075 | 0.125 | 0.059 |
| HCM Control Delay      | 8.1   | 7.5   | 8.1   | 7.7   |
| HCM Lane LOS           | A     | A     | A     | A     |
| HCM 95th-tile Q        | 0.6   | 0.2   | 0.4   | 0.2   |

| Intersection              |     |  |  |  |  |  |  |  |  |  |  |  |
|---------------------------|-----|--|--|--|--|--|--|--|--|--|--|--|
| Intersection Delay, s/veh | 8.4 |  |  |  |  |  |  |  |  |  |  |  |
| Intersection LOS          | A   |  |  |  |  |  |  |  |  |  |  |  |

| Movement                   | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|----------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations        |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h         | 10   | 45   | 40   | 45   | 60   | 10   | 35   | 15   | 25   | 10   | 35   | 10   |
| Future Vol, veh/h          | 10   | 45   | 40   | 45   | 60   | 10   | 35   | 15   | 25   | 10   | 35   | 10   |
| Peak Hour Factor           | 0.72 | 0.72 | 0.72 | 0.72 | 0.72 | 0.72 | 0.72 | 0.72 | 0.72 | 0.72 | 0.72 | 0.72 |
| Heavy Vehicles, %          | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                  | 14   | 63   | 56   | 63   | 83   | 14   | 49   | 21   | 35   | 14   | 49   | 14   |
| Number of Lanes            | 0    | 1    | 0    | 0    | 1    | 0    | 0    | 1    | 0    | 0    | 1    | 0    |
| Approach                   | EB   |      |      | WB   |      |      | NB   |      |      | SB   |      |      |
| Opposing Approach          | WB   |      |      | EB   |      |      | SB   |      |      | NB   |      |      |
| Opposing Lanes             | 1    |      |      | 1    |      |      | 1    |      |      | 1    |      |      |
| Conflicting Approach Left  | SB   |      |      | NB   |      |      | EB   |      |      | WB   |      |      |
| Conflicting Lanes Left     | 1    |      |      | 1    |      |      | 1    |      |      | 1    |      |      |
| Conflicting Approach Right | NB   |      |      | SB   |      |      | WB   |      |      | EB   |      |      |
| Conflicting Lanes Right    | 1    |      |      | 1    |      |      | 1    |      |      | 1    |      |      |
| HCM Control Delay          | 8.1  |      |      | 8.7  |      |      | 8.3  |      |      | 8.2  |      |      |
| HCM LOS                    | A    |      |      | A    |      |      | A    |      |      | A    |      |      |

| Lane                   | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|------------------------|-------|-------|-------|-------|
| Vol Left, %            | 47%   | 11%   | 39%   | 18%   |
| Vol Thru, %            | 20%   | 47%   | 52%   | 64%   |
| Vol Right, %           | 33%   | 42%   | 9%    | 18%   |
| Sign Control           | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane    | 75    | 95    | 115   | 55    |
| LT Vol                 | 35    | 10    | 45    | 10    |
| Through Vol            | 15    | 45    | 60    | 35    |
| RT Vol                 | 25    | 40    | 10    | 10    |
| Lane Flow Rate         | 104   | 132   | 160   | 76    |
| Geometry Grp           | 1     | 1     | 1     | 1     |
| Degree of Util (X)     | 0.133 | 0.158 | 0.201 | 0.099 |
| Departure Headway (Hd) | 4.58  | 4.309 | 4.528 | 4.647 |
| Convergence, Y/N       | Yes   | Yes   | Yes   | Yes   |
| Cap                    | 782   | 833   | 792   | 771   |
| Service Time           | 2.609 | 2.337 | 2.556 | 2.678 |
| HCM Lane V/C Ratio     | 0.133 | 0.158 | 0.202 | 0.099 |
| HCM Control Delay      | 8.3   | 8.1   | 8.7   | 8.2   |
| HCM Lane LOS           | A     | A     | A     | A     |
| HCM 95th-tile Q        | 0.5   | 0.6   | 0.7   | 0.3   |

Intersection

|                           |     |
|---------------------------|-----|
| Intersection Delay, s/veh | 9.2 |
| Intersection LOS          | A   |

| Movement            | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h  | 20   | 105  | 30   | 40   | 110  | 10   | 35   | 55   | 40   | 5    | 20   | 20   |
| Future Vol, veh/h   | 20   | 105  | 30   | 40   | 110  | 10   | 35   | 55   | 40   | 5    | 20   | 20   |
| Peak Hour Factor    | 0.79 | 0.79 | 0.79 | 0.80 | 0.80 | 0.80 | 0.83 | 0.83 | 0.83 | 0.58 | 0.58 | 0.58 |
| Heavy Vehicles, %   | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow           | 25   | 133  | 38   | 50   | 138  | 13   | 42   | 66   | 48   | 9    | 34   | 34   |
| Number of Lanes     | 0    | 1    | 0    | 0    | 1    | 0    | 0    | 1    | 0    | 0    | 1    | 0    |

| Approach                   | EB  | WB  | NB  | SB  |
|----------------------------|-----|-----|-----|-----|
| Opposing Approach          | WB  | EB  | SB  | NB  |
| Opposing Lanes             | 1   | 1   | 1   | 1   |
| Conflicting Approach Left  | SB  | NB  | EB  | WB  |
| Conflicting Lanes Left     | 1   | 1   | 1   | 1   |
| Conflicting Approach Right | NB  | SB  | WB  | EB  |
| Conflicting Lanes Right    | 1   | 1   | 1   | 1   |
| HCM Control Delay          | 9.3 | 9.5 | 9.2 | 8.5 |
| HCM LOS                    | A   | A   | A   | A   |

| Lane                   | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|------------------------|-------|-------|-------|-------|
| Vol Left, %            | 27%   | 13%   | 25%   | 11%   |
| Vol Thru, %            | 42%   | 68%   | 69%   | 44%   |
| Vol Right, %           | 31%   | 19%   | 6%    | 44%   |
| Sign Control           | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane    | 130   | 155   | 160   | 45    |
| LT Vol                 | 35    | 20    | 40    | 5     |
| Through Vol            | 55    | 105   | 110   | 20    |
| RT Vol                 | 40    | 30    | 10    | 20    |
| Lane Flow Rate         | 157   | 196   | 200   | 78    |
| Geometry Grp           | 1     | 1     | 1     | 1     |
| Degree of Util (X)     | 0.21  | 0.254 | 0.264 | 0.104 |
| Departure Headway (Hd) | 4.83  | 4.654 | 4.747 | 4.827 |
| Convergence, Y/N       | Yes   | Yes   | Yes   | Yes   |
| Cap                    | 739   | 767   | 754   | 737   |
| Service Time           | 2.888 | 2.705 | 2.799 | 2.892 |
| HCM Lane V/C Ratio     | 0.212 | 0.256 | 0.265 | 0.106 |
| HCM Control Delay      | 9.2   | 9.3   | 9.5   | 8.5   |
| HCM Lane LOS           | A     | A     | A     | A     |
| HCM 95th-tile Q        | 0.8   | 1     | 1.1   | 0.3   |

| Intersection              |     |
|---------------------------|-----|
| Intersection Delay, s/veh | 9.3 |
| Intersection LOS          | A   |

| Movement            | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h  | 15   | 60   | 105  | 45   | 70   | 10   | 65   | 15   | 25   | 10   | 35   | 15   |
| Future Vol, veh/h   | 15   | 60   | 105  | 45   | 70   | 10   | 65   | 15   | 25   | 10   | 35   | 15   |
| Peak Hour Factor    | 0.72 | 0.72 | 0.72 | 0.72 | 0.72 | 0.72 | 0.72 | 0.72 | 0.72 | 0.72 | 0.72 | 0.72 |
| Heavy Vehicles, %   | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow           | 21   | 83   | 146  | 63   | 97   | 14   | 90   | 21   | 35   | 14   | 49   | 21   |
| Number of Lanes     | 0    | 1    | 0    | 0    | 1    | 0    | 0    | 1    | 0    | 0    | 1    | 0    |

| Approach                   | EB  | WB  | NB  | SB  |
|----------------------------|-----|-----|-----|-----|
| Opposing Approach          | WB  | EB  | SB  | NB  |
| Opposing Lanes             | 1   | 1   | 1   | 1   |
| Conflicting Approach Left  | SB  | NB  | EB  | WB  |
| Conflicting Lanes Left     | 1   | 1   | 1   | 1   |
| Conflicting Approach Right | NB  | SB  | WB  | EB  |
| Conflicting Lanes Right    | 1   | 1   | 1   | 1   |
| HCM Control Delay          | 9.4 | 9.3 | 9.3 | 8.7 |
| HCM LOS                    | A   | A   | A   | A   |

| Lane                   | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|------------------------|-------|-------|-------|-------|
| Vol Left, %            | 62%   | 8%    | 36%   | 17%   |
| Vol Thru, %            | 14%   | 33%   | 56%   | 58%   |
| Vol Right, %           | 24%   | 58%   | 8%    | 25%   |
| Sign Control           | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane    | 105   | 180   | 125   | 60    |
| LT Vol                 | 65    | 15    | 45    | 10    |
| Through Vol            | 15    | 60    | 70    | 35    |
| RT Vol                 | 25    | 105   | 10    | 15    |
| Lane Flow Rate         | 146   | 250   | 174   | 83    |
| Geometry Grp           | 1     | 1     | 1     | 1     |
| Degree of Util (X)     | 0.202 | 0.305 | 0.232 | 0.115 |
| Departure Headway (Hd) | 4.986 | 4.386 | 4.812 | 4.979 |
| Convergence, Y/N       | Yes   | Yes   | Yes   | Yes   |
| Cap                    | 715   | 815   | 743   | 714   |
| Service Time           | 3.049 | 2.434 | 2.867 | 3.049 |
| HCM Lane V/C Ratio     | 0.204 | 0.307 | 0.234 | 0.116 |
| HCM Control Delay      | 9.3   | 9.4   | 9.3   | 8.7   |
| HCM Lane LOS           | A     | A     | A     | A     |
| HCM 95th-tile Q        | 0.8   | 1.3   | 0.9   | 0.4   |

Intersection

|                           |      |
|---------------------------|------|
| Intersection Delay, s/veh | 10.8 |
| Intersection LOS          | B    |

| Movement            | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h  | 25   | 115  | 75   | 40   | 130  | 10   | 100  | 55   | 40   | 5    | 20   | 25   |
| Future Vol, veh/h   | 25   | 115  | 75   | 40   | 130  | 10   | 100  | 55   | 40   | 5    | 20   | 25   |
| Peak Hour Factor    | 0.79 | 0.79 | 0.79 | 0.80 | 0.80 | 0.80 | 0.83 | 0.83 | 0.83 | 0.58 | 0.58 | 0.58 |
| Heavy Vehicles, %   | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow           | 32   | 146  | 95   | 50   | 163  | 13   | 120  | 66   | 48   | 9    | 34   | 43   |
| Number of Lanes     | 0    | 1    | 0    | 0    | 1    | 0    | 0    | 1    | 0    | 0    | 1    | 0    |

| Approach                   | EB | WB   | NB   | SB  |
|----------------------------|----|------|------|-----|
| Opposing Approach          | WB | EB   | SB   | NB  |
| Opposing Lanes             | 1  | 1    | 1    | 1   |
| Conflicting Approach Left  | SB | NB   | EB   | WB  |
| Conflicting Lanes Left     | 1  | 1    | 1    | 1   |
| Conflicting Approach Right | NB | SB   | WB   | EB  |
| Conflicting Lanes Right    | 1  | 1    | 1    | 1   |
| HCM Control Delay          | 11 | 10.8 | 11.2 | 9.2 |
| HCM LOS                    | B  | B    | B    | A   |

| Lane                   | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|------------------------|-------|-------|-------|-------|
| Vol Left, %            | 51%   | 12%   | 22%   | 10%   |
| Vol Thru, %            | 28%   | 53%   | 72%   | 40%   |
| Vol Right, %           | 21%   | 35%   | 6%    | 50%   |
| Sign Control           | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane    | 195   | 215   | 180   | 50    |
| LT Vol                 | 100   | 25    | 40    | 5     |
| Through Vol            | 55    | 115   | 130   | 20    |
| RT Vol                 | 40    | 75    | 10    | 25    |
| Lane Flow Rate         | 235   | 272   | 225   | 86    |
| Geometry Grp           | 1     | 1     | 1     | 1     |
| Degree of Util (X)     | 0.348 | 0.376 | 0.327 | 0.128 |
| Departure Headway (Hd) | 5.337 | 4.975 | 5.226 | 5.342 |
| Convergence, Y/N       | Yes   | Yes   | Yes   | Yes   |
| Cap                    | 674   | 724   | 689   | 671   |
| Service Time           | 3.368 | 3.003 | 3.255 | 3.381 |
| HCM Lane V/C Ratio     | 0.349 | 0.376 | 0.327 | 0.128 |
| HCM Control Delay      | 11.2  | 11    | 10.8  | 9.2   |
| HCM Lane LOS           | B     | B     | B     | A     |
| HCM 95th-tile Q        | 1.6   | 1.8   | 1.4   | 0.4   |



| Intersection              |     |
|---------------------------|-----|
| Intersection Delay, s/veh | 8.6 |
| Intersection LOS          | A   |

| Movement                   | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|----------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations        |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h         | 10   | 50   | 45   | 50   | 60   | 10   | 40   | 20   | 25   | 10   | 40   | 10   |
| Future Vol, veh/h          | 10   | 50   | 45   | 50   | 60   | 10   | 40   | 20   | 25   | 10   | 40   | 10   |
| Peak Hour Factor           | 0.72 | 0.72 | 0.72 | 0.72 | 0.72 | 0.72 | 0.72 | 0.72 | 0.72 | 0.72 | 0.72 | 0.72 |
| Heavy Vehicles, %          | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                  | 14   | 69   | 63   | 69   | 83   | 14   | 56   | 28   | 35   | 14   | 56   | 14   |
| Number of Lanes            | 0    | 1    | 0    | 0    | 1    | 0    | 0    | 1    | 0    | 0    | 1    | 0    |
| Approach                   | EB   | WB   |      | NB   |      | SB   |      |      |      |      |      |      |
| Opposing Approach          | WB   | EB   |      | SB   |      | NB   |      |      |      |      |      |      |
| Opposing Lanes             | 1    | 1    |      | 1    |      | 1    |      |      |      |      |      |      |
| Conflicting Approach Left  | SB   | NB   |      | EB   |      | WB   |      |      |      |      |      |      |
| Conflicting Lanes Left     | 1    | 1    |      | 1    |      | 1    |      |      |      |      |      |      |
| Conflicting Approach Right | NB   | SB   |      | WB   |      | EB   |      |      |      |      |      |      |
| Conflicting Lanes Right    | 1    | 1    |      | 1    |      | 1    |      |      |      |      |      |      |
| HCM Control Delay          | 8.3  | 8.9  |      | 8.6  |      | 8.3  |      |      |      |      |      |      |
| HCM LOS                    | A    | A    |      | A    |      | A    |      |      |      |      |      |      |

| Lane                   | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|------------------------|-------|-------|-------|-------|
| Vol Left, %            | 47%   | 10%   | 42%   | 17%   |
| Vol Thru, %            | 24%   | 48%   | 50%   | 67%   |
| Vol Right, %           | 29%   | 43%   | 8%    | 17%   |
| Sign Control           | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane    | 85    | 105   | 120   | 60    |
| LT Vol                 | 40    | 10    | 50    | 10    |
| Through Vol            | 20    | 50    | 60    | 40    |
| RT Vol                 | 25    | 45    | 10    | 10    |
| Lane Flow Rate         | 118   | 146   | 167   | 83    |
| Geometry Grp           | 1     | 1     | 1     | 1     |
| Degree of Util (X)     | 0.153 | 0.177 | 0.213 | 0.109 |
| Departure Headway (Hd) | 4.667 | 4.37  | 4.609 | 4.726 |
| Convergence, Y/N       | Yes   | Yes   | Yes   | Yes   |
| Cap                    | 767   | 820   | 778   | 757   |
| Service Time           | 2.703 | 2.402 | 2.64  | 2.764 |
| HCM Lane V/C Ratio     | 0.154 | 0.178 | 0.215 | 0.11  |
| HCM Control Delay      | 8.6   | 8.3   | 8.9   | 8.3   |
| HCM Lane LOS           | A     | A     | A     | A     |
| HCM 95th-tile Q        | 0.5   | 0.6   | 0.8   | 0.4   |

| Intersection              |     |
|---------------------------|-----|
| Intersection Delay, s/veh | 9.4 |
| Intersection LOS          | A   |

| Movement            | EBL  | EBT                                                                               | EBR  | WBL  | WBT                                                                               | WBR  | NBL  | NBT                                                                                 | NBR  | SBL  | SBT                                                                                 | SBR  |
|---------------------|------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|------|------|-------------------------------------------------------------------------------------|------|------|-------------------------------------------------------------------------------------|------|
| Lane Configurations |      |  |      |      |  |      |      |  |      |      |  |      |
| Traffic Vol, veh/h  | 20   | 105                                                                               | 30   | 40   | 115                                                                               | 10   | 40   | 60                                                                                  | 40   | 5    | 25                                                                                  | 20   |
| Future Vol, veh/h   | 20   | 105                                                                               | 30   | 40   | 115                                                                               | 10   | 40   | 60                                                                                  | 40   | 5    | 25                                                                                  | 20   |
| Peak Hour Factor    | 0.79 | 0.79                                                                              | 0.79 | 0.80 | 0.80                                                                              | 0.80 | 0.83 | 0.83                                                                                | 0.83 | 0.58 | 0.58                                                                                | 0.58 |
| Heavy Vehicles, %   | 2    | 2                                                                                 | 2    | 2    | 2                                                                                 | 2    | 2    | 2                                                                                   | 2    | 2    | 2                                                                                   | 2    |
| Mvmt Flow           | 25   | 133                                                                               | 38   | 50   | 144                                                                               | 13   | 48   | 72                                                                                  | 48   | 9    | 43                                                                                  | 34   |
| Number of Lanes     | 0    | 1                                                                                 | 0    | 0    | 1                                                                                 | 0    | 0    | 1                                                                                   | 0    | 0    | 1                                                                                   | 0    |

| Approach                   | EB  | WB  | NB  | SB  |
|----------------------------|-----|-----|-----|-----|
| Opposing Approach          | WB  | EB  | SB  | NB  |
| Opposing Lanes             | 1   | 1   | 1   | 1   |
| Conflicting Approach Left  | SB  | NB  | EB  | WB  |
| Conflicting Lanes Left     | 1   | 1   | 1   | 1   |
| Conflicting Approach Right | NB  | SB  | WB  | EB  |
| Conflicting Lanes Right    | 1   | 1   | 1   | 1   |
| HCM Control Delay          | 9.4 | 9.7 | 9.4 | 8.6 |
| HCM LOS                    | A   | A   | A   | A   |

| Lane                   | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|------------------------|-------|-------|-------|-------|
| Vol Left, %            | 29%   | 13%   | 24%   | 10%   |
| Vol Thru, %            | 43%   | 68%   | 70%   | 50%   |
| Vol Right, %           | 29%   | 19%   | 6%    | 40%   |
| Sign Control           | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane    | 140   | 155   | 165   | 50    |
| LT Vol                 | 40    | 20    | 40    | 5     |
| Through Vol            | 60    | 105   | 115   | 25    |
| RT Vol                 | 40    | 30    | 10    | 20    |
| Lane Flow Rate         | 169   | 196   | 206   | 86    |
| Geometry Grp           | 1     | 1     | 1     | 1     |
| Degree of Util (X)     | 0.229 | 0.257 | 0.275 | 0.117 |
| Departure Headway (Hd) | 4.884 | 4.72  | 4.805 | 4.894 |
| Convergence, Y/N       | Yes   | Yes   | Yes   | Yes   |
| Cap                    | 730   | 755   | 743   | 727   |
| Service Time           | 2.945 | 2.78  | 2.866 | 2.965 |
| HCM Lane V/C Ratio     | 0.232 | 0.26  | 0.277 | 0.118 |
| HCM Control Delay      | 9.4   | 9.4   | 9.7   | 8.6   |
| HCM Lane LOS           | A     | A     | A     | A     |
| HCM 95th-tile Q        | 0.9   | 1     | 1.1   | 0.4   |

Intersection

|                           |     |
|---------------------------|-----|
| Intersection Delay, s/veh | 9.5 |
| Intersection LOS          | A   |

| Movement            | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h  | 15   | 65   | 110  | 50   | 70   | 10   | 70   | 20   | 25   | 10   | 40   | 15   |
| Future Vol, veh/h   | 15   | 65   | 110  | 50   | 70   | 10   | 70   | 20   | 25   | 10   | 40   | 15   |
| Peak Hour Factor    | 0.72 | 0.72 | 0.72 | 0.72 | 0.72 | 0.72 | 0.72 | 0.72 | 0.72 | 0.72 | 0.72 | 0.72 |
| Heavy Vehicles, %   | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow           | 21   | 90   | 153  | 69   | 97   | 14   | 97   | 28   | 35   | 14   | 56   | 21   |
| Number of Lanes     | 0    | 1    | 0    | 0    | 1    | 0    | 0    | 1    | 0    | 0    | 1    | 0    |

| Approach                   | EB  | WB  | NB  | SB  |
|----------------------------|-----|-----|-----|-----|
| Opposing Approach          | WB  | EB  | SB  | NB  |
| Opposing Lanes             | 1   | 1   | 1   | 1   |
| Conflicting Approach Left  | SB  | NB  | EB  | WB  |
| Conflicting Lanes Left     | 1   | 1   | 1   | 1   |
| Conflicting Approach Right | NB  | SB  | WB  | EB  |
| Conflicting Lanes Right    | 1   | 1   | 1   | 1   |
| HCM Control Delay          | 9.7 | 9.6 | 9.6 | 8.9 |
| HCM LOS                    | A   | A   | A   | A   |

| Lane                   | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|------------------------|-------|-------|-------|-------|
| Vol Left, %            | 61%   | 8%    | 38%   | 15%   |
| Vol Thru, %            | 17%   | 34%   | 54%   | 62%   |
| Vol Right, %           | 22%   | 58%   | 8%    | 23%   |
| Sign Control           | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane    | 115   | 190   | 130   | 65    |
| LT Vol                 | 70    | 15    | 50    | 10    |
| Through Vol            | 20    | 65    | 70    | 40    |
| RT Vol                 | 25    | 110   | 10    | 15    |
| Lane Flow Rate         | 160   | 264   | 181   | 90    |
| Geometry Grp           | 1     | 1     | 1     | 1     |
| Degree of Util (X)     | 0.225 | 0.327 | 0.246 | 0.127 |
| Departure Headway (Hd) | 5.063 | 4.459 | 4.899 | 5.069 |
| Convergence, Y/N       | Yes   | Yes   | Yes   | Yes   |
| Cap                    | 703   | 800   | 728   | 700   |
| Service Time           | 3.14  | 2.519 | 2.967 | 3.154 |
| HCM Lane V/C Ratio     | 0.228 | 0.33  | 0.249 | 0.129 |
| HCM Control Delay      | 9.6   | 9.7   | 9.6   | 8.9   |
| HCM Lane LOS           | A     | A     | A     | A     |
| HCM 95th-tile Q        | 0.9   | 1.4   | 1     | 0.4   |

Intersection

|                           |      |
|---------------------------|------|
| Intersection Delay, s/veh | 11.1 |
| Intersection LOS          | B    |

| Movement            | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h  | 25   | 115  | 75   | 40   | 135  | 10   | 105  | 60   | 40   | 5    | 25   | 25   |
| Future Vol, veh/h   | 25   | 115  | 75   | 40   | 135  | 10   | 105  | 60   | 40   | 5    | 25   | 25   |
| Peak Hour Factor    | 0.79 | 0.79 | 0.79 | 0.80 | 0.80 | 0.80 | 0.83 | 0.83 | 0.83 | 0.58 | 0.58 | 0.58 |
| Heavy Vehicles, %   | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow           | 32   | 146  | 95   | 50   | 169  | 13   | 127  | 72   | 48   | 9    | 43   | 43   |
| Number of Lanes     | 0    | 1    | 0    | 0    | 1    | 0    | 0    | 1    | 0    | 0    | 1    | 0    |

| Approach                   | EB   | WB   | NB   | SB  |
|----------------------------|------|------|------|-----|
| Opposing Approach          | WB   | EB   | SB   | NB  |
| Opposing Lanes             | 1    | 1    | 1    | 1   |
| Conflicting Approach Left  | SB   | NB   | EB   | WB  |
| Conflicting Lanes Left     | 1    | 1    | 1    | 1   |
| Conflicting Approach Right | NB   | SB   | WB   | EB  |
| Conflicting Lanes Right    | 1    | 1    | 1    | 1   |
| HCM Control Delay          | 11.2 | 11.1 | 11.6 | 9.4 |
| HCM LOS                    | B    | B    | B    | A   |

| Lane                   | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|------------------------|-------|-------|-------|-------|
| Vol Left, %            | 51%   | 12%   | 22%   | 9%    |
| Vol Thru, %            | 29%   | 53%   | 73%   | 45%   |
| Vol Right, %           | 20%   | 35%   | 5%    | 45%   |
| Sign Control           | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane    | 205   | 215   | 185   | 55    |
| LT Vol                 | 105   | 25    | 40    | 5     |
| Through Vol            | 60    | 115   | 135   | 25    |
| RT Vol                 | 40    | 75    | 10    | 25    |
| Lane Flow Rate         | 247   | 272   | 231   | 95    |
| Geometry Grp           | 1     | 1     | 1     | 1     |
| Degree of Util (X)     | 0.37  | 0.382 | 0.341 | 0.143 |
| Departure Headway (Hd) | 5.395 | 5.059 | 5.304 | 5.432 |
| Convergence, Y/N       | Yes   | Yes   | Yes   | Yes   |
| Cap                    | 667   | 710   | 678   | 659   |
| Service Time           | 3.429 | 3.093 | 3.337 | 3.474 |
| HCM Lane V/C Ratio     | 0.37  | 0.383 | 0.341 | 0.144 |
| HCM Control Delay      | 11.6  | 11.2  | 11.1  | 9.4   |
| HCM Lane LOS           | B     | B     | B     | A     |
| HCM 95th-tile Q        | 1.7   | 1.8   | 1.5   | 0.5   |

| Intersection             |        |                                                                                   |                                                                                   |        |                                                                                   |       |
|--------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|-------|
| Int Delay, s/veh         | 2.7    |                                                                                   |                                                                                   |        |                                                                                   |       |
| Movement                 | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBL                                                                               | SBR   |
| Lane Configurations      |        |  |  |        |  |       |
| Traffic Vol, veh/h       | 12     | 392                                                                               | 212                                                                               | 0      | 101                                                                               | 8     |
| Future Vol, veh/h        | 12     | 392                                                                               | 212                                                                               | 0      | 101                                                                               | 8     |
| Conflicting Peds, #/hr   | 0      | 0                                                                                 | 0                                                                                 | 0      | 0                                                                                 | 0     |
| Sign Control             | Free   | Free                                                                              | Free                                                                              | Free   | Stop                                                                              | Stop  |
| RT Channelized           | -      | None                                                                              | -                                                                                 | None   | -                                                                                 | None  |
| Storage Length           | -      | -                                                                                 | -                                                                                 | -      | 0                                                                                 | -     |
| Veh in Median Storage, # | -      | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -     |
| Grade, %                 | -      | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -     |
| Peak Hour Factor         | 90     | 90                                                                                | 90                                                                                | 90     | 90                                                                                | 90    |
| Heavy Vehicles, %        | 2      | 2                                                                                 | 2                                                                                 | 2      | 2                                                                                 | 2     |
| Mvmt Flow                | 13     | 436                                                                               | 236                                                                               | 0      | 112                                                                               | 9     |
| Major/Minor              | Major1 | Major2                                                                            |                                                                                   | Minor2 |                                                                                   |       |
| Conflicting Flow All     | 236    | 0                                                                                 | -                                                                                 | 0      | 698                                                                               | 236   |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 236                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 462                                                                               | -     |
| Critical Hdwy            | 4.12   | -                                                                                 | -                                                                                 | -      | 6.42                                                                              | 6.22  |
| Critical Hdwy Stg 1      | -      | -                                                                                 | -                                                                                 | -      | 5.42                                                                              | -     |
| Critical Hdwy Stg 2      | -      | -                                                                                 | -                                                                                 | -      | 5.42                                                                              | -     |
| Follow-up Hdwy           | 2.218  | -                                                                                 | -                                                                                 | -      | 3.518                                                                             | 3.318 |
| Pot Cap-1 Maneuver       | 1331   | -                                                                                 | -                                                                                 | -      | 407                                                                               | 803   |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 803                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 634                                                                               | -     |
| Platoon blocked, %       |        | -                                                                                 | -                                                                                 | -      |                                                                                   |       |
| Mov Cap-1 Maneuver       | 1331   | -                                                                                 | -                                                                                 | -      | 402                                                                               | 803   |
| Mov Cap-2 Maneuver       | -      | -                                                                                 | -                                                                                 | -      | 402                                                                               | -     |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 793                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 634                                                                               | -     |
| Approach                 | EB     | WB                                                                                |                                                                                   | SB     |                                                                                   |       |
| HCM Control Delay, s     | 0.2    | 0                                                                                 |                                                                                   | 17.1   |                                                                                   |       |
| HCM LOS                  |        |                                                                                   |                                                                                   | C      |                                                                                   |       |
| Minor Lane/Major Mvmt    | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBLn1                                                                             |       |
| Capacity (veh/h)         | 1331   | -                                                                                 | -                                                                                 | -      | 417                                                                               |       |
| HCM Lane V/C Ratio       | 0.01   | -                                                                                 | -                                                                                 | -      | 0.29                                                                              |       |
| HCM Control Delay (s)    | 7.7    | 0                                                                                 | -                                                                                 | -      | 17.1                                                                              |       |
| HCM Lane LOS             | A      | A                                                                                 | -                                                                                 | -      | C                                                                                 |       |
| HCM 95th %tile Q(veh)    | 0      | -                                                                                 | -                                                                                 | -      | 1.2                                                                               |       |



| Intersection             |        |                                                                                   |                                                                                   |        |                                                                                   |       |
|--------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|-------|
| Int Delay, s/veh         | 1.7    |                                                                                   |                                                                                   |        |                                                                                   |       |
| Movement                 | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBL                                                                               | SBR   |
| Lane Configurations      |        |  |  |        |  |       |
| Traffic Vol, veh/h       | 14     | 242                                                                               | 464                                                                               | 1      | 55                                                                                | 19    |
| Future Vol, veh/h        | 14     | 242                                                                               | 464                                                                               | 1      | 55                                                                                | 19    |
| Conflicting Peds, #/hr   | 2      | 0                                                                                 | 0                                                                                 | 2      | 0                                                                                 | 0     |
| Sign Control             | Free   | Free                                                                              | Free                                                                              | Free   | Stop                                                                              | Stop  |
| RT Channelized           | -      | None                                                                              | -                                                                                 | None   | -                                                                                 | None  |
| Storage Length           | -      | -                                                                                 | -                                                                                 | -      | 0                                                                                 | -     |
| Veh in Median Storage, # | -      | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -     |
| Grade, %                 | -      | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -     |
| Peak Hour Factor         | 93     | 93                                                                                | 93                                                                                | 93     | 93                                                                                | 93    |
| Heavy Vehicles, %        | 2      | 2                                                                                 | 2                                                                                 | 2      | 2                                                                                 | 2     |
| Mvmt Flow                | 15     | 260                                                                               | 499                                                                               | 1      | 59                                                                                | 20    |
| Major/Minor              | Major1 | Major2                                                                            |                                                                                   | Minor2 |                                                                                   |       |
| Conflicting Flow All     | 502    | 0                                                                                 | -                                                                                 | 0      | 792                                                                               | 502   |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 502                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 290                                                                               | -     |
| Critical Hdwy            | 4.12   | -                                                                                 | -                                                                                 | -      | 6.42                                                                              | 6.22  |
| Critical Hdwy Stg 1      | -      | -                                                                                 | -                                                                                 | -      | 5.42                                                                              | -     |
| Critical Hdwy Stg 2      | -      | -                                                                                 | -                                                                                 | -      | 5.42                                                                              | -     |
| Follow-up Hdwy           | 2.218  | -                                                                                 | -                                                                                 | -      | 3.518                                                                             | 3.318 |
| Pot Cap-1 Maneuver       | 1062   | -                                                                                 | -                                                                                 | -      | 358                                                                               | 569   |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 608                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 759                                                                               | -     |
| Platoon blocked, %       |        | -                                                                                 | -                                                                                 | -      |                                                                                   |       |
| Mov Cap-1 Maneuver       | 1060   | -                                                                                 | -                                                                                 | -      | 350                                                                               | 568   |
| Mov Cap-2 Maneuver       | -      | -                                                                                 | -                                                                                 | -      | 350                                                                               | -     |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 596                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 757                                                                               | -     |
| Approach                 | EB     | WB                                                                                |                                                                                   | SB     |                                                                                   |       |
| HCM Control Delay, s     | 0.5    | 0                                                                                 |                                                                                   | 16.7   |                                                                                   |       |
| HCM LOS                  |        |                                                                                   |                                                                                   | C      |                                                                                   |       |
| Minor Lane/Major Mvmt    | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBLn1                                                                             |       |
| Capacity (veh/h)         | 1060   | -                                                                                 | -                                                                                 | -      | 388                                                                               |       |
| HCM Lane V/C Ratio       | 0.014  | -                                                                                 | -                                                                                 | -      | 0.205                                                                             |       |
| HCM Control Delay (s)    | 8.4    | 0                                                                                 | -                                                                                 | -      | 16.7                                                                              |       |
| HCM Lane LOS             | A      | A                                                                                 | -                                                                                 | -      | C                                                                                 |       |
| HCM 95th %tile Q(veh)    | 0      | -                                                                                 | -                                                                                 | -      | 0.8                                                                               |       |

| Intersection             |        |                                                                                   |                                                                                   |        |                                                                                   |       |
|--------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|-------|
| Int Delay, s/veh         | 3.3    |                                                                                   |                                                                                   |        |                                                                                   |       |
| Movement                 | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBL                                                                               | SBR   |
| Lane Configurations      |        |  |  |        |  |       |
| Traffic Vol, veh/h       | 15     | 410                                                                               | 240                                                                               | 0      | 115                                                                               | 10    |
| Future Vol, veh/h        | 15     | 410                                                                               | 240                                                                               | 0      | 115                                                                               | 10    |
| Conflicting Peds, #/hr   | 0      | 0                                                                                 | 0                                                                                 | 0      | 0                                                                                 | 0     |
| Sign Control             | Free   | Free                                                                              | Free                                                                              | Free   | Stop                                                                              | Stop  |
| RT Channelized           | -      | None                                                                              | -                                                                                 | None   | -                                                                                 | None  |
| Storage Length           | -      | -                                                                                 | -                                                                                 | -      | 0                                                                                 | -     |
| Veh in Median Storage, # | -      | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -     |
| Grade, %                 | -      | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -     |
| Peak Hour Factor         | 90     | 90                                                                                | 90                                                                                | 90     | 90                                                                                | 90    |
| Heavy Vehicles, %        | 2      | 2                                                                                 | 2                                                                                 | 2      | 2                                                                                 | 2     |
| Mvmt Flow                | 17     | 456                                                                               | 267                                                                               | 0      | 128                                                                               | 11    |
| Major/Minor              | Major1 | Major2                                                                            |                                                                                   | Minor2 |                                                                                   |       |
| Conflicting Flow All     | 267    | 0                                                                                 | -                                                                                 | 0      | 757                                                                               | 267   |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 267                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 490                                                                               | -     |
| Critical Hdwy            | 4.12   | -                                                                                 | -                                                                                 | -      | 6.42                                                                              | 6.22  |
| Critical Hdwy Stg 1      | -      | -                                                                                 | -                                                                                 | -      | 5.42                                                                              | -     |
| Critical Hdwy Stg 2      | -      | -                                                                                 | -                                                                                 | -      | 5.42                                                                              | -     |
| Follow-up Hdwy           | 2.218  | -                                                                                 | -                                                                                 | -      | 3.518                                                                             | 3.318 |
| Pot Cap-1 Maneuver       | 1297   | -                                                                                 | -                                                                                 | -      | 375                                                                               | 772   |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 778                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 616                                                                               | -     |
| Platoon blocked, %       |        | -                                                                                 | -                                                                                 | -      |                                                                                   |       |
| Mov Cap-1 Maneuver       | 1297   | -                                                                                 | -                                                                                 | -      | 368                                                                               | 772   |
| Mov Cap-2 Maneuver       | -      | -                                                                                 | -                                                                                 | -      | 368                                                                               | -     |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 764                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 616                                                                               | -     |
| Approach                 | EB     | WB                                                                                |                                                                                   | SB     |                                                                                   |       |
| HCM Control Delay, s     | 0.3    | 0                                                                                 |                                                                                   | 19.6   |                                                                                   |       |
| HCM LOS                  |        |                                                                                   |                                                                                   | C      |                                                                                   |       |
| Minor Lane/Major Mvmt    | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBLn1                                                                             |       |
| Capacity (veh/h)         | 1297   | -                                                                                 | -                                                                                 | -      | 384                                                                               |       |
| HCM Lane V/C Ratio       | 0.013  | -                                                                                 | -                                                                                 | -      | 0.362                                                                             |       |
| HCM Control Delay (s)    | 7.8    | 0                                                                                 | -                                                                                 | -      | 19.6                                                                              |       |
| HCM Lane LOS             | A      | A                                                                                 | -                                                                                 | -      | C                                                                                 |       |
| HCM 95th %tile Q(veh)    | 0      | -                                                                                 | -                                                                                 | -      | 1.6                                                                               |       |

| Intersection             |        |                                                                                   |                                                                                   |        |                                                                                   |       |
|--------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|-------|
| Int Delay, s/veh         | 3.3    |                                                                                   |                                                                                   |        |                                                                                   |       |
| Movement                 | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBL                                                                               | SBR   |
| Lane Configurations      |        |  |  |        |  |       |
| Traffic Vol, veh/h       | 15     | 310                                                                               | 525                                                                               | 5      | 105                                                                               | 20    |
| Future Vol, veh/h        | 15     | 310                                                                               | 525                                                                               | 5      | 105                                                                               | 20    |
| Conflicting Peds, #/hr   | 2      | 0                                                                                 | 0                                                                                 | 2      | 0                                                                                 | 0     |
| Sign Control             | Free   | Free                                                                              | Free                                                                              | Free   | Stop                                                                              | Stop  |
| RT Channelized           | -      | None                                                                              | -                                                                                 | None   | -                                                                                 | None  |
| Storage Length           | -      | -                                                                                 | -                                                                                 | -      | 0                                                                                 | -     |
| Veh in Median Storage, # | -      | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -     |
| Grade, %                 | -      | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -     |
| Peak Hour Factor         | 93     | 93                                                                                | 93                                                                                | 93     | 93                                                                                | 93    |
| Heavy Vehicles, %        | 2      | 2                                                                                 | 2                                                                                 | 2      | 2                                                                                 | 2     |
| Mvmt Flow                | 16     | 333                                                                               | 565                                                                               | 5      | 113                                                                               | 22    |
|                          |        |                                                                                   |                                                                                   |        |                                                                                   |       |
| Major/Minor              | Major1 | Major2                                                                            |                                                                                   | Minor2 |                                                                                   |       |
| Conflicting Flow All     | 572    | 0                                                                                 | -                                                                                 | 0      | 935                                                                               | 570   |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 570                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 365                                                                               | -     |
| Critical Hdwy            | 4.12   | -                                                                                 | -                                                                                 | -      | 6.42                                                                              | 6.22  |
| Critical Hdwy Stg 1      | -      | -                                                                                 | -                                                                                 | -      | 5.42                                                                              | -     |
| Critical Hdwy Stg 2      | -      | -                                                                                 | -                                                                                 | -      | 5.42                                                                              | -     |
| Follow-up Hdwy           | 2.218  | -                                                                                 | -                                                                                 | -      | 3.518                                                                             | 3.318 |
| Pot Cap-1 Maneuver       | 1001   | -                                                                                 | -                                                                                 | -      | 295                                                                               | 521   |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 566                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 702                                                                               | -     |
| Platoon blocked, %       |        | -                                                                                 | -                                                                                 | -      |                                                                                   |       |
| Mov Cap-1 Maneuver       | 999    | -                                                                                 | -                                                                                 | -      | 288                                                                               | 520   |
| Mov Cap-2 Maneuver       | -      | -                                                                                 | -                                                                                 | -      | 288                                                                               | -     |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 554                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 701                                                                               | -     |
|                          |        |                                                                                   |                                                                                   |        |                                                                                   |       |
| Approach                 | EB     | WB                                                                                |                                                                                   | SB     |                                                                                   |       |
| HCM Control Delay, s     | 0.4    | 0                                                                                 |                                                                                   | 25.2   |                                                                                   |       |
| HCM LOS                  |        |                                                                                   |                                                                                   | D      |                                                                                   |       |
|                          |        |                                                                                   |                                                                                   |        |                                                                                   |       |
| Minor Lane/Major Mvmt    | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBLn1                                                                             |       |
| Capacity (veh/h)         | 999    | -                                                                                 | -                                                                                 | -      | 310                                                                               |       |
| HCM Lane V/C Ratio       | 0.016  | -                                                                                 | -                                                                                 | -      | 0.434                                                                             |       |
| HCM Control Delay (s)    | 8.7    | 0                                                                                 | -                                                                                 | -      | 25.2                                                                              |       |
| HCM Lane LOS             | A      | A                                                                                 | -                                                                                 | -      | D                                                                                 |       |
| HCM 95th %tile Q(veh)    | 0      | -                                                                                 | -                                                                                 | -      | 2.1                                                                               |       |

| Intersection             |        |                                                                                   |                                                                                   |        |                                                                                   |       |
|--------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|-------|
| Int Delay, s/veh         | 3.9    |                                                                                   |                                                                                   |        |                                                                                   |       |
| Movement                 | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBL                                                                               | SBR   |
| Lane Configurations      |        |  |  |        |  |       |
| Traffic Vol, veh/h       | 15     | 440                                                                               | 255                                                                               | 0      | 130                                                                               | 10    |
| Future Vol, veh/h        | 15     | 440                                                                               | 255                                                                               | 0      | 130                                                                               | 10    |
| Conflicting Peds, #/hr   | 0      | 0                                                                                 | 0                                                                                 | 0      | 0                                                                                 | 0     |
| Sign Control             | Free   | Free                                                                              | Free                                                                              | Free   | Stop                                                                              | Stop  |
| RT Channelized           | -      | None                                                                              | -                                                                                 | None   | -                                                                                 | None  |
| Storage Length           | -      | -                                                                                 | -                                                                                 | -      | 0                                                                                 | -     |
| Veh in Median Storage, # | -      | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -     |
| Grade, %                 | -      | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -     |
| Peak Hour Factor         | 90     | 90                                                                                | 90                                                                                | 90     | 90                                                                                | 90    |
| Heavy Vehicles, %        | 2      | 2                                                                                 | 2                                                                                 | 2      | 2                                                                                 | 2     |
| Mvmt Flow                | 17     | 489                                                                               | 283                                                                               | 0      | 144                                                                               | 11    |
| Major/Minor              | Major1 | Major2                                                                            |                                                                                   | Minor2 |                                                                                   |       |
| Conflicting Flow All     | 283    | 0                                                                                 | -                                                                                 | 0      | 806                                                                               | 283   |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 283                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 523                                                                               | -     |
| Critical Hdwy            | 4.12   | -                                                                                 | -                                                                                 | -      | 6.42                                                                              | 6.22  |
| Critical Hdwy Stg 1      | -      | -                                                                                 | -                                                                                 | -      | 5.42                                                                              | -     |
| Critical Hdwy Stg 2      | -      | -                                                                                 | -                                                                                 | -      | 5.42                                                                              | -     |
| Follow-up Hdwy           | 2.218  | -                                                                                 | -                                                                                 | -      | 3.518                                                                             | 3.318 |
| Pot Cap-1 Maneuver       | 1279   | -                                                                                 | -                                                                                 | -      | 351                                                                               | 756   |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 765                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 595                                                                               | -     |
| Platoon blocked, %       |        | -                                                                                 | -                                                                                 | -      |                                                                                   |       |
| Mov Cap-1 Maneuver       | 1279   | -                                                                                 | -                                                                                 | -      | 345                                                                               | 756   |
| Mov Cap-2 Maneuver       | -      | -                                                                                 | -                                                                                 | -      | 345                                                                               | -     |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 751                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 595                                                                               | -     |
| Approach                 | EB     | WB                                                                                |                                                                                   | SB     |                                                                                   |       |
| HCM Control Delay, s     | 0.3    | 0                                                                                 |                                                                                   | 22.5   |                                                                                   |       |
| HCM LOS                  |        |                                                                                   |                                                                                   | C      |                                                                                   |       |
| Minor Lane/Major Mvmt    | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBLn1                                                                             |       |
| Capacity (veh/h)         | 1279   | -                                                                                 | -                                                                                 | -      | 359                                                                               |       |
| HCM Lane V/C Ratio       | 0.013  | -                                                                                 | -                                                                                 | -      | 0.433                                                                             |       |
| HCM Control Delay (s)    | 7.9    | 0                                                                                 | -                                                                                 | -      | 22.5                                                                              |       |
| HCM Lane LOS             | A      | A                                                                                 | -                                                                                 | -      | C                                                                                 |       |
| HCM 95th %tile Q(veh)    | 0      | -                                                                                 | -                                                                                 | -      | 2.1                                                                               |       |

| Intersection             |        |                                                                                   |                                                                                   |        |                                                                                   |       |
|--------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|-------|
| Int Delay, s/veh         | 4      |                                                                                   |                                                                                   |        |                                                                                   |       |
| Movement                 | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBL                                                                               | SBR   |
| Lane Configurations      |        |  |  |        |  |       |
| Traffic Vol, veh/h       | 15     | 335                                                                               | 560                                                                               | 5      | 115                                                                               | 20    |
| Future Vol, veh/h        | 15     | 335                                                                               | 560                                                                               | 5      | 115                                                                               | 20    |
| Conflicting Peds, #/hr   | 2      | 0                                                                                 | 0                                                                                 | 2      | 0                                                                                 | 0     |
| Sign Control             | Free   | Free                                                                              | Free                                                                              | Free   | Stop                                                                              | Stop  |
| RT Channelized           | -      | None                                                                              | -                                                                                 | None   | -                                                                                 | None  |
| Storage Length           | -      | -                                                                                 | -                                                                                 | -      | 0                                                                                 | -     |
| Veh in Median Storage, # | -      | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -     |
| Grade, %                 | -      | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -     |
| Peak Hour Factor         | 93     | 93                                                                                | 93                                                                                | 93     | 93                                                                                | 93    |
| Heavy Vehicles, %        | 2      | 2                                                                                 | 2                                                                                 | 2      | 2                                                                                 | 2     |
| Mvmt Flow                | 16     | 360                                                                               | 602                                                                               | 5      | 124                                                                               | 22    |
| Major/Minor              | Major1 | Major2                                                                            |                                                                                   | Minor2 |                                                                                   |       |
| Conflicting Flow All     | 609    | 0                                                                                 | -                                                                                 | 0      | 999                                                                               | 607   |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 607                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 392                                                                               | -     |
| Critical Hdwy            | 4.12   | -                                                                                 | -                                                                                 | -      | 6.42                                                                              | 6.22  |
| Critical Hdwy Stg 1      | -      | -                                                                                 | -                                                                                 | -      | 5.42                                                                              | -     |
| Critical Hdwy Stg 2      | -      | -                                                                                 | -                                                                                 | -      | 5.42                                                                              | -     |
| Follow-up Hdwy           | 2.218  | -                                                                                 | -                                                                                 | -      | 3.518                                                                             | 3.318 |
| Pot Cap-1 Maneuver       | 970    | -                                                                                 | -                                                                                 | -      | 270                                                                               | 496   |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 544                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 683                                                                               | -     |
| Platoon blocked, %       |        | -                                                                                 | -                                                                                 | -      |                                                                                   |       |
| Mov Cap-1 Maneuver       | 968    | -                                                                                 | -                                                                                 | -      | 263                                                                               | 495   |
| Mov Cap-2 Maneuver       | -      | -                                                                                 | -                                                                                 | -      | 263                                                                               | -     |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 531                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 682                                                                               | -     |
| Approach                 | EB     | WB                                                                                |                                                                                   | SB     |                                                                                   |       |
| HCM Control Delay, s     | 0.4    | 0                                                                                 |                                                                                   | 30.4   |                                                                                   |       |
| HCM LOS                  |        |                                                                                   |                                                                                   | D      |                                                                                   |       |
| Minor Lane/Major Mvmt    | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBLn1                                                                             |       |
| Capacity (veh/h)         | 968    | -                                                                                 | -                                                                                 | -      | 283                                                                               |       |
| HCM Lane V/C Ratio       | 0.017  | -                                                                                 | -                                                                                 | -      | 0.513                                                                             |       |
| HCM Control Delay (s)    | 8.8    | 0                                                                                 | -                                                                                 | -      | 30.4                                                                              |       |
| HCM Lane LOS             | A      | A                                                                                 | -                                                                                 | -      | D                                                                                 |       |
| HCM 95th %tile Q(veh)    | 0.1    | -                                                                                 | -                                                                                 | -      | 2.7                                                                               |       |



Intersection

Int Delay, s/veh 3.7

| Movement                 | EBL  | EBT                                                                               | WBT                                                                               | WBR  | SBL                                                                               | SBR  |
|--------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|------|
| Lane Configurations      |      |  |  |      |  |      |
| Traffic Vol, veh/h       | 15   | 450                                                                               | 260                                                                               | 0    | 125                                                                               | 10   |
| Future Vol, veh/h        | 15   | 450                                                                               | 260                                                                               | 0    | 125                                                                               | 10   |
| Conflicting Peds, #/hr   | 0    | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0    |
| Sign Control             | Free | Free                                                                              | Free                                                                              | Free | Stop                                                                              | Stop |
| RT Channelized           | -    | None                                                                              | -                                                                                 | None | -                                                                                 | None |
| Storage Length           | -    | -                                                                                 | -                                                                                 | -    | 0                                                                                 | -    |
| Veh in Median Storage, # | -    | 0                                                                                 | 0                                                                                 | -    | 0                                                                                 | -    |
| Grade, %                 | -    | 0                                                                                 | 0                                                                                 | -    | 0                                                                                 | -    |
| Peak Hour Factor         | 90   | 90                                                                                | 90                                                                                | 90   | 90                                                                                | 90   |
| Heavy Vehicles, %        | 2    | 2                                                                                 | 2                                                                                 | 2    | 2                                                                                 | 2    |
| Mvmt Flow                | 17   | 500                                                                               | 289                                                                               | 0    | 139                                                                               | 11   |

| Major/Minor          | Major1 | Major2 | Minor2        |
|----------------------|--------|--------|---------------|
| Conflicting Flow All | 289    | 0      | 0 823 289     |
| Stage 1              | -      | -      | - 289 -       |
| Stage 2              | -      | -      | - 534 -       |
| Critical Hdwy        | 4.12   | -      | - 6.42 6.22   |
| Critical Hdwy Stg 1  | -      | -      | - 5.42 -      |
| Critical Hdwy Stg 2  | -      | -      | - 5.42 -      |
| Follow-up Hdwy       | 2.218  | -      | - 3.518 3.318 |
| Pot Cap-1 Maneuver   | 1273   | -      | - 343 750     |
| Stage 1              | -      | -      | - 760 -       |
| Stage 2              | -      | -      | - 588 -       |
| Platoon blocked, %   |        | -      | -             |
| Mov Cap-1 Maneuver   | 1273   | -      | - 337 750     |
| Mov Cap-2 Maneuver   | -      | -      | - 337 -       |
| Stage 1              | -      | -      | - 746 -       |
| Stage 2              | -      | -      | - 588 -       |

| Approach             | EB  | WB | SB   |
|----------------------|-----|----|------|
| HCM Control Delay, s | 0.3 | 0  | 22.7 |
| HCM LOS              |     |    | C    |

| Minor Lane/Major Mvmt | EBL   | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h)      | 1273  | -   | -   | -   | 351   |
| HCM Lane V/C Ratio    | 0.013 | -   | -   | -   | 0.427 |
| HCM Control Delay (s) | 7.9   | 0   | -   | -   | 22.7  |
| HCM Lane LOS          | A     | A   | -   | -   | C     |
| HCM 95th %tile Q(veh) | 0     | -   | -   | -   | 2.1   |

| Intersection             |        |                                                                                   |                                                                                   |        |                                                                                   |       |
|--------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|-------|
| Int Delay, s/veh         | 5.1    |                                                                                   |                                                                                   |        |                                                                                   |       |
| Movement                 | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBL                                                                               | SBR   |
| Lane Configurations      |        |  |  |        |  |       |
| Traffic Vol, veh/h       | 20     | 335                                                                               | 575                                                                               | 5      | 125                                                                               | 25    |
| Future Vol, veh/h        | 20     | 335                                                                               | 575                                                                               | 5      | 125                                                                               | 25    |
| Conflicting Peds, #/hr   | 2      | 0                                                                                 | 0                                                                                 | 2      | 0                                                                                 | 0     |
| Sign Control             | Free   | Free                                                                              | Free                                                                              | Free   | Stop                                                                              | Stop  |
| RT Channelized           | -      | None                                                                              | -                                                                                 | None   | -                                                                                 | None  |
| Storage Length           | -      | -                                                                                 | -                                                                                 | -      | 0                                                                                 | -     |
| Veh in Median Storage, # | -      | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -     |
| Grade, %                 | -      | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -     |
| Peak Hour Factor         | 93     | 93                                                                                | 93                                                                                | 93     | 93                                                                                | 93    |
| Heavy Vehicles, %        | 2      | 2                                                                                 | 2                                                                                 | 2      | 2                                                                                 | 2     |
| Mvmt Flow                | 22     | 360                                                                               | 618                                                                               | 5      | 134                                                                               | 27    |
| Major/Minor              | Major1 | Major2                                                                            |                                                                                   | Minor2 |                                                                                   |       |
| Conflicting Flow All     | 625    | 0                                                                                 | -                                                                                 | 0      | 1027                                                                              | 623   |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 623                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 404                                                                               | -     |
| Critical Hdwy            | 4.12   | -                                                                                 | -                                                                                 | -      | 6.42                                                                              | 6.22  |
| Critical Hdwy Stg 1      | -      | -                                                                                 | -                                                                                 | -      | 5.42                                                                              | -     |
| Critical Hdwy Stg 2      | -      | -                                                                                 | -                                                                                 | -      | 5.42                                                                              | -     |
| Follow-up Hdwy           | 2.218  | -                                                                                 | -                                                                                 | -      | 3.518                                                                             | 3.318 |
| Pot Cap-1 Maneuver       | 956    | -                                                                                 | -                                                                                 | -      | 260                                                                               | 486   |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 535                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 674                                                                               | -     |
| Platoon blocked, %       |        | -                                                                                 | -                                                                                 | -      |                                                                                   |       |
| Mov Cap-1 Maneuver       | 954    | -                                                                                 | -                                                                                 | -      | 251                                                                               | 485   |
| Mov Cap-2 Maneuver       | -      | -                                                                                 | -                                                                                 | -      | 251                                                                               | -     |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 518                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 673                                                                               | -     |
| Approach                 | EB     | WB                                                                                |                                                                                   | SB     |                                                                                   |       |
| HCM Control Delay, s     | 0.5    | 0                                                                                 |                                                                                   | 35.6   |                                                                                   |       |
| HCM LOS                  |        |                                                                                   |                                                                                   | E      |                                                                                   |       |
| Minor Lane/Major Mvmt    | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBLn1                                                                             |       |
| Capacity (veh/h)         | 954    | -                                                                                 | -                                                                                 | -      | 273                                                                               |       |
| HCM Lane V/C Ratio       | 0.023  | -                                                                                 | -                                                                                 | -      | 0.591                                                                             |       |
| HCM Control Delay (s)    | 8.9    | 0                                                                                 | -                                                                                 | -      | 35.6                                                                              |       |
| HCM Lane LOS             | A      | A                                                                                 | -                                                                                 | -      | E                                                                                 |       |
| HCM 95th %tile Q(veh)    | 0.1    | -                                                                                 | -                                                                                 | -      | 3.5                                                                               |       |

| Intersection             |        |                                                                                   |                                                                                   |        |                                                                                   |       |
|--------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|-------|
| Int Delay, s/veh         | 4.5    |                                                                                   |                                                                                   |        |                                                                                   |       |
| Movement                 | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBL                                                                               | SBR   |
| Lane Configurations      |        |  |  |        |  |       |
| Traffic Vol, veh/h       | 15     | 480                                                                               | 275                                                                               | 0      | 140                                                                               | 10    |
| Future Vol, veh/h        | 15     | 480                                                                               | 275                                                                               | 0      | 140                                                                               | 10    |
| Conflicting Peds, #/hr   | 0      | 0                                                                                 | 0                                                                                 | 0      | 0                                                                                 | 0     |
| Sign Control             | Free   | Free                                                                              | Free                                                                              | Free   | Stop                                                                              | Stop  |
| RT Channelized           | -      | None                                                                              | -                                                                                 | None   | -                                                                                 | None  |
| Storage Length           | -      | -                                                                                 | -                                                                                 | -      | 0                                                                                 | -     |
| Veh in Median Storage, # | -      | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -     |
| Grade, %                 | -      | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -     |
| Peak Hour Factor         | 90     | 90                                                                                | 90                                                                                | 90     | 90                                                                                | 90    |
| Heavy Vehicles, %        | 2      | 2                                                                                 | 2                                                                                 | 2      | 2                                                                                 | 2     |
| Mvmt Flow                | 17     | 533                                                                               | 306                                                                               | 0      | 156                                                                               | 11    |
| Major/Minor              | Major1 | Major2                                                                            |                                                                                   | Minor2 |                                                                                   |       |
| Conflicting Flow All     | 306    | 0                                                                                 | -                                                                                 | 0      | 873                                                                               | 306   |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 306                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 567                                                                               | -     |
| Critical Hdwy            | 4.12   | -                                                                                 | -                                                                                 | -      | 6.42                                                                              | 6.22  |
| Critical Hdwy Stg 1      | -      | -                                                                                 | -                                                                                 | -      | 5.42                                                                              | -     |
| Critical Hdwy Stg 2      | -      | -                                                                                 | -                                                                                 | -      | 5.42                                                                              | -     |
| Follow-up Hdwy           | 2.218  | -                                                                                 | -                                                                                 | -      | 3.518                                                                             | 3.318 |
| Pot Cap-1 Maneuver       | 1255   | -                                                                                 | -                                                                                 | -      | 321                                                                               | 734   |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 747                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 568                                                                               | -     |
| Platoon blocked, %       |        | -                                                                                 | -                                                                                 | -      |                                                                                   |       |
| Mov Cap-1 Maneuver       | 1255   | -                                                                                 | -                                                                                 | -      | 315                                                                               | 734   |
| Mov Cap-2 Maneuver       | -      | -                                                                                 | -                                                                                 | -      | 315                                                                               | -     |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 733                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 568                                                                               | -     |
| Approach                 | EB     | WB                                                                                |                                                                                   | SB     |                                                                                   |       |
| HCM Control Delay, s     | 0.2    | 0                                                                                 |                                                                                   | 26.9   |                                                                                   |       |
| HCM LOS                  |        |                                                                                   |                                                                                   | D      |                                                                                   |       |
| Minor Lane/Major Mvmt    | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBLn1                                                                             |       |
| Capacity (veh/h)         | 1255   | -                                                                                 | -                                                                                 | -      | 327                                                                               |       |
| HCM Lane V/C Ratio       | 0.013  | -                                                                                 | -                                                                                 | -      | 0.51                                                                              |       |
| HCM Control Delay (s)    | 7.9    | 0                                                                                 | -                                                                                 | -      | 26.9                                                                              |       |
| HCM Lane LOS             | A      | A                                                                                 | -                                                                                 | -      | D                                                                                 |       |
| HCM 95th %tile Q(veh)    | 0      | -                                                                                 | -                                                                                 | -      | 2.7                                                                               |       |

| Intersection             |        |                                                                                   |                                                                                   |        |                                                                                   |       |
|--------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|-------|
| Int Delay, s/veh         | 6.4    |                                                                                   |                                                                                   |        |                                                                                   |       |
| Movement                 | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBL                                                                               | SBR   |
| Lane Configurations      |        |  |  |        |  |       |
| Traffic Vol, veh/h       | 20     | 355                                                                               | 605                                                                               | 5      | 135                                                                               | 25    |
| Future Vol, veh/h        | 20     | 355                                                                               | 605                                                                               | 5      | 135                                                                               | 25    |
| Conflicting Peds, #/hr   | 2      | 0                                                                                 | 0                                                                                 | 2      | 0                                                                                 | 0     |
| Sign Control             | Free   | Free                                                                              | Free                                                                              | Free   | Stop                                                                              | Stop  |
| RT Channelized           | -      | None                                                                              | -                                                                                 | None   | -                                                                                 | None  |
| Storage Length           | -      | -                                                                                 | -                                                                                 | -      | 0                                                                                 | -     |
| Veh in Median Storage, # | -      | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -     |
| Grade, %                 | -      | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -     |
| Peak Hour Factor         | 93     | 93                                                                                | 93                                                                                | 93     | 93                                                                                | 93    |
| Heavy Vehicles, %        | 2      | 2                                                                                 | 2                                                                                 | 2      | 2                                                                                 | 2     |
| Mvmt Flow                | 22     | 382                                                                               | 651                                                                               | 5      | 145                                                                               | 27    |
|                          |        |                                                                                   |                                                                                   |        |                                                                                   |       |
| Major/Minor              | Major1 | Major2                                                                            |                                                                                   | Minor2 |                                                                                   |       |
| Conflicting Flow All     | 658    | 0                                                                                 | -                                                                                 | 0      | 1082                                                                              | 656   |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 656                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 426                                                                               | -     |
| Critical Hdwy            | 4.12   | -                                                                                 | -                                                                                 | -      | 6.42                                                                              | 6.22  |
| Critical Hdwy Stg 1      | -      | -                                                                                 | -                                                                                 | -      | 5.42                                                                              | -     |
| Critical Hdwy Stg 2      | -      | -                                                                                 | -                                                                                 | -      | 5.42                                                                              | -     |
| Follow-up Hdwy           | 2.218  | -                                                                                 | -                                                                                 | -      | 3.518                                                                             | 3.318 |
| Pot Cap-1 Maneuver       | 930    | -                                                                                 | -                                                                                 | -      | 241                                                                               | 465   |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 516                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 659                                                                               | -     |
| Platoon blocked, %       |        | -                                                                                 | -                                                                                 | -      |                                                                                   |       |
| Mov Cap-1 Maneuver       | 928    | -                                                                                 | -                                                                                 | -      | 233                                                                               | 464   |
| Mov Cap-2 Maneuver       | -      | -                                                                                 | -                                                                                 | -      | 233                                                                               | -     |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 499                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 658                                                                               | -     |
|                          |        |                                                                                   |                                                                                   |        |                                                                                   |       |
|                          |        |                                                                                   |                                                                                   |        |                                                                                   |       |
| Approach                 | EB     | WB                                                                                |                                                                                   | SB     |                                                                                   |       |
| HCM Control Delay, s     | 0.5    | 0                                                                                 |                                                                                   | 44.9   |                                                                                   |       |
| HCM LOS                  | E      |                                                                                   |                                                                                   |        |                                                                                   |       |
|                          |        |                                                                                   |                                                                                   |        |                                                                                   |       |
| Minor Lane/Major Mvmt    | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBLn1                                                                             |       |
| Capacity (veh/h)         | 928    | -                                                                                 | -                                                                                 | -      | 253                                                                               |       |
| HCM Lane V/C Ratio       | 0.023  | -                                                                                 | -                                                                                 | -      | 0.68                                                                              |       |
| HCM Control Delay (s)    | 9      | 0                                                                                 | -                                                                                 | -      | 44.9                                                                              |       |
| HCM Lane LOS             | A      | A                                                                                 | -                                                                                 | -      | E                                                                                 |       |
| HCM 95th %tile Q(veh)    | 0.1    | -                                                                                 | -                                                                                 | -      | 4.4                                                                               |       |

| Intersection             |                                                                                   |                                                                                   |                                                                                   |        |                                                                                   |       |
|--------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|-------|
| Int Delay, s/veh         | 3                                                                                 |                                                                                   |                                                                                   |        |                                                                                   |       |
| Movement                 | EBL                                                                               | EBT                                                                               | WBT                                                                               | WBR    | SBL                                                                               | SBR   |
| Lane Configurations      |  |  |  |        |  |       |
| Traffic Vol, veh/h       | 15                                                                                | 480                                                                               | 275                                                                               | 0      | 140                                                                               | 10    |
| Future Vol, veh/h        | 15                                                                                | 480                                                                               | 275                                                                               | 0      | 140                                                                               | 10    |
| Conflicting Peds, #/hr   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0      | 0                                                                                 | 0     |
| Sign Control             | Free                                                                              | Free                                                                              | Free                                                                              | Free   | Stop                                                                              | Stop  |
| RT Channelized           | -                                                                                 | None                                                                              | -                                                                                 | None   | -                                                                                 | None  |
| Storage Length           | 150                                                                               | -                                                                                 | -                                                                                 | -      | 0                                                                                 | -     |
| Veh in Median Storage, # | -                                                                                 | 0                                                                                 | 0                                                                                 | -      | 1                                                                                 | -     |
| Grade, %                 | -                                                                                 | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -     |
| Peak Hour Factor         | 90                                                                                | 90                                                                                | 90                                                                                | 90     | 90                                                                                | 90    |
| Heavy Vehicles, %        | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2      | 2                                                                                 | 2     |
| Mvmt Flow                | 17                                                                                | 533                                                                               | 306                                                                               | 0      | 156                                                                               | 11    |
|                          |                                                                                   |                                                                                   |                                                                                   |        |                                                                                   |       |
| Major/Minor              | Major1                                                                            | Major2                                                                            |                                                                                   | Minor2 |                                                                                   |       |
| Conflicting Flow All     | 306                                                                               | 0                                                                                 | -                                                                                 | 0      | 873                                                                               | 306   |
| Stage 1                  | -                                                                                 | -                                                                                 | -                                                                                 | -      | 306                                                                               | -     |
| Stage 2                  | -                                                                                 | -                                                                                 | -                                                                                 | -      | 567                                                                               | -     |
| Critical Hdwy            | 4.12                                                                              | -                                                                                 | -                                                                                 | -      | 6.42                                                                              | 6.22  |
| Critical Hdwy Stg 1      | -                                                                                 | -                                                                                 | -                                                                                 | -      | 5.42                                                                              | -     |
| Critical Hdwy Stg 2      | -                                                                                 | -                                                                                 | -                                                                                 | -      | 5.42                                                                              | -     |
| Follow-up Hdwy           | 2.218                                                                             | -                                                                                 | -                                                                                 | -      | 3.518                                                                             | 3.318 |
| Pot Cap-1 Maneuver       | 1255                                                                              | -                                                                                 | -                                                                                 | -      | 321                                                                               | 734   |
| Stage 1                  | -                                                                                 | -                                                                                 | -                                                                                 | -      | 747                                                                               | -     |
| Stage 2                  | -                                                                                 | -                                                                                 | -                                                                                 | -      | 568                                                                               | -     |
| Platoon blocked, %       |                                                                                   | -                                                                                 | -                                                                                 | -      |                                                                                   |       |
| Mov Cap-1 Maneuver       | 1255                                                                              | -                                                                                 | -                                                                                 | -      | 317                                                                               | 734   |
| Mov Cap-2 Maneuver       | -                                                                                 | -                                                                                 | -                                                                                 | -      | 433                                                                               | -     |
| Stage 1                  | -                                                                                 | -                                                                                 | -                                                                                 | -      | 737                                                                               | -     |
| Stage 2                  | -                                                                                 | -                                                                                 | -                                                                                 | -      | 568                                                                               | -     |
|                          |                                                                                   |                                                                                   |                                                                                   |        |                                                                                   |       |
|                          |                                                                                   |                                                                                   |                                                                                   |        |                                                                                   |       |
| Approach                 | EB                                                                                | WB                                                                                |                                                                                   | SB     |                                                                                   |       |
| HCM Control Delay, s     | 0.2                                                                               | 0                                                                                 |                                                                                   | 17.9   |                                                                                   |       |
| HCM LOS                  |                                                                                   |                                                                                   |                                                                                   | C      |                                                                                   |       |
|                          |                                                                                   |                                                                                   |                                                                                   |        |                                                                                   |       |
|                          |                                                                                   |                                                                                   |                                                                                   |        |                                                                                   |       |
| Minor Lane/Major Mvmt    | EBL                                                                               | EBT                                                                               | WBT                                                                               | WBR    | SBLn1                                                                             |       |
| Capacity (veh/h)         | 1255                                                                              | -                                                                                 | -                                                                                 | -      | 445                                                                               |       |
| HCM Lane V/C Ratio       | 0.013                                                                             | -                                                                                 | -                                                                                 | -      | 0.375                                                                             |       |
| HCM Control Delay (s)    | 7.9                                                                               | -                                                                                 | -                                                                                 | -      | 17.9                                                                              |       |
| HCM Lane LOS             | A                                                                                 | -                                                                                 | -                                                                                 | -      | C                                                                                 |       |
| HCM 95th %tile Q(veh)    | 0                                                                                 | -                                                                                 | -                                                                                 | -      | 1.7                                                                               |       |



Intersection

Int Delay, s/veh 3.3

| Movement                 | EBL                                                                               | EBT                                                                               | WBT                                                                               | WBR  | SBL                                                                               | SBR  |
|--------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|------|
| Lane Configurations      |  |  |  |      |  |      |
| Traffic Vol, veh/h       | 20                                                                                | 355                                                                               | 605                                                                               | 5    | 135                                                                               | 25   |
| Future Vol, veh/h        | 20                                                                                | 355                                                                               | 605                                                                               | 5    | 135                                                                               | 25   |
| Conflicting Peds, #/hr   | 2                                                                                 | 0                                                                                 | 0                                                                                 | 2    | 0                                                                                 | 0    |
| Sign Control             | Free                                                                              | Free                                                                              | Free                                                                              | Free | Stop                                                                              | Stop |
| RT Channelized           | -                                                                                 | None                                                                              | -                                                                                 | None | -                                                                                 | None |
| Storage Length           | 150                                                                               | -                                                                                 | -                                                                                 | -    | 0                                                                                 | -    |
| Veh in Median Storage, # | -                                                                                 | 0                                                                                 | 0                                                                                 | -    | 1                                                                                 | -    |
| Grade, %                 | -                                                                                 | 0                                                                                 | 0                                                                                 | -    | 0                                                                                 | -    |
| Peak Hour Factor         | 93                                                                                | 93                                                                                | 93                                                                                | 93   | 93                                                                                | 93   |
| Heavy Vehicles, %        | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2    | 2                                                                                 | 2    |
| Mvmt Flow                | 22                                                                                | 382                                                                               | 651                                                                               | 5    | 145                                                                               | 27   |

| Major/Minor          | Major1 | Major2 | Minor2        |
|----------------------|--------|--------|---------------|
| Conflicting Flow All | 658    | 0      | 0 1082 656    |
| Stage 1              | -      | -      | - 656 -       |
| Stage 2              | -      | -      | - 426 -       |
| Critical Hdwy        | 4.12   | -      | - 6.42 6.22   |
| Critical Hdwy Stg 1  | -      | -      | - 5.42 -      |
| Critical Hdwy Stg 2  | -      | -      | - 5.42 -      |
| Follow-up Hdwy       | 2.218  | -      | - 3.518 3.318 |
| Pot Cap-1 Maneuver   | 930    | -      | - 241 465     |
| Stage 1              | -      | -      | - 516 -       |
| Stage 2              | -      | -      | - 659 -       |
| Platoon blocked, %   |        | -      | -             |
| Mov Cap-1 Maneuver   | 928    | -      | - 234 464     |
| Mov Cap-2 Maneuver   | -      | -      | - 364 -       |
| Stage 1              | -      | -      | - 503 -       |
| Stage 2              | -      | -      | - 658 -       |

| Approach             | EB  | WB | SB   |
|----------------------|-----|----|------|
| HCM Control Delay, s | 0.5 | 0  | 22.3 |
| HCM LOS              |     |    | C    |

| Minor Lane/Major Mvmt | EBL   | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h)      | 928   | -   | -   | -   | 377   |
| HCM Lane V/C Ratio    | 0.023 | -   | -   | -   | 0.456 |
| HCM Control Delay (s) | 9     | -   | -   | -   | 22.3  |
| HCM Lane LOS          | A     | -   | -   | -   | C     |
| HCM 95th %tile Q(veh) | 0.1   | -   | -   | -   | 2.3   |

| Intersection             |        |       |        |       |        |       |        |      |      |       |      |      |
|--------------------------|--------|-------|--------|-------|--------|-------|--------|------|------|-------|------|------|
| Int Delay, s/veh         | 8.1    |       |        |       |        |       |        |      |      |       |      |      |
| Movement                 | EBL    | EBT   | EBR    | WBL   | WBT    | WBR   | NBL    | NBT  | NBR  | SBL   | SBT  | SBR  |
| Lane Configurations      |        | ↕     |        |       | ↕      |       |        | ↕    |      |       | ↕    |      |
| Traffic Vol, veh/h       | 19     | 3     | 74     | 9     | 1      | 1     | 153    | 24   | 15   | 5     | 47   | 30   |
| Future Vol, veh/h        | 19     | 3     | 74     | 9     | 1      | 1     | 153    | 24   | 15   | 5     | 47   | 30   |
| Conflicting Peds, #/hr   | 8      | 0     | 0      | 0     | 0      | 8     | 14     | 0    | 8    | 8     | 0    | 14   |
| Sign Control             | Stop   | Stop  | Stop   | Stop  | Stop   | Stop  | Free   | Free | Free | Free  | Free | Free |
| RT Channelized           | -      | -     | None   | -     | -      | None  | -      | -    | None | -     | -    | None |
| Storage Length           | -      | -     | -      | -     | -      | -     | -      | -    | -    | -     | -    | -    |
| Veh in Median Storage, # | -      | 0     | -      | -     | 0      | -     | -      | 0    | -    | -     | 0    | -    |
| Grade, %                 | -      | 0     | -      | -     | 0      | -     | -      | 0    | -    | -     | 0    | -    |
| Peak Hour Factor         | 66     | 66    | 66     | 32    | 32     | 32    | 47     | 47   | 47   | 69    | 69   | 69   |
| Heavy Vehicles, %        | 2      | 2     | 2      | 2     | 2      | 2     | 2      | 2    | 2    | 2     | 2    | 2    |
| Mvmt Flow                | 29     | 5     | 112    | 28    | 3      | 3     | 326    | 51   | 32   | 7     | 68   | 43   |
|                          |        |       |        |       |        |       |        |      |      |       |      |      |
| Major/Minor              | Minor2 |       | Minor1 |       | Major1 |       | Major2 |      |      |       |      |      |
| Conflicting Flow All     | 848    | 861   | 104    | 889   | 866    | 83    | 125    | 0    | 0    | 91    | 0    | 0    |
| Stage 1                  | 118    | 118   | -      | 727   | 727    | -     | -      | -    | -    | -     | -    | -    |
| Stage 2                  | 730    | 743   | -      | 162   | 139    | -     | -      | -    | -    | -     | -    | -    |
| Critical Hdwy            | 7.12   | 6.52  | 6.22   | 7.12  | 6.52   | 6.22  | 4.12   | -    | -    | 4.12  | -    | -    |
| Critical Hdwy Stg 1      | 6.12   | 5.52  | -      | 6.12  | 5.52   | -     | -      | -    | -    | -     | -    | -    |
| Critical Hdwy Stg 2      | 6.12   | 5.52  | -      | 6.12  | 5.52   | -     | -      | -    | -    | -     | -    | -    |
| Follow-up Hdwy           | 3.518  | 4.018 | 3.318  | 3.518 | 4.018  | 3.318 | 2.218  | -    | -    | 2.218 | -    | -    |
| Pot Cap-1 Maneuver       | 281    | 293   | 951    | 264   | 291    | 976   | 1462   | -    | -    | 1504  | -    | -    |
| Stage 1                  | 887    | 798   | -      | 415   | 429    | -     | -      | -    | -    | -     | -    | -    |
| Stage 2                  | 414    | 422   | -      | 840   | 782    | -     | -      | -    | -    | -     | -    | -    |
| Platoon blocked, %       |        |       |        |       |        |       |        | -    | -    |       | -    | -    |
| Mov Cap-1 Maneuver       | 221    | 217   | 938    | 185   | 216    | 961   | 1443   | -    | -    | 1493  | -    | -    |
| Mov Cap-2 Maneuver       | 221    | 217   | -      | 185   | 216    | -     | -      | -    | -    | -     | -    | -    |
| Stage 1                  | 667    | 784   | -      | 314   | 324    | -     | -      | -    | -    | -     | -    | -    |
| Stage 2                  | 309    | 319   | -      | 732   | 768    | -     | -      | -    | -    | -     | -    | -    |
|                          |        |       |        |       |        |       |        |      |      |       |      |      |
|                          |        |       |        |       |        |       |        |      |      |       |      |      |
| Approach                 | EB     |       | WB     |       | NB     |       | SB     |      |      |       |      |      |
| HCM Control Delay, s     | 14.2   |       | 26.3   |       | 6.6    |       | 0.5    |      |      |       |      |      |
| HCM LOS                  | B      |       | D      |       |        |       |        |      |      |       |      |      |
|                          |        |       |        |       |        |       |        |      |      |       |      |      |
| Minor Lane/Major Mvmt    | NBL    | NBT   | NBR    | EBLn1 | WBLn1  | SBL   | SBT    | SBR  |      |       |      |      |
| Capacity (veh/h)         | 1443   | -     | -      | 537   | 203    | 1493  | -      | -    |      |       |      |      |
| HCM Lane V/C Ratio       | 0.226  | -     | -      | 0.271 | 0.169  | 0.005 | -      | -    |      |       |      |      |
| HCM Control Delay (s)    | 8.2    | 0     | -      | 14.2  | 26.3   | 7.4   | 0      | -    |      |       |      |      |
| HCM Lane LOS             | A      | A     | -      | B     | D      | A     | A      | -    |      |       |      |      |
| HCM 95th %tile Q(veh)    | 0.9    | -     | -      | 1.1   | 0.6    | 0     | -      | -    |      |       |      |      |

| Intersection             |        |       |        |       |        |       |        |      |      |       |      |      |
|--------------------------|--------|-------|--------|-------|--------|-------|--------|------|------|-------|------|------|
| Int Delay, s/veh         | 7.2    |       |        |       |        |       |        |      |      |       |      |      |
| Movement                 | EBL    | EBT   | EBR    | WBL   | WBT    | WBR   | NBL    | NBT  | NBR  | SBL   | SBT  | SBR  |
| Lane Configurations      |        | ↕     |        |       | ↕      |       |        | ↕    |      |       | ↕    |      |
| Traffic Vol, veh/h       | 19     | 0     | 65     | 5     | 1      | 5     | 57     | 24   | 7    | 0     | 38   | 22   |
| Future Vol, veh/h        | 19     | 0     | 65     | 5     | 1      | 5     | 57     | 24   | 7    | 0     | 38   | 22   |
| Conflicting Peds, #/hr   | 22     | 0     | 1      | 1     | 0      | 22    | 14     | 0    | 21   | 21    | 0    | 14   |
| Sign Control             | Stop   | Stop  | Stop   | Stop  | Stop   | Stop  | Free   | Free | Free | Free  | Free | Free |
| RT Channelized           | -      | -     | None   | -     | -      | None  | -      | -    | None | -     | -    | None |
| Storage Length           | -      | -     | -      | -     | -      | -     | -      | -    | -    | -     | -    | -    |
| Veh in Median Storage, # | -      | 0     | -      | -     | 0      | -     | -      | 0    | -    | -     | 0    | -    |
| Grade, %                 | -      | 0     | -      | -     | 0      | -     | -      | 0    | -    | -     | 0    | -    |
| Peak Hour Factor         | 34     | 34    | 34     | 56    | 56     | 56    | 44     | 44   | 44   | 46    | 46   | 46   |
| Heavy Vehicles, %        | 2      | 2     | 2      | 2     | 2      | 2     | 2      | 2    | 2    | 2     | 2    | 2    |
| Mvmt Flow                | 56     | 0     | 191    | 9     | 2      | 9     | 130    | 55   | 16   | 0     | 83   | 48   |
|                          |        |       |        |       |        |       |        |      |      |       |      |      |
| Major/Minor              | Minor2 |       | Minor1 |       | Major1 |       | Major2 |      |      |       |      |      |
| Conflicting Flow All     | 472    | 473   | 122    | 548   | 489    | 106   | 145    | 0    | 0    | 92    | 0    | 0    |
| Stage 1                  | 121    | 121   | -      | 344   | 344    | -     | -      | -    | -    | -     | -    | -    |
| Stage 2                  | 351    | 352   | -      | 204   | 145    | -     | -      | -    | -    | -     | -    | -    |
| Critical Hdwy            | 7.12   | 6.52  | 6.22   | 7.12  | 6.52   | 6.22  | 4.12   | -    | -    | 4.12  | -    | -    |
| Critical Hdwy Stg 1      | 6.12   | 5.52  | -      | 6.12  | 5.52   | -     | -      | -    | -    | -     | -    | -    |
| Critical Hdwy Stg 2      | 6.12   | 5.52  | -      | 6.12  | 5.52   | -     | -      | -    | -    | -     | -    | -    |
| Follow-up Hdwy           | 3.518  | 4.018 | 3.318  | 3.518 | 4.018  | 3.318 | 2.218  | -    | -    | 2.218 | -    | -    |
| Pot Cap-1 Maneuver       | 502    | 490   | 929    | 447   | 480    | 948   | 1437   | -    | -    | 1503  | -    | -    |
| Stage 1                  | 883    | 796   | -      | 671   | 637    | -     | -      | -    | -    | -     | -    | -    |
| Stage 2                  | 666    | 632   | -      | 798   | 777    | -     | -      | -    | -    | -     | -    | -    |
| Platoon blocked, %       |        |       |        |       |        |       |        | -    | -    |       | -    | -    |
| Mov Cap-1 Maneuver       | 443    | 428   | 916    | 321   | 420    | 910   | 1418   | -    | -    | 1473  | -    | -    |
| Mov Cap-2 Maneuver       | 443    | 428   | -      | 321   | 420    | -     | -      | -    | -    | -     | -    | -    |
| Stage 1                  | 788    | 786   | -      | 595   | 564    | -     | -      | -    | -    | -     | -    | -    |
| Stage 2                  | 582    | 560   | -      | 631   | 767    | -     | -      | -    | -    | -     | -    | -    |
|                          |        |       |        |       |        |       |        |      |      |       |      |      |
|                          |        |       |        |       |        |       |        |      |      |       |      |      |
| Approach                 | EB     |       | WB     |       | NB     |       | SB     |      |      |       |      |      |
| HCM Control Delay, s     | 12.3   |       | 13     |       | 5      |       | 0      |      |      |       |      |      |
| HCM LOS                  | B      |       | B      |       |        |       |        |      |      |       |      |      |
|                          |        |       |        |       |        |       |        |      |      |       |      |      |
| Minor Lane/Major Mvmt    | NBL    | NBT   | NBR    | EBLn1 | WBLn1  | SBL   | SBT    | SBR  |      |       |      |      |
| Capacity (veh/h)         | 1418   | -     | -      | 738   | 469    | 1473  | -      | -    |      |       |      |      |
| HCM Lane V/C Ratio       | 0.091  | -     | -      | 0.335 | 0.042  | -     | -      | -    |      |       |      |      |
| HCM Control Delay (s)    | 7.8    | 0     | -      | 12.3  | 13     | 0     | -      | -    |      |       |      |      |
| HCM Lane LOS             | A      | A     | -      | B     | B      | A     | -      | -    |      |       |      |      |
| HCM 95th %tile Q(veh)    | 0.3    | -     | -      | 1.5   | 0.1    | 0     | -      | -    |      |       |      |      |

| Intersection             |        |                                                                                   |        |       |                                                                                   |       |        |                                                                                   |      |       |                                                                                     |      |
|--------------------------|--------|-----------------------------------------------------------------------------------|--------|-------|-----------------------------------------------------------------------------------|-------|--------|-----------------------------------------------------------------------------------|------|-------|-------------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 9.3    |                                                                                   |        |       |                                                                                   |       |        |                                                                                   |      |       |                                                                                     |      |
| Movement                 | EBL    | EBT                                                                               | EBR    | WBL   | WBT                                                                               | WBR   | NBL    | NBT                                                                               | NBR  | SBL   | SBT                                                                                 | SBR  |
| Lane Configurations      |        |  |        |       |  |       |        |  |      |       |  |      |
| Traffic Vol, veh/h       | 20     | 5                                                                                 | 85     | 10    | 5                                                                                 | 5     | 160    | 60                                                                                | 20   | 10    | 100                                                                                 | 35   |
| Future Vol, veh/h        | 20     | 5                                                                                 | 85     | 10    | 5                                                                                 | 5     | 160    | 60                                                                                | 20   | 10    | 100                                                                                 | 35   |
| Conflicting Peds, #/hr   | 8      | 0                                                                                 | 0      | 0     | 0                                                                                 | 8     | 14     | 0                                                                                 | 8    | 8     | 0                                                                                   | 14   |
| Sign Control             | Stop   | Stop                                                                              | Stop   | Stop  | Stop                                                                              | Stop  | Free   | Free                                                                              | Free | Free  | Free                                                                                | Free |
| RT Channelized           | -      | -                                                                                 | None   | -     | -                                                                                 | None  | -      | -                                                                                 | None | -     | -                                                                                   | None |
| Storage Length           | -      | -                                                                                 | -      | -     | -                                                                                 | -     | -      | -                                                                                 | -    | -     | -                                                                                   | -    |
| Veh in Median Storage, # | -      | 0                                                                                 | -      | -     | 0                                                                                 | -     | -      | 0                                                                                 | -    | -     | 0                                                                                   | -    |
| Grade, %                 | -      | 0                                                                                 | -      | -     | 0                                                                                 | -     | -      | 0                                                                                 | -    | -     | 0                                                                                   | -    |
| Peak Hour Factor         | 66     | 66                                                                                | 66     | 32    | 32                                                                                | 32    | 47     | 70                                                                                | 47   | 69    | 75                                                                                  | 69   |
| Heavy Vehicles, %        | 2      | 2                                                                                 | 2      | 2     | 2                                                                                 | 2     | 2      | 2                                                                                 | 2    | 2     | 2                                                                                   | 2    |
| Mvmt Flow                | 30     | 8                                                                                 | 129    | 31    | 16                                                                                | 16    | 340    | 86                                                                                | 43   | 14    | 133                                                                                 | 51   |
|                          |        |                                                                                   |        |       |                                                                                   |       |        |                                                                                   |      |       |                                                                                     |      |
| Major/Minor              | Minor2 |                                                                                   | Minor1 |       | Major1                                                                            |       | Major2 |                                                                                   |      |       |                                                                                     |      |
| Conflicting Flow All     | 1013   | 1018                                                                              | 173    | 1051  | 1022                                                                              | 124   | 198    | 0                                                                                 | 0    | 137   | 0                                                                                   | 0    |
| Stage 1                  | 201    | 201                                                                               | -      | 796   | 796                                                                               | -     | -      | -                                                                                 | -    | -     | -                                                                                   | -    |
| Stage 2                  | 812    | 817                                                                               | -      | 255   | 226                                                                               | -     | -      | -                                                                                 | -    | -     | -                                                                                   | -    |
| Critical Hdwy            | 7.12   | 6.52                                                                              | 6.22   | 7.12  | 6.52                                                                              | 6.22  | 4.12   | -                                                                                 | -    | 4.12  | -                                                                                   | -    |
| Critical Hdwy Stg 1      | 6.12   | 5.52                                                                              | -      | 6.12  | 5.52                                                                              | -     | -      | -                                                                                 | -    | -     | -                                                                                   | -    |
| Critical Hdwy Stg 2      | 6.12   | 5.52                                                                              | -      | 6.12  | 5.52                                                                              | -     | -      | -                                                                                 | -    | -     | -                                                                                   | -    |
| Follow-up Hdwy           | 3.518  | 4.018                                                                             | 3.318  | 3.518 | 4.018                                                                             | 3.318 | 2.218  | -                                                                                 | -    | 2.218 | -                                                                                   | -    |
| Pot Cap-1 Maneuver       | 217    | 237                                                                               | 871    | 205   | 236                                                                               | 927   | 1375   | -                                                                                 | -    | 1447  | -                                                                                   | -    |
| Stage 1                  | 801    | 735                                                                               | -      | 380   | 399                                                                               | -     | -      | -                                                                                 | -    | -     | -                                                                                   | -    |
| Stage 2                  | 373    | 390                                                                               | -      | 749   | 717                                                                               | -     | -      | -                                                                                 | -    | -     | -                                                                                   | -    |
| Platoon blocked, %       |        |                                                                                   |        |       |                                                                                   |       |        | -                                                                                 | -    |       | -                                                                                   | -    |
| Mov Cap-1 Maneuver       | 153    | 167                                                                               | 859    | 131   | 167                                                                               | 913   | 1357   | -                                                                                 | -    | 1436  | -                                                                                   | -    |
| Mov Cap-2 Maneuver       | 153    | 167                                                                               | -      | 131   | 167                                                                               | -     | -      | -                                                                                 | -    | -     | -                                                                                   | -    |
| Stage 1                  | 576    | 717                                                                               | -      | 275   | 288                                                                               | -     | -      | -                                                                                 | -    | -     | -                                                                                   | -    |
| Stage 2                  | 251    | 282                                                                               | -      | 623   | 700                                                                               | -     | -      | -                                                                                 | -    | -     | -                                                                                   | -    |
|                          |        |                                                                                   |        |       |                                                                                   |       |        |                                                                                   |      |       |                                                                                     |      |
|                          |        |                                                                                   |        |       |                                                                                   |       |        |                                                                                   |      |       |                                                                                     |      |
| Approach                 | EB     |                                                                                   | WB     |       | NB                                                                                |       | SB     |                                                                                   |      |       |                                                                                     |      |
| HCM Control Delay, s     | 18.9   |                                                                                   | 35.5   |       | 6.2                                                                               |       | 0.5    |                                                                                   |      |       |                                                                                     |      |
| HCM LOS                  | C      |                                                                                   | E      |       |                                                                                   |       |        |                                                                                   |      |       |                                                                                     |      |
|                          |        |                                                                                   |        |       |                                                                                   |       |        |                                                                                   |      |       |                                                                                     |      |
| Minor Lane/Major Mvmt    | NBL    | NBT                                                                               | NBR    | EBLn1 | WBLn1                                                                             | SBL   | SBT    | SBR                                                                               |      |       |                                                                                     |      |
| Capacity (veh/h)         | 1357   | -                                                                                 | -      | 424   | 179                                                                               | 1436  | -      | -                                                                                 |      |       |                                                                                     |      |
| HCM Lane V/C Ratio       | 0.251  | -                                                                                 | -      | 0.393 | 0.349                                                                             | 0.01  | -      | -                                                                                 |      |       |                                                                                     |      |
| HCM Control Delay (s)    | 8.5    | 0                                                                                 | -      | 18.9  | 35.5                                                                              | 7.5   | 0      | -                                                                                 |      |       |                                                                                     |      |
| HCM Lane LOS             | A      | A                                                                                 | -      | C     | E                                                                                 | A     | A      | -                                                                                 |      |       |                                                                                     |      |
| HCM 95th %tile Q(veh)    | 1      | -                                                                                 | -      | 1.8   | 1.5                                                                               | 0     | -      | -                                                                                 |      |       |                                                                                     |      |

| Intersection             |        |       |        |       |        |       |        |      |      |       |      |      |
|--------------------------|--------|-------|--------|-------|--------|-------|--------|------|------|-------|------|------|
| Int Delay, s/veh         | 6.6    |       |        |       |        |       |        |      |      |       |      |      |
| Movement                 | EBL    | EBT   | EBR    | WBL   | WBT    | WBR   | NBL    | NBT  | NBR  | SBL   | SBT  | SBR  |
| Lane Configurations      |        | ↕     |        |       | ↕      |       |        | ↕    |      |       | ↕    |      |
| Traffic Vol, veh/h       | 20     | 0     | 80     | 10    | 5      | 10    | 75     | 155  | 10   | 0     | 155  | 25   |
| Future Vol, veh/h        | 20     | 0     | 80     | 10    | 5      | 10    | 75     | 155  | 10   | 0     | 155  | 25   |
| Conflicting Peds, #/hr   | 22     | 0     | 1      | 1     | 0      | 22    | 14     | 0    | 21   | 21    | 0    | 14   |
| Sign Control             | Stop   | Stop  | Stop   | Stop  | Stop   | Stop  | Free   | Free | Free | Free  | Free | Free |
| RT Channelized           | -      | -     | None   | -     | -      | None  | -      | -    | None | -     | -    | None |
| Storage Length           | -      | -     | -      | -     | -      | -     | -      | -    | -    | -     | -    | -    |
| Veh in Median Storage, # | -      | 0     | -      | -     | 0      | -     | -      | 0    | -    | -     | 0    | -    |
| Grade, %                 | -      | 0     | -      | -     | 0      | -     | -      | 0    | -    | -     | 0    | -    |
| Peak Hour Factor         | 34     | 34    | 50     | 56    | 56     | 56    | 50     | 70   | 44   | 46    | 70   | 46   |
| Heavy Vehicles, %        | 2      | 2     | 2      | 2     | 2      | 2     | 2      | 2    | 2    | 2     | 2    | 2    |
| Mvmt Flow                | 59     | 0     | 160    | 18    | 9      | 18    | 150    | 221  | 23   | 0     | 221  | 54   |
|                          |        |       |        |       |        |       |        |      |      |       |      |      |
| Major/Minor              | Minor2 |       | Minor1 |       | Major1 |       | Major2 |      |      |       |      |      |
| Conflicting Flow All     | 830    | 827   | 263    | 883   | 843    | 276   | 289    | 0    | 0    | 265   | 0    | 0    |
| Stage 1                  | 262    | 262   | -      | 554   | 554    | -     | -      | -    | -    | -     | -    | -    |
| Stage 2                  | 568    | 565   | -      | 329   | 289    | -     | -      | -    | -    | -     | -    | -    |
| Critical Hdwy            | 7.12   | 6.52  | 6.22   | 7.12  | 6.52   | 6.22  | 4.12   | -    | -    | 4.12  | -    | -    |
| Critical Hdwy Stg 1      | 6.12   | 5.52  | -      | 6.12  | 5.52   | -     | -      | -    | -    | -     | -    | -    |
| Critical Hdwy Stg 2      | 6.12   | 5.52  | -      | 6.12  | 5.52   | -     | -      | -    | -    | -     | -    | -    |
| Follow-up Hdwy           | 3.518  | 4.018 | 3.318  | 3.518 | 4.018  | 3.318 | 2.218  | -    | -    | 2.218 | -    | -    |
| Pot Cap-1 Maneuver       | 289    | 307   | 776    | 266   | 300    | 763   | 1273   | -    | -    | 1299  | -    | -    |
| Stage 1                  | 743    | 691   | -      | 517   | 514    | -     | -      | -    | -    | -     | -    | -    |
| Stage 2                  | 508    | 508   | -      | 684   | 673    | -     | -      | -    | -    | -     | -    | -    |
| Platoon blocked, %       |        |       |        |       |        |       |        | -    | -    |       | -    | -    |
| Mov Cap-1 Maneuver       | 237    | 256   | 765    | 184   | 250    | 732   | 1256   | -    | -    | 1273  | -    | -    |
| Mov Cap-2 Maneuver       | 237    | 256   | -      | 184   | 250    | -     | -      | -    | -    | -     | -    | -    |
| Stage 1                  | 632    | 682   | -      | 436   | 434    | -     | -      | -    | -    | -     | -    | -    |
| Stage 2                  | 409    | 429   | -      | 540   | 664    | -     | -      | -    | -    | -     | -    | -    |
|                          |        |       |        |       |        |       |        |      |      |       |      |      |
|                          |        |       |        |       |        |       |        |      |      |       |      |      |
| Approach                 | EB     |       | WB     |       | NB     |       | SB     |      |      |       |      |      |
| HCM Control Delay, s     | 18.7   |       | 20     |       | 3.1    |       | 0      |      |      |       |      |      |
| HCM LOS                  | C      |       | C      |       |        |       |        |      |      |       |      |      |
|                          |        |       |        |       |        |       |        |      |      |       |      |      |
| Minor Lane/Major Mvmt    | NBL    | NBT   | NBR    | EBLn1 | WBLn1  | SBL   | SBT    | SBR  |      |       |      |      |
| Capacity (veh/h)         | 1256   | -     | -      | 478   | 284    | 1273  | -      | -    |      |       |      |      |
| HCM Lane V/C Ratio       | 0.119  | -     | -      | 0.458 | 0.157  | -     | -      | -    |      |       |      |      |
| HCM Control Delay (s)    | 8.3    | 0     | -      | 18.7  | 20     | 0     | -      | -    |      |       |      |      |
| HCM Lane LOS             | A      | A     | -      | C     | C      | A     | -      | -    |      |       |      |      |
| HCM 95th %tile Q(veh)    | 0.4    | -     | -      | 2.4   | 0.5    | 0     | -      | -    |      |       |      |      |



| Intersection             |        |       |        |            |        |       |        |      |      |       |      |      |
|--------------------------|--------|-------|--------|------------|--------|-------|--------|------|------|-------|------|------|
| Int Delay, s/veh         | 10.2   |       |        |            |        |       |        |      |      |       |      |      |
| Movement                 | EBL    | EBT   | EBR    | WBL        | WBT    | WBR   | NBL    | NBT  | NBR  | SBL   | SBT  | SBR  |
| Lane Configurations      |        | ↕     |        |            | ↕      |       |        | ↕    |      |       | ↕    |      |
| Traffic Vol, veh/h       | 20     | 5     | 85     | 35         | 10     | 5     | 160    | 60   | 30   | 10    | 100  | 35   |
| Future Vol, veh/h        | 20     | 5     | 85     | 35         | 10     | 5     | 160    | 60   | 30   | 10    | 100  | 35   |
| Conflicting Peds, #/hr   | 8      | 0     | 0      | 0          | 0      | 8     | 14     | 0    | 8    | 8     | 0    | 14   |
| Sign Control             | Stop   | Stop  | Stop   | Stop       | Stop   | Stop  | Free   | Free | Free | Free  | Free | Free |
| RT Channelized           | -      | -     | None   | -          | -      | None  | -      | -    | None | -     | -    | None |
| Storage Length           | -      | -     | -      | -          | -      | -     | -      | -    | -    | -     | -    | -    |
| Veh in Median Storage, # | -      | 0     | -      | -          | 0      | -     | -      | 0    | -    | -     | 0    | -    |
| Grade, %                 | -      | 0     | -      | -          | 0      | -     | -      | 0    | -    | -     | 0    | -    |
| Peak Hour Factor         | 66     | 75    | 66     | 75         | 75     | 75    | 47     | 70   | 80   | 69    | 75   | 69   |
| Heavy Vehicles, %        | 2      | 2     | 2      | 2          | 2      | 2     | 2      | 2    | 2    | 2     | 2    | 2    |
| Mvmt Flow                | 30     | 7     | 129    | 47         | 13     | 7     | 340    | 86   | 38   | 14    | 133  | 51   |
|                          |        |       |        |            |        |       |        |      |      |       |      |      |
| Major/Minor              | Minor2 |       | Minor1 |            | Major1 |       | Major2 |      |      |       |      |      |
| Conflicting Flow All     | 1004   | 1013  | 173    | 1048       | 1019   | 121   | 198    | 0    | 0    | 132   | 0    | 0    |
| Stage 1                  | 201    | 201   | -      | 793        | 793    | -     | -      | -    | -    | -     | -    | -    |
| Stage 2                  | 803    | 812   | -      | 255        | 226    | -     | -      | -    | -    | -     | -    | -    |
| Critical Hdwy            | 7.12   | 6.52  | 6.22   | 7.12       | 6.52   | 6.22  | 4.12   | -    | -    | 4.12  | -    | -    |
| Critical Hdwy Stg 1      | 6.12   | 5.52  | -      | 6.12       | 5.52   | -     | -      | -    | -    | -     | -    | -    |
| Critical Hdwy Stg 2      | 6.12   | 5.52  | -      | 6.12       | 5.52   | -     | -      | -    | -    | -     | -    | -    |
| Follow-up Hdwy           | 3.518  | 4.018 | 3.318  | 3.518      | 4.018  | 3.318 | 2.218  | -    | -    | 2.218 | -    | -    |
| Pot Cap-1 Maneuver       | 220    | 239   | 871    | 206        | 237    | 930   | 1375   | -    | -    | 1453  | -    | -    |
| Stage 1                  | 801    | 735   | -      | 382        | 400    | -     | -      | -    | -    | -     | -    | -    |
| Stage 2                  | 377    | 392   | -      | 749        | 717    | -     | -      | -    | -    | -     | -    | -    |
| Platoon blocked, %       |        |       |        |            |        |       |        | -    | -    |       | -    | -    |
| Mov Cap-1 Maneuver       | 158    | 169   | 859    | 132        | 168    | 916   | 1357   | -    | -    | 1442  | -    | -    |
| Mov Cap-2 Maneuver       | 158    | 169   | -      | 132        | 168    | -     | -      | -    | -    | -     | -    | -    |
| Stage 1                  | 577    | 717   | -      | 277        | 290    | -     | -      | -    | -    | -     | -    | -    |
| Stage 2                  | 259    | 284   | -      | 624        | 700    | -     | -      | -    | -    | -     | -    | -    |
|                          |        |       |        |            |        |       |        |      |      |       |      |      |
| Approach                 | EB     |       | WB     |            | NB     |       | SB     |      |      |       |      |      |
| HCM Control Delay, s     | 18.3   |       | 46.5   |            | 6.3    |       | 0.5    |      |      |       |      |      |
| HCM LOS                  | C      |       | E      |            |        |       |        |      |      |       |      |      |
|                          |        |       |        |            |        |       |        |      |      |       |      |      |
| Minor Lane/Major Mvmt    | NBL    | NBT   | NBR    | EBLn1WBLn1 | SBL    | SBT   | SBR    |      |      |       |      |      |
| Capacity (veh/h)         | 1357   | -     | -      | 435        | 151    | 1442  | -      | -    |      |       |      |      |
| HCM Lane V/C Ratio       | 0.251  | -     | -      | 0.381      | 0.442  | 0.01  | -      | -    |      |       |      |      |
| HCM Control Delay (s)    | 8.5    | 0     | -      | 18.3       | 46.5   | 7.5   | 0      | -    |      |       |      |      |
| HCM Lane LOS             | A      | A     | -      | C          | E      | A     | A      | -    |      |       |      |      |
| HCM 95th %tile O(veh)    | 1      | -     | -      | 1.8        | 2      | 0     | -      | -    |      |       |      |      |

HCM 6th TWSC  
5: Storm King Rd & Center Dr/Access

2022 Total PM.syn  
03/10/2021

| Intersection             |        |              |        |       |              |        |       |              |        |       |              |      |
|--------------------------|--------|--------------|--------|-------|--------------|--------|-------|--------------|--------|-------|--------------|------|
| Int Delay, s/veh         | 8      |              |        |       |              |        |       |              |        |       |              |      |
| Movement                 | EBL    | EBT          | EBR    | WBL   | WBT          | WBR    | NBL   | NBT          | NBR    | SBL   | SBT          | SBR  |
| Lane Configurations      |        | <div>↕</div> |        |       | <div>↕</div> |        |       | <div>↕</div> |        |       | <div>↕</div> |      |
| Traffic Vol, veh/h       | 20     | 1            | 80     | 25    | 10           | 10     | 75    | 155          | 35     | 0     | 155          | 25   |
| Future Vol, veh/h        | 20     | 1            | 80     | 25    | 10           | 10     | 75    | 155          | 35     | 0     | 155          | 25   |
| Conflicting Peds, #/hr   | 22     | 0            | 1      | 1     | 0            | 22     | 14    | 0            | 21     | 21    | 0            | 14   |
| Sign Control             | Stop   | Stop         | Stop   | Stop  | Stop         | Stop   | Free  | Free         | Free   | Free  | Free         | Free |
| RT Channelized           | -      | -            | None   | -     | -            | None   | -     | -            | None   | -     | -            | None |
| Storage Length           | -      | -            | -      | -     | -            | -      | -     | -            | -      | -     | -            | -    |
| Veh in Median Storage, # | -      | 0            | -      | -     | 0            | -      | -     | 0            | -      | -     | 0            | -    |
| Grade, %                 | -      | 0            | -      | -     | 0            | -      | -     | 0            | -      | -     | 0            | -    |
| Peak Hour Factor         | 34     | 34           | 50     | 56    | 56           | 56     | 50    | 70           | 60     | 46    | 70           | 46   |
| Heavy Vehicles, %        | 2      | 2            | 2      | 2     | 2            | 2      | 2     | 2            | 2      | 2     | 2            | 2    |
| Mvmt Flow                | 59     | 3            | 160    | 45    | 18           | 18     | 150   | 221          | 58     | 0     | 221          | 54   |
|                          |        |              |        |       |              |        |       |              |        |       |              |      |
| Major/Minor              | Minor2 |              | Minor1 |       |              | Major1 |       |              | Major2 |       |              |      |
| Conflicting Flow All     | 852    | 862          | 263    | 902   | 860          | 293    | 289   | 0            | 0      | 300   | 0            | 0    |
| Stage 1                  | 262    | 262          | -      | 571   | 571          | -      | -     | -            | -      | -     | -            | -    |
| Stage 2                  | 590    | 600          | -      | 331   | 289          | -      | -     | -            | -      | -     | -            | -    |
| Critical Hdwy            | 7.12   | 6.52         | 6.22   | 7.12  | 6.52         | 6.22   | 4.12  | -            | -      | 4.12  | -            | -    |
| Critical Hdwy Stg 1      | 6.12   | 5.52         | -      | 6.12  | 5.52         | -      | -     | -            | -      | -     | -            | -    |
| Critical Hdwy Stg 2      | 6.12   | 5.52         | -      | 6.12  | 5.52         | -      | -     | -            | -      | -     | -            | -    |
| Follow-up Hdwy           | 3.518  | 4.018        | 3.318  | 3.518 | 4.018        | 3.318  | 2.218 | -            | -      | 2.218 | -            | -    |
| Pot Cap-1 Maneuver       | 280    | 293          | 776    | 259   | 294          | 746    | 1273  | -            | -      | 1261  | -            | -    |
| Stage 1                  | 743    | 691          | -      | 506   | 505          | -      | -     | -            | -      | -     | -            | -    |
| Stage 2                  | 494    | 490          | -      | 682   | 673          | -      | -     | -            | -      | -     | -            | -    |
| Platoon blocked, %       |        |              |        |       |              |        |       | -            | -      |       | -            | -    |
| Mov Cap-1 Maneuver       | 222    | 243          | 765    | 177   | 244          | 716    | 1256  | -            | -      | 1236  | -            | -    |
| Mov Cap-2 Maneuver       | 222    | 243          | -      | 177   | 244          | -      | -     | -            | -      | -     | -            | -    |
| Stage 1                  | 629    | 682          | -      | 426   | 425          | -      | -     | -            | -      | -     | -            | -    |
| Stage 2                  | 388    | 412          | -      | 537   | 664          | -      | -     | -            | -      | -     | -            | -    |
|                          |        |              |        |       |              |        |       |              |        |       |              |      |
| Approach                 | EB     |              | WB     |       |              | NB     |       |              | SB     |       |              |      |
| HCM Control Delay, s     | 20.1   |              | 29     |       |              | 2.9    |       |              | 0      |       |              |      |
| HCM LOS                  | C      |              | D      |       |              |        |       |              |        |       |              |      |
|                          |        |              |        |       |              |        |       |              |        |       |              |      |
| Minor Lane/Major Mvmt    | NBL    | NBT          | NBR    | EBLn1 | WBLn1        | SBL    | SBT   | SBR          |        |       |              |      |
| Capacity (veh/h)         | 1256   | -            | -      | 456   | 229          | 1236   | -     | -            |        |       |              |      |
| HCM Lane V/C Ratio       | 0.119  | -            | -      | 0.486 | 0.351        | -      | -     | -            |        |       |              |      |
| HCM Control Delay (s)    | 8.3    | 0            | -      | 20.1  | 29           | 0      | -     | -            |        |       |              |      |
| HCM Lane LOS             | A      | A            | -      | C     | D            | A      | -     | -            |        |       |              |      |
| HCM 95th %tile Q(veh)    | 0.4    | -            | -      | 2.6   | 1.5          | 0      | -     | -            |        |       |              |      |

| Intersection               |       |       |       |       |      |      |      |      |      |      |      |      |
|----------------------------|-------|-------|-------|-------|------|------|------|------|------|------|------|------|
| Intersection Delay, s/veh  | 13.3  |       |       |       |      |      |      |      |      |      |      |      |
| Intersection LOS           | B     |       |       |       |      |      |      |      |      |      |      |      |
|                            |       |       |       |       |      |      |      |      |      |      |      |      |
| Movement                   | EBL   | EBT   | EBR   | WBL   | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations        |       | ↕     |       |       | ↕    |      |      | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h         | 20    | 5     | 85    | 35    | 10   | 5    | 160  | 60   | 30   | 10   | 100  | 35   |
| Future Vol, veh/h          | 20    | 5     | 85    | 35    | 10   | 5    | 160  | 60   | 30   | 10   | 100  | 35   |
| Peak Hour Factor           | 0.66  | 0.75  | 0.66  | 0.75  | 0.75 | 0.75 | 0.47 | 0.70 | 0.80 | 0.69 | 0.75 | 0.69 |
| Heavy Vehicles, %          | 2     | 2     | 2     | 2     | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                  | 30    | 7     | 129   | 47    | 13   | 7    | 340  | 86   | 38   | 14   | 133  | 51   |
| Number of Lanes            | 0     | 1     | 0     | 0     | 1    | 0    | 0    | 1    | 0    | 0    | 1    | 0    |
| Approach                   | EB    |       |       | WB    |      |      | NB   |      |      | SB   |      |      |
| Opposing Approach          | WB    |       |       | EB    |      |      | SB   |      |      | NB   |      |      |
| Opposing Lanes             | 1     |       |       | 1     |      |      | 1    |      |      | 1    |      |      |
| Conflicting Approach Left  | SB    |       |       | NB    |      |      | EB   |      |      | WB   |      |      |
| Conflicting Lanes Left     | 1     |       |       | 1     |      |      | 1    |      |      | 1    |      |      |
| Conflicting Approach Right | NB    |       |       | SB    |      |      | WB   |      |      | EB   |      |      |
| Conflicting Lanes Right    | 1     |       |       | 1     |      |      | 1    |      |      | 1    |      |      |
| HCM Control Delay          | 10    |       |       | 9.8   |      |      | 16.3 |      |      | 10.1 |      |      |
| HCM LOS                    | A     |       |       | A     |      |      | C    |      |      | B    |      |      |
|                            |       |       |       |       |      |      |      |      |      |      |      |      |
| Lane                       | NBLn1 | EBLn1 | WBLn1 | SBLn1 |      |      |      |      |      |      |      |      |
| Vol Left, %                | 64%   | 18%   | 70%   | 7%    |      |      |      |      |      |      |      |      |
| Vol Thru, %                | 24%   | 5%    | 20%   | 69%   |      |      |      |      |      |      |      |      |
| Vol Right, %               | 12%   | 77%   | 10%   | 24%   |      |      |      |      |      |      |      |      |
| Sign Control               | Stop  | Stop  | Stop  | Stop  |      |      |      |      |      |      |      |      |
| Traffic Vol by Lane        | 250   | 110   | 50    | 145   |      |      |      |      |      |      |      |      |
| LT Vol                     | 160   | 20    | 35    | 10    |      |      |      |      |      |      |      |      |
| Through Vol                | 60    | 5     | 10    | 100   |      |      |      |      |      |      |      |      |
| RT Vol                     | 30    | 85    | 5     | 35    |      |      |      |      |      |      |      |      |
| Lane Flow Rate             | 464   | 166   | 67    | 199   |      |      |      |      |      |      |      |      |
| Geometry Grp               | 1     | 1     | 1     | 1     |      |      |      |      |      |      |      |      |
| Degree of Util (X)         | 0.638 | 0.244 | 0.111 | 0.281 |      |      |      |      |      |      |      |      |
| Departure Headway (Hd)     | 4.953 | 5.292 | 5.988 | 5.09  |      |      |      |      |      |      |      |      |
| Convergence, Y/N           | Yes   | Yes   | Yes   | Yes   |      |      |      |      |      |      |      |      |
| Cap                        | 733   | 678   | 597   | 705   |      |      |      |      |      |      |      |      |
| Service Time               | 2.953 | 3.334 | 4.037 | 3.125 |      |      |      |      |      |      |      |      |
| HCM Lane V/C Ratio         | 0.633 | 0.245 | 0.112 | 0.282 |      |      |      |      |      |      |      |      |
| HCM Control Delay          | 16.3  | 10    | 9.8   | 10.1  |      |      |      |      |      |      |      |      |
| HCM Lane LOS               | C     | A     | A     | B     |      |      |      |      |      |      |      |      |
| HCM 95th-tile Q            | 4.6   | 1     | 0.4   | 1.2   |      |      |      |      |      |      |      |      |

| Intersection              |      |
|---------------------------|------|
| Intersection Delay, s/veh | 13.7 |
| Intersection LOS          | B    |

| Movement                   | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|----------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations        |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h         | 20   | 1    | 80   | 25   | 10   | 10   | 75   | 155  | 35   | 0    | 155  | 25   |
| Future Vol, veh/h          | 20   | 1    | 80   | 25   | 10   | 10   | 75   | 155  | 35   | 0    | 155  | 25   |
| Peak Hour Factor           | 0.34 | 0.34 | 0.50 | 0.56 | 0.56 | 0.56 | 0.50 | 0.70 | 0.60 | 0.46 | 0.70 | 0.46 |
| Heavy Vehicles, %          | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                  | 59   | 3    | 160  | 45   | 18   | 18   | 150  | 221  | 58   | 0    | 221  | 54   |
| Number of Lanes            | 0    | 1    | 0    | 0    | 1    | 0    | 0    | 1    | 0    | 0    | 1    | 0    |
| Approach                   | EB   | WB   |      | NB   |      | SB   |      |      |      |      |      |      |
| Opposing Approach          | WB   | EB   |      | SB   |      | NB   |      |      |      |      |      |      |
| Opposing Lanes             | 1    | 1    |      | 1    |      | 1    |      |      |      |      |      |      |
| Conflicting Approach Left  | SB   | NB   |      | EB   |      | WB   |      |      |      |      |      |      |
| Conflicting Lanes Left     | 1    | 1    |      | 1    |      | 1    |      |      |      |      |      |      |
| Conflicting Approach Right | NB   | SB   |      | WB   |      | EB   |      |      |      |      |      |      |
| Conflicting Lanes Right    | 1    | 1    |      | 1    |      | 1    |      |      |      |      |      |      |
| HCM Control Delay          | 11.4 | 10.3 |      | 16.5 |      | 12.2 |      |      |      |      |      |      |
| HCM LOS                    | B    | B    |      | C    |      | B    |      |      |      |      |      |      |

| Lane                   | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|------------------------|-------|-------|-------|-------|
| Vol Left, %            | 28%   | 20%   | 56%   | 0%    |
| Vol Thru, %            | 58%   | 1%    | 22%   | 86%   |
| Vol Right, %           | 13%   | 79%   | 22%   | 14%   |
| Sign Control           | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane    | 265   | 101   | 45    | 180   |
| LT Vol                 | 75    | 20    | 25    | 0     |
| Through Vol            | 155   | 1     | 10    | 155   |
| RT Vol                 | 35    | 80    | 10    | 25    |
| Lane Flow Rate         | 430   | 222   | 80    | 276   |
| Geometry Grp           | 1     | 1     | 1     | 1     |
| Degree of Util (X)     | 0.623 | 0.338 | 0.139 | 0.412 |
| Departure Headway (Hd) | 5.216 | 5.495 | 6.208 | 5.377 |
| Convergence, Y/N       | Yes   | Yes   | Yes   | Yes   |
| Cap                    | 692   | 652   | 575   | 667   |
| Service Time           | 3.261 | 3.555 | 4.281 | 3.429 |
| HCM Lane V/C Ratio     | 0.621 | 0.34  | 0.139 | 0.414 |
| HCM Control Delay      | 16.5  | 11.4  | 10.3  | 12.2  |
| HCM Lane LOS           | C     | B     | B     | B     |
| HCM 95th-tile Q        | 4.4   | 1.5   | 0.5   | 2     |

| Intersection             |        |       |        |       |        |       |        |      |      |       |      |      |
|--------------------------|--------|-------|--------|-------|--------|-------|--------|------|------|-------|------|------|
| Int Delay, s/veh         | 11.1   |       |        |       |        |       |        |      |      |       |      |      |
| Movement                 | EBL    | EBT   | EBR    | WBL   | WBT    | WBR   | NBL    | NBT  | NBR  | SBL   | SBT  | SBR  |
| Lane Configurations      |        | ↕     |        |       | ↕      |       |        | ↕    |      |       | ↕    |      |
| Traffic Vol, veh/h       | 25     | 5     | 90     | 10    | 5      | 5     | 175    | 60   | 20   | 10    | 105  | 35   |
| Future Vol, veh/h        | 25     | 5     | 90     | 10    | 5      | 5     | 175    | 60   | 20   | 10    | 105  | 35   |
| Conflicting Peds, #/hr   | 8      | 0     | 0      | 0     | 0      | 8     | 14     | 0    | 8    | 8     | 0    | 14   |
| Sign Control             | Stop   | Stop  | Stop   | Stop  | Stop   | Stop  | Free   | Free | Free | Free  | Free | Free |
| RT Channelized           | -      | -     | None   | -     | -      | None  | -      | -    | None | -     | -    | None |
| Storage Length           | -      | -     | -      | -     | -      | -     | -      | -    | -    | -     | -    | -    |
| Veh in Median Storage, # | -      | 0     | -      | -     | 0      | -     | -      | 0    | -    | -     | 0    | -    |
| Grade, %                 | -      | 0     | -      | -     | 0      | -     | -      | 0    | -    | -     | 0    | -    |
| Peak Hour Factor         | 66     | 66    | 66     | 32    | 32     | 32    | 47     | 70   | 47   | 69    | 75   | 69   |
| Heavy Vehicles, %        | 2      | 2     | 2      | 2     | 2      | 2     | 2      | 2    | 2    | 2     | 2    | 2    |
| Mvmt Flow                | 38     | 8     | 136    | 31    | 16     | 16    | 372    | 86   | 43   | 14    | 140  | 51   |
|                          |        |       |        |       |        |       |        |      |      |       |      |      |
| Major/Minor              | Minor2 |       | Minor1 |       | Major1 |       | Major2 |      |      |       |      |      |
| Conflicting Flow All     | 1084   | 1089  | 180    | 1126  | 1093   | 124   | 205    | 0    | 0    | 137   | 0    | 0    |
| Stage 1                  | 208    | 208   | -      | 860   | 860    | -     | -      | -    | -    | -     | -    | -    |
| Stage 2                  | 876    | 881   | -      | 266   | 233    | -     | -      | -    | -    | -     | -    | -    |
| Critical Hdwy            | 7.12   | 6.52  | 6.22   | 7.12  | 6.52   | 6.22  | 4.12   | -    | -    | 4.12  | -    | -    |
| Critical Hdwy Stg 1      | 6.12   | 5.52  | -      | 6.12  | 5.52   | -     | -      | -    | -    | -     | -    | -    |
| Critical Hdwy Stg 2      | 6.12   | 5.52  | -      | 6.12  | 5.52   | -     | -      | -    | -    | -     | -    | -    |
| Follow-up Hdwy           | 3.518  | 4.018 | 3.318  | 3.518 | 4.018  | 3.318 | 2.218  | -    | -    | 2.218 | -    | -    |
| Pot Cap-1 Maneuver       | 194    | 215   | 863    | 182   | 214    | 927   | 1366   | -    | -    | 1447  | -    | -    |
| Stage 1                  | 794    | 730   | -      | 351   | 373    | -     | -      | -    | -    | -     | -    | -    |
| Stage 2                  | 344    | 365   | -      | 739   | 712    | -     | -      | -    | -    | -     | -    | -    |
| Platoon blocked, %       |        |       |        |       |        |       |        | -    | -    |       | -    | -    |
| Mov Cap-1 Maneuver       | 131    | 146   | 851    | 111   | 145    | 913   | 1348   | -    | -    | 1436  | -    | -    |
| Mov Cap-2 Maneuver       | 131    | 146   | -      | 111   | 145    | -     | -      | -    | -    | -     | -    | -    |
| Stage 1                  | 549    | 712   | -      | 244   | 259    | -     | -      | -    | -    | -     | -    | -    |
| Stage 2                  | 221    | 254   | -      | 607   | 695    | -     | -      | -    | -    | -     | -    | -    |
|                          |        |       |        |       |        |       |        |      |      |       |      |      |
|                          |        |       |        |       |        |       |        |      |      |       |      |      |
| Approach                 | EB     |       | WB     |       | NB     |       | SB     |      |      |       |      |      |
| HCM Control Delay, s     | 24.5   |       | 43.5   |       | 6.5    |       | 0.5    |      |      |       |      |      |
| HCM LOS                  | C      |       | E      |       |        |       |        |      |      |       |      |      |
|                          |        |       |        |       |        |       |        |      |      |       |      |      |
| Minor Lane/Major Mvmt    | NBL    | NBT   | NBR    | EBLn1 | WBLn1  | SBL   | SBT    | SBR  |      |       |      |      |
| Capacity (veh/h)         | 1348   | -     | -      | 363   | 154    | 1436  | -      | -    |      |       |      |      |
| HCM Lane V/C Ratio       | 0.276  | -     | -      | 0.501 | 0.406  | 0.01  | -      | -    |      |       |      |      |
| HCM Control Delay (s)    | 8.7    | 0     | -      | 24.5  | 43.5   | 7.5   | 0      | -    |      |       |      |      |
| HCM Lane LOS             | A      | A     | -      | C     | E      | A     | A      | -    |      |       |      |      |
| HCM 95th %tile Q(veh)    | 1.1    | -     | -      | 2.7   | 1.8    | 0     | -      | -    |      |       |      |      |



| Intersection             |        |       |        |       |       |        |       |      |        |       |      |      |
|--------------------------|--------|-------|--------|-------|-------|--------|-------|------|--------|-------|------|------|
| Int Delay, s/veh         | 8.2    |       |        |       |       |        |       |      |        |       |      |      |
| Movement                 | EBL    | EBT   | EBR    | WBL   | WBT   | WBR    | NBL   | NBT  | NBR    | SBL   | SBT  | SBR  |
| Lane Configurations      |        | ↕     |        |       | ↕     |        |       | ↕    |        |       | ↕    |      |
| Traffic Vol, veh/h       | 25     | 0     | 90     | 10    | 5     | 10     | 80    | 155  | 10     | 0     | 160  | 25   |
| Future Vol, veh/h        | 25     | 0     | 90     | 10    | 5     | 10     | 80    | 155  | 10     | 0     | 160  | 25   |
| Conflicting Peds, #/hr   | 22     | 0     | 1      | 1     | 0     | 22     | 14    | 0    | 21     | 21    | 0    | 14   |
| Sign Control             | Stop   | Stop  | Stop   | Stop  | Stop  | Stop   | Free  | Free | Free   | Free  | Free | Free |
| RT Channelized           | -      | -     | None   | -     | -     | None   | -     | -    | None   | -     | -    | None |
| Storage Length           | -      | -     | -      | -     | -     | -      | -     | -    | -      | -     | -    | -    |
| Veh in Median Storage, # | -      | 0     | -      | -     | 0     | -      | -     | 0    | -      | -     | 0    | -    |
| Grade, %                 | -      | 0     | -      | -     | 0     | -      | -     | 0    | -      | -     | 0    | -    |
| Peak Hour Factor         | 34     | 34    | 50     | 56    | 56    | 56     | 50    | 70   | 44     | 46    | 70   | 46   |
| Heavy Vehicles, %        | 2      | 2     | 2      | 2     | 2     | 2      | 2     | 2    | 2      | 2     | 2    | 2    |
| Mvmt Flow                | 74     | 0     | 180    | 18    | 9     | 18     | 160   | 221  | 23     | 0     | 229  | 54   |
|                          |        |       |        |       |       |        |       |      |        |       |      |      |
| Major/Minor              | Minor2 |       | Minor1 |       |       | Major1 |       |      | Major2 |       |      |      |
| Conflicting Flow All     | 858    | 855   | 271    | 921   | 871   | 276    | 297   | 0    | 0      | 265   | 0    | 0    |
| Stage 1                  | 270    | 270   | -      | 574   | 574   | -      | -     | -    | -      | -     | -    | -    |
| Stage 2                  | 588    | 585   | -      | 347   | 297   | -      | -     | -    | -      | -     | -    | -    |
| Critical Hdwy            | 7.12   | 6.52  | 6.22   | 7.12  | 6.52  | 6.22   | 4.12  | -    | -      | 4.12  | -    | -    |
| Critical Hdwy Stg 1      | 6.12   | 5.52  | -      | 6.12  | 5.52  | -      | -     | -    | -      | -     | -    | -    |
| Critical Hdwy Stg 2      | 6.12   | 5.52  | -      | 6.12  | 5.52  | -      | -     | -    | -      | -     | -    | -    |
| Follow-up Hdwy           | 3.518  | 4.018 | 3.318  | 3.518 | 4.018 | 3.318  | 2.218 | -    | -      | 2.218 | -    | -    |
| Pot Cap-1 Maneuver       | 277    | 296   | 768    | 251   | 289   | 763    | 1264  | -    | -      | 1299  | -    | -    |
| Stage 1                  | 736    | 686   | -      | 504   | 503   | -      | -     | -    | -      | -     | -    | -    |
| Stage 2                  | 495    | 498   | -      | 669   | 668   | -      | -     | -    | -      | -     | -    | -    |
| Platoon blocked, %       |        |       |        |       |       |        |       | -    | -      |       | -    | -    |
| Mov Cap-1 Maneuver       | 225    | 244   | 757    | 166   | 238   | 732    | 1247  | -    | -      | 1273  | -    | -    |
| Mov Cap-2 Maneuver       | 225    | 244   | -      | 166   | 238   | -      | -     | -    | -      | -     | -    | -    |
| Stage 1                  | 618    | 677   | -      | 420   | 420   | -      | -     | -    | -      | -     | -    | -    |
| Stage 2                  | 394    | 415   | -      | 509   | 659   | -      | -     | -    | -      | -     | -    | -    |
|                          |        |       |        |       |       |        |       |      |        |       |      |      |
| Approach                 | EB     |       | WB     |       |       | NB     |       |      | SB     |       |      |      |
| HCM Control Delay, s     | 22.9   |       | 21.5   |       |       | 3.3    |       |      | 0      |       |      |      |
| HCM LOS                  | C      |       | C      |       |       |        |       |      |        |       |      |      |
|                          |        |       |        |       |       |        |       |      |        |       |      |      |
| Minor Lane/Major Mvmt    | NBL    | NBT   | NBR    | EBLn1 | WBLn1 | SBL    | SBT   | SBR  |        |       |      |      |
| Capacity (veh/h)         | 1247   | -     | -      | 449   | 263   | 1273   | -     | -    |        |       |      |      |
| HCM Lane V/C Ratio       | 0.128  | -     | -      | 0.565 | 0.17  | -      | -     | -    |        |       |      |      |
| HCM Control Delay (s)    | 8.3    | 0     | -      | 22.9  | 21.5  | 0      | -     | -    |        |       |      |      |
| HCM Lane LOS             | A      | A     | -      | C     | C     | A      | -     | -    |        |       |      |      |
| HCM 95th %tile Q(veh)    | 0.4    | -     | -      | 3.4   | 0.6   | 0      | -     | -    |        |       |      |      |

| Intersection              |      |
|---------------------------|------|
| Intersection Delay, s/veh | 13.5 |
| Intersection LOS          | B    |

| Movement                   | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|----------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations        |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h         | 25   | 5    | 90   | 35   | 10   | 5    | 175  | 60   | 30   | 10   | 105  | 35   |
| Future Vol, veh/h          | 25   | 5    | 90   | 35   | 10   | 5    | 175  | 60   | 30   | 10   | 105  | 35   |
| Peak Hour Factor           | 0.70 | 0.75 | 0.70 | 0.75 | 0.75 | 0.75 | 0.50 | 0.75 | 0.80 | 0.70 | 0.75 | 0.70 |
| Heavy Vehicles, %          | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                  | 36   | 7    | 129  | 47   | 13   | 7    | 350  | 80   | 38   | 14   | 140  | 50   |
| Number of Lanes            | 0    | 1    | 0    | 0    | 1    | 0    | 0    | 1    | 0    | 0    | 1    | 0    |
| Approach                   | EB   | WB   |      | NB   |      | SB   |      |      |      |      |      |      |
| Opposing Approach          | WB   | EB   |      | SB   |      | NB   |      |      |      |      |      |      |
| Opposing Lanes             | 1    | 1    |      | 1    |      | 1    |      |      |      |      |      |      |
| Conflicting Approach Left  | SB   | NB   |      | EB   |      | WB   |      |      |      |      |      |      |
| Conflicting Lanes Left     | 1    | 1    |      | 1    |      | 1    |      |      |      |      |      |      |
| Conflicting Approach Right | NB   | SB   |      | WB   |      | EB   |      |      |      |      |      |      |
| Conflicting Lanes Right    | 1    | 1    |      | 1    |      | 1    |      |      |      |      |      |      |
| HCM Control Delay          | 10.2 | 9.9  |      | 16.7 |      | 10.3 |      |      |      |      |      |      |
| HCM LOS                    | B    | A    |      | C    |      | B    |      |      |      |      |      |      |

| Lane                   | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|------------------------|-------|-------|-------|-------|
| Vol Left, %            | 66%   | 21%   | 70%   | 7%    |
| Vol Thru, %            | 23%   | 4%    | 20%   | 70%   |
| Vol Right, %           | 11%   | 75%   | 10%   | 23%   |
| Sign Control           | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane    | 265   | 120   | 50    | 150   |
| LT Vol                 | 175   | 25    | 35    | 10    |
| Through Vol            | 60    | 5     | 10    | 105   |
| RT Vol                 | 30    | 90    | 5     | 35    |
| Lane Flow Rate         | 468   | 171   | 67    | 204   |
| Geometry Grp           | 1     | 1     | 1     | 1     |
| Degree of Util (X)     | 0.649 | 0.254 | 0.112 | 0.291 |
| Departure Headway (Hd) | 4.994 | 5.346 | 6.038 | 5.129 |
| Convergence, Y/N       | Yes   | Yes   | Yes   | Yes   |
| Cap                    | 729   | 670   | 592   | 701   |
| Service Time           | 2.994 | 3.391 | 4.09  | 3.166 |
| HCM Lane V/C Ratio     | 0.642 | 0.255 | 0.113 | 0.291 |
| HCM Control Delay      | 16.7  | 10.2  | 9.9   | 10.3  |
| HCM Lane LOS           | C     | B     | A     | B     |
| HCM 95th-tile Q        | 4.8   | 1     | 0.4   | 1.2   |

| Intersection              |      |
|---------------------------|------|
| Intersection Delay, s/veh | 14.8 |
| Intersection LOS          | B    |

| Movement                   | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|----------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations        |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h         | 25   | 1    | 90   | 25   | 10   | 10   | 80   | 155  | 35   | 0    | 160  | 25   |
| Future Vol, veh/h          | 25   | 1    | 90   | 25   | 10   | 10   | 80   | 155  | 35   | 0    | 160  | 25   |
| Peak Hour Factor           | 0.34 | 0.34 | 0.50 | 0.56 | 0.56 | 0.56 | 0.50 | 0.70 | 0.60 | 0.46 | 0.70 | 0.46 |
| Heavy Vehicles, %          | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                  | 74   | 3    | 180  | 45   | 18   | 18   | 160  | 221  | 58   | 0    | 229  | 54   |
| Number of Lanes            | 0    | 1    | 0    | 0    | 1    | 0    | 0    | 1    | 0    | 0    | 1    | 0    |
| Approach                   | EB   | WB   |      | NB   |      | SB   |      |      |      |      |      |      |
| Opposing Approach          | WB   | EB   |      | SB   |      | NB   |      |      |      |      |      |      |
| Opposing Lanes             | 1    | 1    |      | 1    |      |      |      |      |      |      |      |      |
| Conflicting Approach Left  | SB   | NB   |      | EB   |      | WB   |      |      |      |      |      |      |
| Conflicting Lanes Left     | 1    | 1    |      | 1    |      |      |      |      |      |      |      |      |
| Conflicting Approach Right | NB   | SB   |      | WB   |      | EB   |      |      |      |      |      |      |
| Conflicting Lanes Right    | 1    | 1    |      | 1    |      |      |      |      |      |      |      |      |
| HCM Control Delay          | 12.4 | 10.6 |      | 18.2 |      | 12.9 |      |      |      |      |      |      |
| HCM LOS                    | B    | B    |      | C    |      | B    |      |      |      |      |      |      |

| Lane                   | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|------------------------|-------|-------|-------|-------|
| Vol Left, %            | 30%   | 22%   | 56%   | 0%    |
| Vol Thru, %            | 57%   | 1%    | 22%   | 86%   |
| Vol Right, %           | 13%   | 78%   | 22%   | 14%   |
| Sign Control           | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane    | 270   | 116   | 45    | 185   |
| LT Vol                 | 80    | 25    | 25    | 0     |
| Through Vol            | 155   | 1     | 10    | 160   |
| RT Vol                 | 35    | 90    | 10    | 25    |
| Lane Flow Rate         | 440   | 256   | 80    | 283   |
| Geometry Grp           | 1     | 1     | 1     | 1     |
| Degree of Util (X)     | 0.656 | 0.399 | 0.143 | 0.436 |
| Departure Headway (Hd) | 5.369 | 5.6   | 6.392 | 5.544 |
| Convergence, Y/N       | Yes   | Yes   | Yes   | Yes   |
| Cap                    | 668   | 639   | 556   | 645   |
| Service Time           | 3.429 | 3.673 | 4.487 | 3.612 |
| HCM Lane V/C Ratio     | 0.659 | 0.401 | 0.144 | 0.439 |
| HCM Control Delay      | 18.2  | 12.4  | 10.6  | 12.9  |
| HCM Lane LOS           | C     | B     | B     | B     |
| HCM 95th-tile Q        | 4.9   | 1.9   | 0.5   | 2.2   |

| Intersection             |        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
|--------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 3.3    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Movement                 | EBL    | EBT                                                                               | WBT                                                                               | WBR                                                                               | SBL                                                                               | SBR                                                                               |
| Lane Configurations      |        |  |  |  |  |  |
| Traffic Vol, veh/h       | 16     | 225                                                                               | 142                                                                               | 266                                                                               | 142                                                                               | 8                                                                                 |
| Future Vol, veh/h        | 16     | 225                                                                               | 142                                                                               | 266                                                                               | 142                                                                               | 8                                                                                 |
| Conflicting Peds, #/hr   | 5      | 0                                                                                 | 0                                                                                 | 5                                                                                 | 0                                                                                 | 0                                                                                 |
| Sign Control             | Free   | Free                                                                              | Free                                                                              | Free                                                                              | Stop                                                                              | Stop                                                                              |
| RT Channelized           | -      | None                                                                              | -                                                                                 | None                                                                              | -                                                                                 | None                                                                              |
| Storage Length           | -      | -                                                                                 | -                                                                                 | 0                                                                                 | 0                                                                                 | -                                                                                 |
| Veh in Median Storage, # | -      | 0                                                                                 | 0                                                                                 | -                                                                                 | 1                                                                                 | -                                                                                 |
| Grade, %                 | -      | 0                                                                                 | 0                                                                                 | -                                                                                 | 0                                                                                 | -                                                                                 |
| Peak Hour Factor         | 66     | 66                                                                                | 66                                                                                | 66                                                                                | 66                                                                                | 66                                                                                |
| Heavy Vehicles, %        | 2      | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 |
| Mvmt Flow                | 24     | 341                                                                               | 215                                                                               | 403                                                                               | 215                                                                               | 12                                                                                |
|                          |        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Major/Minor              | Major1 | Major2                                                                            |                                                                                   | Minor2                                                                            |                                                                                   |                                                                                   |
| Conflicting Flow All     | 623    | 0                                                                                 | -                                                                                 | 0                                                                                 | 609                                                                               | 220                                                                               |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -                                                                                 | 220                                                                               | -                                                                                 |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -                                                                                 | 389                                                                               | -                                                                                 |
| Critical Hdwy            | 4.12   | -                                                                                 | -                                                                                 | -                                                                                 | 6.42                                                                              | 6.22                                                                              |
| Critical Hdwy Stg 1      | -      | -                                                                                 | -                                                                                 | -                                                                                 | 5.42                                                                              | -                                                                                 |
| Critical Hdwy Stg 2      | -      | -                                                                                 | -                                                                                 | -                                                                                 | 5.42                                                                              | -                                                                                 |
| Follow-up Hdwy           | 2.218  | -                                                                                 | -                                                                                 | -                                                                                 | 3.518                                                                             | 3.318                                                                             |
| Pot Cap-1 Maneuver       | 958    | -                                                                                 | -                                                                                 | -                                                                                 | 458                                                                               | 820                                                                               |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -                                                                                 | 817                                                                               | -                                                                                 |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -                                                                                 | 685                                                                               | -                                                                                 |
| Platoon blocked, %       |        | -                                                                                 | -                                                                                 | -                                                                                 |                                                                                   |                                                                                   |
| Mov Cap-1 Maneuver       | 953    | -                                                                                 | -                                                                                 | -                                                                                 | 439                                                                               | 816                                                                               |
| Mov Cap-2 Maneuver       | -      | -                                                                                 | -                                                                                 | -                                                                                 | 531                                                                               | -                                                                                 |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -                                                                                 | 788                                                                               | -                                                                                 |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -                                                                                 | 682                                                                               | -                                                                                 |
|                          |        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Approach                 | EB     | WB                                                                                |                                                                                   | SB                                                                                |                                                                                   |                                                                                   |
| HCM Control Delay, s     | 0.6    | 0                                                                                 |                                                                                   | 16.4                                                                              |                                                                                   |                                                                                   |
| HCM LOS                  | C      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
|                          |        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Minor Lane/Major Mvmt    | EBL    | EBT                                                                               | WBT                                                                               | WBR                                                                               | SBLn1                                                                             |                                                                                   |
| Capacity (veh/h)         | 953    | -                                                                                 | -                                                                                 | -                                                                                 | 541                                                                               |                                                                                   |
| HCM Lane V/C Ratio       | 0.025  | -                                                                                 | -                                                                                 | -                                                                                 | 0.42                                                                              |                                                                                   |
| HCM Control Delay (s)    | 8.9    | 0                                                                                 | -                                                                                 | -                                                                                 | 16.4                                                                              |                                                                                   |
| HCM Lane LOS             | A      | A                                                                                 | -                                                                                 | -                                                                                 | C                                                                                 |                                                                                   |
| HCM 95th %tile Q(veh)    | 0.1    | -                                                                                 | -                                                                                 | -                                                                                 | 2.1                                                                               |                                                                                   |

Intersection

Int Delay, s/veh 4.1

| Movement                 | EBL  | EBT                                                                               | WBT                                                                               | WBR                                                                               | SBL                                                                               | SBR                                                                               |
|--------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Configurations      |      |  |  |  |  |  |
| Traffic Vol, veh/h       | 9    | 171                                                                               | 162                                                                               | 99                                                                                | 173                                                                               | 19                                                                                |
| Future Vol, veh/h        | 9    | 171                                                                               | 162                                                                               | 99                                                                                | 173                                                                               | 19                                                                                |
| Conflicting Peds, #/hr   | 10   | 0                                                                                 | 0                                                                                 | 10                                                                                | 0                                                                                 | 0                                                                                 |
| Sign Control             | Free | Free                                                                              | Free                                                                              | Free                                                                              | Stop                                                                              | Stop                                                                              |
| RT Channelized           | -    | None                                                                              | -                                                                                 | None                                                                              | -                                                                                 | None                                                                              |
| Storage Length           | -    | -                                                                                 | -                                                                                 | 0                                                                                 | 0                                                                                 | -                                                                                 |
| Veh in Median Storage, # | -    | 0                                                                                 | 0                                                                                 | -                                                                                 | 1                                                                                 | -                                                                                 |
| Grade, %                 | -    | 0                                                                                 | 0                                                                                 | -                                                                                 | 0                                                                                 | -                                                                                 |
| Peak Hour Factor         | 87   | 87                                                                                | 87                                                                                | 87                                                                                | 87                                                                                | 87                                                                                |
| Heavy Vehicles, %        | 2    | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 |
| Mvmt Flow                | 10   | 197                                                                               | 186                                                                               | 114                                                                               | 199                                                                               | 22                                                                                |

| Major/Minor          | Major1 | Major2 | Minor2        |
|----------------------|--------|--------|---------------|
| Conflicting Flow All | 310    | 0      | 0 413 196     |
| Stage 1              | -      | -      | - 196 -       |
| Stage 2              | -      | -      | - 217 -       |
| Critical Hdwy        | 4.12   | -      | - 6.42 6.22   |
| Critical Hdwy Stg 1  | -      | -      | - 5.42 -      |
| Critical Hdwy Stg 2  | -      | -      | - 5.42 -      |
| Follow-up Hdwy       | 2.218  | -      | - 3.518 3.318 |
| Pot Cap-1 Maneuver   | 1250   | -      | - 595 845     |
| Stage 1              | -      | -      | - 837 -       |
| Stage 2              | -      | -      | - 819 -       |
| Platoon blocked, %   | -      | -      | -             |
| Mov Cap-1 Maneuver   | 1238   | -      | - 578 837     |
| Mov Cap-2 Maneuver   | -      | -      | - 636 -       |
| Stage 1              | -      | -      | - 821 -       |
| Stage 2              | -      | -      | - 811 -       |

| Approach             | EB  | WB | SB   |
|----------------------|-----|----|------|
| HCM Control Delay, s | 0.4 | 0  | 13.3 |
| HCM LOS              |     |    | B    |

| Minor Lane/Major Mvmt | EBL   | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h)      | 1238  | -   | -   | -   | 651   |
| HCM Lane V/C Ratio    | 0.008 | -   | -   | -   | 0.339 |
| HCM Control Delay (s) | 7.9   | 0   | -   | -   | 13.3  |
| HCM Lane LOS          | A     | A   | -   | -   | B     |
| HCM 95th %tile Q(veh) | 0     | -   | -   | -   | 1.5   |



| Intersection             |        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
|--------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 3.5    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Movement                 | EBL    | EBT                                                                               | WBT                                                                               | WBR                                                                               | SBL                                                                               | SBR                                                                               |
| Lane Configurations      |        |  |  |  |  |  |
| Traffic Vol, veh/h       | 20     | 235                                                                               | 150                                                                               | 270                                                                               | 145                                                                               | 10                                                                                |
| Future Vol, veh/h        | 20     | 235                                                                               | 150                                                                               | 270                                                                               | 145                                                                               | 10                                                                                |
| Conflicting Peds, #/hr   | 5      | 0                                                                                 | 0                                                                                 | 5                                                                                 | 0                                                                                 | 0                                                                                 |
| Sign Control             | Free   | Free                                                                              | Free                                                                              | Free                                                                              | Stop                                                                              | Stop                                                                              |
| RT Channelized           | -      | None                                                                              | -                                                                                 | None                                                                              | -                                                                                 | None                                                                              |
| Storage Length           | -      | -                                                                                 | -                                                                                 | 0                                                                                 | 0                                                                                 | -                                                                                 |
| Veh in Median Storage, # | -      | 0                                                                                 | 0                                                                                 | -                                                                                 | 1                                                                                 | -                                                                                 |
| Grade, %                 | -      | 0                                                                                 | 0                                                                                 | -                                                                                 | 0                                                                                 | -                                                                                 |
| Peak Hour Factor         | 66     | 66                                                                                | 66                                                                                | 66                                                                                | 66                                                                                | 66                                                                                |
| Heavy Vehicles, %        | 2      | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 |
| Mvmt Flow                | 30     | 356                                                                               | 227                                                                               | 409                                                                               | 220                                                                               | 15                                                                                |
| Major/Minor              | Major1 | Major2                                                                            |                                                                                   | Minor2                                                                            |                                                                                   |                                                                                   |
| Conflicting Flow All     | 641    | 0                                                                                 | -                                                                                 | 0                                                                                 | 648                                                                               | 232                                                                               |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -                                                                                 | 232                                                                               | -                                                                                 |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -                                                                                 | 416                                                                               | -                                                                                 |
| Critical Hdwy            | 4.12   | -                                                                                 | -                                                                                 | -                                                                                 | 6.42                                                                              | 6.22                                                                              |
| Critical Hdwy Stg 1      | -      | -                                                                                 | -                                                                                 | -                                                                                 | 5.42                                                                              | -                                                                                 |
| Critical Hdwy Stg 2      | -      | -                                                                                 | -                                                                                 | -                                                                                 | 5.42                                                                              | -                                                                                 |
| Follow-up Hdwy           | 2.218  | -                                                                                 | -                                                                                 | -                                                                                 | 3.518                                                                             | 3.318                                                                             |
| Pot Cap-1 Maneuver       | 943    | -                                                                                 | -                                                                                 | -                                                                                 | 435                                                                               | 807                                                                               |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -                                                                                 | 807                                                                               | -                                                                                 |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -                                                                                 | 666                                                                               | -                                                                                 |
| Platoon blocked, %       |        | -                                                                                 | -                                                                                 | -                                                                                 |                                                                                   |                                                                                   |
| Mov Cap-1 Maneuver       | 939    | -                                                                                 | -                                                                                 | -                                                                                 | 413                                                                               | 803                                                                               |
| Mov Cap-2 Maneuver       | -      | -                                                                                 | -                                                                                 | -                                                                                 | 511                                                                               | -                                                                                 |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -                                                                                 | 771                                                                               | -                                                                                 |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -                                                                                 | 663                                                                               | -                                                                                 |
| Approach                 | EB     | WB                                                                                |                                                                                   | SB                                                                                |                                                                                   |                                                                                   |
| HCM Control Delay, s     | 0.7    | 0                                                                                 |                                                                                   | 17.4                                                                              |                                                                                   |                                                                                   |
| HCM LOS                  |        |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   |
| Minor Lane/Major Mvmt    | EBL    | EBT                                                                               | WBT                                                                               | WBR                                                                               | SBLn1                                                                             |                                                                                   |
| Capacity (veh/h)         | 939    | -                                                                                 | -                                                                                 | -                                                                                 | 523                                                                               |                                                                                   |
| HCM Lane V/C Ratio       | 0.032  | -                                                                                 | -                                                                                 | -                                                                                 | 0.449                                                                             |                                                                                   |
| HCM Control Delay (s)    | 9      | 0                                                                                 | -                                                                                 | -                                                                                 | 17.4                                                                              |                                                                                   |
| HCM Lane LOS             | A      | A                                                                                 | -                                                                                 | -                                                                                 | C                                                                                 |                                                                                   |
| HCM 95th %tile Q(veh)    | 0.1    | -                                                                                 | -                                                                                 | -                                                                                 | 2.3                                                                               |                                                                                   |

| Intersection             |        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
|--------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 4.1    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Movement                 | EBL    | EBT                                                                               | WBT                                                                               | WBR                                                                               | SBL                                                                               | SBR                                                                               |
| Lane Configurations      |        |  |  |  |  |  |
| Traffic Vol, veh/h       | 10     | 190                                                                               | 180                                                                               | 100                                                                               | 175                                                                               | 20                                                                                |
| Future Vol, veh/h        | 10     | 190                                                                               | 180                                                                               | 100                                                                               | 175                                                                               | 20                                                                                |
| Conflicting Peds, #/hr   | 10     | 0                                                                                 | 0                                                                                 | 10                                                                                | 0                                                                                 | 0                                                                                 |
| Sign Control             | Free   | Free                                                                              | Free                                                                              | Free                                                                              | Stop                                                                              | Stop                                                                              |
| RT Channelized           | -      | None                                                                              | -                                                                                 | None                                                                              | -                                                                                 | None                                                                              |
| Storage Length           | -      | -                                                                                 | -                                                                                 | 0                                                                                 | 0                                                                                 | -                                                                                 |
| Veh in Median Storage, # | -      | 0                                                                                 | 0                                                                                 | -                                                                                 | 1                                                                                 | -                                                                                 |
| Grade, %                 | -      | 0                                                                                 | 0                                                                                 | -                                                                                 | 0                                                                                 | -                                                                                 |
| Peak Hour Factor         | 87     | 87                                                                                | 87                                                                                | 87                                                                                | 87                                                                                | 87                                                                                |
| Heavy Vehicles, %        | 2      | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 |
| Mvmt Flow                | 11     | 218                                                                               | 207                                                                               | 115                                                                               | 201                                                                               | 23                                                                                |
| Major/Minor              | Major1 | Major2                                                                            |                                                                                   | Minor2                                                                            |                                                                                   |                                                                                   |
| Conflicting Flow All     | 332    | 0                                                                                 | -                                                                                 | 0                                                                                 | 457                                                                               | 217                                                                               |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -                                                                                 | 217                                                                               | -                                                                                 |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -                                                                                 | 240                                                                               | -                                                                                 |
| Critical Hdwy            | 4.12   | -                                                                                 | -                                                                                 | -                                                                                 | 6.42                                                                              | 6.22                                                                              |
| Critical Hdwy Stg 1      | -      | -                                                                                 | -                                                                                 | -                                                                                 | 5.42                                                                              | -                                                                                 |
| Critical Hdwy Stg 2      | -      | -                                                                                 | -                                                                                 | -                                                                                 | 5.42                                                                              | -                                                                                 |
| Follow-up Hdwy           | 2.218  | -                                                                                 | -                                                                                 | -                                                                                 | 3.518                                                                             | 3.318                                                                             |
| Pot Cap-1 Maneuver       | 1227   | -                                                                                 | -                                                                                 | -                                                                                 | 562                                                                               | 823                                                                               |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -                                                                                 | 819                                                                               | -                                                                                 |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -                                                                                 | 800                                                                               | -                                                                                 |
| Platoon blocked, %       |        | -                                                                                 | -                                                                                 | -                                                                                 |                                                                                   |                                                                                   |
| Mov Cap-1 Maneuver       | 1215   | -                                                                                 | -                                                                                 | -                                                                                 | 545                                                                               | 815                                                                               |
| Mov Cap-2 Maneuver       | -      | -                                                                                 | -                                                                                 | -                                                                                 | 613                                                                               | -                                                                                 |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -                                                                                 | 803                                                                               | -                                                                                 |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -                                                                                 | 792                                                                               | -                                                                                 |
| Approach                 | EB     | WB                                                                                |                                                                                   | SB                                                                                |                                                                                   |                                                                                   |
| HCM Control Delay, s     | 0.4    | 0                                                                                 |                                                                                   | 13.9                                                                              |                                                                                   |                                                                                   |
| HCM LOS                  |        |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |
| Minor Lane/Major Mvmt    | EBL    | EBT                                                                               | WBT                                                                               | WBR                                                                               | SBLn1                                                                             |                                                                                   |
| Capacity (veh/h)         | 1215   | -                                                                                 | -                                                                                 | -                                                                                 | 629                                                                               |                                                                                   |
| HCM Lane V/C Ratio       | 0.009  | -                                                                                 | -                                                                                 | -                                                                                 | 0.356                                                                             |                                                                                   |
| HCM Control Delay (s)    | 8      | 0                                                                                 | -                                                                                 | -                                                                                 | 13.9                                                                              |                                                                                   |
| HCM Lane LOS             | A      | A                                                                                 | -                                                                                 | -                                                                                 | B                                                                                 |                                                                                   |
| HCM 95th %tile Q(veh)    | 0      | -                                                                                 | -                                                                                 | -                                                                                 | 1.6                                                                               |                                                                                   |

| Intersection             |        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |       |
|--------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------|
| Int Delay, s/veh         | 4.3    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |       |
| Movement                 | EBL    | EBT                                                                               | WBT                                                                               | WBR                                                                               | SBL                                                                               | SBR   |
| Lane Configurations      |        |  |  |  |  |       |
| Traffic Vol, veh/h       | 25     | 235                                                                               | 150                                                                               | 280                                                                               | 165                                                                               | 15    |
| Future Vol, veh/h        | 25     | 235                                                                               | 150                                                                               | 280                                                                               | 165                                                                               | 15    |
| Conflicting Peds, #/hr   | 5      | 0                                                                                 | 0                                                                                 | 5                                                                                 | 0                                                                                 | 0     |
| Sign Control             | Free   | Free                                                                              | Free                                                                              | Free                                                                              | Stop                                                                              | Stop  |
| RT Channelized           | -      | None                                                                              | -                                                                                 | None                                                                              | -                                                                                 | None  |
| Storage Length           | -      | -                                                                                 | -                                                                                 | 0                                                                                 | 0                                                                                 | -     |
| Veh in Median Storage, # | -      | 0                                                                                 | 0                                                                                 | -                                                                                 | 1                                                                                 | -     |
| Grade, %                 | -      | 0                                                                                 | 0                                                                                 | -                                                                                 | 0                                                                                 | -     |
| Peak Hour Factor         | 66     | 66                                                                                | 66                                                                                | 66                                                                                | 66                                                                                | 66    |
| Heavy Vehicles, %        | 2      | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2     |
| Mvmt Flow                | 38     | 356                                                                               | 227                                                                               | 424                                                                               | 250                                                                               | 23    |
|                          |        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |       |
| Major/Minor              | Major1 | Major2                                                                            |                                                                                   | Minor2                                                                            |                                                                                   |       |
| Conflicting Flow All     | 656    | 0                                                                                 | -                                                                                 | 0                                                                                 | 664                                                                               | 232   |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -                                                                                 | 232                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -                                                                                 | 432                                                                               | -     |
| Critical Hdwy            | 4.12   | -                                                                                 | -                                                                                 | -                                                                                 | 6.42                                                                              | 6.22  |
| Critical Hdwy Stg 1      | -      | -                                                                                 | -                                                                                 | -                                                                                 | 5.42                                                                              | -     |
| Critical Hdwy Stg 2      | -      | -                                                                                 | -                                                                                 | -                                                                                 | 5.42                                                                              | -     |
| Follow-up Hdwy           | 2.218  | -                                                                                 | -                                                                                 | -                                                                                 | 3.518                                                                             | 3.318 |
| Pot Cap-1 Maneuver       | 931    | -                                                                                 | -                                                                                 | -                                                                                 | 426                                                                               | 807   |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -                                                                                 | 807                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -                                                                                 | 655                                                                               | -     |
| Platoon blocked, %       |        | -                                                                                 | -                                                                                 | -                                                                                 |                                                                                   |       |
| Mov Cap-1 Maneuver       | 927    | -                                                                                 | -                                                                                 | -                                                                                 | 400                                                                               | 803   |
| Mov Cap-2 Maneuver       | -      | -                                                                                 | -                                                                                 | -                                                                                 | 501                                                                               | -     |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -                                                                                 | 762                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -                                                                                 | 652                                                                               | -     |
|                          |        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |       |
| Approach                 | EB     | WB                                                                                |                                                                                   | SB                                                                                |                                                                                   |       |
| HCM Control Delay, s     | 0.9    | 0                                                                                 |                                                                                   | 19.5                                                                              |                                                                                   |       |
| HCM LOS                  |        |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |       |
|                          |        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |       |
| Minor Lane/Major Mvmt    | EBL    | EBT                                                                               | WBT                                                                               | WBR                                                                               | SBLn1                                                                             |       |
| Capacity (veh/h)         | 927    | -                                                                                 | -                                                                                 | -                                                                                 | 517                                                                               |       |
| HCM Lane V/C Ratio       | 0.041  | -                                                                                 | -                                                                                 | -                                                                                 | 0.528                                                                             |       |
| HCM Control Delay (s)    | 9      | 0                                                                                 | -                                                                                 | -                                                                                 | 19.5                                                                              |       |
| HCM Lane LOS             | A      | A                                                                                 | -                                                                                 | -                                                                                 | C                                                                                 |       |
| HCM 95th %tile Q(veh)    | 0.1    | -                                                                                 | -                                                                                 | -                                                                                 | 3                                                                                 |       |

| Intersection             |        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
|--------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 4.5    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Movement                 | EBL    | EBT                                                                               | WBT                                                                               | WBR                                                                               | SBL                                                                               | SBR                                                                               |
| Lane Configurations      |        |  |  |  |  |  |
| Traffic Vol, veh/h       | 15     | 190                                                                               | 180                                                                               | 125                                                                               | 190                                                                               | 25                                                                                |
| Future Vol, veh/h        | 15     | 190                                                                               | 180                                                                               | 125                                                                               | 190                                                                               | 25                                                                                |
| Conflicting Peds, #/hr   | 10     | 0                                                                                 | 0                                                                                 | 10                                                                                | 0                                                                                 | 0                                                                                 |
| Sign Control             | Free   | Free                                                                              | Free                                                                              | Free                                                                              | Stop                                                                              | Stop                                                                              |
| RT Channelized           | -      | None                                                                              | -                                                                                 | None                                                                              | -                                                                                 | None                                                                              |
| Storage Length           | -      | -                                                                                 | -                                                                                 | 0                                                                                 | 0                                                                                 | -                                                                                 |
| Veh in Median Storage, # | -      | 0                                                                                 | 0                                                                                 | -                                                                                 | 1                                                                                 | -                                                                                 |
| Grade, %                 | -      | 0                                                                                 | 0                                                                                 | -                                                                                 | 0                                                                                 | -                                                                                 |
| Peak Hour Factor         | 87     | 87                                                                                | 87                                                                                | 87                                                                                | 87                                                                                | 87                                                                                |
| Heavy Vehicles, %        | 2      | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 |
| Mvmt Flow                | 17     | 218                                                                               | 207                                                                               | 144                                                                               | 218                                                                               | 29                                                                                |
| Major/Minor              | Major1 | Major2                                                                            |                                                                                   | Minor2                                                                            |                                                                                   |                                                                                   |
| Conflicting Flow All     | 361    | 0                                                                                 | -                                                                                 | 0                                                                                 | 469                                                                               | 217                                                                               |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -                                                                                 | 217                                                                               | -                                                                                 |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -                                                                                 | 252                                                                               | -                                                                                 |
| Critical Hdwy            | 4.12   | -                                                                                 | -                                                                                 | -                                                                                 | 6.42                                                                              | 6.22                                                                              |
| Critical Hdwy Stg 1      | -      | -                                                                                 | -                                                                                 | -                                                                                 | 5.42                                                                              | -                                                                                 |
| Critical Hdwy Stg 2      | -      | -                                                                                 | -                                                                                 | -                                                                                 | 5.42                                                                              | -                                                                                 |
| Follow-up Hdwy           | 2.218  | -                                                                                 | -                                                                                 | -                                                                                 | 3.518                                                                             | 3.318                                                                             |
| Pot Cap-1 Maneuver       | 1198   | -                                                                                 | -                                                                                 | -                                                                                 | 553                                                                               | 823                                                                               |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -                                                                                 | 819                                                                               | -                                                                                 |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -                                                                                 | 790                                                                               | -                                                                                 |
| Platoon blocked, %       |        | -                                                                                 | -                                                                                 | -                                                                                 |                                                                                   |                                                                                   |
| Mov Cap-1 Maneuver       | 1187   | -                                                                                 | -                                                                                 | -                                                                                 | 533                                                                               | 815                                                                               |
| Mov Cap-2 Maneuver       | -      | -                                                                                 | -                                                                                 | -                                                                                 | 604                                                                               | -                                                                                 |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -                                                                                 | 798                                                                               | -                                                                                 |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -                                                                                 | 782                                                                               | -                                                                                 |
| Approach                 | EB     | WB                                                                                |                                                                                   | SB                                                                                |                                                                                   |                                                                                   |
| HCM Control Delay, s     | 0.6    | 0                                                                                 |                                                                                   | 14.5                                                                              |                                                                                   |                                                                                   |
| HCM LOS                  |        |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |
| Minor Lane/Major Mvmt    | EBL    | EBT                                                                               | WBT                                                                               | WBR                                                                               | SBLn1                                                                             |                                                                                   |
| Capacity (veh/h)         | 1187   | -                                                                                 | -                                                                                 | -                                                                                 | 623                                                                               |                                                                                   |
| HCM Lane V/C Ratio       | 0.015  | -                                                                                 | -                                                                                 | -                                                                                 | 0.397                                                                             |                                                                                   |
| HCM Control Delay (s)    | 8.1    | 0                                                                                 | -                                                                                 | -                                                                                 | 14.5                                                                              |                                                                                   |
| HCM Lane LOS             | A      | A                                                                                 | -                                                                                 | -                                                                                 | B                                                                                 |                                                                                   |
| HCM 95th %tile Q(veh)    | 0      | -                                                                                 | -                                                                                 | -                                                                                 | 1.9                                                                               |                                                                                   |

| Intersection             |        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
|--------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 3.9    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Movement                 | EBL    | EBT                                                                               | WBT                                                                               | WBR                                                                               | SBL                                                                               | SBR                                                                               |
| Lane Configurations      |        |  |  |  |  |  |
| Traffic Vol, veh/h       | 20     | 255                                                                               | 165                                                                               | 295                                                                               | 160                                                                               | 10                                                                                |
| Future Vol, veh/h        | 20     | 255                                                                               | 165                                                                               | 295                                                                               | 160                                                                               | 10                                                                                |
| Conflicting Peds, #/hr   | 5      | 0                                                                                 | 0                                                                                 | 5                                                                                 | 0                                                                                 | 0                                                                                 |
| Sign Control             | Free   | Free                                                                              | Free                                                                              | Free                                                                              | Stop                                                                              | Stop                                                                              |
| RT Channelized           | -      | None                                                                              | -                                                                                 | None                                                                              | -                                                                                 | None                                                                              |
| Storage Length           | -      | -                                                                                 | -                                                                                 | 0                                                                                 | 0                                                                                 | -                                                                                 |
| Veh in Median Storage, # | -      | 0                                                                                 | 0                                                                                 | -                                                                                 | 1                                                                                 | -                                                                                 |
| Grade, %                 | -      | 0                                                                                 | 0                                                                                 | -                                                                                 | 0                                                                                 | -                                                                                 |
| Peak Hour Factor         | 66     | 66                                                                                | 66                                                                                | 66                                                                                | 66                                                                                | 66                                                                                |
| Heavy Vehicles, %        | 2      | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 |
| Mvmt Flow                | 30     | 386                                                                               | 250                                                                               | 447                                                                               | 242                                                                               | 15                                                                                |
|                          |        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Major/Minor              | Major1 | Major2                                                                            |                                                                                   | Minor2                                                                            |                                                                                   |                                                                                   |
| Conflicting Flow All     | 702    | 0                                                                                 | -                                                                                 | 0                                                                                 | 701                                                                               | 255                                                                               |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -                                                                                 | 255                                                                               | -                                                                                 |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -                                                                                 | 446                                                                               | -                                                                                 |
| Critical Hdwy            | 4.12   | -                                                                                 | -                                                                                 | -                                                                                 | 6.42                                                                              | 6.22                                                                              |
| Critical Hdwy Stg 1      | -      | -                                                                                 | -                                                                                 | -                                                                                 | 5.42                                                                              | -                                                                                 |
| Critical Hdwy Stg 2      | -      | -                                                                                 | -                                                                                 | -                                                                                 | 5.42                                                                              | -                                                                                 |
| Follow-up Hdwy           | 2.218  | -                                                                                 | -                                                                                 | -                                                                                 | 3.518                                                                             | 3.318                                                                             |
| Pot Cap-1 Maneuver       | 895    | -                                                                                 | -                                                                                 | -                                                                                 | 405                                                                               | 784                                                                               |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -                                                                                 | 788                                                                               | -                                                                                 |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -                                                                                 | 645                                                                               | -                                                                                 |
| Platoon blocked, %       |        | -                                                                                 | -                                                                                 | -                                                                                 |                                                                                   |                                                                                   |
| Mov Cap-1 Maneuver       | 891    | -                                                                                 | -                                                                                 | -                                                                                 | 384                                                                               | 780                                                                               |
| Mov Cap-2 Maneuver       | -      | -                                                                                 | -                                                                                 | -                                                                                 | 489                                                                               | -                                                                                 |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -                                                                                 | 750                                                                               | -                                                                                 |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -                                                                                 | 642                                                                               | -                                                                                 |
|                          |        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
|                          |        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Approach                 | EB     | WB                                                                                |                                                                                   | SB                                                                                |                                                                                   |                                                                                   |
| HCM Control Delay, s     | 0.7    | 0                                                                                 |                                                                                   | 19.6                                                                              |                                                                                   |                                                                                   |
| HCM LOS                  |        |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   |
|                          |        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Minor Lane/Major Mvmt    | EBL    | EBT                                                                               | WBT                                                                               | WBR                                                                               | SBLn1                                                                             |                                                                                   |
| Capacity (veh/h)         | 891    | -                                                                                 | -                                                                                 | -                                                                                 | 500                                                                               |                                                                                   |
| HCM Lane V/C Ratio       | 0.034  | -                                                                                 | -                                                                                 | -                                                                                 | 0.515                                                                             |                                                                                   |
| HCM Control Delay (s)    | 9.2    | 0                                                                                 | -                                                                                 | -                                                                                 | 19.6                                                                              |                                                                                   |
| HCM Lane LOS             | A      | A                                                                                 | -                                                                                 | -                                                                                 | C                                                                                 |                                                                                   |
| HCM 95th %tile Q(veh)    | 0.1    | -                                                                                 | -                                                                                 | -                                                                                 | 2.9                                                                               |                                                                                   |



| Intersection             |        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |       |
|--------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------|
| Int Delay, s/veh         | 4.6    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |       |
| Movement                 | EBL    | EBT                                                                               | WBT                                                                               | WBR                                                                               | SBL                                                                               | SBR   |
| Lane Configurations      |        |  |  |  |  |       |
| Traffic Vol, veh/h       | 10     | 205                                                                               | 195                                                                               | 110                                                                               | 195                                                                               | 25    |
| Future Vol, veh/h        | 10     | 205                                                                               | 195                                                                               | 110                                                                               | 195                                                                               | 25    |
| Conflicting Peds, #/hr   | 10     | 0                                                                                 | 0                                                                                 | 10                                                                                | 0                                                                                 | 0     |
| Sign Control             | Free   | Free                                                                              | Free                                                                              | Free                                                                              | Stop                                                                              | Stop  |
| RT Channelized           | -      | None                                                                              | -                                                                                 | None                                                                              | -                                                                                 | None  |
| Storage Length           | -      | -                                                                                 | -                                                                                 | 0                                                                                 | 0                                                                                 | -     |
| Veh in Median Storage, # | -      | 0                                                                                 | 0                                                                                 | -                                                                                 | 1                                                                                 | -     |
| Grade, %                 | -      | 0                                                                                 | 0                                                                                 | -                                                                                 | 0                                                                                 | -     |
| Peak Hour Factor         | 87     | 87                                                                                | 87                                                                                | 87                                                                                | 87                                                                                | 87    |
| Heavy Vehicles, %        | 2      | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2     |
| Mvmt Flow                | 11     | 236                                                                               | 224                                                                               | 126                                                                               | 224                                                                               | 29    |
| Major/Minor              | Major1 | Major2                                                                            |                                                                                   | Minor2                                                                            |                                                                                   |       |
| Conflicting Flow All     | 360    | 0                                                                                 | -                                                                                 | 0                                                                                 | 492                                                                               | 234   |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -                                                                                 | 234                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -                                                                                 | 258                                                                               | -     |
| Critical Hdwy            | 4.12   | -                                                                                 | -                                                                                 | -                                                                                 | 6.42                                                                              | 6.22  |
| Critical Hdwy Stg 1      | -      | -                                                                                 | -                                                                                 | -                                                                                 | 5.42                                                                              | -     |
| Critical Hdwy Stg 2      | -      | -                                                                                 | -                                                                                 | -                                                                                 | 5.42                                                                              | -     |
| Follow-up Hdwy           | 2.218  | -                                                                                 | -                                                                                 | -                                                                                 | 3.518                                                                             | 3.318 |
| Pot Cap-1 Maneuver       | 1199   | -                                                                                 | -                                                                                 | -                                                                                 | 536                                                                               | 805   |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -                                                                                 | 805                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -                                                                                 | 785                                                                               | -     |
| Platoon blocked, %       |        | -                                                                                 | -                                                                                 | -                                                                                 |                                                                                   |       |
| Mov Cap-1 Maneuver       | 1188   | -                                                                                 | -                                                                                 | -                                                                                 | 519                                                                               | 797   |
| Mov Cap-2 Maneuver       | -      | -                                                                                 | -                                                                                 | -                                                                                 | 594                                                                               | -     |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -                                                                                 | 788                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -                                                                                 | 777                                                                               | -     |
| Approach                 | EB     | WB                                                                                |                                                                                   | SB                                                                                |                                                                                   |       |
| HCM Control Delay, s     | 0.4    | 0                                                                                 |                                                                                   | 15                                                                                |                                                                                   |       |
| HCM LOS                  |        |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |       |
| Minor Lane/Major Mvmt    | EBL    | EBT                                                                               | WBT                                                                               | WBR                                                                               | SBLn1                                                                             |       |
| Capacity (veh/h)         | 1188   | -                                                                                 | -                                                                                 | -                                                                                 | 612                                                                               |       |
| HCM Lane V/C Ratio       | 0.01   | -                                                                                 | -                                                                                 | -                                                                                 | 0.413                                                                             |       |
| HCM Control Delay (s)    | 8.1    | 0                                                                                 | -                                                                                 | -                                                                                 | 15                                                                                |       |
| HCM Lane LOS             | A      | A                                                                                 | -                                                                                 | -                                                                                 | C                                                                                 |       |
| HCM 95th %tile Q(veh)    | 0      | -                                                                                 | -                                                                                 | -                                                                                 | 2                                                                                 |       |

| Intersection             |        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |       |
|--------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------|
| Int Delay, s/veh         | 4.9    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |       |
| Movement                 | EBL    | EBT                                                                               | WBT                                                                               | WBR                                                                               | SBL                                                                               | SBR   |
| Lane Configurations      |        |  |  |  |  |       |
| Traffic Vol, veh/h       | 25     | 255                                                                               | 165                                                                               | 305                                                                               | 180                                                                               | 15    |
| Future Vol, veh/h        | 25     | 255                                                                               | 165                                                                               | 305                                                                               | 180                                                                               | 15    |
| Conflicting Peds, #/hr   | 5      | 0                                                                                 | 0                                                                                 | 5                                                                                 | 0                                                                                 | 0     |
| Sign Control             | Free   | Free                                                                              | Free                                                                              | Free                                                                              | Stop                                                                              | Stop  |
| RT Channelized           | -      | None                                                                              | -                                                                                 | None                                                                              | -                                                                                 | None  |
| Storage Length           | -      | -                                                                                 | -                                                                                 | 0                                                                                 | 0                                                                                 | -     |
| Veh in Median Storage, # | -      | 0                                                                                 | 0                                                                                 | -                                                                                 | 1                                                                                 | -     |
| Grade, %                 | -      | 0                                                                                 | 0                                                                                 | -                                                                                 | 0                                                                                 | -     |
| Peak Hour Factor         | 66     | 66                                                                                | 66                                                                                | 66                                                                                | 66                                                                                | 66    |
| Heavy Vehicles, %        | 2      | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2     |
| Mvmt Flow                | 38     | 386                                                                               | 250                                                                               | 462                                                                               | 273                                                                               | 23    |
|                          |        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |       |
| Major/Minor              | Major1 | Major2                                                                            |                                                                                   | Minor2                                                                            |                                                                                   |       |
| Conflicting Flow All     | 717    | 0                                                                                 | -                                                                                 | 0                                                                                 | 717                                                                               | 255   |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -                                                                                 | 255                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -                                                                                 | 462                                                                               | -     |
| Critical Hdwy            | 4.12   | -                                                                                 | -                                                                                 | -                                                                                 | 6.42                                                                              | 6.22  |
| Critical Hdwy Stg 1      | -      | -                                                                                 | -                                                                                 | -                                                                                 | 5.42                                                                              | -     |
| Critical Hdwy Stg 2      | -      | -                                                                                 | -                                                                                 | -                                                                                 | 5.42                                                                              | -     |
| Follow-up Hdwy           | 2.218  | -                                                                                 | -                                                                                 | -                                                                                 | 3.518                                                                             | 3.318 |
| Pot Cap-1 Maneuver       | 884    | -                                                                                 | -                                                                                 | -                                                                                 | 396                                                                               | 784   |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -                                                                                 | 788                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -                                                                                 | 634                                                                               | -     |
| Platoon blocked, %       |        | -                                                                                 | -                                                                                 | -                                                                                 |                                                                                   |       |
| Mov Cap-1 Maneuver       | 880    | -                                                                                 | -                                                                                 | -                                                                                 | 371                                                                               | 780   |
| Mov Cap-2 Maneuver       | -      | -                                                                                 | -                                                                                 | -                                                                                 | 478                                                                               | -     |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -                                                                                 | 741                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -                                                                                 | 631                                                                               | -     |
|                          |        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |       |
| Approach                 | EB     | WB                                                                                |                                                                                   | SB                                                                                |                                                                                   |       |
| HCM Control Delay, s     | 0.8    | 0                                                                                 |                                                                                   | 22.6                                                                              |                                                                                   |       |
| HCM LOS                  |        |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |       |
|                          |        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |       |
| Minor Lane/Major Mvmt    | EBL    | EBT                                                                               | WBT                                                                               | WBR                                                                               | SBLn1                                                                             |       |
| Capacity (veh/h)         | 880    | -                                                                                 | -                                                                                 | -                                                                                 | 493                                                                               |       |
| HCM Lane V/C Ratio       | 0.043  | -                                                                                 | -                                                                                 | -                                                                                 | 0.599                                                                             |       |
| HCM Control Delay (s)    | 9.3    | 0                                                                                 | -                                                                                 | -                                                                                 | 22.6                                                                              |       |
| HCM Lane LOS             | A      | A                                                                                 | -                                                                                 | -                                                                                 | C                                                                                 |       |
| HCM 95th %tile Q(veh)    | 0.1    | -                                                                                 | -                                                                                 | -                                                                                 | 3.9                                                                               |       |

| Intersection             |        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |       |
|--------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------|
| Int Delay, s/veh         | 5      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |       |
| Movement                 | EBL    | EBT                                                                               | WBT                                                                               | WBR                                                                               | SBL                                                                               | SBR   |
| Lane Configurations      |        |  |  |  |  |       |
| Traffic Vol, veh/h       | 15     | 205                                                                               | 195                                                                               | 135                                                                               | 210                                                                               | 30    |
| Future Vol, veh/h        | 15     | 205                                                                               | 195                                                                               | 135                                                                               | 210                                                                               | 30    |
| Conflicting Peds, #/hr   | 10     | 0                                                                                 | 0                                                                                 | 10                                                                                | 0                                                                                 | 0     |
| Sign Control             | Free   | Free                                                                              | Free                                                                              | Free                                                                              | Stop                                                                              | Stop  |
| RT Channelized           | -      | None                                                                              | -                                                                                 | None                                                                              | -                                                                                 | None  |
| Storage Length           | -      | -                                                                                 | -                                                                                 | 0                                                                                 | 0                                                                                 | -     |
| Veh in Median Storage, # | -      | 0                                                                                 | 0                                                                                 | -                                                                                 | 1                                                                                 | -     |
| Grade, %                 | -      | 0                                                                                 | 0                                                                                 | -                                                                                 | 0                                                                                 | -     |
| Peak Hour Factor         | 87     | 87                                                                                | 87                                                                                | 87                                                                                | 87                                                                                | 87    |
| Heavy Vehicles, %        | 2      | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2     |
| Mvmt Flow                | 17     | 236                                                                               | 224                                                                               | 155                                                                               | 241                                                                               | 34    |
|                          |        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |       |
| Major/Minor              | Major1 | Major2                                                                            |                                                                                   | Minor2                                                                            |                                                                                   |       |
| Conflicting Flow All     | 389    | 0                                                                                 | -                                                                                 | 0                                                                                 | 504                                                                               | 234   |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -                                                                                 | 234                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -                                                                                 | 270                                                                               | -     |
| Critical Hdwy            | 4.12   | -                                                                                 | -                                                                                 | -                                                                                 | 6.42                                                                              | 6.22  |
| Critical Hdwy Stg 1      | -      | -                                                                                 | -                                                                                 | -                                                                                 | 5.42                                                                              | -     |
| Critical Hdwy Stg 2      | -      | -                                                                                 | -                                                                                 | -                                                                                 | 5.42                                                                              | -     |
| Follow-up Hdwy           | 2.218  | -                                                                                 | -                                                                                 | -                                                                                 | 3.518                                                                             | 3.318 |
| Pot Cap-1 Maneuver       | 1170   | -                                                                                 | -                                                                                 | -                                                                                 | 528                                                                               | 805   |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -                                                                                 | 805                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -                                                                                 | 775                                                                               | -     |
| Platoon blocked, %       |        | -                                                                                 | -                                                                                 | -                                                                                 |                                                                                   |       |
| Mov Cap-1 Maneuver       | 1159   | -                                                                                 | -                                                                                 | -                                                                                 | 508                                                                               | 797   |
| Mov Cap-2 Maneuver       | -      | -                                                                                 | -                                                                                 | -                                                                                 | 585                                                                               | -     |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -                                                                                 | 783                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -                                                                                 | 767                                                                               | -     |
|                          |        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |       |
|                          |        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |       |
| Approach                 | EB     | WB                                                                                |                                                                                   | SB                                                                                |                                                                                   |       |
| HCM Control Delay, s     | 0.6    | 0                                                                                 |                                                                                   | 15.8                                                                              |                                                                                   |       |
| HCM LOS                  |        |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |       |
|                          |        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |       |
|                          |        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |       |
| Minor Lane/Major Mvmt    | EBL    | EBT                                                                               | WBT                                                                               | WBR                                                                               | SBLn1                                                                             |       |
| Capacity (veh/h)         | 1159   | -                                                                                 | -                                                                                 | -                                                                                 | 605                                                                               |       |
| HCM Lane V/C Ratio       | 0.015  | -                                                                                 | -                                                                                 | -                                                                                 | 0.456                                                                             |       |
| HCM Control Delay (s)    | 8.2    | 0                                                                                 | -                                                                                 | -                                                                                 | 15.8                                                                              |       |
| HCM Lane LOS             | A      | A                                                                                 | -                                                                                 | -                                                                                 | C                                                                                 |       |
| HCM 95th %tile Q(veh)    | 0      | -                                                                                 | -                                                                                 | -                                                                                 | 2.4                                                                               |       |

# MOVEMENT SUMMARY

 Site: 101 [2021 Existing Adjusted AM (Site Folder: General)]

New Site

Site Category: (None)

Roundabout

| Vehicle Movement Performance |      |               |        |               |        |           |             |                  |                   |           |           |                     |                  |             |
|------------------------------|------|---------------|--------|---------------|--------|-----------|-------------|------------------|-------------------|-----------|-----------|---------------------|------------------|-------------|
| Mov ID                       | Turn | INPUT VOLUMES |        | DEMAND FLOWS  |        | Deg. Satn | Aver. Delay | Level of Service | 95% BACK OF QUEUE |           | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed |
|                              |      | [ Total veh/h | HV ] % | [ Total veh/h | HV ] % | v/c       | sec         |                  | [ Veh. veh        | Dist ] ft |           |                     |                  | mph         |
| South: Mel Rey Rd            |      |               |        |               |        |           |             |                  |                   |           |           |                     |                  |             |
| 3b                           | L3   | 100           | 5.3    | 108           | 5.3    | 0.103     | 4.3         | LOS A            | 0.4               | 10.0      | 0.33      | 0.21                | 0.33             | 32.6        |
| 3                            | L2   | 315           | 5.3    | 339           | 5.3    | 0.645     | 12.1        | LOS B            | 6.5               | 170.3     | 0.59      | 0.53                | 0.75             | 30.5        |
| 8                            | T1   | 45            | 5.3    | 48            | 5.3    | 0.645     | 12.1        | LOS B            | 6.5               | 170.3     | 0.59      | 0.53                | 0.75             | 30.5        |
| 18                           | R2   | 311           | 5.3    | 334           | 5.3    | 0.645     | 12.1        | LOS B            | 6.5               | 170.3     | 0.59      | 0.53                | 0.75             | 29.7        |
| Approach                     |      | 771           | 5.3    | 829           | 5.3    | 0.645     | 11.1        | LOS B            | 6.5               | 170.3     | 0.55      | 0.49                | 0.69             | 30.4        |
| SouthEast: I-70 Off Ramp     |      |               |        |               |        |           |             |                  |                   |           |           |                     |                  |             |
| 3bx                          | L3   | 14            | 7.4    | 16            | 7.4    | 0.035     | 8.3         | LOS A            | 0.1               | 2.9       | 0.64      | 0.63                | 0.64             | 30.9        |
| 3x                           | L2   | 1             | 7.4    | 1             | 7.4    | 0.251     | 10.4        | LOS B            | 0.8               | 22.1      | 0.67      | 0.67                | 0.67             | 31.2        |
| 3ax                          | L1   | 63            | 7.4    | 72            | 7.4    | 0.251     | 10.4        | LOS B            | 0.8               | 22.1      | 0.67      | 0.67                | 0.67             | 30.9        |
| 18ax                         | R1   | 15            | 7.4    | 17            | 7.4    | 0.251     | 10.4        | LOS B            | 0.8               | 22.1      | 0.67      | 0.67                | 0.67             | 31.0        |
| 18bx                         | R3   | 35            | 7.4    | 40            | 7.4    | 0.251     | 10.4        | LOS B            | 0.8               | 22.1      | 0.67      | 0.67                | 0.67             | 30.0        |
| Approach                     |      | 128           | 7.4    | 147           | 7.4    | 0.251     | 10.2        | LOS B            | 0.8               | 22.1      | 0.66      | 0.66                | 0.66             | 30.6        |
| East: Highway 6              |      |               |        |               |        |           |             |                  |                   |           |           |                     |                  |             |
| 1                            | L2   | 162           | 3.5    | 245           | 3.5    | 0.346     | 9.4         | LOS A            | 1.5               | 38.5      | 0.63      | 0.65                | 0.69             | 30.6        |
| 1a                           | L1   | 63            | 3.5    | 95            | 3.5    | 0.360     | 9.0         | LOS A            | 1.6               | 40.9      | 0.62      | 0.64                | 0.69             | 32.1        |
| 6                            | T1   | 105           | 3.5    | 159           | 3.5    | 0.360     | 9.0         | LOS A            | 1.6               | 40.9      | 0.62      | 0.64                | 0.69             | 32.5        |
| 16                           | R2   | 18            | 3.5    | 27            | 3.5    | 0.360     | 9.0         | LOS A            | 1.6               | 40.9      | 0.62      | 0.64                | 0.69             | 31.5        |
| Approach                     |      | 348           | 3.5    | 527           | 3.5    | 0.360     | 9.2         | LOS A            | 1.6               | 40.9      | 0.62      | 0.65                | 0.69             | 31.5        |
| North: Mel Rey Rd            |      |               |        |               |        |           |             |                  |                   |           |           |                     |                  |             |
| 7                            | L2   | 26            | 4.1    | 31            | 4.1    | 0.357     | 12.1        | LOS B            | 1.5               | 37.5      | 0.70      | 0.76                | 0.90             | 31.4        |
| 4                            | T1   | 90            | 4.1    | 107           | 4.1    | 0.357     | 12.1        | LOS B            | 1.5               | 37.5      | 0.70      | 0.76                | 0.90             | 31.4        |
| 14a                          | R1   | 28            | 4.1    | 33            | 4.1    | 0.357     | 12.1        | LOS B            | 1.5               | 37.5      | 0.70      | 0.76                | 0.90             | 31.1        |
| 14                           | R2   | 19            | 4.1    | 23            | 4.1    | 0.357     | 12.1        | LOS B            | 1.5               | 37.5      | 0.70      | 0.76                | 0.90             | 30.5        |
| Approach                     |      | 163           | 4.1    | 194           | 4.1    | 0.357     | 12.1        | LOS B            | 1.5               | 37.5      | 0.70      | 0.76                | 0.90             | 31.2        |
| West: Highway 6              |      |               |        |               |        |           |             |                  |                   |           |           |                     |                  |             |
| 5                            | L2   | 15            | 5.1    | 24            | 5.1    | 0.683     | 17.6        | LOS C            | 6.4               | 165.5     | 0.79      | 1.06                | 1.56             | 29.3        |
| 2                            | T1   | 97            | 5.1    | 154           | 5.1    | 0.683     | 17.6        | LOS C            | 6.4               | 165.5     | 0.79      | 1.06                | 1.56             | 29.3        |
| 12                           | R2   | 219           | 5.1    | 348           | 5.1    | 0.683     | 17.6        | LOS C            | 6.4               | 165.5     | 0.79      | 1.06                | 1.56             | 28.5        |
| 12b                          | R3   | 69            | 5.1    | 110           | 5.1    | 0.100     | 4.2         | LOS A            | 0.4               | 9.5       | 0.33      | 0.22                | 0.33             | 34.0        |
| Approach                     |      | 400           | 5.1    | 635           | 5.1    | 0.683     | 15.3        | LOS C            | 6.4               | 165.5     | 0.71      | 0.91                | 1.35             | 29.6        |
| All Vehicles                 |      | 1810          | 5.0    | 2332          | 4.9    | 0.683     | 11.8        | LOS B            | 6.5               | 170.3     | 0.63      | 0.67                | 0.89             | 30.5        |

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).  
Queue Model: HCM Queue Formula.  
Gap-Acceptance Capacity: Traditional M1.  
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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# MOVEMENT SUMMARY

 Site: 101 [2021 Existing Adjusted PM (Site Folder: General)]

New Site

Site Category: (None)

Roundabout

| Vehicle Movement Performance |      |               |        |               |        |           |             |                  |                   |           |           |                     |                  |             |
|------------------------------|------|---------------|--------|---------------|--------|-----------|-------------|------------------|-------------------|-----------|-----------|---------------------|------------------|-------------|
| Mov ID                       | Turn | INPUT VOLUMES |        | DEMAND FLOWS  |        | Deg. Satn | Aver. Delay | Level of Service | 95% BACK OF QUEUE |           | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed |
|                              |      | [ Total veh/h | HV ] % | [ Total veh/h | HV ] % |           |             |                  | [ Veh. veh        | Dist ] ft |           |                     |                  |             |
| South: Mel Rey Rd            |      |               |        |               |        |           |             |                  |                   |           |           |                     |                  |             |
| 3b                           | L3   | 648           | 2.0    | 810           | 2.0    | 0.684     | 12.8        | LOS B            | 8.2               | 208.0     | 0.62      | 0.52                | 0.77             | 29.3        |
| 3                            | L2   | 176           | 2.0    | 220           | 2.0    | 0.641     | 12.0        | LOS B            | 6.1               | 154.4     | 0.60      | 0.48                | 0.68             | 31.0        |
| 8                            | T1   | 143           | 2.0    | 179           | 2.0    | 0.641     | 12.0        | LOS B            | 6.1               | 154.4     | 0.60      | 0.48                | 0.68             | 30.9        |
| 18                           | R2   | 251           | 2.0    | 314           | 2.0    | 0.641     | 12.0        | LOS B            | 6.1               | 154.4     | 0.60      | 0.48                | 0.68             | 30.1        |
| Approach                     |      | 1218          | 2.0    | 1523          | 2.0    | 0.684     | 12.4        | LOS B            | 8.2               | 208.0     | 0.61      | 0.50                | 0.73             | 29.9        |
| SouthEast: I-70 Off Ramp     |      |               |        |               |        |           |             |                  |                   |           |           |                     |                  |             |
| 3bx                          | L3   | 78            | 2.9    | 99            | 2.9    | 0.374     | 23.4        | LOS C            | 1.3               | 33.8      | 0.86      | 0.94                | 1.16             | 25.9        |
| 3x                           | L2   | 1             | 2.9    | 1             | 2.9    | 0.622     | 31.7        | LOS D            | 2.8               | 72.2      | 0.90      | 1.08                | 1.61             | 24.3        |
| 3ax                          | L1   | 62            | 2.9    | 78            | 2.9    | 0.622     | 31.7        | LOS D            | 2.8               | 72.2      | 0.90      | 1.08                | 1.61             | 24.1        |
| 18ax                         | R1   | 30            | 2.9    | 38            | 2.9    | 0.622     | 31.7        | LOS D            | 2.8               | 72.2      | 0.90      | 1.08                | 1.61             | 24.2        |
| 18bx                         | R3   | 61            | 2.9    | 77            | 2.9    | 0.622     | 31.7        | LOS D            | 2.8               | 72.2      | 0.90      | 1.08                | 1.61             | 23.6        |
| Approach                     |      | 232           | 2.9    | 294           | 2.9    | 0.622     | 28.9        | LOS D            | 2.8               | 72.2      | 0.88      | 1.03                | 1.46             | 24.6        |
| East: Highway 6              |      |               |        |               |        |           |             |                  |                   |           |           |                     |                  |             |
| 1                            | L2   | 132           | 2.8    | 138           | 2.8    | 0.405     | 19.6        | LOS C            | 1.6               | 40.2      | 0.83      | 0.91                | 1.15             | 27.0        |
| 1a                           | L1   | 193           | 2.8    | 201           | 2.8    | 0.942     | 64.1        | LOS F            | 10.3              | 263.6     | 0.97      | 1.65                | 3.55             | 18.0        |
| 6                            | T1   | 142           | 2.8    | 148           | 2.8    | 0.942     | 64.1        | LOS F            | 10.3              | 263.6     | 0.97      | 1.65                | 3.55             | 18.1        |
| 16                           | R2   | 23            | 2.8    | 24            | 2.8    | 0.942     | 64.1        | LOS F            | 10.3              | 263.6     | 0.97      | 1.65                | 3.55             | 17.8        |
| Approach                     |      | 490           | 2.8    | 510           | 2.8    | 0.942     | 52.2        | LOS F            | 10.3              | 263.6     | 0.93      | 1.45                | 2.90             | 19.8        |
| North: Mel Rey Rd            |      |               |        |               |        |           |             |                  |                   |           |           |                     |                  |             |
| 7                            | L2   | 26            | 0.8    | 31            | 0.8    | 0.591     | 29.0        | LOS D            | 2.7               | 66.7      | 0.89      | 1.05                | 1.53             | 25.5        |
| 4                            | T1   | 61            | 0.8    | 72            | 0.8    | 0.591     | 29.0        | LOS D            | 2.7               | 66.7      | 0.89      | 1.05                | 1.53             | 25.5        |
| 14a                          | R1   | 61            | 0.8    | 72            | 0.8    | 0.591     | 29.0        | LOS D            | 2.7               | 66.7      | 0.89      | 1.05                | 1.53             | 25.3        |
| 14                           | R2   | 14            | 0.8    | 16            | 0.8    | 0.591     | 29.0        | LOS D            | 2.7               | 66.7      | 0.89      | 1.05                | 1.53             | 24.9        |
| Approach                     |      | 162           | 0.8    | 191           | 0.8    | 0.591     | 29.0        | LOS D            | 2.7               | 66.7      | 0.89      | 1.05                | 1.53             | 25.4        |
| West: Highway 6              |      |               |        |               |        |           |             |                  |                   |           |           |                     |                  |             |
| 5                            | L2   | 12            | 2.4    | 14            | 2.4    | 0.876     | 51.0        | LOS F            | 7.6               | 194.8     | 0.94      | 1.45                | 2.83             | 20.4        |
| 2                            | T1   | 122           | 2.4    | 142           | 2.4    | 0.876     | 51.0        | LOS F            | 7.6               | 194.8     | 0.94      | 1.45                | 2.83             | 20.4        |
| 12                           | R2   | 170           | 2.4    | 198           | 2.4    | 0.876     | 51.0        | LOS F            | 7.6               | 194.8     | 0.94      | 1.45                | 2.83             | 20.1        |
| 12b                          | R3   | 203           | 2.4    | 236           | 2.4    | 0.436     | 13.9        | LOS B            | 2.0               | 51.1      | 0.73      | 0.83                | 1.06             | 29.7        |
| Approach                     |      | 507           | 2.4    | 590           | 2.4    | 0.876     | 36.1        | LOS E            | 7.6               | 194.8     | 0.86      | 1.20                | 2.12             | 23.1        |
| All Vehicles                 |      | 2609          | 2.2    | 3107          | 2.2    | 0.942     | 26.0        | LOS D            | 10.3              | 263.6     | 0.75      | 0.87                | 1.47             | 25.6        |

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).  
Queue Model: HCM Queue Formula.  
Gap-Acceptance Capacity: Traditional M1.  
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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# MOVEMENT SUMMARY

 Site: 101 [2022 Background AM (Site Folder: General)]

New Site

Site Category: (None)

Roundabout

| Vehicle Movement Performance |      |               |        |               |        |           |             |                  |                   |           |           |                     |                  |             |
|------------------------------|------|---------------|--------|---------------|--------|-----------|-------------|------------------|-------------------|-----------|-----------|---------------------|------------------|-------------|
| Mov ID                       | Turn | INPUT VOLUMES |        | DEMAND FLOWS  |        | Deg. Satn | Aver. Delay | Level of Service | 95% BACK OF QUEUE |           | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed |
|                              |      | [ Total veh/h | HV ] % | [ Total veh/h | HV ] % |           |             |                  | [ Veh. veh        | Dist ] ft |           |                     |                  |             |
| South: Mel Rey Rd            |      |               |        |               |        |           |             |                  |                   |           |           |                     |                  |             |
| 3b                           | L3   | 101           | 5.3    | 109           | 5.3    | 0.106     | 4.5         | LOS A            | 0.4               | 10.3      | 0.35      | 0.24                | 0.35             | 32.6        |
| 3                            | L2   | 337           | 5.3    | 362           | 5.3    | 0.683     | 13.5        | LOS B            | 9.1               | 238.1     | 0.65      | 0.69                | 1.00             | 29.9        |
| 8                            | T1   | 45            | 5.3    | 48            | 5.3    | 0.683     | 13.5        | LOS B            | 9.1               | 238.1     | 0.65      | 0.69                | 1.00             | 29.9        |
| 18                           | R2   | 313           | 5.3    | 337           | 5.3    | 0.683     | 13.5        | LOS B            | 9.1               | 238.1     | 0.65      | 0.69                | 1.00             | 29.1        |
| Approach                     |      | 796           | 5.3    | 856           | 5.3    | 0.683     | 12.3        | LOS B            | 9.1               | 238.1     | 0.61      | 0.63                | 0.91             | 29.9        |
| SouthEast: I-70 Off Ramp     |      |               |        |               |        |           |             |                  |                   |           |           |                     |                  |             |
| 3bx                          | L3   | 14            | 7.4    | 16            | 7.4    | 0.037     | 8.7         | LOS A            | 0.1               | 3.0       | 0.66      | 0.66                | 0.66             | 30.7        |
| 3x                           | L2   | 1             | 7.4    | 1             | 7.4    | 0.309     | 12.0        | LOS B            | 1.1               | 29.5      | 0.70      | 0.74                | 0.83             | 30.5        |
| 3ax                          | L1   | 83            | 7.4    | 95            | 7.4    | 0.309     | 12.0        | LOS B            | 1.1               | 29.5      | 0.70      | 0.74                | 0.83             | 30.1        |
| 18ax                         | R1   | 15            | 7.4    | 17            | 7.4    | 0.309     | 12.0        | LOS B            | 1.1               | 29.5      | 0.70      | 0.74                | 0.83             | 30.2        |
| 18bx                         | R3   | 35            | 7.4    | 40            | 7.4    | 0.309     | 12.0        | LOS B            | 1.1               | 29.5      | 0.70      | 0.74                | 0.83             | 29.3        |
| Approach                     |      | 148           | 7.4    | 170           | 7.4    | 0.309     | 11.6        | LOS B            | 1.1               | 29.5      | 0.69      | 0.73                | 0.81             | 30.0        |
| East: Highway 6              |      |               |        |               |        |           |             |                  |                   |           |           |                     |                  |             |
| 1                            | L2   | 163           | 3.5    | 247           | 3.5    | 0.364     | 10.1        | LOS B            | 1.6               | 42.2      | 0.65      | 0.69                | 0.77             | 30.3        |
| 1a                           | L1   | 63            | 3.5    | 95            | 3.5    | 0.431     | 10.5        | LOS B            | 2.2               | 57.3      | 0.66      | 0.74                | 0.89             | 31.5        |
| 6                            | T1   | 132           | 3.5    | 200           | 3.5    | 0.431     | 10.5        | LOS B            | 2.2               | 57.3      | 0.66      | 0.74                | 0.89             | 31.8        |
| 16                           | R2   | 18            | 3.5    | 27            | 3.5    | 0.431     | 10.5        | LOS B            | 2.2               | 57.3      | 0.66      | 0.74                | 0.89             | 30.9        |
| Approach                     |      | 376           | 3.5    | 570           | 3.5    | 0.431     | 10.4        | LOS B            | 2.2               | 57.3      | 0.66      | 0.72                | 0.84             | 31.1        |
| North: Mel Rey Rd            |      |               |        |               |        |           |             |                  |                   |           |           |                     |                  |             |
| 7                            | L2   | 26            | 4.1    | 31            | 4.1    | 0.387     | 13.6        | LOS B            | 1.6               | 41.3      | 0.73      | 0.81                | 1.00             | 30.8        |
| 4                            | T1   | 90            | 4.1    | 107           | 4.1    | 0.387     | 13.6        | LOS B            | 1.6               | 41.3      | 0.73      | 0.81                | 1.00             | 30.7        |
| 14a                          | R1   | 28            | 4.1    | 33            | 4.1    | 0.387     | 13.6        | LOS B            | 1.6               | 41.3      | 0.73      | 0.81                | 1.00             | 30.5        |
| 14                           | R2   | 19            | 4.1    | 23            | 4.1    | 0.387     | 13.6        | LOS B            | 1.6               | 41.3      | 0.73      | 0.81                | 1.00             | 29.9        |
| Approach                     |      | 163           | 4.1    | 194           | 4.1    | 0.387     | 13.6        | LOS B            | 1.6               | 41.3      | 0.73      | 0.81                | 1.00             | 30.6        |
| West: Highway 6              |      |               |        |               |        |           |             |                  |                   |           |           |                     |                  |             |
| 5                            | L2   | 15            | 5.1    | 24            | 5.1    | 0.761     | 21.8        | LOS C            | 8.8               | 228.5     | 0.84      | 1.22                | 1.92             | 27.8        |
| 2                            | T1   | 113           | 5.1    | 179           | 5.1    | 0.761     | 21.8        | LOS C            | 8.8               | 228.5     | 0.84      | 1.22                | 1.92             | 27.7        |
| 12                           | R2   | 240           | 5.1    | 381           | 5.1    | 0.761     | 21.8        | LOS C            | 8.8               | 228.5     | 0.84      | 1.22                | 1.92             | 27.1        |
| 12b                          | R3   | 73            | 5.1    | 116           | 5.1    | 0.106     | 4.2         | LOS A            | 0.4               | 10.1      | 0.34      | 0.22                | 0.34             | 34.0        |
| Approach                     |      | 441           | 5.1    | 700           | 5.1    | 0.761     | 18.9        | LOS C            | 8.8               | 228.5     | 0.76      | 1.05                | 1.66             | 28.2        |
| All Vehicles                 |      | 1924          | 5.0    | 2490          | 4.9    | 0.761     | 13.8        | LOS B            | 9.1               | 238.1     | 0.68      | 0.79                | 1.11             | 29.7        |

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).  
Queue Model: HCM Queue Formula.  
Gap-Acceptance Capacity: Traditional M1.  
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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# MOVEMENT SUMMARY

 Site: 101 [2022 Background PM (Site Folder: General)]

New Site

Site Category: (None)

Roundabout

| Vehicle Movement Performance |      |               |        |               |        |           |             |                  |                   |           |           |                     |                  |             |
|------------------------------|------|---------------|--------|---------------|--------|-----------|-------------|------------------|-------------------|-----------|-----------|---------------------|------------------|-------------|
| Mov ID                       | Turn | INPUT VOLUMES |        | DEMAND FLOWS  |        | Deg. Satn | Aver. Delay | Level of Service | 95% BACK OF QUEUE |           | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed |
|                              |      | [ Total veh/h | HV ] % | [ Total veh/h | HV ] % | v/c       | sec         |                  | [ Veh. veh        | Dist ] ft |           |                     |                  | mph         |
| South: Mel Rey Rd            |      |               |        |               |        |           |             |                  |                   |           |           |                     |                  |             |
| 3b                           | L3   | 651           | 2.0    | 814           | 2.0    | 0.706     | 13.8        | LOS B            | 10.7              | 271.7     | 0.67      | 0.66                | 0.99             | 28.9        |
| 3                            | L2   | 220           | 2.0    | 275           | 2.0    | 0.714     | 14.7        | LOS B            | 11.5              | 292.2     | 0.70      | 0.74                | 1.09             | 29.8        |
| 8                            | T1   | 144           | 2.0    | 180           | 2.0    | 0.714     | 14.7        | LOS B            | 11.5              | 292.2     | 0.70      | 0.74                | 1.09             | 29.8        |
| 18                           | R2   | 252           | 2.0    | 315           | 2.0    | 0.714     | 14.7        | LOS B            | 11.5              | 292.2     | 0.70      | 0.74                | 1.09             | 29.0        |
| Approach                     |      | 1267          | 2.0    | 1584          | 2.0    | 0.714     | 14.2        | LOS B            | 11.5              | 292.2     | 0.69      | 0.70                | 1.04             | 29.2        |
| SouthEast: I-70 Off Ramp     |      |               |        |               |        |           |             |                  |                   |           |           |                     |                  |             |
| 3bx                          | L3   | 78            | 2.9    | 99            | 2.9    | 0.408     | 26.7        | LOS D            | 1.4               | 36.9      | 0.88      | 0.97                | 1.23             | 25.0        |
| 3x                           | L2   | 1             | 2.9    | 1             | 2.9    | 0.862     | 61.7        | LOS F            | 5.7               | 146.6     | 0.96      | 1.39                | 2.67             | 18.3        |
| 3ax                          | L1   | 105           | 2.9    | 133           | 2.9    | 0.862     | 61.7        | LOS F            | 5.7               | 146.6     | 0.96      | 1.39                | 2.67             | 18.2        |
| 18ax                         | R1   | 30            | 2.9    | 38            | 2.9    | 0.862     | 61.7        | LOS F            | 5.7               | 146.6     | 0.96      | 1.39                | 2.67             | 18.2        |
| 18bx                         | R3   | 61            | 2.9    | 77            | 2.9    | 0.862     | 61.7        | LOS F            | 5.7               | 146.6     | 0.96      | 1.39                | 2.67             | 17.9        |
| Approach                     |      | 275           | 2.9    | 348           | 2.9    | 0.862     | 51.8        | LOS F            | 5.7               | 146.6     | 0.94      | 1.27                | 2.26             | 19.7        |
| East: Highway 6              |      |               |        |               |        |           |             |                  |                   |           |           |                     |                  |             |
| 1                            | L2   | 133           | 2.8    | 139           | 2.8    | 0.453     | 23.4        | LOS C            | 1.8               | 45.6      | 0.85      | 0.96                | 1.26             | 25.9        |
| 1a                           | L1   | 194           | 2.8    | 202           | 2.8    | 1.212     | 150.7       | LOS F            | 32.5              | 831.7     | 1.00      | 2.86                | 8.14             | 10.7        |
| 6                            | T1   | 201           | 2.8    | 209           | 2.8    | 1.212     | 150.7       | LOS F            | 32.5              | 831.7     | 1.00      | 2.86                | 8.14             | 10.7        |
| 16                           | R2   | 23            | 2.8    | 24            | 2.8    | 1.212     | 150.7       | LOS F            | 32.5              | 831.7     | 1.00      | 2.86                | 8.14             | 10.6        |
| Approach                     |      | 551           | 2.8    | 574           | 2.8    | 1.212     | 120.0       | LOS F            | 32.5              | 831.7     | 0.96      | 2.40                | 6.48             | 12.5        |
| North: Mel Rey Rd            |      |               |        |               |        |           |             |                  |                   |           |           |                     |                  |             |
| 7                            | L2   | 26            | 0.8    | 31            | 0.8    | 0.656     | 36.2        | LOS E            | 3.0               | 76.2      | 0.91      | 1.11                | 1.70             | 23.6        |
| 4                            | T1   | 90            | 0.8    | 106           | 0.8    | 0.656     | 36.2        | LOS E            | 3.0               | 76.2      | 0.91      | 1.11                | 1.70             | 23.6        |
| 14a                          | R1   | 28            | 0.8    | 33            | 0.8    | 0.656     | 36.2        | LOS E            | 3.0               | 76.2      | 0.91      | 1.11                | 1.70             | 23.4        |
| 14                           | R2   | 19            | 0.8    | 22            | 0.8    | 0.656     | 36.2        | LOS E            | 3.0               | 76.2      | 0.91      | 1.11                | 1.70             | 23.1        |
| Approach                     |      | 163           | 0.8    | 192           | 0.8    | 0.656     | 36.2        | LOS E            | 3.0               | 76.2      | 0.91      | 1.11                | 1.70             | 23.5        |
| West: Highway 6              |      |               |        |               |        |           |             |                  |                   |           |           |                     |                  |             |
| 5                            | L2   | 12            | 2.4    | 14            | 2.4    | 1.258     | 162.8       | LOS F            | 42.8              | 1091.1    | 1.00      | 3.27                | 9.45             | 10.1        |
| 2                            | T1   | 186           | 2.4    | 216           | 2.4    | 1.258     | 162.8       | LOS F            | 42.8              | 1091.1    | 1.00      | 3.27                | 9.45             | 10.1        |
| 12                           | R2   | 250           | 2.4    | 291           | 2.4    | 1.258     | 162.8       | LOS F            | 42.8              | 1091.1    | 1.00      | 3.27                | 9.45             | 10.0        |
| 12b                          | R3   | 220           | 2.4    | 256           | 2.4    | 0.447     | 13.5        | LOS B            | 2.1               | 54.3      | 0.72      | 0.81                | 1.05             | 29.8        |
| Approach                     |      | 668           | 2.4    | 777           | 2.4    | 1.258     | 113.6       | LOS F            | 42.8              | 1091.1    | 0.91      | 2.46                | 6.68             | 12.8        |
| All Vehicles                 |      | 2924          | 2.3    | 3474          | 2.2    | 1.258     | 58.9        | LOS F            | 42.8              | 1091.1    | 0.82      | 1.45                | 3.36             | 18.7        |

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.



Delay Model: HCM Delay Formula (Geometric Delay is not included).  
Queue Model: HCM Queue Formula.  
Gap-Acceptance Capacity: Traditional M1.  
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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# MOVEMENT SUMMARY

 Site: 101 [2022 Total AM (Site Folder: General)]

New Site

Site Category: (None)

Roundabout

| Vehicle Movement Performance |      |               |        |               |        |           |             |                  |                   |           |           |                     |                  |             |
|------------------------------|------|---------------|--------|---------------|--------|-----------|-------------|------------------|-------------------|-----------|-----------|---------------------|------------------|-------------|
| Mov ID                       | Turn | INPUT VOLUMES |        | DEMAND FLOWS  |        | Deg. Satn | Aver. Delay | Level of Service | 95% BACK OF QUEUE |           | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed |
|                              |      | [ Total veh/h | HV ] % | [ Total veh/h | HV ] % |           |             |                  | [ Veh. veh        | Dist ] ft |           |                     |                  |             |
| South: Mel Rey Rd            |      |               |        |               |        |           |             |                  |                   |           |           |                     |                  |             |
| 3b                           | L3   | 101           | 5.3    | 109           | 5.3    | 0.110     | 4.7         | LOS A            | 0.4               | 10.7      | 0.38      | 0.27                | 0.38             | 32.5        |
| 3                            | L2   | 339           | 5.3    | 365           | 5.3    | 0.721     | 15.3        | LOS C            | 11.4              | 297.1     | 0.72      | 0.87                | 1.29             | 29.3        |
| 8                            | T1   | 56            | 5.3    | 60            | 5.3    | 0.721     | 15.3        | LOS C            | 11.4              | 297.1     | 0.72      | 0.87                | 1.29             | 29.3        |
| 18                           | R2   | 313           | 5.3    | 337           | 5.3    | 0.721     | 15.3        | LOS C            | 11.4              | 297.1     | 0.72      | 0.87                | 1.29             | 28.5        |
| Approach                     |      | 809           | 5.3    | 870           | 5.3    | 0.721     | 13.9        | LOS B            | 11.4              | 297.1     | 0.68      | 0.80                | 1.17             | 29.3        |
| SouthEast: I-70 Off Ramp     |      |               |        |               |        |           |             |                  |                   |           |           |                     |                  |             |
| 3bx                          | L3   | 14            | 7.4    | 16            | 7.4    | 0.039     | 9.2         | LOS A            | 0.1               | 3.1       | 0.68      | 0.68                | 0.68             | 30.5        |
| 3x                           | L2   | 1             | 7.4    | 1             | 7.4    | 0.343     | 13.2        | LOS B            | 1.3               | 34.1      | 0.72      | 0.78                | 0.92             | 30.0        |
| 3ax                          | L1   | 85            | 7.4    | 98            | 7.4    | 0.343     | 13.2        | LOS B            | 1.3               | 34.1      | 0.72      | 0.78                | 0.92             | 29.7        |
| 18ax                         | R1   | 21            | 7.4    | 24            | 7.4    | 0.343     | 13.2        | LOS B            | 1.3               | 34.1      | 0.72      | 0.78                | 0.92             | 29.8        |
| 18bx                         | R3   | 35            | 7.4    | 40            | 7.4    | 0.343     | 13.2        | LOS B            | 1.3               | 34.1      | 0.72      | 0.78                | 0.92             | 28.9        |
| Approach                     |      | 156           | 7.4    | 179           | 7.4    | 0.343     | 12.8        | LOS B            | 1.3               | 34.1      | 0.72      | 0.77                | 0.90             | 29.6        |
| East: Highway 6              |      |               |        |               |        |           |             |                  |                   |           |           |                     |                  |             |
| 1                            | L2   | 163           | 3.5    | 247           | 3.5    | 0.373     | 10.5        | LOS B            | 1.7               | 43.7      | 0.66      | 0.71                | 0.81             | 30.2        |
| 1a                           | L1   | 63            | 3.5    | 95            | 3.5    | 0.467     | 11.5        | LOS B            | 2.6               | 66.4      | 0.68      | 0.78                | 0.98             | 31.2        |
| 6                            | T1   | 136           | 3.5    | 206           | 3.5    | 0.467     | 11.5        | LOS B            | 2.6               | 66.4      | 0.68      | 0.78                | 0.98             | 31.5        |
| 16                           | R2   | 27            | 3.5    | 41            | 3.5    | 0.467     | 11.5        | LOS B            | 2.6               | 66.4      | 0.68      | 0.78                | 0.98             | 30.6        |
| Approach                     |      | 389           | 3.5    | 589           | 3.5    | 0.467     | 11.0        | LOS B            | 2.6               | 66.4      | 0.67      | 0.75                | 0.91             | 30.8        |
| North: Mel Rey Rd            |      |               |        |               |        |           |             |                  |                   |           |           |                     |                  |             |
| 7                            | L2   | 46            | 4.1    | 55            | 4.1    | 0.535     | 18.0        | LOS C            | 2.7               | 69.3      | 0.78      | 0.93                | 1.30             | 29.0        |
| 4                            | T1   | 120           | 4.1    | 143           | 4.1    | 0.535     | 18.0        | LOS C            | 2.7               | 69.3      | 0.78      | 0.93                | 1.30             | 28.9        |
| 14a                          | R1   | 38            | 4.1    | 45            | 4.1    | 0.535     | 18.0        | LOS C            | 2.7               | 69.3      | 0.78      | 0.93                | 1.30             | 28.7        |
| 14                           | R2   | 19            | 4.1    | 23            | 4.1    | 0.535     | 18.0        | LOS C            | 2.7               | 69.3      | 0.78      | 0.93                | 1.30             | 28.2        |
| Approach                     |      | 223           | 4.1    | 265           | 4.1    | 0.535     | 18.0        | LOS C            | 2.7               | 69.3      | 0.78      | 0.93                | 1.30             | 28.8        |
| West: Highway 6              |      |               |        |               |        |           |             |                  |                   |           |           |                     |                  |             |
| 5                            | L2   | 15            | 5.1    | 24            | 5.1    | 0.855     | 31.3        | LOS D            | 12.4              | 322.1     | 0.92      | 1.48                | 2.61             | 24.8        |
| 2                            | T1   | 123           | 5.1    | 195           | 5.1    | 0.855     | 31.3        | LOS D            | 12.4              | 322.1     | 0.92      | 1.48                | 2.61             | 24.8        |
| 12                           | R2   | 250           | 5.1    | 397           | 5.1    | 0.855     | 31.3        | LOS D            | 12.4              | 322.1     | 0.92      | 1.48                | 2.61             | 24.3        |
| 12b                          | R3   | 73            | 5.1    | 116           | 5.1    | 0.107     | 4.3         | LOS A            | 0.4               | 10.2      | 0.34      | 0.23                | 0.34             | 34.0        |
| Approach                     |      | 461           | 5.1    | 732           | 5.1    | 0.855     | 27.0        | LOS D            | 12.4              | 322.1     | 0.83      | 1.28                | 2.25             | 25.6        |
| All Vehicles                 |      | 2038          | 4.9    | 2636          | 4.9    | 0.855     | 17.3        | LOS C            | 12.4              | 322.1     | 0.73      | 0.93                | 1.41             | 28.5        |

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).  
Queue Model: HCM Queue Formula.  
Gap-Acceptance Capacity: Traditional M1.  
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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# MOVEMENT SUMMARY

 Site: 101 [2022 Total PM (Site Folder: General)]

New Site

Site Category: (None)

Roundabout

| Vehicle Movement Performance |      |               |        |               |        |           |             |                  |                   |           |           |                     |                  |             |
|------------------------------|------|---------------|--------|---------------|--------|-----------|-------------|------------------|-------------------|-----------|-----------|---------------------|------------------|-------------|
| Mov ID                       | Turn | INPUT VOLUMES |        | DEMAND FLOWS  |        | Deg. Satn | Aver. Delay | Level of Service | 95% BACK OF QUEUE |           | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed |
|                              |      | [ Total veh/h | HV ] % | [ Total veh/h | HV ] % | v/c       | sec         |                  | [ Veh. veh        | Dist ] ft |           |                     |                  | mph         |
| South: Mel Rey Rd            |      |               |        |               |        |           |             |                  |                   |           |           |                     |                  |             |
| 3b                           | L3   | 651           | 2.0    | 814           | 2.0    | 0.712     | 14.1        | LOS B            | 11.4              | 288.5     | 0.69      | 0.72                | 1.07             | 28.8        |
| 3                            | L2   | 225           | 2.0    | 281           | 2.0    | 0.758     | 16.8        | LOS C            | 15.2              | 386.8     | 0.78      | 0.91                | 1.35             | 29.0        |
| 8                            | T1   | 171           | 2.0    | 214           | 2.0    | 0.758     | 16.8        | LOS C            | 15.2              | 386.8     | 0.78      | 0.91                | 1.35             | 29.0        |
| 18                           | R2   | 252           | 2.0    | 315           | 2.0    | 0.758     | 16.8        | LOS C            | 15.2              | 386.8     | 0.78      | 0.91                | 1.35             | 28.2        |
| Approach                     |      | 1299          | 2.0    | 1624          | 2.0    | 0.758     | 15.5        | LOS C            | 15.2              | 386.8     | 0.74      | 0.81                | 1.21             | 28.8        |
| SouthEast: I-70 Off Ramp     |      |               |        |               |        |           |             |                  |                   |           |           |                     |                  |             |
| 3bx                          | L3   | 78            | 2.9    | 99            | 2.9    | 0.428     | 28.9        | LOS D            | 1.5               | 38.8      | 0.89      | 0.98                | 1.27             | 24.4        |
| 3x                           | L2   | 1             | 2.9    | 1             | 2.9    | 0.996     | 93.3        | LOS F            | 10.3              | 264.1     | 0.99      | 1.75                | 4.04             | 14.6        |
| 3ax                          | L1   | 110           | 2.9    | 139           | 2.9    | 0.996     | 93.3        | LOS F            | 10.3              | 264.1     | 0.99      | 1.75                | 4.04             | 14.6        |
| 18ax                         | R1   | 46            | 2.9    | 58            | 2.9    | 0.996     | 93.3        | LOS F            | 10.3              | 264.1     | 0.99      | 1.75                | 4.04             | 14.6        |
| 18bx                         | R3   | 61            | 2.9    | 77            | 2.9    | 0.996     | 93.3        | LOS F            | 10.3              | 264.1     | 0.99      | 1.75                | 4.04             | 14.4        |
| Approach                     |      | 296           | 2.9    | 375           | 2.9    | 0.996     | 76.3        | LOS F            | 10.3              | 264.1     | 0.96      | 1.55                | 3.31             | 16.3        |
| East: Highway 6              |      |               |        |               |        |           |             |                  |                   |           |           |                     |                  |             |
| 1                            | L2   | 133           | 2.8    | 139           | 2.8    | 0.482     | 26.0        | LOS D            | 1.9               | 48.8      | 0.87      | 0.99                | 1.33             | 25.2        |
| 1a                           | L1   | 194           | 2.8    | 202           | 2.8    | 1.383     | 220.4       | LOS F            | 48.7              | 1245.1    | 1.00      | 3.51                | 10.75            | 8.1         |
| 6                            | T1   | 212           | 2.8    | 221           | 2.8    | 1.383     | 220.4       | LOS F            | 48.7              | 1245.1    | 1.00      | 3.51                | 10.75            | 8.1         |
| 16                           | R2   | 45            | 2.8    | 47            | 2.8    | 1.383     | 220.4       | LOS F            | 48.7              | 1245.1    | 1.00      | 3.51                | 10.75            | 8.0         |
| Approach                     |      | 584           | 2.8    | 608           | 2.8    | 1.383     | 176.1       | LOS F            | 48.7              | 1245.1    | 0.97      | 2.94                | 8.60             | 9.6         |
| North: Mel Rey Rd            |      |               |        |               |        |           |             |                  |                   |           |           |                     |                  |             |
| 7                            | L2   | 40            | 0.8    | 47            | 0.8    | 0.805     | 51.5        | LOS F            | 4.8               | 119.9     | 0.95      | 1.28                | 2.28             | 20.4        |
| 4                            | T1   | 82            | 0.8    | 96            | 0.8    | 0.805     | 51.5        | LOS F            | 4.8               | 119.9     | 0.95      | 1.28                | 2.28             | 20.3        |
| 14a                          | R1   | 68            | 0.8    | 80            | 0.8    | 0.805     | 51.5        | LOS F            | 4.8               | 119.9     | 0.95      | 1.28                | 2.28             | 20.2        |
| 14                           | R2   | 14            | 0.8    | 16            | 0.8    | 0.805     | 51.5        | LOS F            | 4.8               | 119.9     | 0.95      | 1.28                | 2.28             | 20.0        |
| Approach                     |      | 204           | 0.8    | 240           | 0.8    | 0.805     | 51.5        | LOS F            | 4.8               | 119.9     | 0.95      | 1.28                | 2.28             | 20.3        |
| West: Highway 6              |      |               |        |               |        |           |             |                  |                   |           |           |                     |                  |             |
| 5                            | L2   | 12            | 2.4    | 14            | 2.4    | 1.334     | 193.9       | LOS F            | 51.0              | 1300.4    | 1.00      | 3.59                | 10.72            | 8.9         |
| 2                            | T1   | 193           | 2.4    | 224           | 2.4    | 1.334     | 193.9       | LOS F            | 51.0              | 1300.4    | 1.00      | 3.59                | 10.72            | 8.9         |
| 12                           | R2   | 257           | 2.4    | 299           | 2.4    | 1.334     | 193.9       | LOS F            | 51.0              | 1300.4    | 1.00      | 3.59                | 10.72            | 8.8         |
| 12b                          | R3   | 220           | 2.4    | 256           | 2.4    | 0.456     | 14.0        | LOS B            | 2.2               | 55.8      | 0.73      | 0.83                | 1.08             | 29.6        |
| Approach                     |      | 682           | 2.4    | 793           | 2.4    | 1.334     | 135.9       | LOS F            | 51.0              | 1300.4    | 0.91      | 2.70                | 7.61             | 11.4        |
| All Vehicles                 |      | 3065          | 2.2    | 3640          | 2.2    | 1.383     | 77.2        | LOS F            | 51.0              | 1300.4    | 0.85      | 1.68                | 4.13             | 16.3        |

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).  
Queue Model: HCM Queue Formula.  
Gap-Acceptance Capacity: Traditional M1.  
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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# MOVEMENT SUMMARY

 Site: 101 [2040 Background AM (Site Folder: General)]

New Site

Site Category: (None)

Roundabout

| Vehicle Movement Performance |      |               |        |               |        |           |             |                  |                   |           |           |                     |                  |             |
|------------------------------|------|---------------|--------|---------------|--------|-----------|-------------|------------------|-------------------|-----------|-----------|---------------------|------------------|-------------|
| Mov ID                       | Turn | INPUT VOLUMES |        | DEMAND FLOWS  |        | Deg. Satn | Aver. Delay | Level of Service | 95% BACK OF QUEUE |           | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed |
|                              |      | [ Total veh/h | HV ] % | [ Total veh/h | HV ] % |           |             |                  | [ Veh. veh        | Dist ] ft |           |                     |                  |             |
| South: Mel Rey Rd            |      |               |        |               |        |           |             |                  |                   |           |           |                     |                  |             |
| 3b                           | L3   | 110           | 5.3    | 118           | 5.3    | 0.118     | 4.7         | LOS A            | 0.4               | 11.6      | 0.37      | 0.26                | 0.37             | 32.5        |
| 3                            | L2   | 366           | 5.3    | 394           | 5.3    | 0.758     | 16.8        | LOS C            | 14.4              | 374.0     | 0.75      | 0.94                | 1.42             | 28.7        |
| 8                            | T1   | 49            | 5.3    | 53            | 5.3    | 0.758     | 16.8        | LOS C            | 14.4              | 374.0     | 0.75      | 0.94                | 1.42             | 28.7        |
| 18                           | R2   | 342           | 5.3    | 368           | 5.3    | 0.758     | 16.8        | LOS C            | 14.4              | 374.0     | 0.75      | 0.94                | 1.42             | 27.9        |
| Approach                     |      | 867           | 5.3    | 932           | 5.3    | 0.758     | 15.2        | LOS C            | 14.4              | 374.0     | 0.70      | 0.86                | 1.28             | 28.8        |
| SouthEast: I-70 Off Ramp     |      |               |        |               |        |           |             |                  |                   |           |           |                     |                  |             |
| 3bx                          | L3   | 15            | 7.4    | 17            | 7.4    | 0.043     | 9.7         | LOS A            | 0.1               | 3.5       | 0.69      | 0.69                | 0.69             | 30.3        |
| 3x                           | L2   | 1             | 7.4    | 1             | 7.4    | 0.362     | 14.1        | LOS B            | 1.4               | 36.4      | 0.74      | 0.81                | 0.98             | 29.6        |
| 3ax                          | L1   | 89            | 7.4    | 102           | 7.4    | 0.362     | 14.1        | LOS B            | 1.4               | 36.4      | 0.74      | 0.81                | 0.98             | 29.3        |
| 18ax                         | R1   | 16            | 7.4    | 18            | 7.4    | 0.362     | 14.1        | LOS B            | 1.4               | 36.4      | 0.74      | 0.81                | 0.98             | 29.4        |
| 18bx                         | R3   | 38            | 7.4    | 44            | 7.4    | 0.362     | 14.1        | LOS B            | 1.4               | 36.4      | 0.74      | 0.81                | 0.98             | 28.5        |
| Approach                     |      | 159           | 7.4    | 183           | 7.4    | 0.362     | 13.7        | LOS B            | 1.4               | 36.4      | 0.74      | 0.80                | 0.95             | 29.2        |
| East: Highway 6              |      |               |        |               |        |           |             |                  |                   |           |           |                     |                  |             |
| 1                            | L2   | 178           | 3.5    | 270           | 3.5    | 0.420     | 11.7        | LOS B            | 2.1               | 53.6      | 0.68      | 0.76                | 0.93             | 29.7        |
| 1a                           | L1   | 69            | 3.5    | 105           | 3.5    | 0.489     | 12.2        | LOS B            | 2.8               | 71.7      | 0.70      | 0.81                | 1.05             | 30.8        |
| 6                            | T1   | 141           | 3.5    | 214           | 3.5    | 0.489     | 12.2        | LOS B            | 2.8               | 71.7      | 0.70      | 0.81                | 1.05             | 31.1        |
| 16                           | R2   | 20            | 3.5    | 30            | 3.5    | 0.489     | 12.2        | LOS B            | 2.8               | 71.7      | 0.70      | 0.81                | 1.05             | 30.2        |
| Approach                     |      | 408           | 3.5    | 618           | 3.5    | 0.489     | 12.0        | LOS B            | 2.8               | 71.7      | 0.69      | 0.79                | 1.00             | 30.4        |
| North: Mel Rey Rd            |      |               |        |               |        |           |             |                  |                   |           |           |                     |                  |             |
| 7                            | L2   | 29            | 4.1    | 35            | 4.1    | 0.465     | 16.8        | LOS C            | 2.1               | 53.1      | 0.78      | 0.89                | 1.18             | 29.5        |
| 4                            | T1   | 99            | 4.1    | 118           | 4.1    | 0.465     | 16.8        | LOS C            | 2.1               | 53.1      | 0.78      | 0.89                | 1.18             | 29.5        |
| 14a                          | R1   | 31            | 4.1    | 37            | 4.1    | 0.465     | 16.8        | LOS C            | 2.1               | 53.1      | 0.78      | 0.89                | 1.18             | 29.2        |
| 14                           | R2   | 21            | 4.1    | 25            | 4.1    | 0.465     | 16.8        | LOS C            | 2.1               | 53.1      | 0.78      | 0.89                | 1.18             | 28.7        |
| Approach                     |      | 180           | 4.1    | 214           | 4.1    | 0.465     | 16.8        | LOS C            | 2.1               | 53.1      | 0.78      | 0.89                | 1.18             | 29.3        |
| West: Highway 6              |      |               |        |               |        |           |             |                  |                   |           |           |                     |                  |             |
| 5                            | L2   | 16            | 5.1    | 25            | 5.1    | 0.873     | 33.3        | LOS D            | 13.7              | 356.5     | 0.93      | 1.55                | 2.78             | 24.3        |
| 2                            | T1   | 123           | 5.1    | 195           | 5.1    | 0.873     | 33.3        | LOS D            | 13.7              | 356.5     | 0.93      | 1.55                | 2.78             | 24.3        |
| 12                           | R2   | 261           | 5.1    | 414           | 5.1    | 0.873     | 33.3        | LOS D            | 13.7              | 356.5     | 0.93      | 1.55                | 2.78             | 23.8        |
| 12b                          | R3   | 80            | 5.1    | 127           | 5.1    | 0.118     | 4.4         | LOS A            | 0.4               | 11.3      | 0.36      | 0.25                | 0.36             | 33.9        |
| Approach                     |      | 480           | 5.1    | 762           | 5.1    | 0.873     | 28.5        | LOS D            | 13.7              | 356.5     | 0.84      | 1.33                | 2.38             | 25.2        |
| All Vehicles                 |      | 2094          | 5.0    | 2709          | 4.9    | 0.873     | 18.2        | LOS C            | 14.4              | 374.0     | 0.75      | 0.97                | 1.49             | 28.1        |

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.



Delay Model: HCM Delay Formula (Geometric Delay is not included).  
Queue Model: HCM Queue Formula.  
Gap-Acceptance Capacity: Traditional M1.  
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Project: C:\Users\tyler.smith\Desktop\Roundabouts.sip9

# MOVEMENT SUMMARY

 Site: 101 [2040 Background PM (Site Folder: General)]

New Site

Site Category: (None)

Roundabout

| Vehicle Movement Performance |      |               |        |               |        |           |             |                  |                   |           |           |                     |                  |             |
|------------------------------|------|---------------|--------|---------------|--------|-----------|-------------|------------------|-------------------|-----------|-----------|---------------------|------------------|-------------|
| Mov ID                       | Turn | INPUT VOLUMES |        | DEMAND FLOWS  |        | Deg. Satn | Aver. Delay | Level of Service | 95% BACK OF QUEUE |           | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed |
|                              |      | [ Total veh/h | HV ] % | [ Total veh/h | HV ] % | v/c       | sec         |                  | [ Veh. veh        | Dist ] ft |           |                     |                  | mph         |
| South: Mel Rey Rd            |      |               |        |               |        |           |             |                  |                   |           |           |                     |                  |             |
| 3b                           | L3   | 712           | 2.0    | 890           | 2.0    | 0.763     | 16.0        | LOS C            | 15.6              | 396.1     | 0.74      | 0.77                | 1.21             | 28.2        |
| 3                            | L2   | 236           | 2.0    | 295           | 2.0    | 0.765     | 16.9        | LOS C            | 16.0              | 405.9     | 0.77      | 0.85                | 1.28             | 29.0        |
| 8                            | T1   | 157           | 2.0    | 196           | 2.0    | 0.765     | 16.9        | LOS C            | 16.0              | 405.9     | 0.77      | 0.85                | 1.28             | 28.9        |
| 18                           | R2   | 276           | 2.0    | 345           | 2.0    | 0.765     | 16.9        | LOS C            | 16.0              | 405.9     | 0.77      | 0.85                | 1.28             | 28.2        |
| Approach                     |      | 1381          | 2.0    | 1726          | 2.0    | 0.765     | 16.5        | LOS C            | 16.0              | 405.9     | 0.76      | 0.81                | 1.24             | 28.4        |
| SouthEast: I-70 Off Ramp     |      |               |        |               |        |           |             |                  |                   |           |           |                     |                  |             |
| 3bx                          | L3   | 86            | 2.9    | 109           | 2.9    | 0.508     | 35.4        | LOS E            | 1.9               | 47.8      | 0.91      | 1.03                | 1.42             | 22.9        |
| 3x                           | L2   | 1             | 2.9    | 1             | 2.9    | 1.037     | 108.0       | LOS F            | 12.0              | 307.3     | 1.00      | 1.87                | 4.52             | 13.3        |
| 3ax                          | L1   | 111           | 2.9    | 141           | 2.9    | 1.037     | 108.0       | LOS F            | 12.0              | 307.3     | 1.00      | 1.87                | 4.52             | 13.3        |
| 18ax                         | R1   | 33            | 2.9    | 42            | 2.9    | 1.037     | 108.0       | LOS F            | 12.0              | 307.3     | 1.00      | 1.87                | 4.52             | 13.3        |
| 18bx                         | R3   | 67            | 2.9    | 85            | 2.9    | 1.037     | 108.0       | LOS F            | 12.0              | 307.3     | 1.00      | 1.87                | 4.52             | 13.1        |
| Approach                     |      | 298           | 2.9    | 377           | 2.9    | 1.037     | 87.1        | LOS F            | 12.0              | 307.3     | 0.97      | 1.62                | 3.62             | 15.1        |
| East: Highway 6              |      |               |        |               |        |           |             |                  |                   |           |           |                     |                  |             |
| 1                            | L2   | 145           | 2.8    | 151           | 2.8    | 0.556     | 31.4        | LOS D            | 2.3               | 59.1      | 0.89      | 1.04                | 1.48             | 23.8        |
| 1a                           | L1   | 212           | 2.8    | 221           | 2.8    | 1.458     | 253.1       | LOS F            | 53.9              | 1377.8    | 1.00      | 3.68                | 11.52            | 7.2         |
| 6                            | T1   | 214           | 2.8    | 223           | 2.8    | 1.458     | 253.1       | LOS F            | 53.9              | 1377.8    | 1.00      | 3.68                | 11.52            | 7.3         |
| 16                           | R2   | 25            | 2.8    | 26            | 2.8    | 1.458     | 253.1       | LOS F            | 53.9              | 1377.8    | 1.00      | 3.68                | 11.52            | 7.2         |
| Approach                     |      | 596           | 2.8    | 621           | 2.8    | 1.458     | 199.1       | LOS F            | 53.9              | 1377.8    | 0.97      | 3.04                | 9.08             | 8.7         |
| North: Mel Rey Rd            |      |               |        |               |        |           |             |                  |                   |           |           |                     |                  |             |
| 7                            | L2   | 29            | 0.8    | 34            | 0.8    | 0.771     | 50.7        | LOS F            | 4.1               | 102.5     | 0.95      | 1.23                | 2.12             | 20.5        |
| 4                            | T1   | 67            | 0.8    | 79            | 0.8    | 0.771     | 50.7        | LOS F            | 4.1               | 102.5     | 0.95      | 1.23                | 2.12             | 20.5        |
| 14a                          | R1   | 67            | 0.8    | 79            | 0.8    | 0.771     | 50.7        | LOS F            | 4.1               | 102.5     | 0.95      | 1.23                | 2.12             | 20.4        |
| 14                           | R2   | 15            | 0.8    | 18            | 0.8    | 0.771     | 50.7        | LOS F            | 4.1               | 102.5     | 0.95      | 1.23                | 2.12             | 20.1        |
| Approach                     |      | 178           | 0.8    | 209           | 0.8    | 0.771     | 50.7        | LOS F            | 4.1               | 102.5     | 0.95      | 1.23                | 2.12             | 20.4        |
| West: Highway 6              |      |               |        |               |        |           |             |                  |                   |           |           |                     |                  |             |
| 5                            | L2   | 13            | 2.4    | 15            | 2.4    | 1.465     | 250.3       | LOS F            | 63.5              | 1618.0    | 1.00      | 4.02                | 12.50            | 7.3         |
| 2                            | T1   | 197           | 2.4    | 229           | 2.4    | 1.465     | 250.3       | LOS F            | 63.5              | 1618.0    | 1.00      | 4.02                | 12.50            | 7.3         |
| 12                           | R2   | 266           | 2.4    | 309           | 2.4    | 1.465     | 250.3       | LOS F            | 63.5              | 1618.0    | 1.00      | 4.02                | 12.50            | 7.2         |
| 12b                          | R3   | 239           | 2.4    | 278           | 2.4    | 0.532     | 17.1        | LOS C            | 2.7               | 70.0      | 0.77      | 0.92                | 1.27             | 28.4        |
| Approach                     |      | 715           | 2.4    | 831           | 2.4    | 1.465     | 172.4       | LOS F            | 63.5              | 1618.0    | 0.92      | 2.99                | 8.75             | 9.6         |
| All Vehicles                 |      | 3168          | 2.3    | 3765          | 2.2    | 1.465     | 90.0        | LOS F            | 63.5              | 1618.0    | 0.86      | 1.76                | 4.48             | 14.9        |

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).  
Queue Model: HCM Queue Formula.  
Gap-Acceptance Capacity: Traditional M1.  
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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# MOVEMENT SUMMARY

 Site: 101 [2040 Total AM (Site Folder: General)]

New Site

Site Category: (None)

Roundabout

| Vehicle Movement Performance |      |               |        |               |        |           |             |                  |                   |           |           |                     |                  |             |
|------------------------------|------|---------------|--------|---------------|--------|-----------|-------------|------------------|-------------------|-----------|-----------|---------------------|------------------|-------------|
| Mov ID                       | Turn | INPUT VOLUMES |        | DEMAND FLOWS  |        | Deg. Satn | Aver. Delay | Level of Service | 95% BACK OF QUEUE |           | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed |
|                              |      | [ Total veh/h | HV ] % | [ Total veh/h | HV ] % |           |             |                  | [ Veh. veh        | Dist ] ft |           |                     |                  |             |
| South: Mel Rey Rd            |      |               |        |               |        |           |             |                  |                   |           |           |                     |                  |             |
| 3b                           | L3   | 110           | 5.3    | 118           | 5.3    | 0.123     | 4.9         | LOS A            | 0.5               | 12.0      | 0.40      | 0.30                | 0.40             | 32.4        |
| 3                            | L2   | 368           | 5.3    | 396           | 5.3    | 0.799     | 19.6        | LOS C            | 17.1              | 445.0     | 0.83      | 1.16                | 1.77             | 27.7        |
| 8                            | T1   | 60            | 5.3    | 65            | 5.3    | 0.799     | 19.6        | LOS C            | 17.1              | 445.0     | 0.83      | 1.16                | 1.77             | 27.7        |
| 18                           | R2   | 342           | 5.3    | 368           | 5.3    | 0.799     | 19.6        | LOS C            | 17.1              | 445.0     | 0.83      | 1.16                | 1.77             | 27.0        |
| Approach                     |      | 880           | 5.3    | 946           | 5.3    | 0.799     | 17.8        | LOS C            | 17.1              | 445.0     | 0.78      | 1.05                | 1.60             | 28.0        |
| SouthEast: I-70 Off Ramp     |      |               |        |               |        |           |             |                  |                   |           |           |                     |                  |             |
| 3bx                          | L3   | 15            | 7.4    | 17            | 7.4    | 0.046     | 10.2        | LOS B            | 0.1               | 3.6       | 0.71      | 0.71                | 0.71             | 30.1        |
| 3x                           | L2   | 1             | 7.4    | 1             | 7.4    | 0.401     | 15.7        | LOS C            | 1.6               | 41.7      | 0.76      | 0.85                | 1.08             | 29.1        |
| 3ax                          | L1   | 91            | 7.4    | 105           | 7.4    | 0.401     | 15.7        | LOS C            | 1.6               | 41.7      | 0.76      | 0.85                | 1.08             | 28.8        |
| 18ax                         | R1   | 22            | 7.4    | 25            | 7.4    | 0.401     | 15.7        | LOS C            | 1.6               | 41.7      | 0.76      | 0.85                | 1.08             | 28.9        |
| 18bx                         | R3   | 38            | 7.4    | 44            | 7.4    | 0.401     | 15.7        | LOS C            | 1.6               | 41.7      | 0.76      | 0.85                | 1.08             | 28.0        |
| Approach                     |      | 167           | 7.4    | 192           | 7.4    | 0.401     | 15.2        | LOS C            | 1.6               | 41.7      | 0.76      | 0.84                | 1.04             | 28.7        |
| East: Highway 6              |      |               |        |               |        |           |             |                  |                   |           |           |                     |                  |             |
| 1                            | L2   | 178           | 3.5    | 270           | 3.5    | 0.430     | 12.1        | LOS B            | 2.2               | 55.3      | 0.69      | 0.78                | 0.96             | 29.6        |
| 1a                           | L1   | 69            | 3.5    | 105           | 3.5    | 0.528     | 13.4        | LOS B            | 3.2               | 82.3      | 0.72      | 0.86                | 1.15             | 30.3        |
| 6                            | T1   | 145           | 3.5    | 220           | 3.5    | 0.528     | 13.4        | LOS B            | 3.2               | 82.3      | 0.72      | 0.86                | 1.15             | 30.6        |
| 16                           | R2   | 29            | 3.5    | 44            | 3.5    | 0.528     | 13.4        | LOS B            | 3.2               | 82.3      | 0.72      | 0.86                | 1.15             | 29.8        |
| Approach                     |      | 421           | 3.5    | 638           | 3.5    | 0.528     | 12.9        | LOS B            | 3.2               | 82.3      | 0.71      | 0.82                | 1.07             | 30.1        |
| North: Mel Rey Rd            |      |               |        |               |        |           |             |                  |                   |           |           |                     |                  |             |
| 7                            | L2   | 49            | 4.1    | 58            | 4.1    | 0.626     | 23.3        | LOS C            | 3.4               | 88.4      | 0.83      | 1.03                | 1.55             | 27.1        |
| 4                            | T1   | 129           | 4.1    | 154           | 4.1    | 0.626     | 23.3        | LOS C            | 3.4               | 88.4      | 0.83      | 1.03                | 1.55             | 27.1        |
| 14a                          | R1   | 41            | 4.1    | 49            | 4.1    | 0.626     | 23.3        | LOS C            | 3.4               | 88.4      | 0.83      | 1.03                | 1.55             | 26.9        |
| 14                           | R2   | 21            | 4.1    | 25            | 4.1    | 0.626     | 23.3        | LOS C            | 3.4               | 88.4      | 0.83      | 1.03                | 1.55             | 26.5        |
| Approach                     |      | 240           | 4.1    | 286           | 4.1    | 0.626     | 23.3        | LOS C            | 3.4               | 88.4      | 0.83      | 1.03                | 1.55             | 27.0        |
| West: Highway 6              |      |               |        |               |        |           |             |                  |                   |           |           |                     |                  |             |
| 5                            | L2   | 16            | 5.1    | 25            | 5.1    | 0.976     | 53.3        | LOS F            | 21.8              | 568.0     | 1.00      | 2.04                | 4.22             | 20.0        |
| 2                            | T1   | 133           | 5.1    | 211           | 5.1    | 0.976     | 53.3        | LOS F            | 21.8              | 568.0     | 1.00      | 2.04                | 4.22             | 20.0        |
| 12                           | R2   | 271           | 5.1    | 430           | 5.1    | 0.976     | 53.3        | LOS F            | 21.8              | 568.0     | 1.00      | 2.04                | 4.22             | 19.6        |
| 12b                          | R3   | 80            | 5.1    | 127           | 5.1    | 0.120     | 4.5         | LOS A            | 0.4               | 11.5      | 0.36      | 0.26                | 0.36             | 33.9        |
| Approach                     |      | 500           | 5.1    | 794           | 5.1    | 0.976     | 45.5        | LOS E            | 21.8              | 568.0     | 0.90      | 1.76                | 3.60             | 21.1        |
| All Vehicles                 |      | 2208          | 4.9    | 2855          | 4.9    | 0.976     | 24.8        | LOS C            | 21.8              | 568.0     | 0.80      | 1.18                | 2.00             | 26.0        |

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).  
Queue Model: HCM Queue Formula.  
Gap-Acceptance Capacity: Traditional M1.  
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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# MOVEMENT SUMMARY

 Site: 101 [2040 Total PM (Site Folder: General)]

New Site  
Site Category: (None)  
Roundabout

| Vehicle Movement Performance |      |               |        |               |        |           |             |                  |                   |           |           |                     |                  |             |
|------------------------------|------|---------------|--------|---------------|--------|-----------|-------------|------------------|-------------------|-----------|-----------|---------------------|------------------|-------------|
| Mov ID                       | Turn | INPUT VOLUMES |        | DEMAND FLOWS  |        | Deg. Satn | Aver. Delay | Level of Service | 95% BACK OF QUEUE |           | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed |
|                              |      | [ Total veh/h | HV ] % | [ Total veh/h | HV ] % | v/c       | sec         |                  | [ Veh. veh        | Dist ] ft |           |                     |                  | mph         |
| South: Mel Rey Rd            |      |               |        |               |        |           |             |                  |                   |           |           |                     |                  |             |
| 3b                           | L3   | 712           | 2.0    | 890           | 2.0    | 0.771     | 16.6        | LOS C            | 16.6              | 421.6     | 0.77      | 0.84                | 1.31             | 28.0        |
| 3                            | L2   | 241           | 2.0    | 301           | 2.0    | 0.811     | 19.9        | LOS C            | 21.2              | 538.6     | 0.86      | 1.06                | 1.62             | 28.0        |
| 8                            | T1   | 184           | 2.0    | 230           | 2.0    | 0.811     | 19.9        | LOS C            | 21.2              | 538.6     | 0.86      | 1.06                | 1.62             | 27.9        |
| 18                           | R2   | 276           | 2.0    | 345           | 2.0    | 0.811     | 19.9        | LOS C            | 21.2              | 538.6     | 0.86      | 1.06                | 1.62             | 27.2        |
| Approach                     |      | 1413          | 2.0    | 1766          | 2.0    | 0.811     | 18.2        | LOS C            | 21.2              | 538.6     | 0.82      | 0.95                | 1.46             | 27.8        |
| SouthEast: I-70 Off Ramp     |      |               |        |               |        |           |             |                  |                   |           |           |                     |                  |             |
| 3bx                          | L3   | 86            | 2.9    | 109           | 2.9    | 0.533     | 38.8        | LOS E            | 2.0               | 50.5      | 0.92      | 1.05                | 1.47             | 22.2        |
| 3x                           | L2   | 1             | 2.9    | 1             | 2.9    | 1.193     | 161.3       | LOS F            | 21.9              | 559.8     | 1.00      | 2.38                | 6.66             | 10.2        |
| 3ax                          | L1   | 116           | 2.9    | 147           | 2.9    | 1.193     | 161.3       | LOS F            | 21.9              | 559.8     | 1.00      | 2.38                | 6.66             | 10.1        |
| 18ax                         | R1   | 49            | 2.9    | 62            | 2.9    | 1.193     | 161.3       | LOS F            | 21.9              | 559.8     | 1.00      | 2.38                | 6.66             | 10.1        |
| 18bx                         | R3   | 67            | 2.9    | 85            | 2.9    | 1.193     | 161.3       | LOS F            | 21.9              | 559.8     | 1.00      | 2.38                | 6.66             | 10.0        |
| Approach                     |      | 319           | 2.9    | 404           | 2.9    | 1.193     | 128.3       | LOS F            | 21.9              | 559.8     | 0.98      | 2.02                | 5.26             | 11.9        |
| East: Highway 6              |      |               |        |               |        |           |             |                  |                   |           |           |                     |                  |             |
| 1                            | L2   | 145           | 2.8    | 151           | 2.8    | 0.577     | 33.8        | LOS D            | 2.4               | 61.7      | 0.90      | 1.06                | 1.53             | 23.2        |
| 1a                           | L1   | 212           | 2.8    | 221           | 2.8    | 1.620     | 322.9       | LOS F            | 68.2              | 1742.7    | 1.00      | 4.11                | 13.26            | 5.9         |
| 6                            | T1   | 225           | 2.8    | 234           | 2.8    | 1.620     | 322.9       | LOS F            | 68.2              | 1742.7    | 1.00      | 4.11                | 13.26            | 5.9         |
| 16                           | R2   | 47            | 2.8    | 49            | 2.8    | 1.620     | 322.9       | LOS F            | 68.2              | 1742.7    | 1.00      | 4.11                | 13.26            | 5.9         |
| Approach                     |      | 629           | 2.8    | 655           | 2.8    | 1.620     | 256.3       | LOS F            | 68.2              | 1742.7    | 0.98      | 3.40                | 10.55            | 7.2         |
| North: Mel Rey Rd            |      |               |        |               |        |           |             |                  |                   |           |           |                     |                  |             |
| 7                            | L2   | 43            | 0.8    | 51            | 0.8    | 0.930     | 76.9        | LOS F            | 7.5               | 188.7     | 0.98      | 1.53                | 3.23             | 16.6        |
| 4                            | T1   | 88            | 0.8    | 104           | 0.8    | 0.930     | 76.9        | LOS F            | 7.5               | 188.7     | 0.98      | 1.53                | 3.23             | 16.6        |
| 14a                          | R1   | 74            | 0.8    | 87            | 0.8    | 0.930     | 76.9        | LOS F            | 7.5               | 188.7     | 0.98      | 1.53                | 3.23             | 16.5        |
| 14                           | R2   | 15            | 0.8    | 18            | 0.8    | 0.930     | 76.9        | LOS F            | 7.5               | 188.7     | 0.98      | 1.53                | 3.23             | 16.3        |
| Approach                     |      | 220           | 0.8    | 259           | 0.8    | 0.930     | 76.9        | LOS F            | 7.5               | 188.7     | 0.98      | 1.53                | 3.23             | 16.5        |
| West: Highway 6              |      |               |        |               |        |           |             |                  |                   |           |           |                     |                  |             |
| 5                            | L2   | 13            | 2.4    | 15            | 2.4    | 1.551     | 287.7       | LOS F            | 71.8              | 1829.6    | 1.00      | 4.27                | 13.51            | 6.5         |
| 2                            | T1   | 204           | 2.4    | 237           | 2.4    | 1.551     | 287.7       | LOS F            | 71.8              | 1829.6    | 1.00      | 4.27                | 13.51            | 6.5         |
| 12                           | R2   | 273           | 2.4    | 317           | 2.4    | 1.551     | 287.7       | LOS F            | 71.8              | 1829.6    | 1.00      | 4.27                | 13.51            | 6.4         |
| 12b                          | R3   | 239           | 2.4    | 278           | 2.4    | 0.529     | 16.9        | LOS C            | 2.7               | 69.4      | 0.77      | 0.91                | 1.26             | 28.5        |
| Approach                     |      | 729           | 2.4    | 848           | 2.4    | 1.551     | 198.9       | LOS F            | 71.8              | 1829.6    | 0.92      | 3.17                | 9.49             | 8.6         |
| All Vehicles                 |      | 3310          | 2.2    | 3932          | 2.2    | 1.620     | 112.0       | LOS F            | 71.8              | 1829.6    | 0.89      | 1.99                | 5.22             | 13.1        |

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.



Delay Model: HCM Delay Formula (Geometric Delay is not included).  
Queue Model: HCM Queue Formula.  
Gap-Acceptance Capacity: Traditional M1.  
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Project: C:\Users\tyler.smith\Desktop\Roundabouts.sip9

| Intersection             |                                                                                   |        |       |                                                                                   |                                                                                   |       |
|--------------------------|-----------------------------------------------------------------------------------|--------|-------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------|
| Int Delay, s/veh         | 4.2                                                                               |        |       |                                                                                   |                                                                                   |       |
| Movement                 | EBT                                                                               | EBR    | WBL   | WBT                                                                               | NBL                                                                               | NBR   |
| Lane Configurations      |  |        |       |  |  |       |
| Traffic Vol, veh/h       | 26                                                                                | 43     | 50    | 22                                                                                | 18                                                                                | 22    |
| Future Vol, veh/h        | 26                                                                                | 43     | 50    | 22                                                                                | 18                                                                                | 22    |
| Conflicting Peds, #/hr   | 0                                                                                 | 3      | 3     | 0                                                                                 | 5                                                                                 | 1     |
| Sign Control             | Free                                                                              | Free   | Free  | Free                                                                              | Stop                                                                              | Stop  |
| RT Channelized           | -                                                                                 | None   | -     | None                                                                              | -                                                                                 | None  |
| Storage Length           | -                                                                                 | -      | -     | -                                                                                 | 0                                                                                 | -     |
| Veh in Median Storage, # | 0                                                                                 | -      | -     | 0                                                                                 | 0                                                                                 | -     |
| Grade, %                 | 0                                                                                 | -      | -     | 0                                                                                 | 0                                                                                 | -     |
| Peak Hour Factor         | 79                                                                                | 79     | 79    | 79                                                                                | 79                                                                                | 79    |
| Heavy Vehicles, %        | 2                                                                                 | 2      | 2     | 2                                                                                 | 2                                                                                 | 2     |
| Mvmt Flow                | 33                                                                                | 54     | 63    | 28                                                                                | 23                                                                                | 28    |
| Major/Minor              | Major1                                                                            | Major2 |       | Minor1                                                                            |                                                                                   |       |
| Conflicting Flow All     | 0                                                                                 | 0      | 90    | 0                                                                                 | 222                                                                               | 64    |
| Stage 1                  | -                                                                                 | -      | -     | -                                                                                 | 63                                                                                | -     |
| Stage 2                  | -                                                                                 | -      | -     | -                                                                                 | 159                                                                               | -     |
| Critical Hdwy            | -                                                                                 | -      | 4.12  | -                                                                                 | 6.42                                                                              | 6.22  |
| Critical Hdwy Stg 1      | -                                                                                 | -      | -     | -                                                                                 | 5.42                                                                              | -     |
| Critical Hdwy Stg 2      | -                                                                                 | -      | -     | -                                                                                 | 5.42                                                                              | -     |
| Follow-up Hdwy           | -                                                                                 | -      | 2.218 | -                                                                                 | 3.518                                                                             | 3.318 |
| Pot Cap-1 Maneuver       | -                                                                                 | -      | 1505  | -                                                                                 | 766                                                                               | 1000  |
| Stage 1                  | -                                                                                 | -      | -     | -                                                                                 | 960                                                                               | -     |
| Stage 2                  | -                                                                                 | -      | -     | -                                                                                 | 870                                                                               | -     |
| Platoon blocked, %       | -                                                                                 | -      | -     | -                                                                                 | -                                                                                 | -     |
| Mov Cap-1 Maneuver       | -                                                                                 | -      | 1501  | -                                                                                 | 727                                                                               | 996   |
| Mov Cap-2 Maneuver       | -                                                                                 | -      | -     | -                                                                                 | 727                                                                               | -     |
| Stage 1                  | -                                                                                 | -      | -     | -                                                                                 | 957                                                                               | -     |
| Stage 2                  | -                                                                                 | -      | -     | -                                                                                 | 828                                                                               | -     |
| Approach                 | EB                                                                                |        | WB    |                                                                                   | NB                                                                                |       |
| HCM Control Delay, s     | 0                                                                                 |        | 5.2   |                                                                                   | 9.5                                                                               |       |
| HCM LOS                  |                                                                                   |        |       |                                                                                   | A                                                                                 |       |
| Minor Lane/Major Mvmt    | NBLn1                                                                             | EBT    | EBR   | WBL                                                                               | WBT                                                                               |       |
| Capacity (veh/h)         | 854                                                                               | -      | -     | 1501                                                                              | -                                                                                 |       |
| HCM Lane V/C Ratio       | 0.059                                                                             | -      | -     | 0.042                                                                             | -                                                                                 |       |
| HCM Control Delay (s)    | 9.5                                                                               | -      | -     | 7.5                                                                               | 0                                                                                 |       |
| HCM Lane LOS             | A                                                                                 | -      | -     | A                                                                                 | A                                                                                 |       |
| HCM 95th %tile Q(veh)    | 0.2                                                                               | -      | -     | 0.1                                                                               | -                                                                                 |       |

| Intersection             |                                                                                   |        |       |                                                                                   |                                                                                   |       |
|--------------------------|-----------------------------------------------------------------------------------|--------|-------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------|
| Int Delay, s/veh         | 4                                                                                 |        |       |                                                                                   |                                                                                   |       |
| Movement                 | EBT                                                                               | EBR    | WBL   | WBT                                                                               | NBL                                                                               | NBR   |
| Lane Configurations      |  |        |       |  |  |       |
| Traffic Vol, veh/h       | 38                                                                                | 24     | 26    | 27                                                                                | 30                                                                                | 16    |
| Future Vol, veh/h        | 38                                                                                | 24     | 26    | 27                                                                                | 30                                                                                | 16    |
| Conflicting Peds, #/hr   | 0                                                                                 | 13     | 13    | 0                                                                                 | 10                                                                                | 6     |
| Sign Control             | Free                                                                              | Free   | Free  | Free                                                                              | Stop                                                                              | Stop  |
| RT Channelized           | -                                                                                 | None   | -     | None                                                                              | -                                                                                 | None  |
| Storage Length           | -                                                                                 | -      | -     | -                                                                                 | 0                                                                                 | -     |
| Veh in Median Storage, # | 0                                                                                 | -      | -     | 0                                                                                 | 0                                                                                 | -     |
| Grade, %                 | 0                                                                                 | -      | -     | 0                                                                                 | 0                                                                                 | -     |
| Peak Hour Factor         | 85                                                                                | 85     | 85    | 85                                                                                | 85                                                                                | 85    |
| Heavy Vehicles, %        | 2                                                                                 | 2      | 2     | 2                                                                                 | 2                                                                                 | 2     |
| Mvmt Flow                | 45                                                                                | 28     | 31    | 32                                                                                | 35                                                                                | 19    |
|                          |                                                                                   |        |       |                                                                                   |                                                                                   |       |
| Major/Minor              | Major1                                                                            | Major2 |       | Minor1                                                                            |                                                                                   |       |
| Conflicting Flow All     | 0                                                                                 | 0      | 86    | 0                                                                                 | 176                                                                               | 78    |
| Stage 1                  | -                                                                                 | -      | -     | -                                                                                 | 72                                                                                | -     |
| Stage 2                  | -                                                                                 | -      | -     | -                                                                                 | 104                                                                               | -     |
| Critical Hdwy            | -                                                                                 | -      | 4.12  | -                                                                                 | 6.42                                                                              | 6.22  |
| Critical Hdwy Stg 1      | -                                                                                 | -      | -     | -                                                                                 | 5.42                                                                              | -     |
| Critical Hdwy Stg 2      | -                                                                                 | -      | -     | -                                                                                 | 5.42                                                                              | -     |
| Follow-up Hdwy           | -                                                                                 | -      | 2.218 | -                                                                                 | 3.518                                                                             | 3.318 |
| Pot Cap-1 Maneuver       | -                                                                                 | -      | 1510  | -                                                                                 | 814                                                                               | 983   |
| Stage 1                  | -                                                                                 | -      | -     | -                                                                                 | 951                                                                               | -     |
| Stage 2                  | -                                                                                 | -      | -     | -                                                                                 | 920                                                                               | -     |
| Platoon blocked, %       | -                                                                                 | -      |       | -                                                                                 |                                                                                   |       |
| Mov Cap-1 Maneuver       | -                                                                                 | -      | 1491  | -                                                                                 | 780                                                                               | 965   |
| Mov Cap-2 Maneuver       | -                                                                                 | -      | -     | -                                                                                 | 780                                                                               | -     |
| Stage 1                  | -                                                                                 | -      | -     | -                                                                                 | 940                                                                               | -     |
| Stage 2                  | -                                                                                 | -      | -     | -                                                                                 | 892                                                                               | -     |
|                          |                                                                                   |        |       |                                                                                   |                                                                                   |       |
|                          |                                                                                   |        |       |                                                                                   |                                                                                   |       |
| Approach                 | EB                                                                                | WB     |       | NB                                                                                |                                                                                   |       |
| HCM Control Delay, s     | 0                                                                                 | 3.7    |       | 9.6                                                                               |                                                                                   |       |
| HCM LOS                  | A                                                                                 |        |       |                                                                                   |                                                                                   |       |
|                          |                                                                                   |        |       |                                                                                   |                                                                                   |       |
|                          |                                                                                   |        |       |                                                                                   |                                                                                   |       |
| Minor Lane/Major Mvmt    | NBLn1                                                                             | EBT    | EBR   | WBL                                                                               | WBT                                                                               |       |
| Capacity (veh/h)         | 836                                                                               | -      | -     | 1491                                                                              | -                                                                                 |       |
| HCM Lane V/C Ratio       | 0.065                                                                             | -      | -     | 0.021                                                                             | -                                                                                 |       |
| HCM Control Delay (s)    | 9.6                                                                               | -      | -     | 7.5                                                                               | 0                                                                                 |       |
| HCM Lane LOS             | A                                                                                 | -      | -     | A                                                                                 | A                                                                                 |       |
| HCM 95th %tile Q(veh)    | 0.2                                                                               | -      | -     | 0.1                                                                               | -                                                                                 |       |

| Intersection             |                                                                                   |      |        |                                                                                   |                                                                                   |       |
|--------------------------|-----------------------------------------------------------------------------------|------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------|
| Int Delay, s/veh         | 5.1                                                                               |      |        |                                                                                   |                                                                                   |       |
| Movement                 | EBT                                                                               | EBR  | WBL    | WBT                                                                               | NBL                                                                               | NBR   |
| Lane Configurations      |  |      |        |  |  |       |
| Traffic Vol, veh/h       | 30                                                                                | 60   | 85     | 25                                                                                | 30                                                                                | 45    |
| Future Vol, veh/h        | 30                                                                                | 60   | 85     | 25                                                                                | 30                                                                                | 45    |
| Conflicting Peds, #/hr   | 0                                                                                 | 3    | 3      | 0                                                                                 | 5                                                                                 | 1     |
| Sign Control             | Free                                                                              | Free | Free   | Free                                                                              | Stop                                                                              | Stop  |
| RT Channelized           | -                                                                                 | None | -      | None                                                                              | -                                                                                 | None  |
| Storage Length           | -                                                                                 | -    | -      | -                                                                                 | 0                                                                                 | -     |
| Veh in Median Storage, # | 0                                                                                 | -    | -      | 0                                                                                 | 0                                                                                 | -     |
| Grade, %                 | 0                                                                                 | -    | -      | 0                                                                                 | 0                                                                                 | -     |
| Peak Hour Factor         | 79                                                                                | 79   | 79     | 79                                                                                | 79                                                                                | 79    |
| Heavy Vehicles, %        | 2                                                                                 | 2    | 2      | 2                                                                                 | 2                                                                                 | 2     |
| Mvmt Flow                | 38                                                                                | 76   | 108    | 32                                                                                | 38                                                                                | 57    |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |       |
| Major/Minor              | Major1                                                                            |      | Major2 |                                                                                   | Minor1                                                                            |       |
| Conflicting Flow All     | 0                                                                                 | 0    | 117    | 0                                                                                 | 332                                                                               | 80    |
| Stage 1                  | -                                                                                 | -    | -      | -                                                                                 | 79                                                                                | -     |
| Stage 2                  | -                                                                                 | -    | -      | -                                                                                 | 253                                                                               | -     |
| Critical Hdwy            | -                                                                                 | -    | 4.12   | -                                                                                 | 6.42                                                                              | 6.22  |
| Critical Hdwy Stg 1      | -                                                                                 | -    | -      | -                                                                                 | 5.42                                                                              | -     |
| Critical Hdwy Stg 2      | -                                                                                 | -    | -      | -                                                                                 | 5.42                                                                              | -     |
| Follow-up Hdwy           | -                                                                                 | -    | 2.218  | -                                                                                 | 3.518                                                                             | 3.318 |
| Pot Cap-1 Maneuver       | -                                                                                 | -    | 1471   | -                                                                                 | 663                                                                               | 980   |
| Stage 1                  | -                                                                                 | -    | -      | -                                                                                 | 944                                                                               | -     |
| Stage 2                  | -                                                                                 | -    | -      | -                                                                                 | 789                                                                               | -     |
| Platoon blocked, %       | -                                                                                 | -    |        | -                                                                                 |                                                                                   |       |
| Mov Cap-1 Maneuver       | -                                                                                 | -    | 1467   | -                                                                                 | 609                                                                               | 976   |
| Mov Cap-2 Maneuver       | -                                                                                 | -    | -      | -                                                                                 | 609                                                                               | -     |
| Stage 1                  | -                                                                                 | -    | -      | -                                                                                 | 941                                                                               | -     |
| Stage 2                  | -                                                                                 | -    | -      | -                                                                                 | 727                                                                               | -     |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |       |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |       |
| Approach                 | EB                                                                                |      | WB     |                                                                                   | NB                                                                                |       |
| HCM Control Delay, s     | 0                                                                                 |      | 5.9    |                                                                                   | 10.2                                                                              |       |
| HCM LOS                  |                                                                                   |      |        |                                                                                   | B                                                                                 |       |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |       |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |       |
| Minor Lane/Major Mvmt    | NBLn1                                                                             | EBT  | EBR    | WBL                                                                               | WBT                                                                               |       |
| Capacity (veh/h)         | 786                                                                               | -    | -      | 1467                                                                              | -                                                                                 |       |
| HCM Lane V/C Ratio       | 0.121                                                                             | -    | -      | 0.073                                                                             | -                                                                                 |       |
| HCM Control Delay (s)    | 10.2                                                                              | -    | -      | 7.6                                                                               | 0                                                                                 |       |
| HCM Lane LOS             | B                                                                                 | -    | -      | A                                                                                 | A                                                                                 |       |
| HCM 95th %tile Q(veh)    | 0.4                                                                               | -    | -      | 0.2                                                                               | -                                                                                 |       |

| Intersection             |                                                                                   |      |        |                                                                                   |                                                                                   |       |
|--------------------------|-----------------------------------------------------------------------------------|------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------|
| Int Delay, s/veh         | 6.7                                                                               |      |        |                                                                                   |                                                                                   |       |
| Movement                 | EBT                                                                               | EBR  | WBL    | WBT                                                                               | NBL                                                                               | NBR   |
| Lane Configurations      |  |      |        |  |  |       |
| Traffic Vol, veh/h       | 40                                                                                | 50   | 105    | 30                                                                                | 55                                                                                | 100   |
| Future Vol, veh/h        | 40                                                                                | 50   | 105    | 30                                                                                | 55                                                                                | 100   |
| Conflicting Peds, #/hr   | 0                                                                                 | 13   | 13     | 0                                                                                 | 10                                                                                | 6     |
| Sign Control             | Free                                                                              | Free | Free   | Free                                                                              | Stop                                                                              | Stop  |
| RT Channelized           | -                                                                                 | None | -      | None                                                                              | -                                                                                 | None  |
| Storage Length           | -                                                                                 | -    | -      | -                                                                                 | 0                                                                                 | -     |
| Veh in Median Storage, # | 0                                                                                 | -    | -      | 0                                                                                 | 0                                                                                 | -     |
| Grade, %                 | 0                                                                                 | -    | -      | 0                                                                                 | 0                                                                                 | -     |
| Peak Hour Factor         | 85                                                                                | 85   | 85     | 85                                                                                | 85                                                                                | 85    |
| Heavy Vehicles, %        | 2                                                                                 | 2    | 2      | 2                                                                                 | 2                                                                                 | 2     |
| Mvmt Flow                | 47                                                                                | 59   | 124    | 35                                                                                | 65                                                                                | 118   |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |       |
| Major/Minor              | Major1                                                                            |      | Major2 |                                                                                   | Minor1                                                                            |       |
| Conflicting Flow All     | 0                                                                                 | 0    | 119    | 0                                                                                 | 383                                                                               | 96    |
| Stage 1                  | -                                                                                 | -    | -      | -                                                                                 | 90                                                                                | -     |
| Stage 2                  | -                                                                                 | -    | -      | -                                                                                 | 293                                                                               | -     |
| Critical Hdwy            | -                                                                                 | -    | 4.12   | -                                                                                 | 6.42                                                                              | 6.22  |
| Critical Hdwy Stg 1      | -                                                                                 | -    | -      | -                                                                                 | 5.42                                                                              | -     |
| Critical Hdwy Stg 2      | -                                                                                 | -    | -      | -                                                                                 | 5.42                                                                              | -     |
| Follow-up Hdwy           | -                                                                                 | -    | 2.218  | -                                                                                 | 3.518                                                                             | 3.318 |
| Pot Cap-1 Maneuver       | -                                                                                 | -    | 1469   | -                                                                                 | 620                                                                               | 960   |
| Stage 1                  | -                                                                                 | -    | -      | -                                                                                 | 934                                                                               | -     |
| Stage 2                  | -                                                                                 | -    | -      | -                                                                                 | 757                                                                               | -     |
| Platoon blocked, %       | -                                                                                 | -    |        | -                                                                                 |                                                                                   |       |
| Mov Cap-1 Maneuver       | -                                                                                 | -    | 1451   | -                                                                                 | 554                                                                               | 943   |
| Mov Cap-2 Maneuver       | -                                                                                 | -    | -      | -                                                                                 | 554                                                                               | -     |
| Stage 1                  | -                                                                                 | -    | -      | -                                                                                 | 923                                                                               | -     |
| Stage 2                  | -                                                                                 | -    | -      | -                                                                                 | 684                                                                               | -     |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |       |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |       |
| Approach                 | EB                                                                                |      | WB     |                                                                                   | NB                                                                                |       |
| HCM Control Delay, s     | 0                                                                                 |      | 6      |                                                                                   | 11.3                                                                              |       |
| HCM LOS                  |                                                                                   |      |        |                                                                                   | B                                                                                 |       |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |       |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |       |
| Minor Lane/Major Mvmt    | NBLn1                                                                             | EBT  | EBR    | WBL                                                                               | WBT                                                                               |       |
| Capacity (veh/h)         | 755                                                                               | -    | -      | 1451                                                                              | -                                                                                 |       |
| HCM Lane V/C Ratio       | 0.242                                                                             | -    | -      | 0.085                                                                             | -                                                                                 |       |
| HCM Control Delay (s)    | 11.3                                                                              | -    | -      | 7.7                                                                               | 0                                                                                 |       |
| HCM Lane LOS             | B                                                                                 | -    | -      | A                                                                                 | A                                                                                 |       |
| HCM 95th %tile Q(veh)    | 0.9                                                                               | -    | -      | 0.3                                                                               | -                                                                                 |       |

| Intersection             |                                                                                   |        |       |                                                                                   |                                                                                   |       |
|--------------------------|-----------------------------------------------------------------------------------|--------|-------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------|
| Int Delay, s/veh         | 5                                                                                 |        |       |                                                                                   |                                                                                   |       |
| Movement                 | EBT                                                                               | EBR    | WBL   | WBT                                                                               | NBL                                                                               | NBR   |
| Lane Configurations      |  |        |       |  |  |       |
| Traffic Vol, veh/h       | 35                                                                                | 60     | 85    | 30                                                                                | 30                                                                                | 45    |
| Future Vol, veh/h        | 35                                                                                | 60     | 85    | 30                                                                                | 30                                                                                | 45    |
| Conflicting Peds, #/hr   | 0                                                                                 | 3      | 3     | 0                                                                                 | 5                                                                                 | 1     |
| Sign Control             | Free                                                                              | Free   | Free  | Free                                                                              | Stop                                                                              | Stop  |
| RT Channelized           | -                                                                                 | None   | -     | None                                                                              | -                                                                                 | None  |
| Storage Length           | -                                                                                 | -      | -     | -                                                                                 | 0                                                                                 | -     |
| Veh in Median Storage, # | 0                                                                                 | -      | -     | 0                                                                                 | 0                                                                                 | -     |
| Grade, %                 | 0                                                                                 | -      | -     | 0                                                                                 | 0                                                                                 | -     |
| Peak Hour Factor         | 79                                                                                | 79     | 79    | 79                                                                                | 79                                                                                | 79    |
| Heavy Vehicles, %        | 2                                                                                 | 2      | 2     | 2                                                                                 | 2                                                                                 | 2     |
| Mvmt Flow                | 44                                                                                | 76     | 108   | 38                                                                                | 38                                                                                | 57    |
| Major/Minor              | Major1                                                                            | Major2 |       | Minor1                                                                            |                                                                                   |       |
| Conflicting Flow All     | 0                                                                                 | 0      | 123   | 0                                                                                 | 344                                                                               | 86    |
| Stage 1                  | -                                                                                 | -      | -     | -                                                                                 | 85                                                                                | -     |
| Stage 2                  | -                                                                                 | -      | -     | -                                                                                 | 259                                                                               | -     |
| Critical Hdwy            | -                                                                                 | -      | 4.12  | -                                                                                 | 6.42                                                                              | 6.22  |
| Critical Hdwy Stg 1      | -                                                                                 | -      | -     | -                                                                                 | 5.42                                                                              | -     |
| Critical Hdwy Stg 2      | -                                                                                 | -      | -     | -                                                                                 | 5.42                                                                              | -     |
| Follow-up Hdwy           | -                                                                                 | -      | 2.218 | -                                                                                 | 3.518                                                                             | 3.318 |
| Pot Cap-1 Maneuver       | -                                                                                 | -      | 1464  | -                                                                                 | 652                                                                               | 973   |
| Stage 1                  | -                                                                                 | -      | -     | -                                                                                 | 938                                                                               | -     |
| Stage 2                  | -                                                                                 | -      | -     | -                                                                                 | 784                                                                               | -     |
| Platoon blocked, %       | -                                                                                 | -      | -     | -                                                                                 | -                                                                                 | -     |
| Mov Cap-1 Maneuver       | -                                                                                 | -      | 1460  | -                                                                                 | 598                                                                               | 969   |
| Mov Cap-2 Maneuver       | -                                                                                 | -      | -     | -                                                                                 | 598                                                                               | -     |
| Stage 1                  | -                                                                                 | -      | -     | -                                                                                 | 935                                                                               | -     |
| Stage 2                  | -                                                                                 | -      | -     | -                                                                                 | 721                                                                               | -     |
| Approach                 | EB                                                                                |        | WB    |                                                                                   | NB                                                                                |       |
| HCM Control Delay, s     | 0                                                                                 |        | 5.7   |                                                                                   | 10.3                                                                              |       |
| HCM LOS                  |                                                                                   |        |       |                                                                                   | B                                                                                 |       |
| Minor Lane/Major Mvmt    | NBLn1                                                                             | EBT    | EBR   | WBL                                                                               | WBT                                                                               |       |
| Capacity (veh/h)         | 776                                                                               | -      | -     | 1460                                                                              | -                                                                                 |       |
| HCM Lane V/C Ratio       | 0.122                                                                             | -      | -     | 0.074                                                                             | -                                                                                 |       |
| HCM Control Delay (s)    | 10.3                                                                              | -      | -     | 7.7                                                                               | 0                                                                                 |       |
| HCM Lane LOS             | B                                                                                 | -      | -     | A                                                                                 | A                                                                                 |       |
| HCM 95th %tile Q(veh)    | 0.4                                                                               | -      | -     | 0.2                                                                               | -                                                                                 |       |



| Intersection             |                                                                                   |      |        |                                                                                   |        |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|------|--------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 6.6                                                                               |      |        |                                                                                   |        |                                                                                   |
| Movement                 | EBT                                                                               | EBR  | WBL    | WBT                                                                               | NBL    | NBR                                                                               |
| Lane Configurations      |  |      |        |  |        |  |
| Traffic Vol, veh/h       | 45                                                                                | 50   | 105    | 35                                                                                | 55     | 100                                                                               |
| Future Vol, veh/h        | 45                                                                                | 50   | 105    | 35                                                                                | 55     | 100                                                                               |
| Conflicting Peds, #/hr   | 0                                                                                 | 13   | 13     | 0                                                                                 | 10     | 6                                                                                 |
| Sign Control             | Free                                                                              | Free | Free   | Free                                                                              | Stop   | Stop                                                                              |
| RT Channelized           | -                                                                                 | None | -      | None                                                                              | -      | None                                                                              |
| Storage Length           | -                                                                                 | -    | -      | -                                                                                 | 0      | -                                                                                 |
| Veh in Median Storage, # | 0                                                                                 | -    | -      | 0                                                                                 | 0      | -                                                                                 |
| Grade, %                 | 0                                                                                 | -    | -      | 0                                                                                 | 0      | -                                                                                 |
| Peak Hour Factor         | 85                                                                                | 85   | 85     | 85                                                                                | 85     | 85                                                                                |
| Heavy Vehicles, %        | 2                                                                                 | 2    | 2      | 2                                                                                 | 2      | 2                                                                                 |
| Mvmt Flow                | 53                                                                                | 59   | 124    | 41                                                                                | 65     | 118                                                                               |
|                          |                                                                                   |      |        |                                                                                   |        |                                                                                   |
| Major/Minor              | Major1                                                                            |      | Major2 |                                                                                   | Minor1 |                                                                                   |
| Conflicting Flow All     | 0                                                                                 | 0    | 125    | 0                                                                                 | 395    | 102                                                                               |
| Stage 1                  | -                                                                                 | -    | -      | -                                                                                 | 96     | -                                                                                 |
| Stage 2                  | -                                                                                 | -    | -      | -                                                                                 | 299    | -                                                                                 |
| Critical Hdwy            | -                                                                                 | -    | 4.12   | -                                                                                 | 6.42   | 6.22                                                                              |
| Critical Hdwy Stg 1      | -                                                                                 | -    | -      | -                                                                                 | 5.42   | -                                                                                 |
| Critical Hdwy Stg 2      | -                                                                                 | -    | -      | -                                                                                 | 5.42   | -                                                                                 |
| Follow-up Hdwy           | -                                                                                 | -    | 2.218  | -                                                                                 | 3.518  | 3.318                                                                             |
| Pot Cap-1 Maneuver       | -                                                                                 | -    | 1462   | -                                                                                 | 610    | 953                                                                               |
| Stage 1                  | -                                                                                 | -    | -      | -                                                                                 | 928    | -                                                                                 |
| Stage 2                  | -                                                                                 | -    | -      | -                                                                                 | 752    | -                                                                                 |
| Platoon blocked, %       | -                                                                                 | -    |        | -                                                                                 |        |                                                                                   |
| Mov Cap-1 Maneuver       | -                                                                                 | -    | 1444   | -                                                                                 | 544    | 936                                                                               |
| Mov Cap-2 Maneuver       | -                                                                                 | -    | -      | -                                                                                 | 544    | -                                                                                 |
| Stage 1                  | -                                                                                 | -    | -      | -                                                                                 | 917    | -                                                                                 |
| Stage 2                  | -                                                                                 | -    | -      | -                                                                                 | 679    | -                                                                                 |
|                          |                                                                                   |      |        |                                                                                   |        |                                                                                   |
|                          |                                                                                   |      |        |                                                                                   |        |                                                                                   |
| Approach                 | EB                                                                                |      | WB     |                                                                                   | NB     |                                                                                   |
| HCM Control Delay, s     | 0                                                                                 |      | 5.8    |                                                                                   | 11.4   |                                                                                   |
| HCM LOS                  | B                                                                                 |      |        |                                                                                   |        |                                                                                   |
|                          |                                                                                   |      |        |                                                                                   |        |                                                                                   |
|                          |                                                                                   |      |        |                                                                                   |        |                                                                                   |
| Minor Lane/Major Mvmt    | NBLn1                                                                             | EBT  | EBR    | WBL                                                                               | WBT    |                                                                                   |
| Capacity (veh/h)         | 745                                                                               | -    | -      | 1444                                                                              | -      |                                                                                   |
| HCM Lane V/C Ratio       | 0.245                                                                             | -    | -      | 0.086                                                                             | -      |                                                                                   |
| HCM Control Delay (s)    | 11.4                                                                              | -    | -      | 7.7                                                                               | 0      |                                                                                   |
| HCM Lane LOS             | B                                                                                 | -    | -      | A                                                                                 | A      |                                                                                   |
| HCM 95th %tile Q(veh)    | 1                                                                                 | -    | -      | 0.3                                                                               | -      |                                                                                   |

| Intersection             |                                                                                   |      |        |                                                                                   |                                                                                   |       |
|--------------------------|-----------------------------------------------------------------------------------|------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------|
| Int Delay, s/veh         | 5                                                                                 |      |        |                                                                                   |                                                                                   |       |
| Movement                 | EBT                                                                               | EBR  | WBL    | WBT                                                                               | NBL                                                                               | NBR   |
| Lane Configurations      |  |      |        |  |  |       |
| Traffic Vol, veh/h       | 30                                                                                | 65   | 85     | 25                                                                                | 30                                                                                | 45    |
| Future Vol, veh/h        | 30                                                                                | 65   | 85     | 25                                                                                | 30                                                                                | 45    |
| Conflicting Peds, #/hr   | 0                                                                                 | 3    | 3      | 0                                                                                 | 5                                                                                 | 1     |
| Sign Control             | Free                                                                              | Free | Free   | Free                                                                              | Stop                                                                              | Stop  |
| RT Channelized           | -                                                                                 | None | -      | None                                                                              | -                                                                                 | None  |
| Storage Length           | -                                                                                 | -    | -      | -                                                                                 | 0                                                                                 | -     |
| Veh in Median Storage, # | 0                                                                                 | -    | -      | 0                                                                                 | 0                                                                                 | -     |
| Grade, %                 | 0                                                                                 | -    | -      | 0                                                                                 | 0                                                                                 | -     |
| Peak Hour Factor         | 79                                                                                | 79   | 79     | 79                                                                                | 79                                                                                | 79    |
| Heavy Vehicles, %        | 2                                                                                 | 2    | 2      | 2                                                                                 | 2                                                                                 | 2     |
| Mvmt Flow                | 38                                                                                | 82   | 108    | 32                                                                                | 38                                                                                | 57    |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |       |
| Major/Minor              | Major1                                                                            |      | Major2 |                                                                                   | Minor1                                                                            |       |
| Conflicting Flow All     | 0                                                                                 | 0    | 123    | 0                                                                                 | 335                                                                               | 83    |
| Stage 1                  | -                                                                                 | -    | -      | -                                                                                 | 82                                                                                | -     |
| Stage 2                  | -                                                                                 | -    | -      | -                                                                                 | 253                                                                               | -     |
| Critical Hdwy            | -                                                                                 | -    | 4.12   | -                                                                                 | 6.42                                                                              | 6.22  |
| Critical Hdwy Stg 1      | -                                                                                 | -    | -      | -                                                                                 | 5.42                                                                              | -     |
| Critical Hdwy Stg 2      | -                                                                                 | -    | -      | -                                                                                 | 5.42                                                                              | -     |
| Follow-up Hdwy           | -                                                                                 | -    | 2.218  | -                                                                                 | 3.518                                                                             | 3.318 |
| Pot Cap-1 Maneuver       | -                                                                                 | -    | 1464   | -                                                                                 | 660                                                                               | 976   |
| Stage 1                  | -                                                                                 | -    | -      | -                                                                                 | 941                                                                               | -     |
| Stage 2                  | -                                                                                 | -    | -      | -                                                                                 | 789                                                                               | -     |
| Platoon blocked, %       | -                                                                                 | -    |        | -                                                                                 |                                                                                   |       |
| Mov Cap-1 Maneuver       | -                                                                                 | -    | 1460   | -                                                                                 | 606                                                                               | 972   |
| Mov Cap-2 Maneuver       | -                                                                                 | -    | -      | -                                                                                 | 606                                                                               | -     |
| Stage 1                  | -                                                                                 | -    | -      | -                                                                                 | 938                                                                               | -     |
| Stage 2                  | -                                                                                 | -    | -      | -                                                                                 | 727                                                                               | -     |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |       |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |       |
| Approach                 | EB                                                                                |      | WB     |                                                                                   | NB                                                                                |       |
| HCM Control Delay, s     | 0                                                                                 |      | 5.9    |                                                                                   | 10.2                                                                              |       |
| HCM LOS                  |                                                                                   |      |        |                                                                                   | B                                                                                 |       |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |       |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |       |
| Minor Lane/Major Mvmt    | NBLn1                                                                             | EBT  | EBR    | WBL                                                                               | WBT                                                                               |       |
| Capacity (veh/h)         | 783                                                                               | -    | -      | 1460                                                                              | -                                                                                 |       |
| HCM Lane V/C Ratio       | 0.121                                                                             | -    | -      | 0.074                                                                             | -                                                                                 |       |
| HCM Control Delay (s)    | 10.2                                                                              | -    | -      | 7.7                                                                               | 0                                                                                 |       |
| HCM Lane LOS             | B                                                                                 | -    | -      | A                                                                                 | A                                                                                 |       |
| HCM 95th %tile Q(veh)    | 0.4                                                                               | -    | -      | 0.2                                                                               | -                                                                                 |       |

| Intersection             |                                                                                   |      |        |                                                                                   |        |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|------|--------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 6.6                                                                               |      |        |                                                                                   |        |                                                                                   |
| Movement                 | EBT                                                                               | EBR  | WBL    | WBT                                                                               | NBL    | NBR                                                                               |
| Lane Configurations      |  |      |        |  |        |  |
| Traffic Vol, veh/h       | 45                                                                                | 55   | 105    | 30                                                                                | 55     | 100                                                                               |
| Future Vol, veh/h        | 45                                                                                | 55   | 105    | 30                                                                                | 55     | 100                                                                               |
| Conflicting Peds, #/hr   | 0                                                                                 | 13   | 13     | 0                                                                                 | 10     | 6                                                                                 |
| Sign Control             | Free                                                                              | Free | Free   | Free                                                                              | Stop   | Stop                                                                              |
| RT Channelized           | -                                                                                 | None | -      | None                                                                              | -      | None                                                                              |
| Storage Length           | -                                                                                 | -    | -      | -                                                                                 | 0      | -                                                                                 |
| Veh in Median Storage, # | 0                                                                                 | -    | -      | 0                                                                                 | 0      | -                                                                                 |
| Grade, %                 | 0                                                                                 | -    | -      | 0                                                                                 | 0      | -                                                                                 |
| Peak Hour Factor         | 85                                                                                | 85   | 85     | 85                                                                                | 85     | 85                                                                                |
| Heavy Vehicles, %        | 2                                                                                 | 2    | 2      | 2                                                                                 | 2      | 2                                                                                 |
| Mvmt Flow                | 53                                                                                | 65   | 124    | 35                                                                                | 65     | 118                                                                               |
|                          |                                                                                   |      |        |                                                                                   |        |                                                                                   |
| Major/Minor              | Major1                                                                            |      | Major2 |                                                                                   | Minor1 |                                                                                   |
| Conflicting Flow All     | 0                                                                                 | 0    | 131    | 0                                                                                 | 392    | 105                                                                               |
| Stage 1                  | -                                                                                 | -    | -      | -                                                                                 | 99     | -                                                                                 |
| Stage 2                  | -                                                                                 | -    | -      | -                                                                                 | 293    | -                                                                                 |
| Critical Hdwy            | -                                                                                 | -    | 4.12   | -                                                                                 | 6.42   | 6.22                                                                              |
| Critical Hdwy Stg 1      | -                                                                                 | -    | -      | -                                                                                 | 5.42   | -                                                                                 |
| Critical Hdwy Stg 2      | -                                                                                 | -    | -      | -                                                                                 | 5.42   | -                                                                                 |
| Follow-up Hdwy           | -                                                                                 | -    | 2.218  | -                                                                                 | 3.518  | 3.318                                                                             |
| Pot Cap-1 Maneuver       | -                                                                                 | -    | 1454   | -                                                                                 | 612    | 949                                                                               |
| Stage 1                  | -                                                                                 | -    | -      | -                                                                                 | 925    | -                                                                                 |
| Stage 2                  | -                                                                                 | -    | -      | -                                                                                 | 757    | -                                                                                 |
| Platoon blocked, %       | -                                                                                 | -    |        | -                                                                                 |        |                                                                                   |
| Mov Cap-1 Maneuver       | -                                                                                 | -    | 1436   | -                                                                                 | 546    | 932                                                                               |
| Mov Cap-2 Maneuver       | -                                                                                 | -    | -      | -                                                                                 | 546    | -                                                                                 |
| Stage 1                  | -                                                                                 | -    | -      | -                                                                                 | 914    | -                                                                                 |
| Stage 2                  | -                                                                                 | -    | -      | -                                                                                 | 684    | -                                                                                 |
|                          |                                                                                   |      |        |                                                                                   |        |                                                                                   |
|                          |                                                                                   |      |        |                                                                                   |        |                                                                                   |
| Approach                 | EB                                                                                |      | WB     |                                                                                   | NB     |                                                                                   |
| HCM Control Delay, s     | 0                                                                                 |      | 6      |                                                                                   | 11.4   |                                                                                   |
| HCM LOS                  |                                                                                   |      |        |                                                                                   | B      |                                                                                   |
|                          |                                                                                   |      |        |                                                                                   |        |                                                                                   |
| Minor Lane/Major Mvmt    | NBLn1                                                                             | EBT  | EBR    | WBL                                                                               | WBT    |                                                                                   |
| Capacity (veh/h)         | 745                                                                               | -    | -      | 1436                                                                              | -      |                                                                                   |
| HCM Lane V/C Ratio       | 0.245                                                                             | -    | -      | 0.086                                                                             | -      |                                                                                   |
| HCM Control Delay (s)    | 11.4                                                                              | -    | -      | 7.7                                                                               | 0      |                                                                                   |
| HCM Lane LOS             | B                                                                                 | -    | -      | A                                                                                 | A      |                                                                                   |
| HCM 95th %tile Q(veh)    | 1                                                                                 | -    | -      | 0.3                                                                               | -      |                                                                                   |

| Intersection             |                                                                                   |      |        |                                                                                   |        |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|------|--------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 4.9                                                                               |      |        |                                                                                   |        |                                                                                   |
| Movement                 | EBT                                                                               | EBR  | WBL    | WBT                                                                               | NBL    | NBR                                                                               |
| Lane Configurations      |  |      |        |  |        |  |
| Traffic Vol, veh/h       | 35                                                                                | 65   | 85     | 30                                                                                | 30     | 45                                                                                |
| Future Vol, veh/h        | 35                                                                                | 65   | 85     | 30                                                                                | 30     | 45                                                                                |
| Conflicting Peds, #/hr   | 0                                                                                 | 3    | 3      | 0                                                                                 | 5      | 1                                                                                 |
| Sign Control             | Free                                                                              | Free | Free   | Free                                                                              | Stop   | Stop                                                                              |
| RT Channelized           | -                                                                                 | None | -      | None                                                                              | -      | None                                                                              |
| Storage Length           | -                                                                                 | -    | -      | -                                                                                 | 0      | -                                                                                 |
| Veh in Median Storage, # | 0                                                                                 | -    | -      | 0                                                                                 | 0      | -                                                                                 |
| Grade, %                 | 0                                                                                 | -    | -      | 0                                                                                 | 0      | -                                                                                 |
| Peak Hour Factor         | 79                                                                                | 79   | 79     | 79                                                                                | 79     | 79                                                                                |
| Heavy Vehicles, %        | 2                                                                                 | 2    | 2      | 2                                                                                 | 2      | 2                                                                                 |
| Mvmt Flow                | 44                                                                                | 82   | 108    | 38                                                                                | 38     | 57                                                                                |
|                          |                                                                                   |      |        |                                                                                   |        |                                                                                   |
| Major/Minor              | Major1                                                                            |      | Major2 |                                                                                   | Minor1 |                                                                                   |
| Conflicting Flow All     | 0                                                                                 | 0    | 129    | 0                                                                                 | 347    | 89                                                                                |
| Stage 1                  | -                                                                                 | -    | -      | -                                                                                 | 88     | -                                                                                 |
| Stage 2                  | -                                                                                 | -    | -      | -                                                                                 | 259    | -                                                                                 |
| Critical Hdwy            | -                                                                                 | -    | 4.12   | -                                                                                 | 6.42   | 6.22                                                                              |
| Critical Hdwy Stg 1      | -                                                                                 | -    | -      | -                                                                                 | 5.42   | -                                                                                 |
| Critical Hdwy Stg 2      | -                                                                                 | -    | -      | -                                                                                 | 5.42   | -                                                                                 |
| Follow-up Hdwy           | -                                                                                 | -    | 2.218  | -                                                                                 | 3.518  | 3.318                                                                             |
| Pot Cap-1 Maneuver       | -                                                                                 | -    | 1457   | -                                                                                 | 650    | 969                                                                               |
| Stage 1                  | -                                                                                 | -    | -      | -                                                                                 | 935    | -                                                                                 |
| Stage 2                  | -                                                                                 | -    | -      | -                                                                                 | 784    | -                                                                                 |
| Platoon blocked, %       | -                                                                                 | -    |        | -                                                                                 |        |                                                                                   |
| Mov Cap-1 Maneuver       | -                                                                                 | -    | 1453   | -                                                                                 | 596    | 965                                                                               |
| Mov Cap-2 Maneuver       | -                                                                                 | -    | -      | -                                                                                 | 596    | -                                                                                 |
| Stage 1                  | -                                                                                 | -    | -      | -                                                                                 | 932    | -                                                                                 |
| Stage 2                  | -                                                                                 | -    | -      | -                                                                                 | 721    | -                                                                                 |
|                          |                                                                                   |      |        |                                                                                   |        |                                                                                   |
|                          |                                                                                   |      |        |                                                                                   |        |                                                                                   |
| Approach                 | EB                                                                                |      | WB     |                                                                                   | NB     |                                                                                   |
| HCM Control Delay, s     | 0                                                                                 |      | 5.7    |                                                                                   | 10.3   |                                                                                   |
| HCM LOS                  |                                                                                   |      |        |                                                                                   | B      |                                                                                   |
|                          |                                                                                   |      |        |                                                                                   |        |                                                                                   |
|                          |                                                                                   |      |        |                                                                                   |        |                                                                                   |
| Minor Lane/Major Mvmt    | NBLn1                                                                             | EBT  | EBR    | WBL                                                                               | WBT    |                                                                                   |
| Capacity (veh/h)         | 773                                                                               | -    | -      | 1453                                                                              | -      |                                                                                   |
| HCM Lane V/C Ratio       | 0.123                                                                             | -    | -      | 0.074                                                                             | -      |                                                                                   |
| HCM Control Delay (s)    | 10.3                                                                              | -    | -      | 7.7                                                                               | 0      |                                                                                   |
| HCM Lane LOS             | B                                                                                 | -    | -      | A                                                                                 | A      |                                                                                   |
| HCM 95th %tile Q(veh)    | 0.4                                                                               | -    | -      | 0.2                                                                               | -      |                                                                                   |

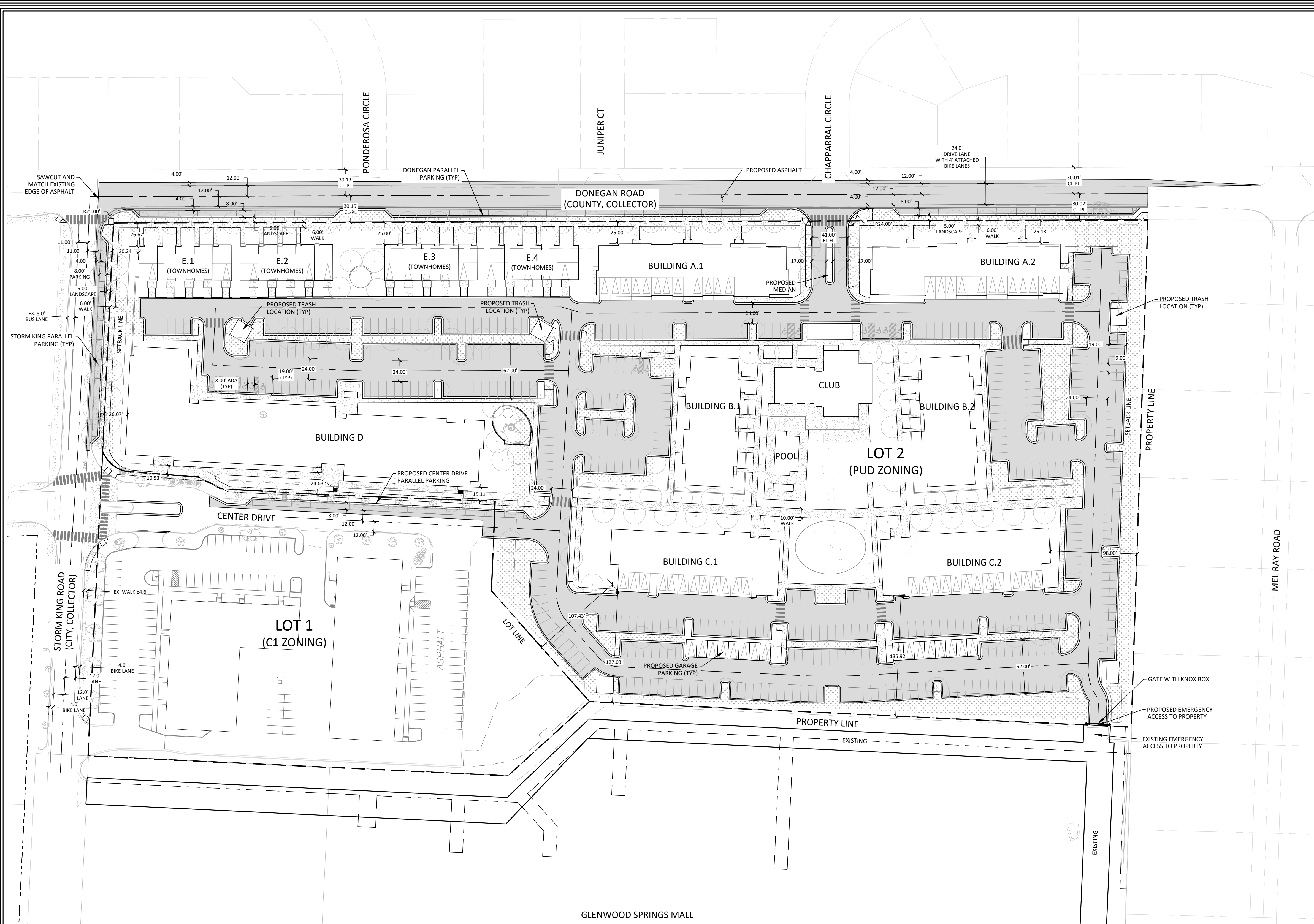
| Intersection             |                                                                                   |      |        |                                                                                   |        |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|------|--------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 6.5                                                                               |      |        |                                                                                   |        |                                                                                   |
| Movement                 | EBT                                                                               | EBR  | WBL    | WBT                                                                               | NBL    | NBR                                                                               |
| Lane Configurations      |  |      |        |  |        |  |
| Traffic Vol, veh/h       | 50                                                                                | 55   | 105    | 35                                                                                | 55     | 100                                                                               |
| Future Vol, veh/h        | 50                                                                                | 55   | 105    | 35                                                                                | 55     | 100                                                                               |
| Conflicting Peds, #/hr   | 0                                                                                 | 13   | 13     | 0                                                                                 | 10     | 6                                                                                 |
| Sign Control             | Free                                                                              | Free | Free   | Free                                                                              | Stop   | Stop                                                                              |
| RT Channelized           | -                                                                                 | None | -      | None                                                                              | -      | None                                                                              |
| Storage Length           | -                                                                                 | -    | -      | -                                                                                 | 0      | -                                                                                 |
| Veh in Median Storage, # | 0                                                                                 | -    | -      | 0                                                                                 | 0      | -                                                                                 |
| Grade, %                 | 0                                                                                 | -    | -      | 0                                                                                 | 0      | -                                                                                 |
| Peak Hour Factor         | 85                                                                                | 85   | 85     | 85                                                                                | 85     | 85                                                                                |
| Heavy Vehicles, %        | 2                                                                                 | 2    | 2      | 2                                                                                 | 2      | 2                                                                                 |
| Mvmt Flow                | 59                                                                                | 65   | 124    | 41                                                                                | 65     | 118                                                                               |
|                          |                                                                                   |      |        |                                                                                   |        |                                                                                   |
| Major/Minor              | Major1                                                                            |      | Major2 |                                                                                   | Minor1 |                                                                                   |
| Conflicting Flow All     | 0                                                                                 | 0    | 137    | 0                                                                                 | 404    | 111                                                                               |
| Stage 1                  | -                                                                                 | -    | -      | -                                                                                 | 105    | -                                                                                 |
| Stage 2                  | -                                                                                 | -    | -      | -                                                                                 | 299    | -                                                                                 |
| Critical Hdwy            | -                                                                                 | -    | 4.12   | -                                                                                 | 6.42   | 6.22                                                                              |
| Critical Hdwy Stg 1      | -                                                                                 | -    | -      | -                                                                                 | 5.42   | -                                                                                 |
| Critical Hdwy Stg 2      | -                                                                                 | -    | -      | -                                                                                 | 5.42   | -                                                                                 |
| Follow-up Hdwy           | -                                                                                 | -    | 2.218  | -                                                                                 | 3.518  | 3.318                                                                             |
| Pot Cap-1 Maneuver       | -                                                                                 | -    | 1447   | -                                                                                 | 603    | 942                                                                               |
| Stage 1                  | -                                                                                 | -    | -      | -                                                                                 | 919    | -                                                                                 |
| Stage 2                  | -                                                                                 | -    | -      | -                                                                                 | 752    | -                                                                                 |
| Platoon blocked, %       | -                                                                                 | -    |        | -                                                                                 |        |                                                                                   |
| Mov Cap-1 Maneuver       | -                                                                                 | -    | 1429   | -                                                                                 | 537    | 925                                                                               |
| Mov Cap-2 Maneuver       | -                                                                                 | -    | -      | -                                                                                 | 537    | -                                                                                 |
| Stage 1                  | -                                                                                 | -    | -      | -                                                                                 | 908    | -                                                                                 |
| Stage 2                  | -                                                                                 | -    | -      | -                                                                                 | 678    | -                                                                                 |
|                          |                                                                                   |      |        |                                                                                   |        |                                                                                   |
|                          |                                                                                   |      |        |                                                                                   |        |                                                                                   |
| Approach                 | EB                                                                                |      | WB     |                                                                                   | NB     |                                                                                   |
| HCM Control Delay, s     | 0                                                                                 |      | 5.8    |                                                                                   | 11.5   |                                                                                   |
| HCM LOS                  | B                                                                                 |      |        |                                                                                   |        |                                                                                   |
|                          |                                                                                   |      |        |                                                                                   |        |                                                                                   |
|                          |                                                                                   |      |        |                                                                                   |        |                                                                                   |
| Minor Lane/Major Mvmt    | NBLn1                                                                             | EBT  | EBR    | WBL                                                                               | WBT    |                                                                                   |
| Capacity (veh/h)         | 736                                                                               | -    | -      | 1429                                                                              | -      |                                                                                   |
| HCM Lane V/C Ratio       | 0.248                                                                             | -    | -      | 0.086                                                                             | -      |                                                                                   |
| HCM Control Delay (s)    | 11.5                                                                              | -    | -      | 7.8                                                                               | 0      |                                                                                   |
| HCM Lane LOS             | B                                                                                 | -    | -      | A                                                                                 | A      |                                                                                   |
| HCM 95th %tile Q(veh)    | 1                                                                                 | -    | -      | 0.3                                                                               | -      |                                                                                   |

# APPENDIX E

## Conceptual Site Plan

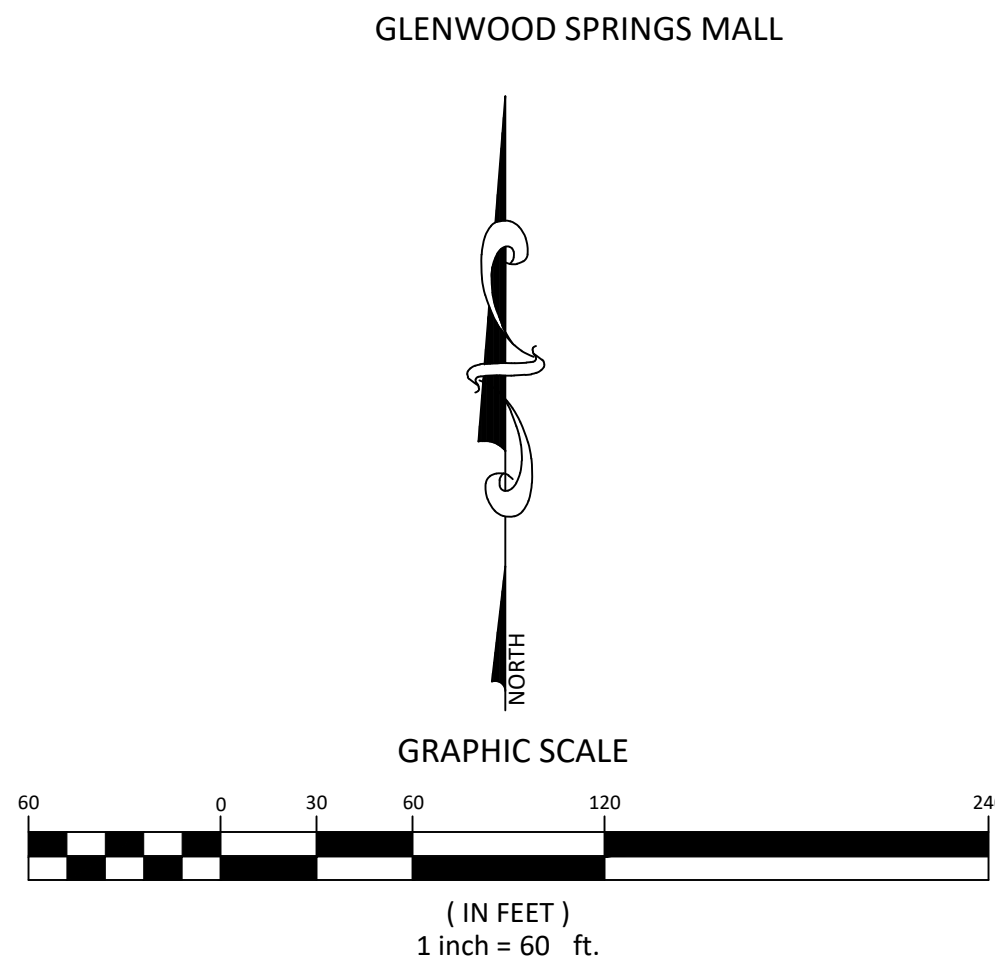
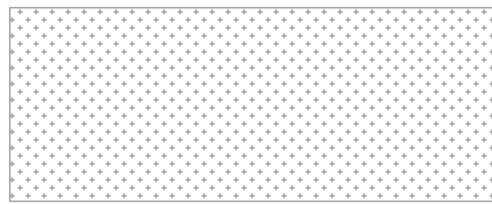


G:\2020\2007\LOCAL\CIVIL\DWGS\SP\LOT SHEET SET\2007 SITE PLAN.DWG - IMP 21, 2021 - 2:03pm



LEGEND:

SNOW STORAGE AREA:



GENERAL PLAN NOTES:

SITE AREA = 15.82 ACRES +/-  
LOT 1 AREA = 3.54 ACRES +/-  
LOT 2 AREA = 12.28 ACRES +/-

PROPERTY DESCRIPTION

COMMENCING AT A POINT, WHENCE THE THENCE N°87°11'46"W A DISTANCE OF 670.12 FEET; TO THE POINT OF BEGINNING;  
BEGINNING AT A POINT; THENCE S°01°52'00"W A DISTANCE OF 575.96 FEET;  
THENCE N°87°18'00"W A DISTANCE OF 615.36 FEET;  
THENCE S°47°42'00"W A DISTANCE OF 125.06 FEET;  
THENCE N°87°18'00"W A DISTANCE OF 476.98 FEET;  
THENCE N°02°44'00"E A DISTANCE OF 605.64 FEET;  
THENCE N°89°52'00"E A DISTANCE OF 312.68 FEET;  
THENCE N°89°49'18"E A DISTANCE OF 860.83 FEET;

COUNTY OF GARFIELD  
STATE OF COLORADO

THE SITE IS WITHIN ZONE 'C' OF FEMA FIRM 0800711043C WHICH ARE 'AREAS OF MINIMAL FLOODING'.

DEVELOPMENT SUMMARY:

Gross Site Area: 12.29 AC (535,352.4 SF)

LAND USES:

RESIDENTIAL 402,320 GSF +/-  
CLUBHOUSE (RESIDENTIAL OFFICE/AMENITY) 9,600 GSF +/-  
CLUBHOUSE (RESIDENTIAL RESTAURANT/PUB) 2,000 GSF +/-  
TOTAL GROSS SQUARE FOOTAGE= 413,920 GSF +/-

Proposed Dwelling Units (DU): 360 DU

NOTE: FINAL BUILDING GROSS SQUARE FOOTAGES ARE CONCEPTUAL AND SUBJECT TO REFINEMENT AT THE TIME OF MAJOR SITE PLAN REVIEW.

DEVELOPMENT CRITERIA:

DEVELOPMENT DENSITY

Maximum Gross Residential Density: 29.29 dwelling units/acre

Maximum Gross Non-Residential FAR/Density: 0.022 FAR or 944 GSF/acre

COMMON OPEN SPACE

Minimum Required: 2.46 AC (20% of the Gross Site Area)  
Area Provided: 2.52 AC (20.5% of the Gross Site Area)

SETBACKS

Minimum Building Setback from Public Streets:

Donegan Road 25 feet from street right-of-way  
Storm King Road 20 feet from street right-of-way

Minimum Building Setback from Private Streets:

Center Drive 10 feet from property line

Minimum Building Setback Internal to the Property

Face of Garage 3 feet from cartway  
Abutting Properties 30 feet from property line  
Building to Building 20 feet from main building face

Minimum Surface Parking Setback from Public Streets:

Donegan Road 30 feet from street right-of-way  
Storm King Road 30 feet from street right-of-way

Minimum Garage Setback from Public Streets:

Donegan Road 30 feet from street right-of-way  
Storm King Road 25 feet from street right-of-way

Minimum Side or Rear Parking Setback

Abutting Properties 10 feet from lot line

Notes:

- Setbacks are measured from the face of the building to the existing public street right-of-way, edge of driveway or from abutting property lines.
- Permitted setback encroachments from public streets include the following:
  - Front porches, stoops and balconies may encroach six (6) feet into the setback.
  - Porches, slabs, patios, walks and steps may encroach into setback by any amount provided all components of the encroachment are no greater than 36 inches above ground level.
  - Building roof eaves and other incidental architectural features may encroach 18 inches into setback.
  - Other exceptions to structures within a setback shall comply with Glenwood Springs Development Code.

BUILDING HEIGHT

Maximum Building Height:

Residential Buildings 55 feet  
Ancillary Buildings 35 feet  
Freestanding Garages 25 feet

PARKING

Minimum Required Parking:

| Residential                | Quantity | Rate      | Required Spaces |
|----------------------------|----------|-----------|-----------------|
| Dwelling: Live-Work        | 13 DU    | 1.0 SP/DU | 13 Spaces       |
| Dwelling: Townhouse        | 20 DU    | 1.5 SP/DU | 30 Spaces       |
| Dwelling: Multifamily      | 327 DU   | 1.5 SP/DU | 491 Spaces      |
| Guest Parking <sup>1</sup> | 347 DU   | 1.0 SP/DU | 70 Spaces       |
|                            | Subtotal |           | 604 Spaces      |

| Non-Residential (Clubhouse) | Quantity | Rate          | Required Spaces |
|-----------------------------|----------|---------------|-----------------|
| Restaurant                  | 2,000 SF | 1 SP/200 SF   | 10 Spaces       |
| Office & Amenity            | 9,600 SF | 1 SP/1,000 SF | 10 Spaces       |
|                             | Subtotal |               | 20 Spaces       |

TOTAL REQUIRED 624 SPACES

Note:

- Guest Parking applies to Dwelling: Townhouse and Multifamily

Proposed Parking:

| On-site Parking      |     |                     |
|----------------------|-----|---------------------|
| Surface Parking Lot  | 478 | Spaces              |
| Center Street        | 14  | Spaces              |
| Freestanding Garages | 16  | Spaces              |
| Integral Garages     | 66  | Spaces              |
| Subtotal             | 574 | Spaces <sup>2</sup> |

| Off-site Parking on Public Streets |    |                     |
|------------------------------------|----|---------------------|
| Donegan Street                     | 41 | Spaces              |
| Storm King Road                    | 10 | Spaces              |
| Subtotal                           | 51 | Spaces <sup>2</sup> |

TOTAL PARKING PROVIDED: 625 SPACES

Notes:

- On-site parking includes 14 accessible parking spaces.
- Off-site parking accounts for 8.2% of total parking provided.

Designated Snow Storage:

Snow storage concept locations shown on the PUD plan. Final snow removal and storage plan will be determined for the Major Site Plan submittal.



Know what's below.  
Call before you dig.  
CALL 2 BUSINESS DAYS IN ADVANCE  
BEFORE YOU DIG, GRADE, OR EXCAVATE  
FOR THE MARKING OF UNDERGROUND  
MEMBER UTILITIES

SOPRIS ENGINEERING, LLC.  
CIVIL CONSULTANTS

502 MAIN STREET  
CARBONDALE, CO 81623  
(970) 704-0311  
FAX: (970) 704-0313

DESIGNED BY JPP

DRAWN BY JPP

CHECKED BY YTN

DATE: 01/26/2021

JOB NO. 30017

GLENWOOD APARTMENTS  
GLENWOOD SPRINGS, COLORADO

CONCEPT

DATE REVISION

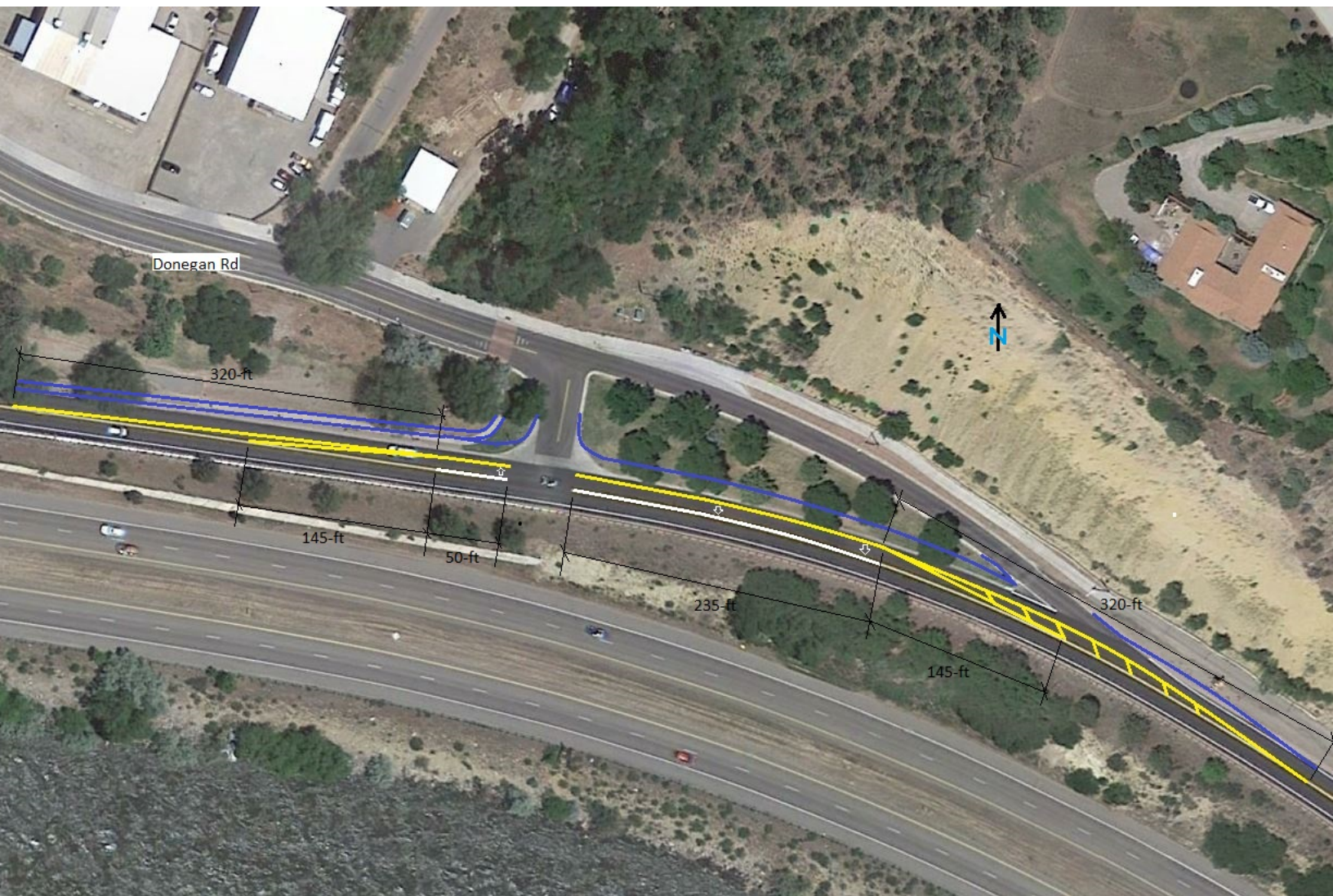
TITLE

LOT 2  
CONCEPTUAL PUD  
PLAN

DRAWING NO.

C-1.0





**Glenwood Springs Office**  
901 Grand Avenue, Suite 201  
Glenwood Springs, Colorado 81601  
Telephone (970) 947-1936  
Facsimile (970) 947-1937

## **GARFIELD & HECHT, P.C.**

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January 26, 2021

### **VIA ELECTRONIC SUBMISSION**

Trent Hyatt, Planning Director  
City of Glenwood Springs  
Community Development Department  
101 West 8<sup>th</sup> Street  
Glenwood Springs, Colorado 81601

**RE:** 214 Center Drive/480 Donegan  
Annexation and Zoning Submission

Dear Trent:

214 Center Drive, LLC (“Applicant”) hereby submits applications for the annexation, and zoning (collectively, the “Application”) of the property currently known as 214 Center Drive, Glenwood Springs, Parcel Number 218506100042 (the “Property”). The Property comprises 15.82 acres and is owned by Glenwood Partnership, LLLP (“GP”). Applicant’s affiliate, Commercial Development Services Group, LLC, is under contract to purchase the vacant portion of the Property consisting of 12.29 acres (the “Vacant Parcel”) and will be developing the land after purchase. A duly-noticed neighborhood meeting regarding the proposed annexation of the Property and development of the Vacant Parcel was held on July 1, 2020. Applicant submits and will be pursuing the Application with GP’s approval.

### **I. DEVELOPMENT TEAM**

Applicant: 214 Center Drive, LLC  
P.O. Box 9833  
Cincinnati, Ohio 45209  
[paul.schirmer@CDSG-US.COM](mailto:paul.schirmer@CDSG-US.COM)

Engineer: Sopris Engineering, LLC  
502 Main Street, Suite A3  
Carbondale, CO 81623  
[ynichol@sopriseng.com](mailto:ynichol@sopriseng.com)

Architect: Hord Coplan Macht  
1800 Wazee Street, Suite 450  
Denver, Colorado 80202  
[miraola@hcm2.com](mailto:miraola@hcm2.com)  
[dkessler@hcm2.com](mailto:dkessler@hcm2.com)

Legal: Garfield & Hecht, P.C.  
901 Grand Avenue, Suite 201  
Glenwood Springs, CO 81601  
[dmcconaughey@garfieldhecht.com](mailto:dmcconaughey@garfieldhecht.com)  
[hcarmer@garfieldhecht.com](mailto:hcarmer@garfieldhecht.com)

## II. EXISTING CONDITIONS AND UTILITIES

The Property is located in unincorporated Garfield County immediately to the north of the Glenwood Springs Mall and is zoned Commercial Limited. The western Property boundary is adjacent to Storm King Road, its northern boundary is adjacent to Donegan Road, and the eastern boundary abuts six residential lots accessed from Mel Ray Road. Approximately 3.53 acres of the Property are developed with two commercial buildings and related improvements used for office and flex-warehouse space (the “Developed Parcel”). A playground also exists just north of the private road (Center Drive) that provides access to the Property off of Storm King Road. The balance of the Property is a vacant, irrigated field. Submitted herewith is a report from Applicant’s engineer, Sopris Engineering, LLC, that describes, among other things, the existing utilities that serve the Property and future utility needs.

## III. SUMMARY OF PROPOSED DEVELOPMENT OF VACANT PARCEL

As noted in the recent market study conducted by Greater Roaring Fork Region Municipal and Organizational Partnership and Applicant’s own independent market study, there appears to be a notable lack of housing available in the Glenwood Springs market. Accordingly, Applicant intends to develop the Vacant Parcel as a primarily residential development with residential, residential amenity, and commercial components. Applicant feels the Vacant Parcel is uniquely positioned for such development seeing as it is only a quarter mile north of the Interstate 70 interchange, making new housing units easily accessible to employment centers throughout the valley. It is also within close walking distance to shopping, restaurants, and schools. The Developed Parcel will remain unchanged as no new development is proposed at this time.

The residential component of the proposed Vacant Parcel development will consist of 360 dwelling units distributed among eleven buildings and three types of housing—townhouse, multi-family, and live/work units. At that unit count, the density of the project would be 29.29 units/acre, which is less than the other apartment complexes recently approved by the City. The entire development will be operated as a rental apartment complex. Under Applicant’s current plan, there will be 95 studio units, 13 live/work units, 110 1-bedroom units, 94 2-bedroom units, 28 3-bedroom units, and 20 townhouse units. The residential buildings range in height from two to or four stories. On-site parking will consist of uncovered surface parking, free-standing garages, and internal garages. Applicant is also proposing to construct additional on-street parallel parking on Donegan Road and Storm King Road, which will provide parking for development residents and the public.

Applicant is aware of the need for affordable housing in the City and therefore intends to participate in the City’s affordable housing program. The rents for approximately ten percent of each housing type except for the live-work units will be deed-restricted to not exceed the maximum rent established by CHFA for 120% AMI in Garfield County. A breakdown of the affordable units is below:

- a. Studio units (95 total units): 5 units restricted to 100% AMI, 6 units restricted to 120% AMI;
- b. 1-Bedroom multi-family units (110 total units): 6 units restricted to 100% AMI, 6 units restricted to 120% AMI;

- c. 2-Bedroom multi-family units (94 total units): 5 units restricted to 100% AMI, 5 units restricted to 120% AMI;
- d. 3-Bedroom multi-family units (28 total units): 1 unit restricted to 100% AMI, 2 units restricted to 120% AMI; and
- e. Townhomes (20 total units): 2 units restricted to 120% AMI
- f. **Total units in development: 360; Total deed-restricted units: 38 units**

The non-residential component of the development will consist of a central clubhouse that includes residential amenities such as a workout facility, meeting rooms, and a lounge area as well as the leasing and administrative office for the complex. The clubhouse will also include a full-service restaurant/pub that will be open to the public and have indoor and outdoor seating. The clubhouse building is planned to be approximately 11,600 square feet. For reference, Applicant anticipates the restaurant to be similar to the Kitchen at Ironbridge. There will also be a pool and spa at the clubhouse, which will be for resident-use only and centrally located within the development as indicated on the illustrative concept plan.

Plans showing conceptual landscaping and general architectural styles anticipated for the Vacant Parcel are included with the Application. Note that all such renderings are conceptual only at this point and are subject to change and refinement at the time of major site plan review.

#### IV. ANNEXATION

Enclosed with the Application is an annexation petition to signed by GP, the current owner of the Property. The petition asks City Council to annex the entire Property as it currently exists. Once annexed, Applicant will pursue subdivision of the Property into two lots as shown on the conceptual subdivision plat provided herewith concurrently with major site plan review of the PUD portion of the Property. No platted street will be included in the petition, and the entire width of the private street located on the Property will be annexed. Per the annexation map, there will be no issue meeting the 1/6<sup>th</sup> contiguity requirement for annexation.

There have been no attempts to annex the Property, or any portion thereof, by petition or election within the last twelve months. Considering the location of the Property and the proposed development thereof described below, Applicant believes that a community of interests exists between the City and the Property and that integrating the Property into the City and surrounding development is feasible and desirable. Because the Property is more than 10 acres, an annexation report to be prepared by the City will be required unless the City and Garfield County agree that the report may be waived. C.R.S. § 31-12-108.5(1).

Include among the Application materials is a draft Annexation Agreement. No pre-annexation agreement is needed here because the developed portion of the Property is already served with City water, and no City services will be extended to or utilized on the Vacant Parcel unless and until the Property is annexed and the land is developed. The draft Annexation Agreement addresses issues such as impact fee payment, water rights dedications, and anticipated off-site improvement work. As explained in the engineer's report, Applicant and GP have sufficient Reynolds & Cain ditch shares to dedicate to the City to cover the irrigation needs and consumptive uses on the Vacant Parcel and Developed Parcel. Applicant and GP propose that a portion of those shares be leased back to the Property owners to allow for continued raw water irrigation of the Property. Since the Developed Parcel

is commercial and is already served by City water, the standard impact fees and dedications would not apply to that portion of the Property. Applicant's affiliate has agreed to participate in the City's affordable housing programs and is therefore requesting that the impact fees and dedications for the Vacant Parcel be reduced as provided in Section 070.040.120 of the Municipal Code. Applicant and GP look forward to working with the City to refine the Annexation Agreement.

According to Section 070.060.040.(d) of the City's Municipal Code, annexation plans must conform to state statute, be consistent with the Comprehensive Plan, and include enough information to allow the City to evaluate whether and to what extent the annexation will impact the health, safety, and welfare of the City. As described above, the proposed annexation and the petition for the same satisfy applicable state statutory requirements for annexation. Included with the Application are conceptual engineering plans, an engineering report, a traffic study, and other information related to the impacts of the proposed development of the Vacant Parcel that will allow the City to analyze the impacts of the development on City resources. The impacts of annexation of the Developed Parcel will be minimal seeing as it is already served by City water, receives sanitary sewer service from the West Glenwood Springs Sanitation District, and will not generate any new traffic or use of City streets than has occurred since the Property was developed.

The Future Land Use Map that is part of the City's Comp Plan designates the Property as Mixed-Use and within the Urban Growth Boundary. A mixed-use designation "allows for a variety of uses including commercial, retail, office, restaurant, entertainment and multi-family housing co-existing through design either in a horizontal or vertical fashion." The proposed development of the Vacant Parcel, both alone and combined with the existing development on the Developed Parcel, is consistent with this description. The variety of housing types, restaurant, office space available in the live/work units and on the Development Parcel, and open space areas throughout the property make for a cohesive and workable addition to the City.

Annexing and developing the Property as proposed is consistent with several of the community goals and visions articulated in the Comp Plan. For one, the annexation will direct development to a location that is easy and cost effective to serve. Since the Property is essentially an infill area, all of the infrastructure and services necessary to serve the Property already exist in the immediate vicinity of the Property, including easy access to bus transportation. And the proposed bike lanes on Storm King Road and Donegan Road will add an improved transportation choice for new and existing residents in the area. Annexing the Property will also provide much-needed housing opportunities for a variety of residents, especially considering the affordable housing component of the development. Moreover, annexing the Property will maintain the "small town" character of the City by integrating the new housing with surrounding neighborhoods, providing residents of the development a large, central common area where they can walk, talk, engage, and be active, and offering the public to a place to dine and be social, which is currently lacking in the subject part of the City.

As stated in the Comp Plan, secondary commercial areas such as the Glenwood Springs Mall area are the primary locations for additional growth, including housing and employment uses as they will have minimal impact on the City's older, more established traditional neighborhoods. For that reason, the Comp Plan envisions secondary commercial areas "redevelop into mixed-use neighborhoods with a significant housing component." Indeed, the Comp Plan expressly envisions that the mall and the properties immediately to the north of it (i.e., the Property) "be integrated and



redeveloped into a mixed-use community including a significant component of medium to high density residential uses with an internal system of sidewalks and community spaces thus creating a center focal point for the west end of town.” The annexation and proposed development of the Property squarely meet this vision. Finally, the City’s overall annexation position set forth in the Comp Plan indicates that the City encourages and supports the annexation of the property north of the Glenwood Springs Mall to facilitate a compatible/coordinated mixed-use development. The proposed annexation is therefore consistent in numerous ways the City’s Comp Plan and its annexation policies.

## V. PROPOSED ZONING

Upon annexation, the Property must be zoned according to the City’s zoning provisions. Applicant is proposing PUD zoning for the Vacant Parcel since it will include residential and commercial components. A PUD plan showing the proposed layout of the Vacant Parcel and the development standards including, height, setback, density, and parking requirements is submitted with the Application. Commercial District (CO) zoning under the City code is proposed for the Developed Parcel. As indicated on the Lot 1 Proposed Zoning plan, the existing development of the Developed Parcel meets all of the dimensional standards of the CO District except for the front yard setback—the western building on the site is more than the maximum distance from Storm King Road. Additionally, the principal uses on the site—office, warehousing, and a preschool—are all permitted uses in the CO district.

The review criteria applicable to rezoning and PUD rezoning are set forth below, along with Applicant’s response to each:

- a. **The rezoning is consistent with the City’s comprehensive plan and the purpose of the Code:** As explained in the Annexation section of this letter, the Comp Plan contemplates mixed-use development of the property north of the Glenwood Springs Mall. The higher density residential and non-residential components proposed in the PUD plan for the Vacant Parcel, individually and coupled with the commercial-only use of the Developed Parcel, achieve the type of mixed-use development contemplated in the Comp Plan. The housing, transportation, and infill goals met by the proposed development also bring the proposed zoning of the Property in line with the Comprehensive Plan.
- b. **The rezoning is consistent with the proposed purpose statement of the proposed zoning district:** The CO district is intended to, among other things, accommodate general commercial uses with some limited residential uses and to provide a transition between mixed-use and/or residential districts. Zoning the Developed Parcel CO will achieve this purpose in that the existing uses on the parcel are all permitted under the proposed zoning designation. It will serve as a transition between the mall which is commercial-only and the Vacant Parcel which will include both residential and non-residential components. This criteria does not apply to the proposed PUD zoning as there is no purpose statement associated with PUD zoning.
- c. **Substantial changes in the subject area warrant a zoning change:** The Property is currently located in unincorporated Garfield County. If the Property is annexed, it will

come under the City's jurisdiction. The annexation marks a substantial change to the Property seeing as state statute requires that the Property be zoned under the City code within 90 days of annexation.

- d. **The intensity of development in the new zoning district is not expected to create significantly adverse impacts to surrounding properties or the neighborhood:** Zoning the Developed Parcel CO will not create adverse impacts to surrounding properties or neighborhoods because (i) the zoning designation will not result in a change in intensity or type of use from what is currently existing on that portion of the Property, and (ii) the uses allowed under the existing County zoning (CL) are similar to those allowed in the City's CO zone district.

Similarly, the PUD zoning proposed for the Vacant Parcel will not adversely affect the surrounding neighborhood. While the Vacant Parcel is currently undeveloped, it is not subject to a conservation easement or otherwise restricted as open space. As such, development of the Vacant Parcel has always been an option, whether under the County's jurisdiction or the City's. The parking requirements in the proposed PUD plan meet the City's parking requirements, ensuring that parking impacts on surrounding neighborhoods will be mitigated. The traffic generated by the development under the densities and uses proposed will be successfully incorporated into the existing and future roadway network in the area. The required common open space will allow residents to enjoy the outdoors and other residential amenities on-site, reducing impacts to surrounding areas. Required landscaping will also create a buffer between the development and neighboring properties.

- e. **The PUD zoning addresses a unique situation, provides substantial benefit to the City, or incorporates innovative design, layout, or configuration resulting in quality over what could have been accomplished through strict application of a base zoning district or other standards of this Code:** The PUD plan incorporates a design, layout, and configuration for development of the Vacant Parcel that could not be accomplished through strict application of the City's residential or mixed-use zoning regulations. Specifically, the PUD plan contemplates residential density and maximum building heights that are not achievable under the City Code, yet are contemplated in the Comp Plan. That is, the Comp Plan states that secondary centers such as the one at issue here may be redeveloped with buildings up to 4-5 stories. Incorporating these elements into the proposed PUD plan allows for the higher-density residential development envisioned in the Comp Plan at an achievable cost and in a manner the leaves more open space within the development.
- f. **The PUD Plan meets all applicable standards of this Code not expressly modified by the PUD application:** While a summary of the development proposed for the Vacant Parcel is provided with this Application for context, a development permit application has not yet been submitted. As such, whether development of the Vacant Parcel will meet all applicable standards of the Code not modified by the PUD will be evaluated at the time of major site plan approval. The proposed PUD Plan does state, however, that all development standards in the City code not modified by the PUD will apply to development within the PUD going forward.

- g. The PUD Plan includes varied types of housing and densities:** The proposed PUD plan for the Vacant Parcel includes three types of housing: multi-family apartment buildings, townhouses, and live-work units. Since the site is not divided into individual districts, density is determined for the parcel as a whole but is divided between residential and non-residential uses.

## **VI. SUBMITTAL DOCUMENTS**

Applicant submits the following as its Application:

1. Land Use Application form and fee payment (via credit card)
2. Submittal letter
3. Proof of Ownership
4. Annexation Map
5. Annexation Petition
6. Draft Annexation Agreement
7. Improvement Survey Plat
8. Traffic Study
9. Engineer Report from Sopris Engineers
10. Engineering and Architectural Plans including:
  - a. Lot 1 Proposed Zoning plan
  - b. Lot 2 PUD Plan
  - c. Conceptual Plat
  - d. Conceptual Utility Plan
  - e. Conceptual Grading Plan
  - f. Offsite Drainage Plan
  - g. Conceptual Onsite Drainage Plan
  - h. Illustrative Concept Plan And Site Massing
  - i. Conceptual Open Space And Landscape Framework Plan
  - j. Conceptual Architectural Renderings (conceptual renderings only—subject to change)

Please contact us if you need additional information or have questions regarding this letter or any of the Application materials. Applicant requests that the Application be considered by the Planning & Zoning Commission at its March 23, 2021. We look forward to working with the City as we proceed through the application process.

Sincerely,  
GARFIELD & HECHT, P.C.



David McConaughy  
Haley Carmer  
*Attorneys for 214 Center Drive, LLC*

Enclosures

2400634\_1



## Memorandum

To: Trent Hyatt, Senior Planner  
From: Hannah Klausman,  
Senior Planner, Housing Commission Liaison  
Date: February 19, 2021  
Re: Planning Item 09-20, R2 Partnership LLC  
480 Donegan Development

Please see the following staff comments on the proposed 480 Donegan Development.

### Community Housing

The Draft Annexation agreement includes Affordable Housing Components in Section 5. According to the agreement the developer proposes 17 units restricted to 100% AMI, and 18 units restricted to 120% AMI, for an average of 109%. Staff recommends that the affordable housing units meet the standards of proposed Ordinance No. 1, Series 2021 as summarized below, which include a maximum 100% AMI averaged across all deed restricted units.

On February 18, 2021 City Council reviewed Ordinance No. 1, Series 2021 an Inclusionary Housing Code Amendment ordinance. The ordinance requires a second reading and public hearing before final approval.

The requirements of the proposed draft ordinance would apply to all residential and mixed-use developments proposing the construction of ten (10) or more new dwelling units, or the creation of ten or more residential lots. All new residential subdivisions and all new multi-family residential developments shall set aside lots or units for community housing as set forth in this Section.

- a) Twenty (20%) percent of the total residential units shall be deed restricted for Resident Occupied Community Housing.
- b) Ten (10%) percent of the total residential units shall be deed restricted to limit the average Initial Sales Price to no greater than that which is affordable to Households earning no more than 100% AMI; or to limit the Community housing rental unit rental prices in accordance with guidelines established by the City and generally set at rates that are affordable to Households with incomes no higher than 80-100% AMI, averaged over the total required deed restricted units.

Staff recommends conformance with the requirements as included as part of the annexation process.

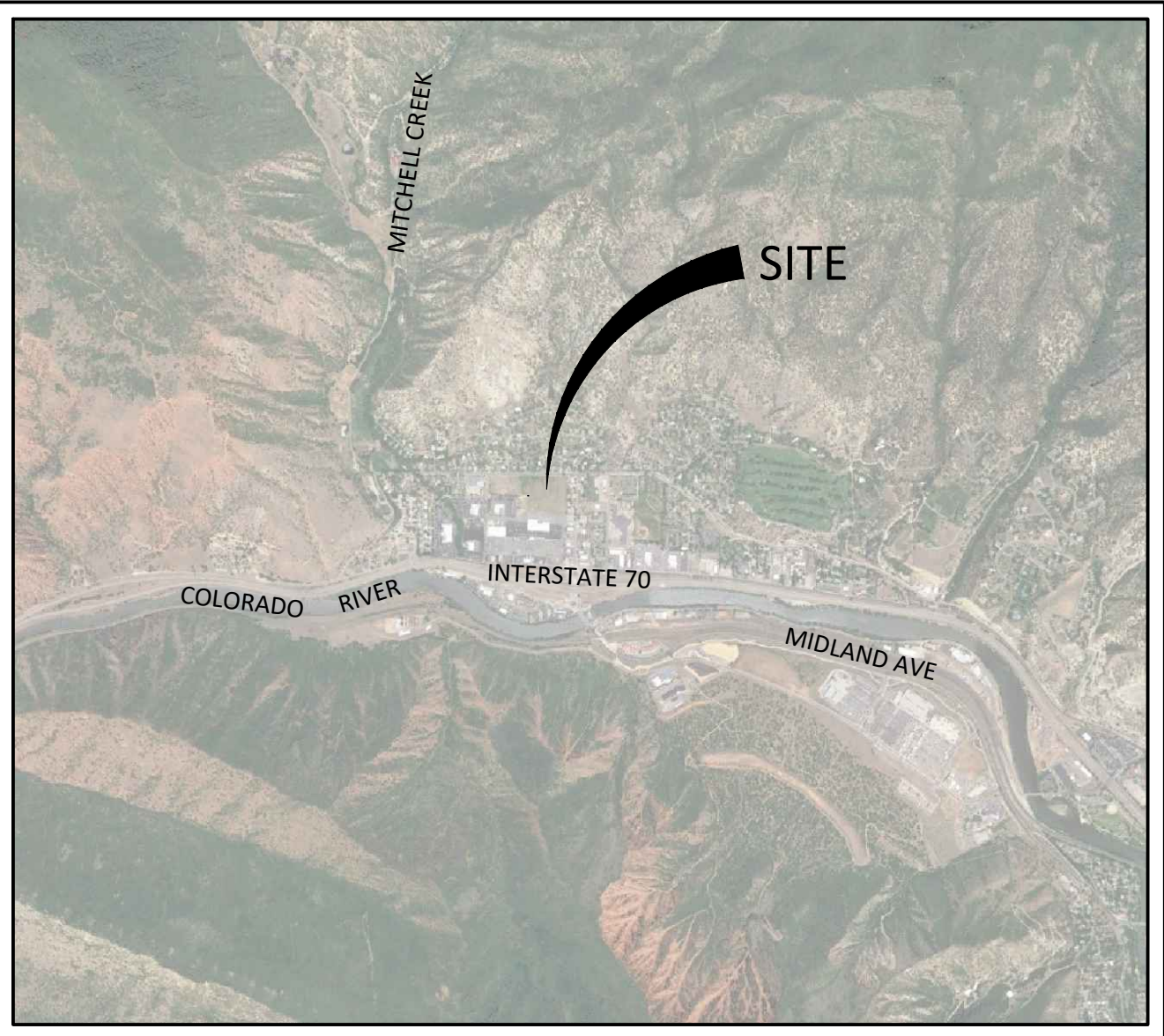
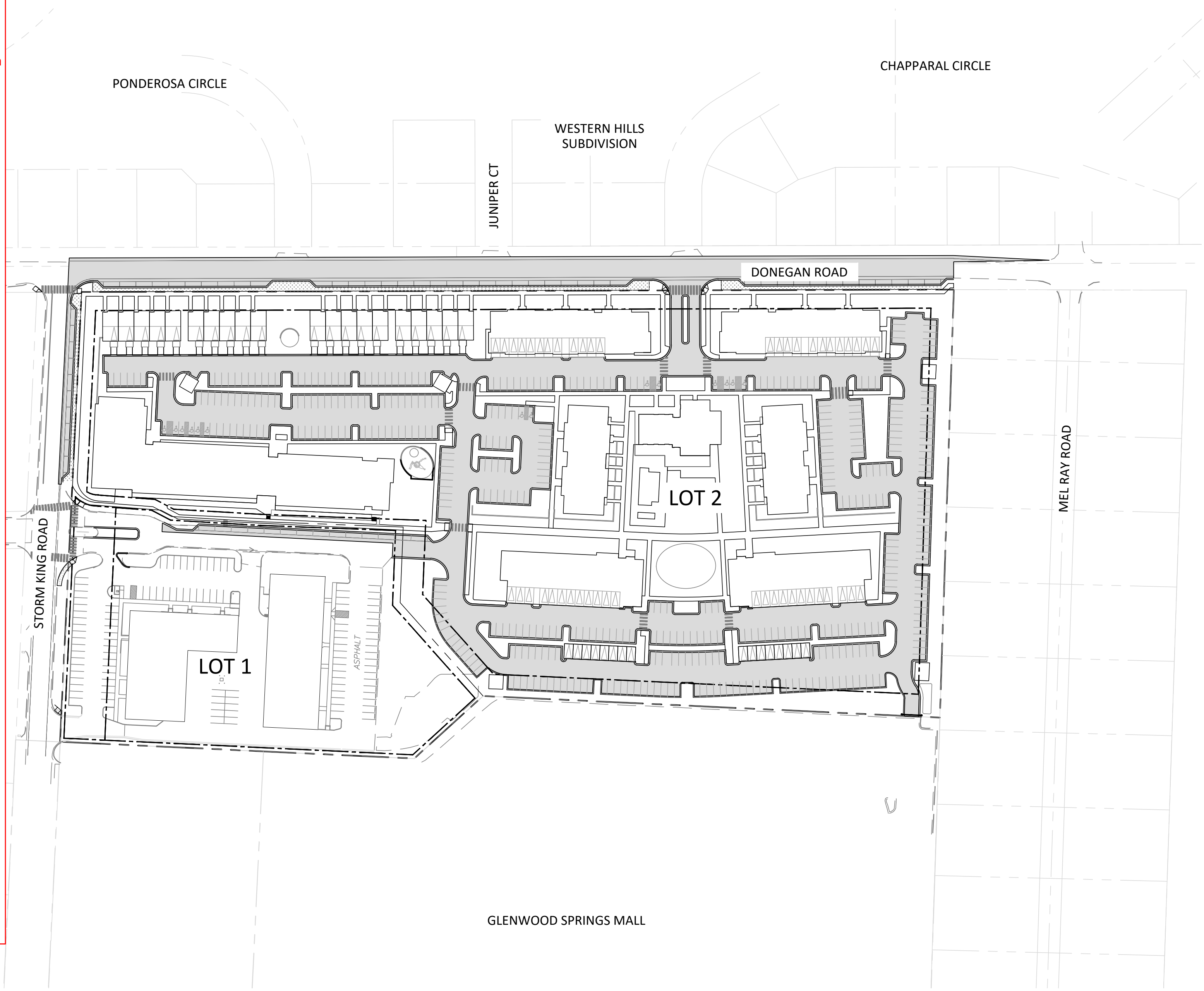


# 480 DONEGAN

Please add PUD to the title.

## ANNEXATION AND ZONING SUBMISSION CIVIL PLANS: 01/26/2021

**Other Comments**  
1. Have geologic hazards been analyzed for the site? While a full report may not be necessary at this point, it would certainly be good to know if any are applicable. Please add a the following statement (or similar) to the cover sheet and address any known hazards, if applicable. "Hazards to note are \_\_\_\_\_. A final Geologic Hazard Report will be submitted upon application of a development permit."  
2. Please add the a FEMA floodplain statement (example below) with the following info: community map number, date and indicate whether the site is located within a designated floodplain.  
Geologic hazards disclosure. "This property is subject to geologic hazards per the adopted mapping by the City of Glenwood Springs.  
3. Please add Public Facilities Statement (i.e. A note shall be placed on the site plan that makes reference to the public facility requirements for the installation and construction and/or contributions.)  
4. The Annexation Agreement notes that the development will enter into an affordable housing deed-restriction consistent with the terms and conditions of Subsection 070.040.120 (b)(1). This voluntary program allows for the developer to exit the program at any time. Because this is an annexation, staff believes that it should be clear that the affordable housing will be deed restricted for the full 30 years, rather than being subject to the market conversion provision in the code related to the voluntary program.  
5.The development standards of the code require off-site circulation improvements including bikeways, sidewalks proportional to the traffic demands and impacts generated to and along the street by the proposed development, and the improvements will be within the County ROW. The parkland dedication proposed for the bikeway is not identified on the Rivertrail Master Plan, and thus may not be included as part of the required parkland dedication. The Parkland Dedication fees discussed in Section 8 should not be reduced for these improvements.  
6. Per Title 080, system improvement fees would still be charged for the Change in use. Whenever the use of any structure changes, as such change in use would be defined in Title 070 so that a larger number of EQR units or proportions of EQR units would become assessable in accordance with the classifications set forth in Section 080.060.020, there shall be charged to and paid by the owner of such structure the system improvement fee for the EQR units attributable to the usage increase caused by the change in use.

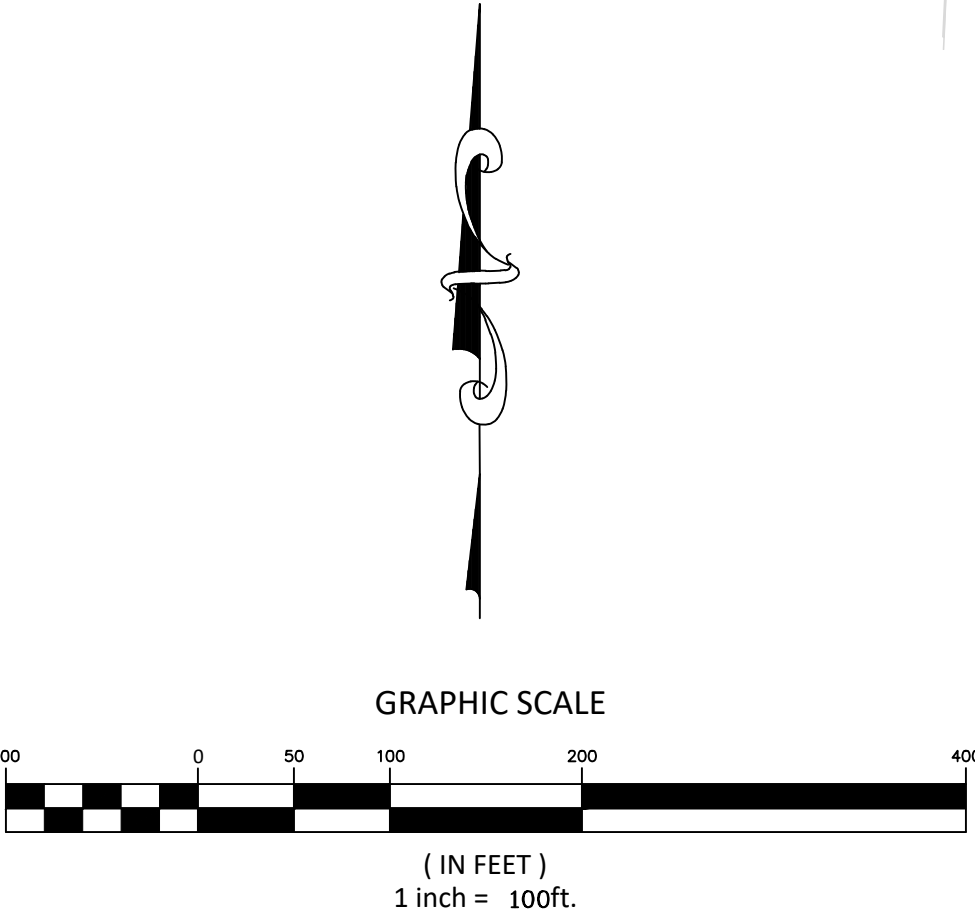


VICINITY MAP  
SCALE: 1" = 2000'

### PLAN INDEX

- C0.0 - COVER SHEET
- C1.1 - LOT 1 PROPOSED ZONING
- C1.2 - LOT 2 PUD PLAN
- C1.3 - CONCEPTUAL PLAT
- C2.0 - CONCEPTUAL UTILITY PLAN
- C3.0 - CONCEPTUAL GRADING PLAN
- C4.0 - OFFSITE DRAINAGE PLAN
- C4.1 - CONCEPTUAL ONSITE DRAINAGE PLAN
- LA1.0 - ILLUSTRATIVE CONCEPT PLAN AND SITE MASSING
- LA2.0 - OPEN SPACE AND LANDSCAPE FRAMEWORK PLAN
- A1.0 - ARCHITECTURAL PRECEDENT
- A2.0 - CONCEPT RENDERINGS

Please include the survey as part of the this index and plan set.



**SOPRIS ENGINEERING-LLC**  
CIVIL CONSULTANTS  
502 MAIN STREET, SUITE A3  
CARBONDALE, CO 81623  
(970) 704-0311

**APPLICANT**  
214 CENTER DRIVE, LLC  
PO BOX 9833  
CINCINNATI, OH 45209

**HORD COPLAN MACHT**  
ARCHITECTURE AND LANDSCAPE ARCHITECTURE  
1800 WAZEE STREET, SUITE 450  
DENVER, CO 80202

**GARFIELD & HECHT, P.C.**  
ATTORNEY  
901 GRAND AVENUE, SUITE 201  
GLENWOOD SPRINGS, CO 81601



|                  |     |  |
|------------------|-----|--|
| DESIGNED BY      | JPP |  |
| DRAWN BY         | JPP |  |
| CHECKED BY       | YTN |  |
| DATE: 01/26/2021 |     |  |
| JOB NO. 30017    |     |  |

GLENWOOD APARTMENTS  
GLENWOOD SPRINGS, COLORADO

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ANNEXATION AND ZONING SUBMISSION

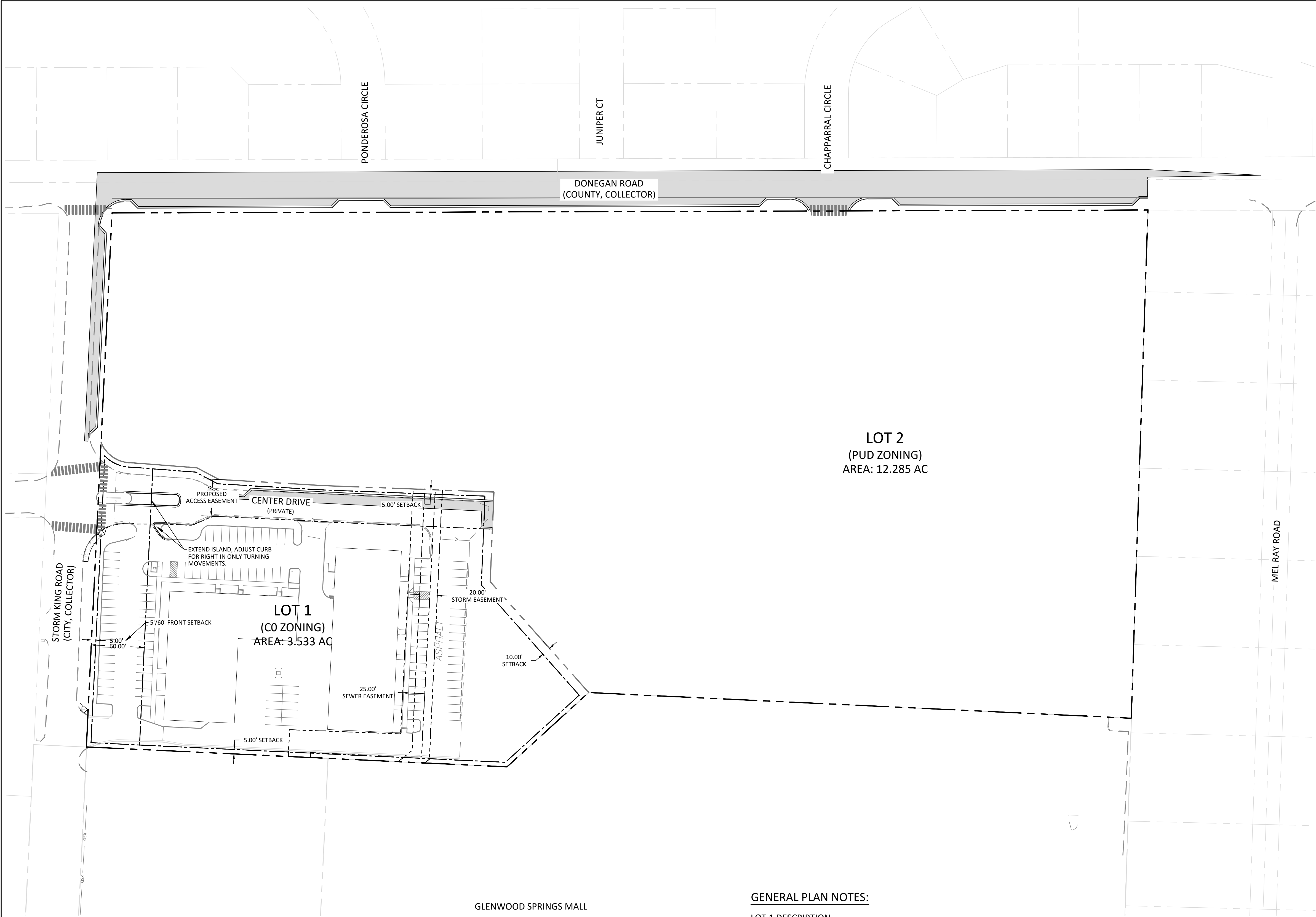
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TITLE

LOT 1 PROPOSED  
ZONING

DRAWING NO.

C-1.1



### PROPOSED LEGEND

 PROPERTY LINE  
 EXISTING EASEMENT  
 PROPOSED EASEMENT  
 PROPOSED SETBACK  
 PROPOSED LOT LINE  
 PROPOSED CENTERLINE

Please call out percentage of total site in addition to ares for the all the items summarized below.

### DEVELOPMENT SUMMARY:

**Gross Site Area:** 3.54 AC (154,151.55 SF)

**LAND USES:**

BUILDING 1 (WEST L SHAPED BUILDING)

|                          |                       |
|--------------------------|-----------------------|
| OFFICE                   | 9,070 GSF +/-         |
| WAREHOUSE                | 2,716 GSF +/-         |
| PRESCHOOL                | 2,235 GSF +/-         |
| SOILS LAB                | 959 GSF +/-           |
| <b>TOTAL BUILDING 1=</b> | <b>14,980 GSF +/-</b> |

BUILDING 2 (EAST RECTANGULAR BUILDING)

|                          |                       |
|--------------------------|-----------------------|
| OFFICE                   | 9,153 GSF +/-         |
| WAREHOUSE                | 6,091 GSF +/-         |
| <u>TOTAL BUILDING 2=</u> | <u>15,244 GSF +/-</u> |

TOTAL BUILDING GROSS SQUARE FOOTAGE = 30,224 GSF +/-

## COMMERCIAL (CO) DEVELOPMENT STANDARDS:

## LANDSCAPING

|                   |                                      |
|-------------------|--------------------------------------|
| Minimum Required: | 0.35 AC (10% of the Gross Site Area) |
| Area Provided:    | 0.47 AC (13% of the Gross Site Area) |

## COMMON OPEN SPACE

Minimum Required: 0.35 AC (10% of the Gross Site Area)  
Area Provided: 0.47 AC (13% of the Gross Site Area)

## SETBACKS

**FRONT:**

|                              |         |
|------------------------------|---------|
| Minimum                      | 5 feet  |
| Max. (From arterial streets) | 60 feet |
| Max. (From other streets)    | 40 feet |

|                                     |                                    |
|-------------------------------------|------------------------------------|
| Building 1 (West L shaped building) | +/- 86 feet (Greater than maximum) |
|-------------------------------------|------------------------------------|

**SIDE:**

|                       |        |
|-----------------------|--------|
| Minimum               | 5 feet |
| No maximum designated |        |

Both buildings are greater than 5 feet

**REAR:**

|                       |          |
|-----------------------|----------|
| Minimum with alley    | 10 feet  |
| Minimum without alley | 7.5 feet |
| No maximum designated |          |

Both buildings are greater than 10 feet

## BUILDING HEIGHT

**Maximum Building Height:** 40 feet

One story buildings, less than 40 feet tall

## PARKING

**Minimum Required Parking:**

|                                   |              |             |                  |
|-----------------------------------|--------------|-------------|------------------|
| Office                            | 18,223 SF    | 1 SP/300 SF | 61 Spaces        |
| Warehouse                         | 8,087 SF     | 1 SP/400 SF | 22 Spaces        |
| Preschool                         | 2,235 SF     | 1 SP/250 SF | 9 Spaces         |
| Soils lab (Assumption on parking) | 959 SF       | 1 SP/250 SF | 4 Spaces         |
|                                   | <i>Total</i> |             | <i>96 Spaces</i> |

|                                        |                                  |
|----------------------------------------|----------------------------------|
| Building 1 (West L shaped building)    | 59 regular spaces, 2 ADA spaces  |
| Building 2 (East rectangular building) | 37 regular spaces, 2 ADA spaces  |
| Between buildings                      | 12 regular spaces, 0 ADA spaces  |
| <i>Total existing spaces</i>           | 108 regular spaces, 4 ADA spaces |



Know what's **below**.  
**Call** before you dig.

CALL 2-BUSINESS DAYS IN ADVANCE  
BEFORE YOU DIG, GRADE, OR EXCAVATE  
FOR THE MARKING OF UNDERGROUND  
MEMBER UTILITIES



GLENWOOD APARTMENTS  
GLENWOOD SPRINGS, COLORADO

ANNEXATION AND ZONING SUBMISSION

PROPOSED LEGEND

PROPERTY LINE  
EXISTING EASEMENT  
PROPOSED EASEMENT  
PROPOSED SETBACK  
PROPOSED LOT LINE  
PROPOSED CENTERLINE

PUD DEVELOPMENT STANDARDS:

DEVELOPMENT DENSITY

Maximum Gross Residential Density: 30.00 dwelling units/acre  
Maximum Gross Non-Residential: 14,000 GSF

USES

Permitted Uses

Multi-Family Dwelling  
Townhouse Dwelling  
Live-Work Dwelling  
Residential Amenities (Workout facilities, business center, meeting spaces)  
Restaurant  
Administrative or Professional Office  
Park/Playground/Open Space  
Art Studio  
Home Occupation

Prohibited Uses

Adult and child care facilities  
Adult entertainment establishments  
Maintenance and repair services, including automotive repair  
Marijuana establishments  
Commercial laundry and dry cleaning  
Recreational vehicle park  
Industrial Uses

Uses Requiring Special Review Use Permit

Any use not listed as a permitted or prohibited use

Note: The definitions set forth in the Glenwood Springs Municipal Code will apply to the above list of uses.

COMMON OPEN SPACE

Minimum Required: 20% of the Development Site Area

LOT AREA

Lot Area: No Minimum  
Landscape Area: 15% of Development Site Area

SETBACKS

**Minimum Building Setback from Public Streets:**  
Donegan Road 25 feet from street right-of-way  
Storm King Road 20 feet from street right-of-way

**Minimum Building Setback from Private Streets:**  
Center Drive 10 feet from property line

**Minimum Building Setback Internal to the Property**  
Face of Garage 3 feet from driveway  
Abutting Properties 30 feet from property line  
Building to Building 20 feet from main building face

**Minimum Garage Setback from Public Streets:**  
Donegan Road 30 feet from street right-of-way  
Storm King Road 25 feet from street right-of-way

**Minimum Side or Rear Parking Setback**  
Abutting Properties 10 feet from lot line

Notes:

- Setbacks are measured from the face of the building to the existing public street right-of-way, edge of driveway or from abutting property lines.
- Permitted setback encroachments from public streets include the following:
  - Front porches, stoops and balconies may encroach six (6) feet into the setback.
  - Porches, slabs, patios, walks and steps may encroach into setback by any amount provided all components of the encroachment are no greater than 36 inches above ground level.
  - Building roof eaves and other incidental architectural features may encroach 18 inches into setback.
  - Other exceptions to structures within a setback shall comply with Glenwood Springs Development Code.

BUILDING HEIGHT

**Maximum Building Height:**  
Residential Buildings 55 feet  
Ancillary Buildings 35 feet  
Freestanding Garages 25 feet

PARKING

Minimum Required Parking:

**Residential**  
Dwelling: Live-Work 1.0 SP/DU  
Dwelling: Townhouse 1.5 SP/DU  
Dwelling: Multifamily 1.5 SP/DU  
Guest Parking<sup>1</sup> 1.0 SP/5 DU

**Non-Residential**  
Restaurant 1 SP/200 SF  
Office & Amenity 1 SP/1,000 SF

Note:

- Guest Parking applies to Dwelling: Townhouse and Multifamily Uses Only
- Off-site parking areas shall not account for more than 10% of total provided parking

OTHER

Snow Storage Areas:

- Snow may be stored in landscape areas and parking areas provided that accumulated snow does not restrict access and circulation and is not stored in a manner to obscure sight lines at driveways, sidewalks, or other access points to public or private rights-of-way or fire lanes.
- No minimum amount of additional snow storage area is required. Up to ten (10) percent of the required off-street parking spaces and one hundred (100) percent of those parking spaces in excess of those required under this PUD may be used as snow storage.
- Public rights-of-way shall not be used for snow storage.

Application of City of Glenwood Development Standards: Unless modified by this PUD, the Development Standards set forth in the Glenwood Springs Municipal Code, as amended from time to time, shall apply to this PUD.

Applicant should consider off site bike/ped improvements to connect proposed infrastructure to the existing City network approximately 630 feet to the east.

While I understand why this may not

I am concerned regarding the management/control of onstreet parking for use by the project in this area due to proximity to the school. Has any progress been made with the school in terms of shared parking during the daytime hours. I would think the traffic analysis would need to address the feasibility of this option.

I would add a note regarding future connectivity to redevelopment if/when applicable and add ped connections to this location

Please clarify how building height is measured. Code standard is midpoint of pitched roof to the adjacent grade. I think it may be beneficial to call out height maximums for street frontages and would recommend lower height for Storm King and Donegon Roads. I think you will receive push back on the proposed maximum which exceeds every zone district in the Code other than M2 which allow 60 feet by special review

We may need to better understand the traffic expectations for this use.

Should this indicate 72 guest spaces for the number of units? Please clarify and/or revise total required as is needed.

Please clarify if this is clubhouse space. You may be able to argue that there is not a need for separate parking for said use since it is a neighborhood amenity not open to the public.

Please call out the actual areas you believe is available for snow storage

PROPOSED DEVELOPMENT SUMMARY:

Gross Site Area: 12.29 AC (535,352.4 SF)

LAND USES:

RESIDENTIAL (INCLUDING LIVE-WORK) 402,320 GSF +/-  
CLUBHOUSE (RESIDENTIAL OFFICE/AMENITY) 9,600 GSF +/-  
CLUBHOUSE (RESTAURANT/PUB) 2,000 GSF +/-  
TOTAL GROSS SQUARE FOOTAGE= 413,920 GSF +/-

Proposed Dwelling Units (DU): 360 DU  
Proposed Residential Density: 29.29 DU/AC  
Proposed Lot Coverage: 127,751 GSF (23.8% of the Development Site Area)  
Common Open Space Area Provided: 2.51 AC (20.4% of the Development Site Area)  
Landscape Area Provided: 1.84 AC (15% of the Development Site Area)

Minimum Required Parking:

|                            | Quantity | Rate        | Required Spaces   |
|----------------------------|----------|-------------|-------------------|
| Dwelling: Live-Work        | 13 DU    | 1.0 SP/DU   | 13 Spaces         |
| Dwelling: Townhouse        | 20 DU    | 1.5 SP/DU   | 30 Spaces         |
| Dwelling: Multifamily      | 327 DU   | 1.5 SP/DU   | 491 Spaces        |
| Guest Parking <sup>1</sup> | 347 DU   | 1.0 SP/5 DU | 70 Spaces         |
| <b>Subtotal</b>            |          |             | <b>604 Spaces</b> |

|                            |          |               |                   |
|----------------------------|----------|---------------|-------------------|
| Non-Residential Restaurant | 2,000 SF | 1 SP/200 SF   | 10 Spaces         |
| Office & Amenity           | 9,600 SF | 1 SP/1,000 SF | 10 Spaces         |
| <b>Subtotal</b>            |          |               | <b>20 Spaces</b>  |
| <b>TOTAL REQUIRED</b>      |          |               | <b>624 SPACES</b> |

- Guest Parking applies to Dwelling: Townhouse and Multifamily Uses Only
- Off-site parking areas shall not account for more than 10% of total provided parking

Proposed Parking:

**On-Site Parking**  
Surface Parking Lot 478 Spaces  
Center Drive 14 Spaces  
Freestanding Garages 16 Spaces  
Integral Garages 66 Spaces  
**Subtotal** 574 Spaces<sup>1</sup>

**Off-Site Parking on Public Streets**  
Donegan Street 41 Spaces  
Storm King Road 10 Spaces  
**Subtotal** 51 Spaces<sup>2</sup>

**Total Parking Provided: 625 Spaces**

Notes:

- On-site parking includes 14 accessible parking spaces.
- Off-site parking accounts for 8.2% of total parking provided.

NOTE: FINAL BUILDING GROSS SQUARE FOOTAGES, DESIGN, AND SITE LAYOUT/CONFIGURATION ARE CONCEPTUAL AND SUBJECT TO REFINEMENT AT THE TIME OF MAJOR SITE PLAN REVIEW.

GENERAL PLAN NOTES:

LOT 2 DESCRIPTION:

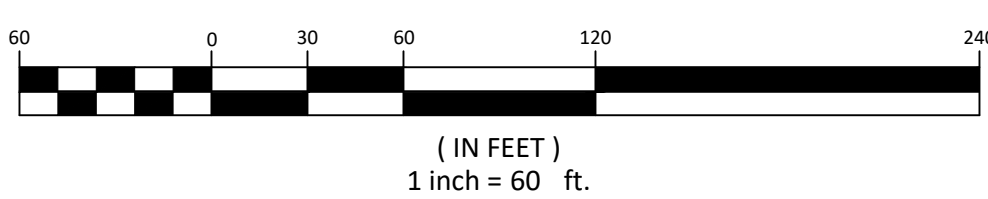
A TRACT OF LAND SITUATED IN SECTION 6, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A POINT ON THE NORTH LINE OF THE GLENWOOD SPRINGS MALL SUBDIVISION WHENCE THE WITNESS CORNER TO THE S1/4 CORNER OF SECTION 34, TOWNSHIP 5 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEARS N 38°40'53" E 853.45 FEET SAID POINT ALSO BEING THE SOUTHEAST CORNER OF THAT PARCEL DESCRIBED AS PARCEL C IN BOOK 1205 AT PAGE 589 IN THE OFFICE OF THE GARFIELD COUNTY CLERK AND RECORDER;  
THENCE ALONG THE EAST LINE OF SAID PARCEL C N 2° 44' 00" E 345.39 FEET TO THE POINT OF BEGINNING;  
THENCE CONTINUING ALONG THE EAST LINE OF SAID PARCEL C N 2° 44' 00" E 260.25 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF COUNTY ROAD NO. 130;  
THENCE ALONG SAID RIGHT-OF-WAY N 89° 52' 00" E 312.68 FEET;  
THENCE CONTINUING ALONG SAID RIGHT-OF-WAY N 89° 49' 18" E 860.83 FEET TO THE WEST LINE OF THE MEL-RAY SUBDIVISION;  
THENCE ALONG SAID WEST LINE S 1° 52' 00" W 575.96 FEET;  
THENCE DEPARTING SAID WEST LINE AND ALONG THE NORTH LINE OF SAID GLENWOOD SPRINGS MALL N 87° 18' 00" W 615.36 FEET;  
THENCE N 2° 20' 01" E 101.69 FEET;  
THENCE N 87° 50' 32" W 192.99 FEET;  
THENCE N 86° 38' 35" W 118.97 FEET;  
THENCE N 62° 12' 11" W 28.26 FEET;  
THENCE N 85° 36' 58" W 73.64 FEET;  
THENCE ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADUIS OF 36.91 FEET AND A CENTRAL ANGLE OF 69° 23' 41", A DISTANCE OF 44.71 FEET (CHORD BEARS N 56° 33' 02" W 42.02 FEET) TO THE POINT OF BEGINNING.

SAID LOT 2 CONTAINING 12.285 ACRES, MORE OR LESS

COUNTY OF GARFIELD  
STATE OF COLORADO.

GRAPHIC SCALE



Know what's below.  
Call before you dig.

CALL 2 BUSINESS DAYS IN ADVANCE  
BEFORE YOU DIG, GRADE, OR EXCAVATE  
FOR THE MARKING OF UNDERGROUND  
MEMBER UTILITIES



## ANNEXATION AND ZONING SUBMISSION

TITLE  
PRELIMINARY  
GRADING  
PLAN

C-3.0



### PROPOSED LEGEND

\_\_\_\_\_ PROPERTY LINE  
 - - - - - EXISTING EASEMENT  
 - - - - - PROPOSED EASEMENT  
 - - - - - PROPOSED SETBACK  
 \_\_\_\_\_ PROPOSED LOT LINE  
 \_\_\_\_\_ PROPOSED CENTERLINE

PROPOSED 1' CONTOUR

7900

1. THE EXISTING CONTOUR INTERVAL IS TWO (2) FEET. THE DIVIDE CREEK SURVEY DATUM IS NAVD 88. SE HAS LOWERED ALL POINTS 4.09 FEET TO CONVERT ELEVATIONS TO CITY OF GLENWOOD NGVD 29 DATUM.
2. PROPOSED SITE GRADING CONCEPT SHOWN. FINAL GRADING DETAIL WILL BE PROVIDED FOR THE MAJOR SITE PLAN APPROVAL.
3. THE STORM WATER DRAINAGE PLAN CONCEPT IS SHOWN ON SHEET C4.1. STORM WATER RUNOFF WILL FLOW IN LANDSCAPE SWALES AND CURB AND GUTTER TO TRENCHES AND STORM SEWER PIPES TO UNDERGROUND DETENTION FACILITIES.



60 120  
( IN FEET )  
1 inch = 60 ft.



(NORTH OF CENTER DRIVE)

LOOKING NORTH  
N.T.S.



(SOUTH OF CENTER DRIVE)

LOOKING NORTH  
N.T.S.



LOOKING EAST  
N.T.S.



LOOKING EAST  
N.T.S.

Do you provide to provide a bike lane along Center Drive consistent with other road sections? Please

Submittal letter and plan sheets indicate parking along Storm King. Please revise

I recommend adding representative landscaping to all of the buffers depicted on the typicals provided.



**Know what's below.  
Call before you dig.**

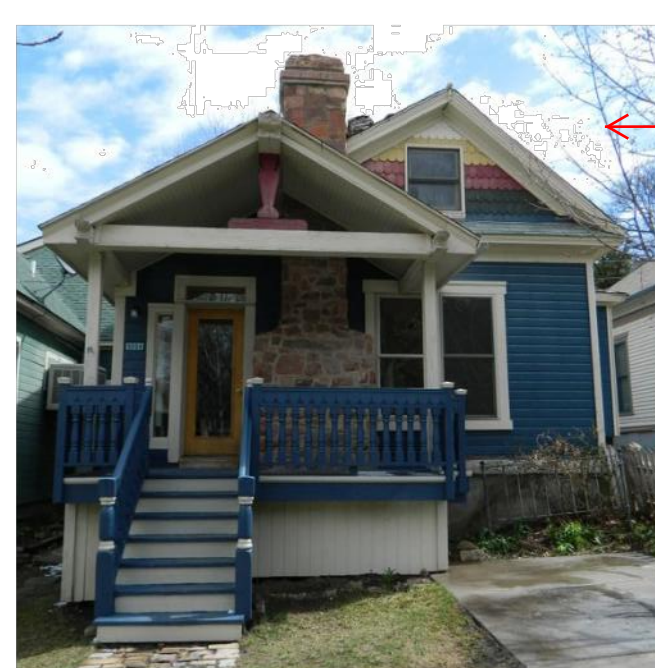
CALL 2-BUSINESS DAYS IN ADVANCE  
BEFORE YOU DIG, GRADE, OR EXCAVATE  
FOR THE MARKINGS OF UNDERGROUND  
MEMBER UTILITIES







## A row of four modern townhouses with gabled roofs and large windows, set against a backdrop of trees and a golf course. The townhouses feature a mix of light grey, white, and dark red siding. Each unit has a prominent front entrance and large windows that glow with warm interior lighting. The scene is framed by lush green trees and a well-maintained lawn in the foreground.



**APPLICANT**  
**214 Center Drive, LLC**  
PO Box 9833 Cincinnati, OH 45209  
p. 513. 479. 4396

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**ARCHITECTURE / PLANNING**  
**Hord Coplan Macht, Inc.**  
1800 Wazee Street, Suite 450 Denver, CO 80202  
p. 303. 222. 2151

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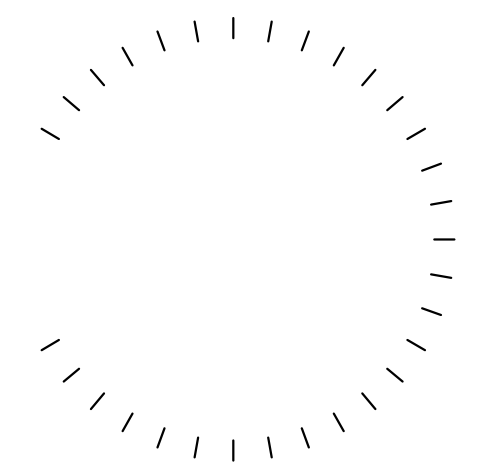
**CIVIL ENGINEER**  
**Sipris Engineering, LLC.**  
502 Main Street Carbondale, CO 81623  
p. 970. 704. 0311 f. 970. 704. 0313

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**LEGAL**  
**Garfield & Hecht, P.C.**  
901 Grand Avenue Glenwood Springs, CO 81601  
p. 970. 947. 1936

GLENWOOD SPRINGS, COLORADO

ARCHITECTURE  
LANDSCAPE ARCHITECTURE  
PLANNING  
INTERIOR DESIGN



These residential photos are not representative of west Glenwood.

[illegible]

Project Name  
480 DONEGAN

Project Number  
22023.00

Date  
01/26/2021

Scale  
AS NOTED

### Drawing

ARCHITECTURAL PRECEDENT

ANNEXATION AND ZONING SUBMISSION





Center Drive



Other Comments

1. I am slightly concerned with the limited number of perspective drawings/renderings provided. I understand the issues with providing elevations for each and every building at this stage but worry the Planning and Zoning Commission and City Council will desire to incorporate more design restrictions and understanding in the PUD. Minimally, I would provide additional concept/perspective renderings (i.e. looking southwest from the northeast corner of the property/Donagan Road, east view from Storm King Road, north view from the mall site, west view from the existing homes along Mel Ray Road. It would be great to see a typical elevation (one site possibly) that explains materials proposed for each building.

2. For any design standards not addressed, I would make a statement as to whether or not the intent is to meet the multi-family residential design standards of the Code.

**APPLICANT**  
**214 Center Drive, LLC**  
 PO Box 9833 Cincinnati, OH 45209  
 p. 513. 479. 4396

**ARCHITECTURE / PLANNING**  
**Hord Coplan Macht, Inc.**  
 1800 Wazee Street, Suite 450 Denver, CO 80202  
 p. 303. 222. 2151

**CIVIL ENGINEER**  
**Sopris Engineering, LLC.**  
 502 Main Street Carbondale, CO 81623  
 p. 970. 704. 0311 f. 970. 704. 0313

**LEGAL**  
**Garfield & Hecht, P.C.**  
901 Grand Avenue  
Glenwood Springs, CO 81601  
p. 970. 947. 1936

480 DONEGAN

GLENWOOD SPRINGS, COLORADO

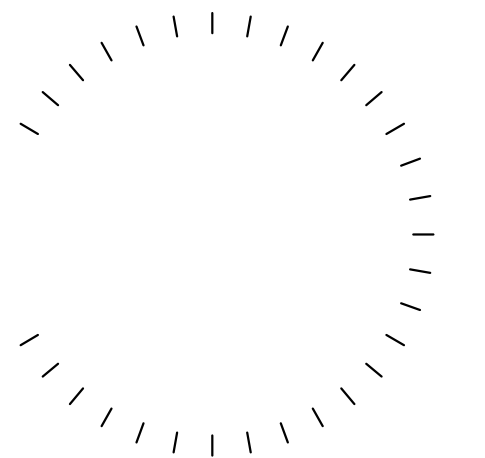
## hord | coplan | macht

ARCHITECTURE

LANDSCAPE ARCHITECTURE

## PLANNING

## INTERIOR DESIGN

[illegible]

Project Name \_\_\_\_\_  
480 DONEGAN

Project Number 22023.00

Date \_\_\_\_\_  
01/26/2021

Scale \_\_\_\_\_  
AS NOTED

Drawing

## CONCEPT RENDERINGS

## A2.0

ANNEXATION AND ZONING SUBMISSION

© Hord Coplan Macht, Inc.

NOT FOR CONSTRUCTION

Packet Page 977



**Engineering  
Department**

**Jessica Bowser  
Asst. City  
Engineer**

**Date:** February 19, 2021

**To:** Community Development

**Re:** 09-20 480 Donegan Annexation Review

Please see the following engineering comments for the 480 Donegan Road Pre-Annexation Document Review. Engineering will not review this application again unless a response to these comments are provided.

**General comments:**

1. Is there an agreement with the mall for the emergency access? This should not be included as a part of the approval process unless an agreement can be provided. The City cannot grant access across private property.

**Traffic Report Comments:**

**New Comments:**

2. The traffic analysis assumes that the entire development is Multi-Family Housing (Mid Rise). Please provide the pages from the 10<sup>th</sup> Edition of the trip Generation Manual that justifies this assumption and shows the calculations used. The 8<sup>th</sup> Edition that the engineering department has does not include Multi Family Housing and (221) is not consistent with Multi Family Housing. It would seem that this development should be considered with 240 (Mid-Rise) Apartments and 20 (rented) Townhomes. If any of these units are proposed to be sold, this should be considered. Additionally, the public restaurant trip generation is not considered.
  - a. The housing distribution is:
    - i. 13 Live-Work Units
    - ii. 95 Studio Units
    - iii. 110 1-Bedroom Units
    - iv. 94 2-Bedroom Units
    - v. 3-Bedroom Units
    - vi. 20 Townhomes
  - b. This development includes a 2000 SF Restaurant.
3. External trip Distribution percentages are not provided for many segments of roadway in Figure 8. i.e. Storm King Rd, Mel Rey Road, west Donegan Road, and Hwy 6 from Storm King Road to Mel Rey Road.
4. Daily Traffic Volumes are not provided for many segments of roadway in Figure 9. i.e. Storm King Rd, Mel Rey Road, west Donegan Road, and Hwy 6 from Storm King Road to Mel Rey Road.

**Comments on Draft Annexation that were not addressed:**

*Additional commentary from this review (02/19/2021) is provided in italics.*

5. The growth rate of Hwy 6 seems low. It could be assumed that the Mall could bring in addition retailers, or Ami's Acres in the County could expand/redevelop. *The city has also recently received a referral for the development of*

a new Mobile Home Park past Ami's Acres. Figure 7 is inconsistent with the surrounding growth. How come Hwy 6 from Storm King Rd to Mel Rey Road DECREASES from the 2020 Existing Adjusted Volumes – Figure 5 (9500 DTV) to the 2040 Background Traffic Volumes – Figure 7 (8300 DTV) while surrounding roadways/intersections increase? The figures are inconsistent:

Figure 4 (Existing Volumes): HWY 6 DTV = 6,600

Figure 5 (2020 Existing Adjusted Volumes): HWY 6 DTV = 9,500

Figure 6 (2022 Background Traffic Volumes): HWY 6 DTV = 7,700 (**Lower than the 2020 adjusted volumes**)

Figure 7 (2040 Background Traffic Volumes): HWY 6 DTV = 8,300 (**Lower than the 2020 adjusted volumes**)

6. Pedestrian Counts also seem low (0).
  - a. Storm King/HWY 6 intersection: There are employees and residents of the surrounding area that do bike or ride the bus and would interact with this intersection.
  - b. The 114 Exit (Mel Rey/HWY 6): There are absolutely pedestrians and cyclists that utilize this intersection with the number of bus users and the installation of the RRFBs in 2017. Counts for the SUP with CDOT to install the RRFBs were completed that showed the use of this intersection by peds/bikes.
  - c. Donegan Road: This section of Donegan Road is not developed with bike lanes or sidewalk, however many students walk/bike this section of roadway to and from the Two Rivers School. Future projections should also consider an increase in use as this is identified in the City of Glenwood Springs Long Range Transportation Plan as a bicycle route that also provides access to trails up Mitchell Creek Road.
7. Please justify your directional distribution numbers.
  - a. *This was not addressed in the new submittal. Why would 5% of the entering/existing traffic be heading west on Highway 6? What generator would create a distribution to this intersection?*
  - b. *It seems that the distribution might be closer to 50/50 for both entrances, not 75/25.*
  - c. *External Trip Distribution is not provided for many segments of roadways.*
8. Counts were done on August 26<sup>th</sup> ahead of the local school openings. School traffic in these areas is significant. Recount both pedestrians and turning movements at these intersections:
  - d. Storm King and SH6
  - e. Mel Ray and SH 6
  - f. Storm King and Donegan
  - g. Mel Ray and Donegan
  - h. Storm King and Center Drive
9. PM peak hour at Storm King May coincide with the end of the school day at Two Rivers. Count the peak to coincide with the school to check.
10. SH 6 and Storm King Road LOS improve from the 2022 to 2040 analysis. Why? *Are the LOS tables revised to consider the adjusted counts? This particular issue was not addressed and still shows a LOS improvement...*

#### **Plan Comments:**

##### **Comments on Draft Annexation that were not addressed:**

11. See the attached plan comments and markups.
12. Sidewalk and bike improvements should extend to Mel Ray Road.
13. Existing pedestrian crossings along Storm King Road should be improved. The ramps should be upgraded to meet ADA/PROWAG requirements with detectable warnings. *The City prefers the installation of directional ramps.*

14. The engineer should review the City's Municipal and Engineering Standards before re-submittal. Many notes and design items are not compliant with these requirements. It is not City's staff's responsibility to be the engineer's QA/QC.
  - a. Legends should match plans.
  - b. Utilities have many potential conflicts, along with design items that are not compliant with the City's Engineering Standards.
  - c. Proposed easements should be identified.

**General Requirements:**

**At the time of Development Plan Submittal:**

15. A Preliminary Drainage Report will be required. Drainage should meet both City of Glenwood Engineering Standards and CDOT stormwater standards (whichever is more stringent). The final discharge is to CDOT ROW and the drainage report will need to be reviewed and approved by CDOT.
16. A Preliminary Geotechnical Report will be required.
17. A Preliminary Traffic Report will be required.

**At the time of Construction Document Submittal:**

18. All final/stamped reports shall be submitted.
  - a. Landscaping plans should include utilities and proposed contours on a background layer for verification of clearances. Often these items are completed after the civil work is completed and they fill in drainage areas or plan directly on top of utilizes.
  - b. Landscape plans should also include sight triangles to verify sight distances.
19. CDOT Access Permitting. Access permits include both traffic and stormwater.
20. Retaining Walls will require engineered design and structural calculations. The City may refer these documents out for review as necessary.
21. Stormwater facilities will require a maintenance agreement and plan.
22. Plan and Profiles should be supplied for the private utility mains.
23. Provide S.U.E. plan per Colorado Law CRS 9-1.5-102 requirements or provide a stamped letter determining why this is not a Subsurface Utility Engineering-Required Project.

**Before Construction:**

24. Any work within the Right of Way shall require appropriate ROW permitting though the City or County. With the ROW permit, the following documents should be submitted:
  - a. Any SUE documents necessary.
  - b. A plan of work to take place in the ROW, with patching shown that meets the requirements of the jurisdiction.
  - c. Traffic Control Plans, as appropriate.
25. The site will require a Grading Permit. With the grading permit, the following documents should be submitted:
  - d. Any SUE documents necessary.
  - e. Final Stamped Drainage Report.
  - f. Final Stamped Civil Documents.
  - g. Final Geotechnical Report.

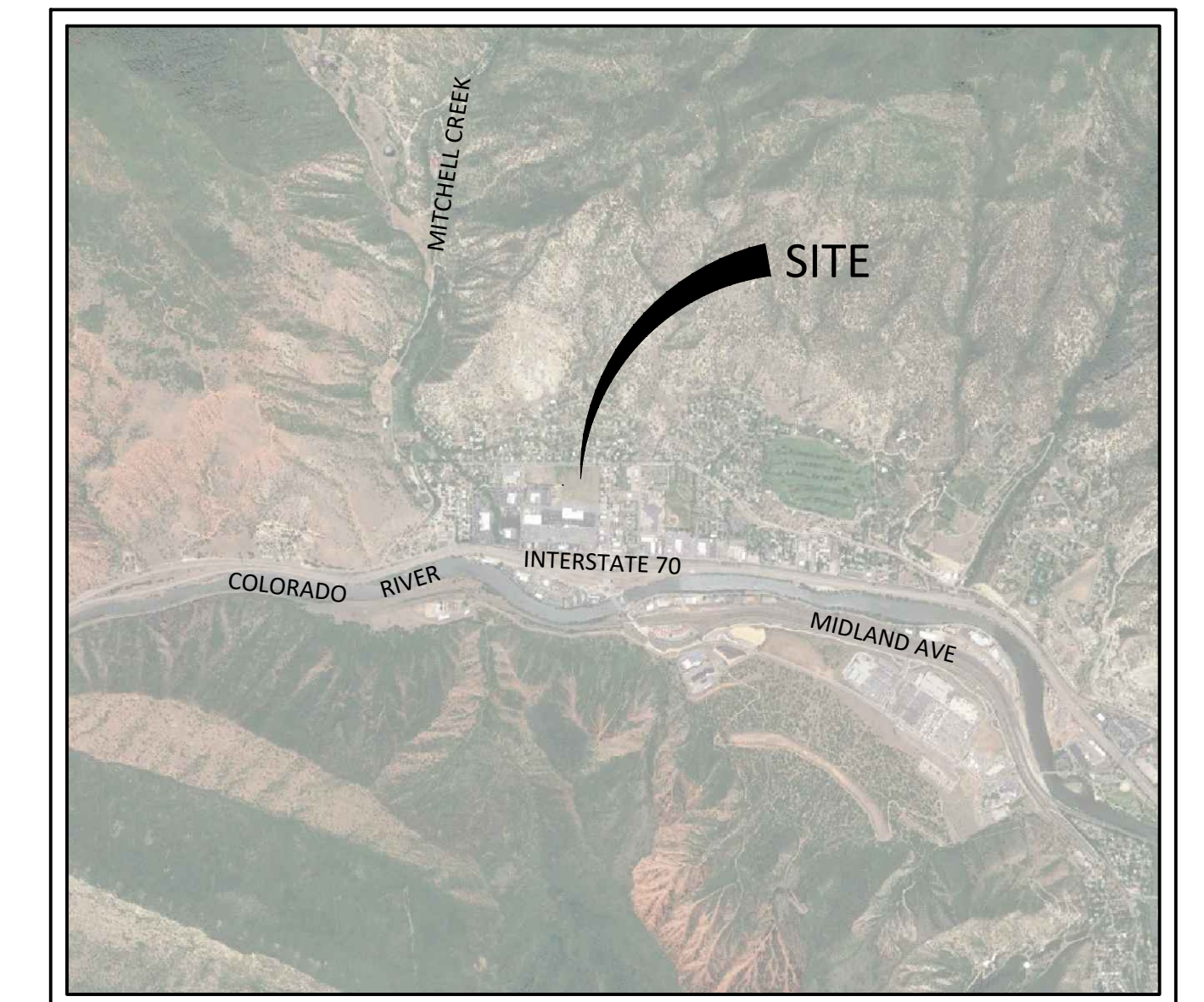
- h. Disturbance over one (1) acre will require a CDPHE Construction Stormwater Discharges Permit. As this development is over one acre, this permit is required, and any State approval should be submitted prior to the issuance of a Grading Permit.
  - i. The City of Glenwood Springs is required to sign as the Responsible Official for all CDPHE CDPS permitting. The permit documentation should be submitted to the City of Glenwood Springs Engineering Department a minimum of three (3) weeks in advance of submittals to the State.

**Permit Closeout and Issuance of Certificate of Occupancy Requirements:**

- 26. Before engineering completes a walk-through of the subject property
  - a. Draft As-Built plans should be submitted.
  - a. Applicable Stamped Certification Letters:
    - i. Any engineered retaining walls. Letter certifying that the walls were constructed per plan or that address any changes to the design during construction, stamped by a Colorado Licensed Professional Engineer.
    - i. Drainage improvements. Letter certifying that the drainage was constructed per plan or that addresses any site changed, stamped by a Colorado Licensed Professional Engineer.
  - b. Test results for all improvements in the ROW shall be submitted. These should include all testing/backfill associated with any walls that support public facilities.
- 27. Engineering Approval to release the CO will not be provided until the final documents/files are supplied.
  - b. Final As-builts with and Improvement Survey Plat (ISP) should be provided in an AutoCAD, PDF, and Mylar form.
  - c. Certification Letters can be supplied electronically (PDF).
  - d. All easement dedications shall be completed.
  - e. Maintenance Agreement for any water quality and detention facilities.



ANNEXATION AND ZONING SUBMISSION CIVIL PLANS: 01/26/2021



VICINITY MAP  
SCALE: 1" = 2000'

- C0.0 - COVER SHEET
- C1.1 - LOT 1 PROPOSED ZONING
- C1.2 - LOT 2 PUD PLAN
- C1.3 - CONCEPTUAL PLAT
- C2.0 - CONCEPTUAL UTILITY PLAN
- C3.0 - CONCEPTUAL GRADING PLAN
- C4.0 - OFFSITE DRAINAGE PLAN
- C4.1 - CONCEPTUAL ONSITE DRAINAGE PLAN
- LA1.0 - ILLUSTRATIVE CONCEPT PLAN AND SITE MASSING
- LA2.0 - OPEN SPACE AND LANDSCAPE FRAMEWORK PLAN
- A1.0 - ARCHITECTURAL PRECEDENT
- A2.0 - CONCEPT RENDERINGS

Existing/  
Demolition plan?



**APPLICANT**  
214 CENTER DRIVE, LLC  
PO BOX 9833  
CINCINNATI, OH 45209

**HORD COPLAN MACHT**  
ARCHITECTURE AND LANDSCAPE ARCHITECTURE  
1800 WAZEE STREET, SUITE 450  
DENVER, CO 80202

**GARFIELD & HECHT, P.C.**  
ATTORNEY  
901 GRAND AVENUE, SUITE 201  
GLENWOOD SPRINGS, CO 81601



GLENWOOD APARTMENTS  
GLENWOOD SPRINGS, COLORADO

ANNEXATION AND ZONING SUBMISSION

| DATE | REVISION |
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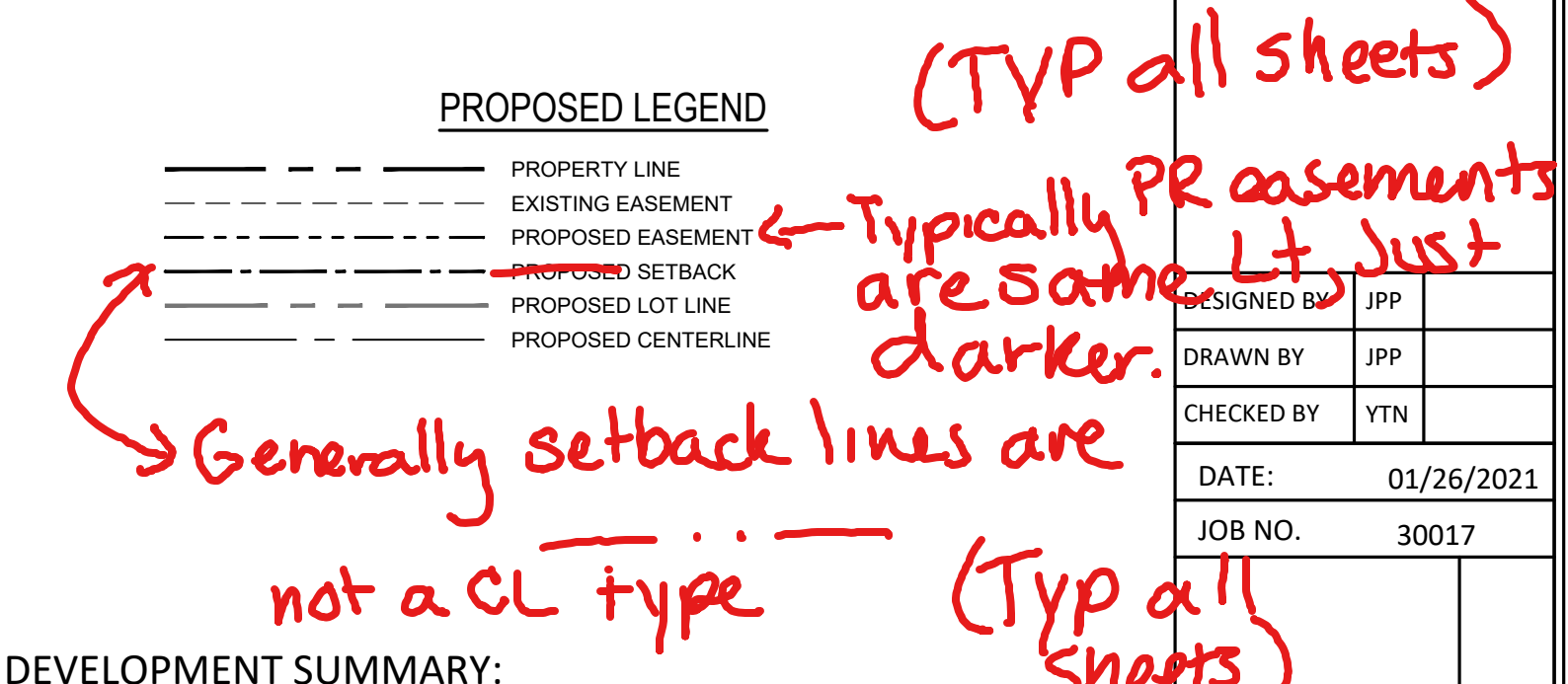
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## LOT 1 PROPOSED ZONING

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DRAWING NO.

# C-1.1



### DEVELOPMENT SUMMARY:

|                                               |         |                       |
|-----------------------------------------------|---------|-----------------------|
| Gross Site Area:                              | 3.54 AC | (154,151.55 SF)       |
| <b>LAND USES:</b>                             |         |                       |
| <b>BUILDING 1 (WEST L SHAPED BUILDING)</b>    |         |                       |
| OFFICE                                        |         | 9,070 GSF +/-         |
| WAREHOUSE                                     |         | 2,716 GSF +/-         |
| PRESCHOOL                                     |         | 2,235 GSF +/-         |
| SOILS LAB                                     |         | 959 GSF +/-           |
| <b>TOTAL BUILDING 1=</b>                      |         | <b>14,980 GSF +/-</b> |
| <b>BUILDING 2 (EAST RECTANGULAR BUILDING)</b> |         |                       |
| OFFICE                                        |         | 9,153 GSF +/-         |
| WAREHOUSE                                     |         | 6,091 GSF +/-         |
| <b>TOTAL BUILDING 2=</b>                      |         | <b>15,244 GSF +/-</b> |
| <b>TOTAL BUILDING GROSS SQUARE FOOTAGE =</b>  |         | <b>30,224 GSF +/-</b> |

### COMMERCIAL (CO) DEVELOPMENT STANDARDS:

## LANDSCAPING

|                   |                                      |
|-------------------|--------------------------------------|
| Minimum Required: | 0.35 AC (10% of the Gross Site Area) |
| Area Provided:    | 0.47 AC (13% of the Gross Site Area) |

## COMMON OPEN SPACE

|                   |                                      |
|-------------------|--------------------------------------|
| Minimum Required: | 0.35 AC (10% of the Gross Site Area) |
| Area Provided:    | 0.47 AC (13% of the Gross Site Area) |

## SETBACKS

|                                     |                                    |
|-------------------------------------|------------------------------------|
| Minimum                             | 5 feet                             |
| Max. (From arterial streets)        | 60 feet                            |
| Max. (From other streets)           | 40 feet                            |
| Building 1 (West L shaped building) | +/- 86 feet (Greater than maximum) |

|                       |        |
|-----------------------|--------|
| Minimum               | 5 feet |
| No maximum designated |        |

Both buildings are greater than 5 feet

|                       |          |
|-----------------------|----------|
| REAR:                 |          |
| Minimum with alley    | 10 feet  |
| Minimum without alley | 7.5 feet |
| No maximum designated |          |

Both buildings are greater than 10 feet

## BUILDING HEIGHT

**Maximum Building Height:** 40 feet

One story buildings, less than 40 feet tall

## PARKING

|                                   |              |             |                  |
|-----------------------------------|--------------|-------------|------------------|
| Office                            | 18,223 SF    | 1 SP/300 SF | 61 Spaces        |
| Warehouse                         | 8,087 SF     | 1 SP/400 SF | 22 Spaces        |
| Preschool                         | 2,235 SF     | 1 SP/250 SF | 9 Spaces         |
| Soils lab (Assumption on parking) | 959 SF       | 1 SP/250 SF | 4 Spaces         |
|                                   | <u>Total</u> |             | <u>96 Spaces</u> |

**Existing Parking:**

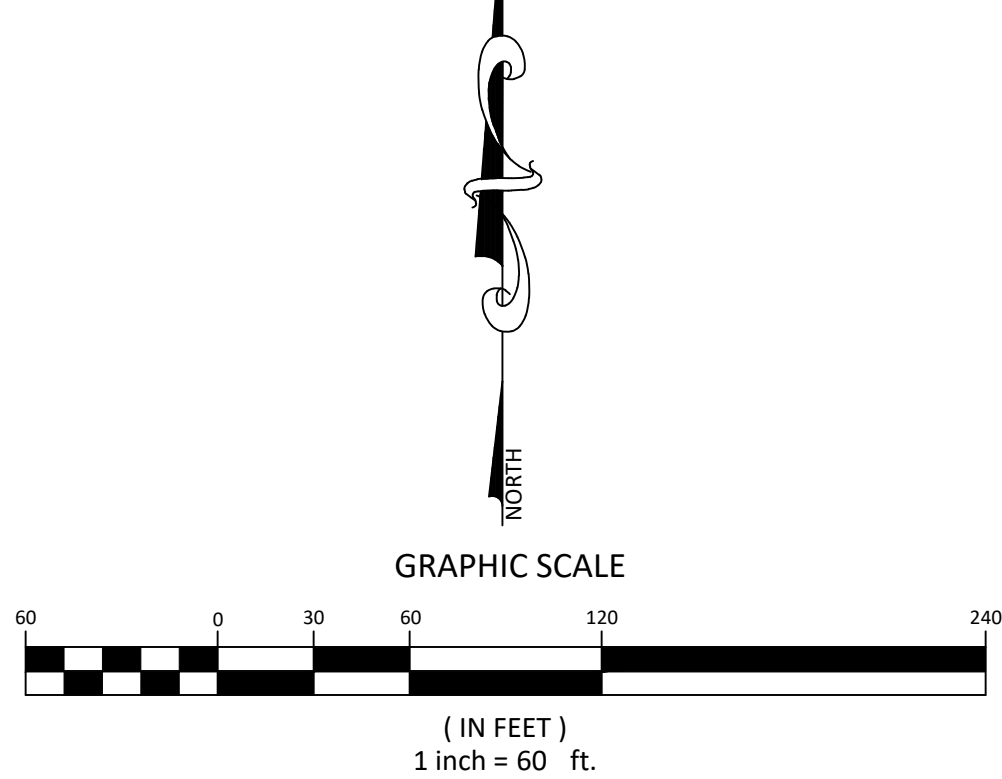
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|----------------------------------------|----------------------------------|
| Building 1 (West L shaped building)    | 59 regular spaces, 2 ADA spaces  |
| Building 2 (East rectangular building) | 37 regular spaces, 2 ADA spaces  |
| Between buildings                      | 12 regular spaces, 0 ADA spaces  |
| <i>Total existing spaces</i>           | 108 regular spaces, 4 ADA spaces |



Know what's **below**.  
**Call** before you dig.

CALL 2-BUSINESS DAYS IN ADVANCE  
BEFORE YOU DIG, GRADE, OR EXCAVATE  
FOR THE MARKING OF UNDERGROUND  
MEMBER UTILITIES

G:\2020\30017\CIVIL DWGS\PLT\30017-SITE PLAN.DWG - Jan 26, 2021 - 1:10pm



GENERAL PLAN NOTES:

## LOT 1 DESCRIPTION

A TRACT OF LAND SITUATED IN SECTION 6, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE NORTH LINE OF THE GLENWOOD SPRINGS MALL SUBDIVISION  
WHENCE THE WITNESS CORNER TO THE S1/4 CORNER OF SECTION 34, TOWNSHIP 5 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEARS N 38°40'53" E 853.45  
FEET SAID POINT OF BEGINNING ALSO BEING THE SOUTHEAST CORNER OF THAT PARCEL DESCRIBED AS PARCEL C IN BOOK 1205 AT PAGE 589 IN THE OFFICE  
OF THE GARFIELD COUNTY CLERK AND RECORDER;  
THENCE ALONG THE EAST LINE OF SAID PARCEL C N 2° 44' 00" E 345.39 FEET;  
THENCE DEPARTING SAID EAST PARCEL LINE ALONG THE ARC OF A NON TANGENT CURVE TO THE LEFT HAVING A RADIUS OF 36.91 FEET AND A CENTRAL  
ANGLE OF 69° 23' 41", A DISTANCE OF 44.71 FEET (CHORD BEARS S 56° 33' 02" E 42.02 FEET)  
THENCE S 85° 36' 58" E 73.64 FEET;  
THENCE S 62° 12' 11" E 28.26 FEET;  
THENCE S 86° 38' 35" E 118.97 FEET;  
THENCE S 87° 50' 32" E 192.99 FEET;  
THENCE S 2° 20' 01" W 101.69 FEET;  
THENCE S 41° 37' 24" E 167.89 FEET TO A POINT ON THE NORTH LINE OF SAID GLENWOOD SPRINGS MALL SUBDIVISION;  
THENCE ALONG THE NORTH LINE OF SAID GLENWOOD SPRINGS MALL S 47° 42' 00" W 125.06 FEET;  
THENCE CONTINUING ALONG SAID NORTH LINE N 87° 18' 00" W 476.98 FEET TO THE POINT OF BEGINNING.

SAID LOT 1 CONTAINING 3.533 ACRES, MORE OR LESS

COUNTY OF GARFIELD  
STATE OF COLORADO







# ANNEXATION AND ZONING SUBMISSION

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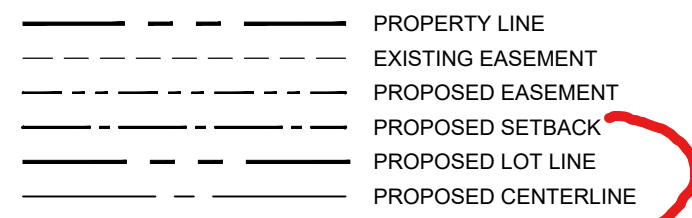
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## ANNEXATION AND ZONING SUBMISSION

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| TITLE       | CONCEPTUAL<br>UTILITY PLAN |
| DRAWING NO. | C-2.0                      |



↳ Don't need to show on Util plan

The diagram illustrates a cross-section of a utility trench with various underground utilities and their corresponding surface markers. The utilities are arranged in a trench, with their horizontal positions indicated by colored lines and their vertical positions by a central vertical line. The surface markers are represented by colored dots or symbols above the trench.

| Utility Type           | Utility Name                    | Color  | Symbol               |
|------------------------|---------------------------------|--------|----------------------|
| Water Main             | PROPOSED 8" WATER MAIN          | Blue   | Blue dot             |
| Water Service          | PROPOSED WATER SERVICE          | Blue   | Blue dot             |
| Sanitary Sewer Main    | PROPOSED 8" SANITARY SEWER MAIN | Green  | Green dot            |
| Sanitary Sewer Service | PROPOSED SANITARY SERVICE       | Green  | Green dot            |
| Electric               | PROPOSED ELECTRIC               | Pink   | Pink dot             |
| Gas                    | PROPOSED GAS                    | Orange | Orange dot           |
| Storm Sewer            | PROPOSED STORM SEWER            | Black  | Black dot            |
| Sewer Manhole          | PROPOSED SEWER MANHOLE          | Blue   | Blue square with 'X' |
| Fire Hydrant           | PROPOSED FIRE HYDRANT           | Red    | Red circle with 'X'  |
| Water Valve            | PROPOSED WATER VALVE            | Blue   | Blue circle with 'X' |
| Electric Transformer   | PROPOSED ELECTRIC TRANSFORMER   | Black  | Black square         |
| Storm Inlet            | PROPOSED STORM INLET            | Black  | Black square         |






























EXISTING PROPERTY LINE  
 EXISTING EASEMENT  
 EXISTING G' WATER MAIN  
 EXISTING 8" SANITARY SEWER MAIN  
 EXISTING GAS  
 EXISTING TELEPHONE  
 EXISTING UNDERGROUND ELECTRIC  
 EXISTING OVERHEAD ELECTRIC  
 EXISTING CABLE  
 EXISTING FIBER OPTIC  
 EXISTING IRRIGATION PIPE  
 EXISTING SWALE OR DITCH  
 EXISTING STORM SEWER  
 EXISTING WIRE FENCE  
 EXISTING ELECTRIC MANHOLE  
 EXISTING DRAINAGE DRY-WELL  
 EXISTING SEWER MANHOLE  
 EXISTING TELEPHONE MANHOLE  
 EXISTING GUY WIRE  
 EXISTING POWER POLE  
 EXISTING FIRE HYDRANT  
 EXISTING WATER VALVE  
 EXISTING GAS METER  
 EXISTING ELECTRIC TRANSFORMER  
 EXISTING ELECTRIC METER  
 EXISTING TELEPHONE PEDESTAL  
 EXISTING CATV PEDESTAL  
 EXISTING LIGHT POLE  
 EXISTING SIGN  
 EXISTING STORM INLET

1. THE LOCATIONS OF UNDERGROUND UTILITIES HAVE BEEN PLOTTED BASED ON UTILITY MAPS, CONSTRUCTION/DESIGN PLANS, OTHER INFORMATION PROVIDED BY UTILITY COMPANIES AND ACTUAL FIELD LOCATIONS IN SOME INSTANCES. THESE UTILITIES, AS SHOWN, MAY NOT REPRESENT ACTUAL FIELD CONDITIONS. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO CONTACT ALL UTILITY COMPANIES FOR FIELD LOCATIONS PRIOR TO CONSTRUCTION.
2. SHALLOW UTILITY LINEWORK MUST BE COORDINATED WITH THE UTILITY PROVIDER. THE UTILITY PROVIDER IS TO PERFORM ALL UTILITY LINEWORK NECESSARY. CONTRACTOR TO PROVIDE ALL TRENCHING, BEDDINGS AND SKELFEEL NECESSARY FOR LINEWORK.
3. THE SITE SANITARY SEWER SHALL BE CONSTRUCTED ACCORDING TO THE WEST GLENWOOD SPRINGS SANITATION DISTRICT. EXISTING SANITARY SEWER SERVICES SHALL BE ABANDONED AT THE MAIN ACCORDING TO THE DISTRICT STANDARDS USING A WATER-TIGHT PLUG.
4. THE SITE WATER MAIN SHALL BE CONSTRUCTED ACCORDING TO THE CITY OF GLENWOOD SPRINGS STANDARD DETAILS AND SPECIFICATIONS.
5. THE SITE WILL HAVE A PRESSURIZED IRRIGATION SYSTEM THAT WILL BE DETAILED FOR MAJOR SITE PLAN.

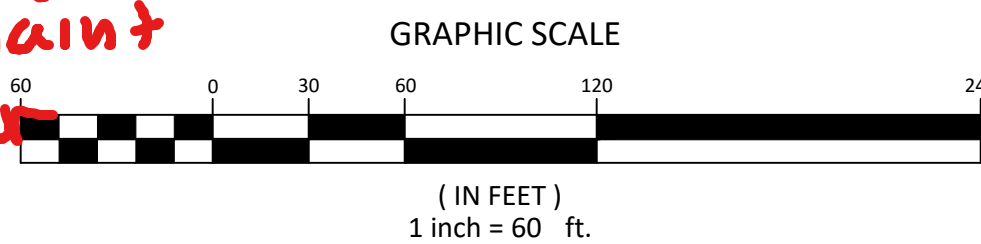
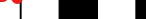
- A SUE or SUE excl. letter will be needed

Not accurate  
Until prov will  
not inst. serv

EXISTING DISTRICT. EXISTING  
G A WATER-TIGHT PLUG.  
DETAILS AND SPECIFICATIONS.

**-Information only: IRR/ STM/ San all  
considered the same -Must maint  
separation from Potable water**

60



**Know what's below.  
Call before you dig.**

CALL 2-BUSINESS DAYS IN ADVANCE  
BEFORE YOU DIG, GRADE, OR EXCAVATE  
FOR THE MARKING OF UNDERGROUND  
MEMBER UTILITIES



GLENWOOD APARTMENTS  
GLENWOOD SPRINGS, COLORADO

ANNEXATION AND ZONING SUBMISSION

| DATE | REVISION |
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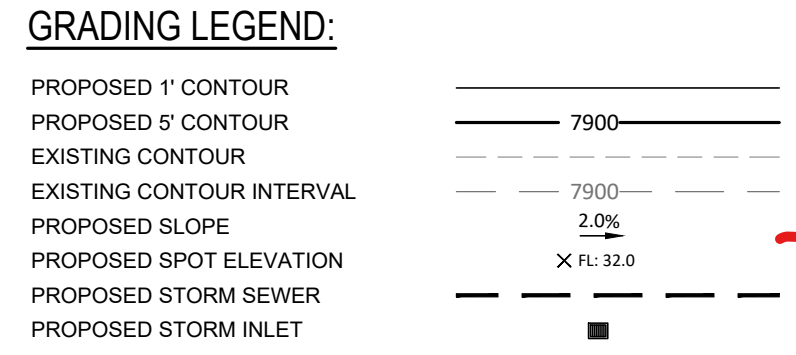
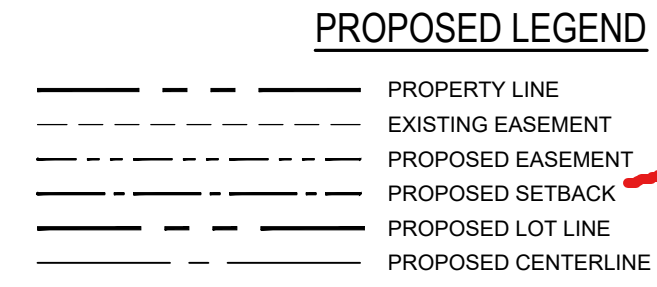
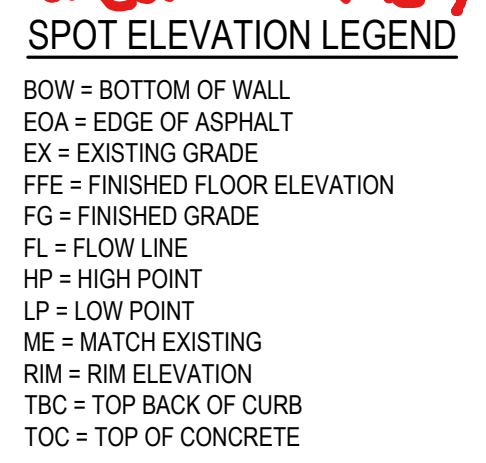
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# PRELIMINARY GRADING PLAN

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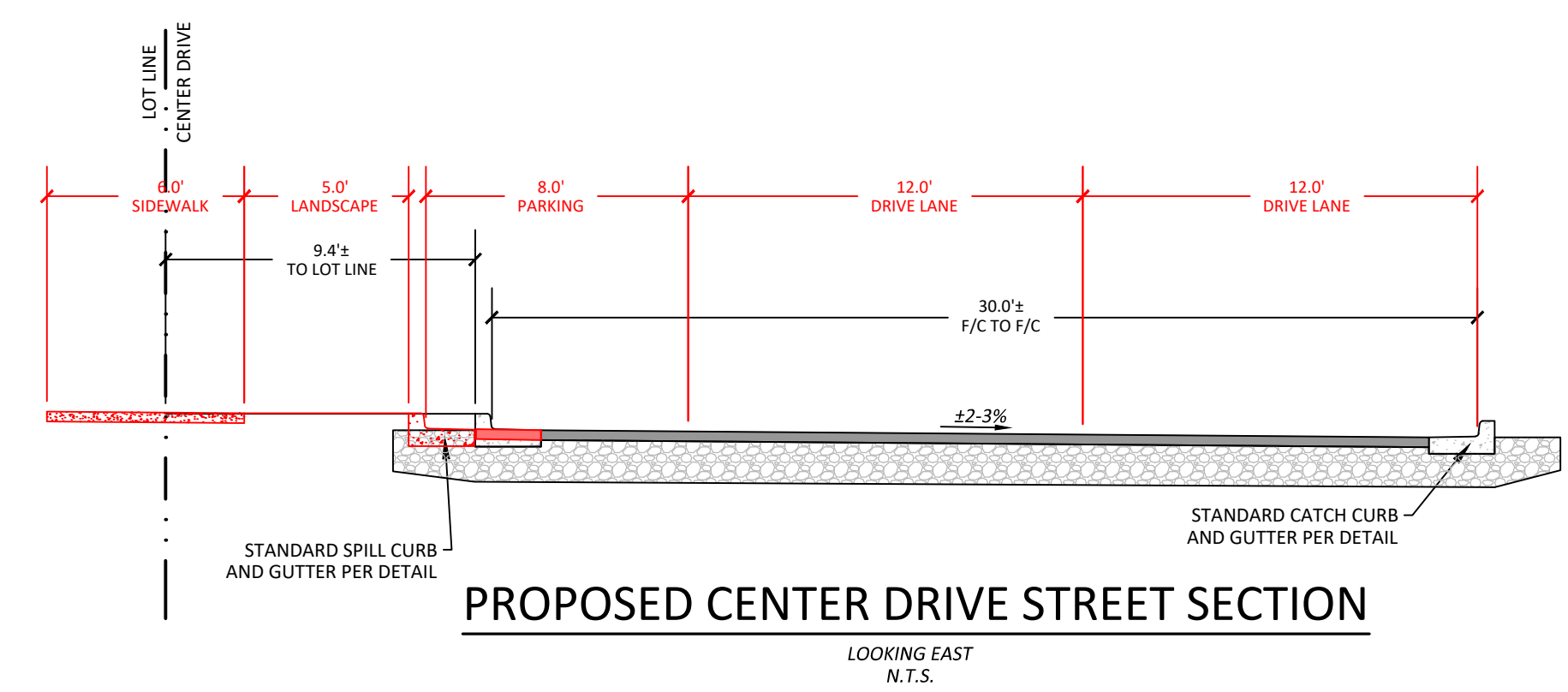
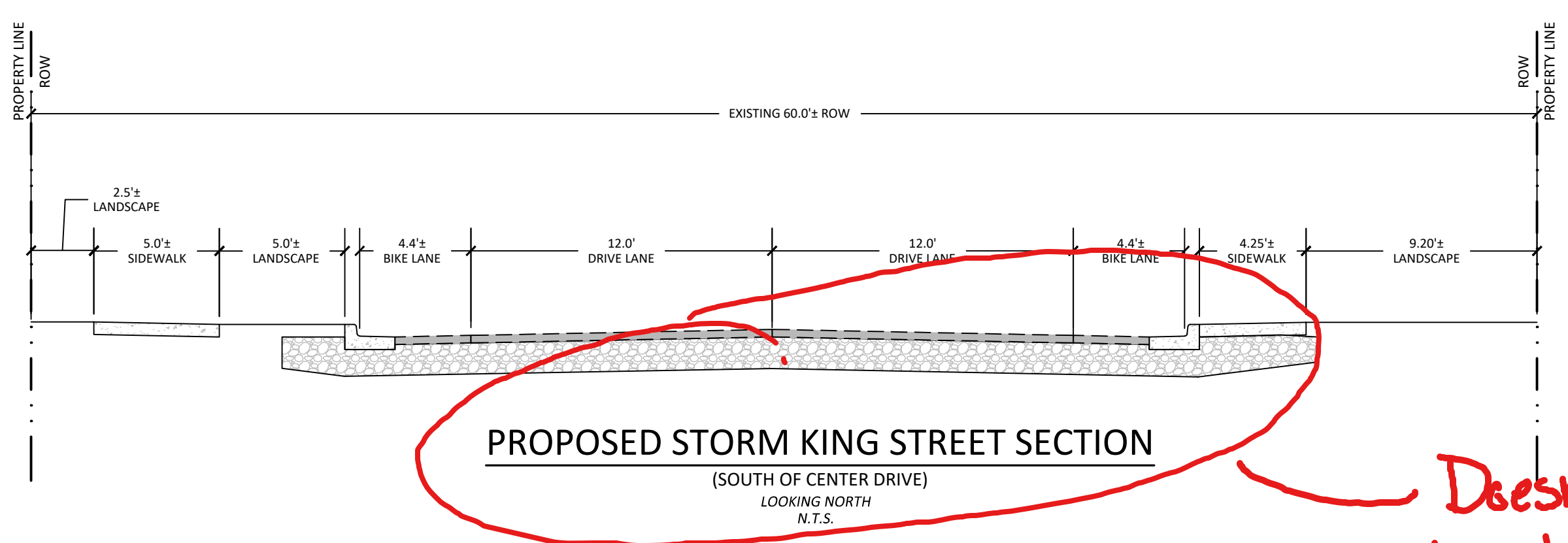
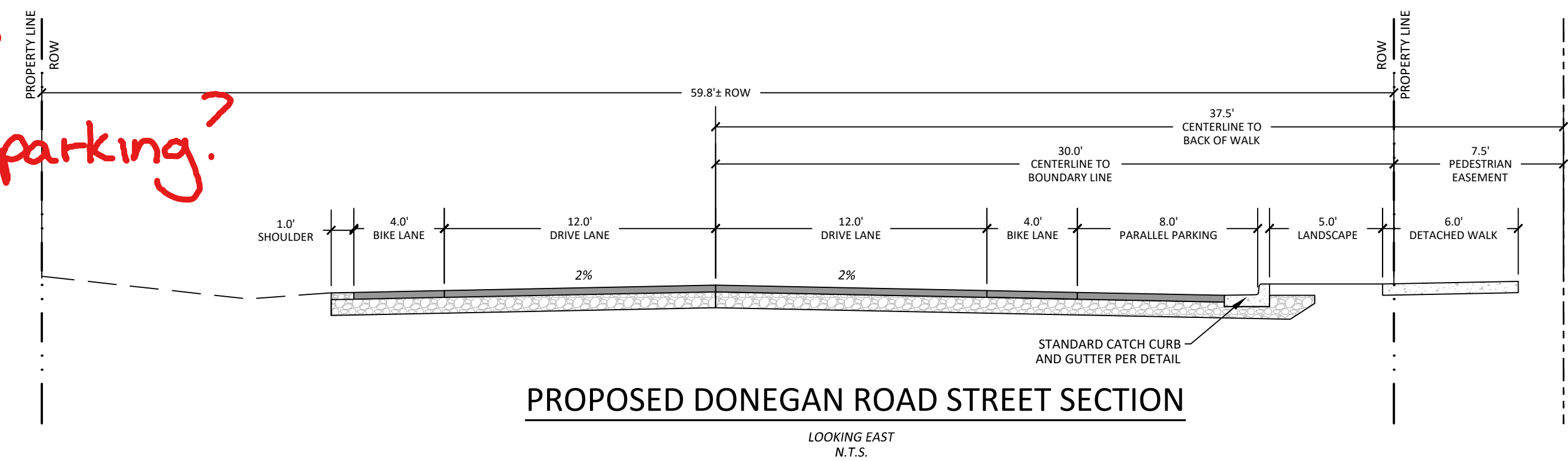
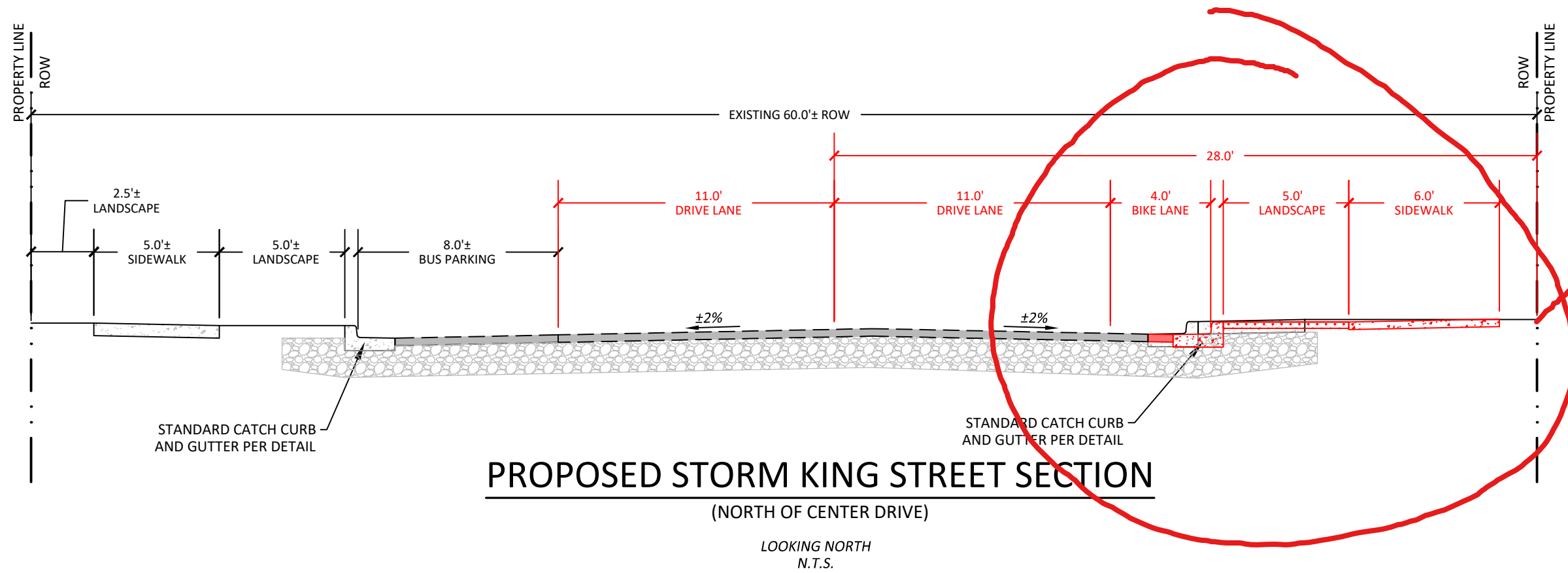
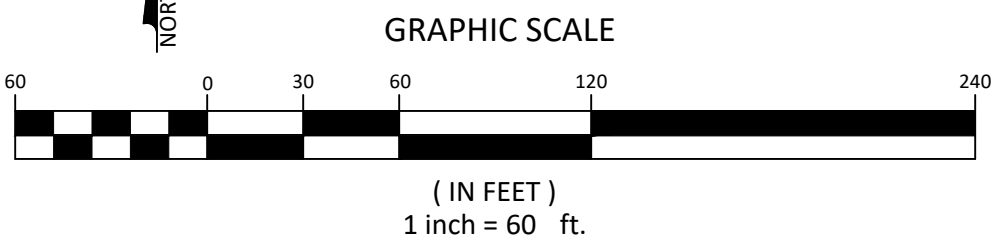
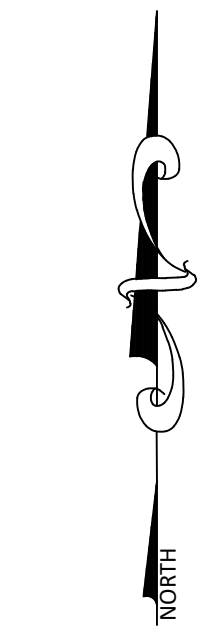
DRAWING NO.

# C-3.0



GENERAL GRADING NOTES:

1. THE EXISTING CONTOUR INTERVAL IS TWO (2) FEET. THE DIVIDE CREEK SURVEY DATUM IS NAVD 88. SE HAS LOWERED ALL POINTS 4.09 FEET TO CONVERT ELEVATIONS TO CITY OF GLENWOOD NGVD 29 DATUM.
2. PROPOSED SITE GRADING CONCEPT SHOWN. FINAL GRADING DETAIL WILL BE PROVIDED FOR THE MAJOR SITE PLAN APPROVAL.
3. THE STORM WATER DRAINAGE PLAN CONCEPT IS SHOWN ON SHEET C4.1. STORM WATER RUNOFF WILL FLOW IN LANDSCAPE SWALES AND CURB AND GUTTER TO INLETS AND STORM SEWER PIPES TO UNDERGROUND DETENTION FACILITIES.



Now what's below.  
**Call before you dig.**

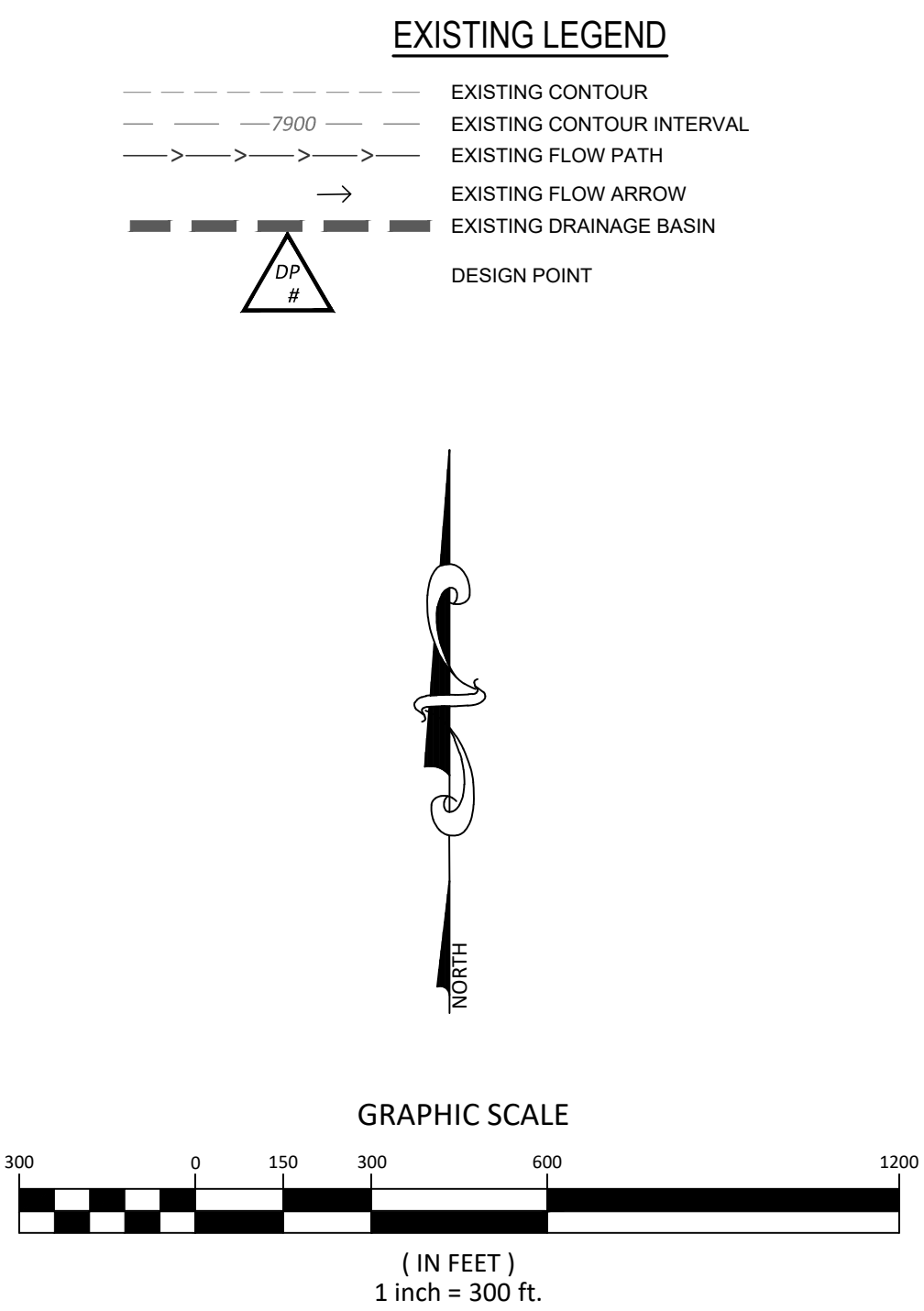
CALL 2-BUSINESS DAYS IN ADVANCE  
 BEFORE YOU DIG, GRADE, OR EXCAVATE  
 FOR THE MARKING OF UNDERGROUND  
 MEMBER UTILITIES



## ANNEXATION & ZONING SUBMISSION

[illegible]

|             |                                      |
|-------------|--------------------------------------|
| TITLE       | <p>OFFSITE<br/>DRAINAGE<br/>PLAN</p> |
| DRAWING NO. | <p>C-4.0</p>                         |

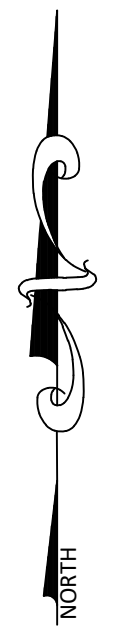




ANNEXATION & ZONING SUBMISSION

[illegible]

|             |                                          |
|-------------|------------------------------------------|
| TITLE       | CONCEPTUAL<br>ONSITE<br>DRAINAGE<br>PLAN |
| DRAWING NO. | C-4.1                                    |





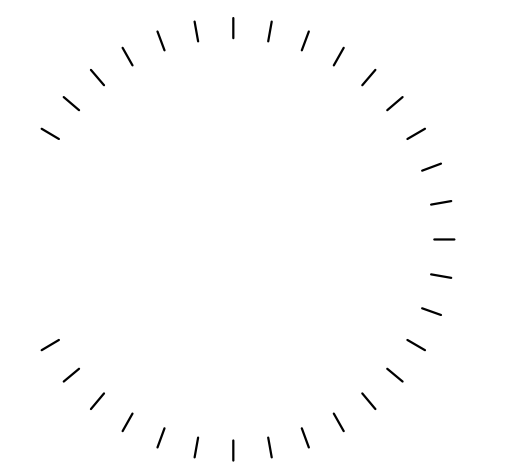
GLENWOOD SPRINGS, COLORADO

ARCHITECTURE

LANDSCAPE ARCHITECTURE

PLANNING

INTERIOR DESIGN

[illegible]Drawing

## A2.0

## ANNEXATION AND ZONING SUBMISSION

© Hord Coplan Macht, Inc.



Information: LSC/IRR plan should show faded back util/drain → Anticipate conflicts such as these tree plantings in detention/wq area—

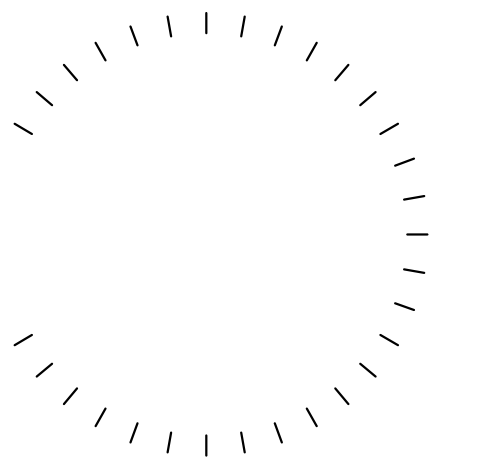
what is the red?

## Legend



NOT FOR CONSTRUCTION



[illegible]

Project Name \_\_\_\_\_  
480 DONEGAN

Project Number  
22023.00

Date 01/26/2021

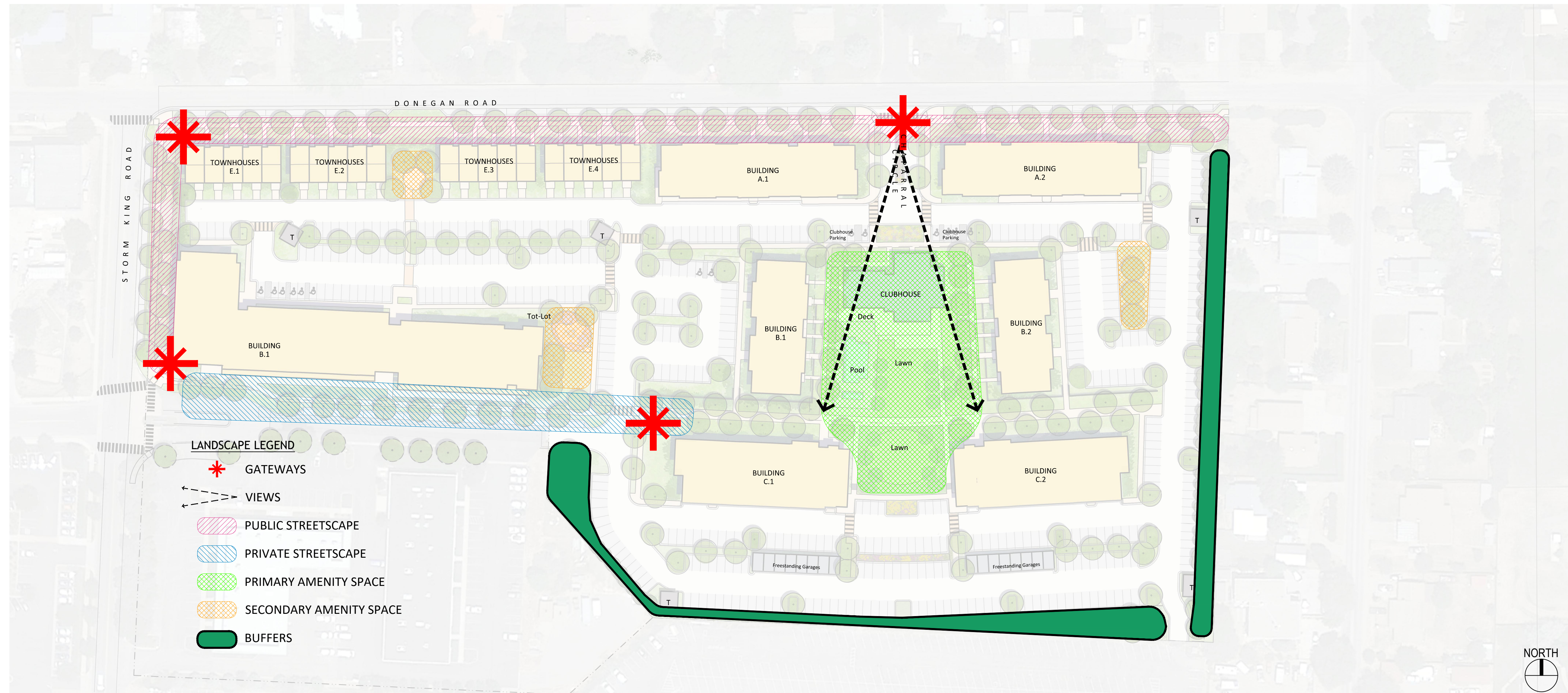
Scale  
AS NOTED

Drawing

## OPEN SPACE AND LANDSCAPE FRAMEWORK PLAN

# LA2.0

## ANNEXATION AND ZONING SUBMISSION

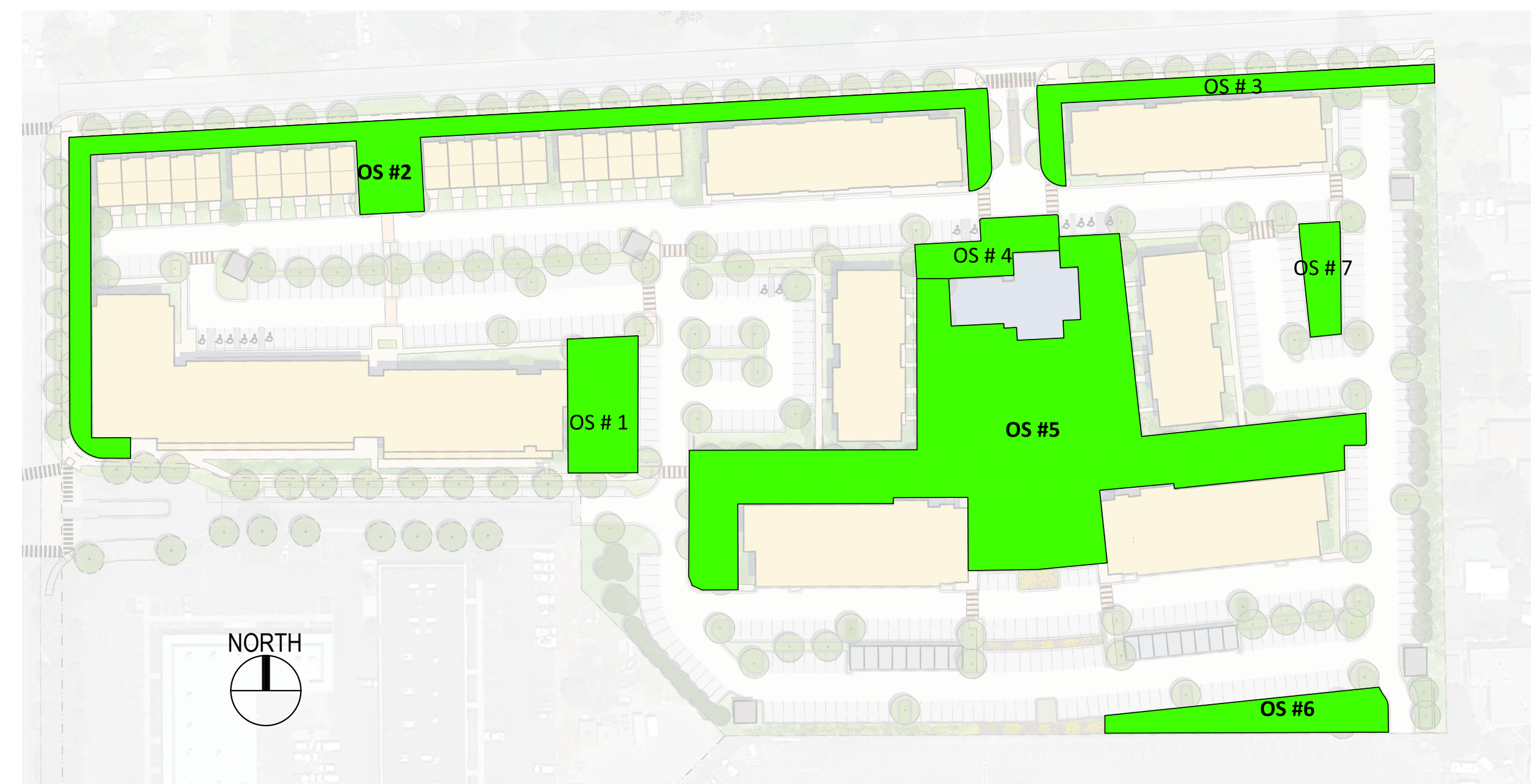


# 1 | LANDSCAPE FRAMEWORK PLAN

## COMMON OPEN SPACE

PROVIDED COMMON OPEN SPACE

|               |               |
|---------------|---------------|
| Open Space #1 | 6,938.03 SF   |
| Open Space #2 | 22,581.94 SF  |
| Open Space #3 | 6,801.81 SF   |
| Open Space #4 | 4,263.39 SF   |
| Open Space #5 | 59,019.81 SF  |
| Open Space #6 | 6,518.92 SF   |
| Open Space #7 | 2,994.95 SF   |
| Total         | 109,118.85 SF |
|               | 2.51 AC       |



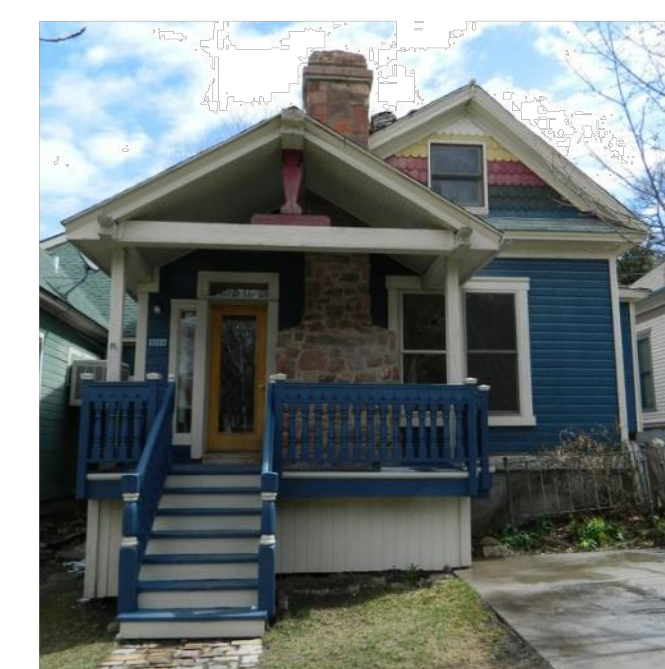
## 2 | OPEN SPACE PLAN



## PRECEDENT



## EXISTING PRECEDENT



NOT FOR CONSTRUCTION

**APPLICANT**  
**214 Center Drive, LLC**  
 PO Box 9833 Cincinnati, OH 45209  
 p. 513. 479. 4396

**ARCHITECTURE / PLANNING**  
**Hord Coplan Macht, Inc.**  
 1800 Wazee Street, Suite 450 Denver, CO 80202  
 p. 303. 222. 2151

**CIVIL ENGINEER**  
**Sopris Engineering, LLC.**  
 502 Main Street  
 p. 970. 704. 0311      f. 970. 704. 0313      Carbondale, CO 81623

**LEGAL**  
**Garfield & Hecht, P.C.**  
901 Grand Avenue  
Glenwood Springs, CO 81601  
p. 970. 947. 1936

480 DONEGAN

GLENWOOD SPRINGS, COLORADO

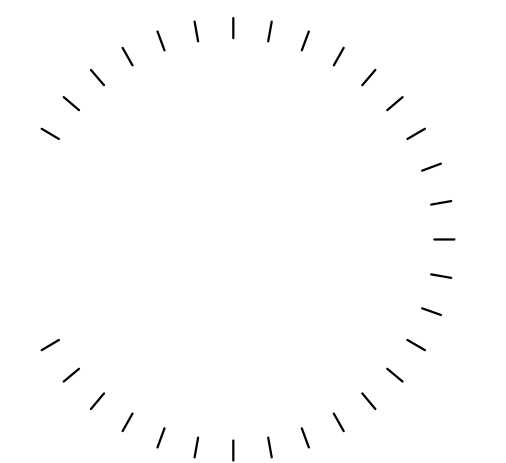
## hord | coplan | macht

ARCHITECTURE

LANDSCAPE ARCHITECTURE

## PLANNING

## INTERIOR DESIGN

[illegible]

Project Name \_\_\_\_\_  
480 DONEGAN

Project Number  
22023.00

Date 01/26/2021

Scale \_\_\_\_\_  
AS NOTED

Drawing

## ARCHITECTURAL PRECEDENT

# A1.0

ANNEXATION AND ZONING SUBMISSION

© Hord Coplan Macht, Inc.





**APPLICANT**  
**214 Center Drive, LLC**  
 PO Box 9833 Cincinnati, OH 45209  
 p. 513. 479. 4396

**ARCHITECTURE / PLANNING**  
**Hord Coplan Macht, Inc.**  
 1800 Wazee Street, Suite 450    Denver, CO 80202  
 p. 303. 222. 2151

**CIVIL ENGINEER**  
**Sopris Engineering, LLC.**  
 502 Main Street Carbondale, CO 81623  
 p. 970. 704. 0311 f. 970. 704. 0313

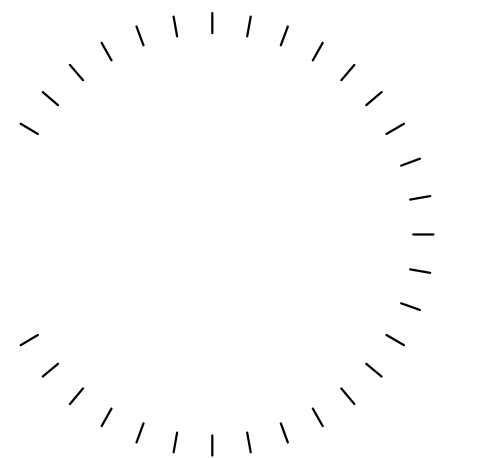
**LEGAL**  
**Garfield & Hecht, P.C.**  
901 Grand Avenue  
Glenwood Springs, CO 81601  
p. 970. 947. 1936

## 480 DONEGAN

GLENWOOD SPRINGS, COLORADO

## hord | coplan | macht

ARCHITECTURE  
LANDSCAPE ARCHITECTURE  
PLANNING  
INTERIOR DESIGN

[illegible]

Project Name \_\_\_\_\_  
480 DONEGAN

Project Number  
22023.00

Date 01/26/2021

Scale \_\_\_\_\_  
AS NOTED

## Drawing

---

### CONCEPT RENDERINGS

## A2.0

ANNEXATION AND ZONING SUBMISSION

NOT FOR CONSTRUCTION





Trent L. Hyatt  
Senior Planner  
City of Glenwood Springs  
101 W. Eighth Street  
Glenwood Springs, CO 81601

**RE: REFERRAL COMMENTS**

Trent, As per your request, below are Garfield County Community Development referral comments on R2 Partnership Annexation and Rezoning, Triumph Bell-Rippy and BLD Glenwood Meadows projects. Please do not hesitate to reach out to us if you have any questions or comments.

**09-20 R2 Partnership Annexation and Rezoning (214 Center Drive, LLC)**

- This application will need to be reviewed by Garfield County Road and Bridge Department for additional comments on impacts to County Roads. In addition to any comments generated by their review, Garfield County Community Development is very concerned with the introduction of significant traffic volume onto predominantly lower density residential areas. Donegan and Melray Road are not designed for the proposed traffic volume or impacts on pedestrians and cyclists. The additional traffic will have a negative impact on the character of the surrounding neighborhood. Consideration needs to be given to finding an alternative to a main entrance on Donegan Road (acknowledging that most traffic utilizing this access will also be using Mel Ray Road) along with providing safe pedestrian and bicycle infrastructure along all impacted roads to alleviate potential conflicts and provide for safe routes for those accessing Two Rivers Community School, Glenwood Middle School and transit services. Preserving a primary access through the mall property should be considered to coincide with any future mall development.
- Annexation should include or address Donegan Road and its status as being accepted into the City Street System.
- Density of the proposed development (29 units/acre) is very inconsistent with surrounding single family residential areas (4 – 5 units/acres) including the Western Hills Subdivision.
- Refinements to the site plan to include townhouse lower density (two story) uses along the entire northern frontage on Donegan Rd. should be considered to create a transition in density to the adjoining single family residential and mitigate impacts of the new development on the streetscape, view planes, and adjoining neighborhoods.

108 Eighth Street, Suite 401  
Glenwood Springs, Colorado 81601  
(970) 945-8212

- Bike lanes need to be included on all affected roadways including off-site connections to existing bike and pedestrian trails/sidewalks/paths.
- The project appears to be under parked and in particular the live work component does not appear to have adequate off-street parking.
- Storm water drainage improvements warrant careful engineering including assurances for ongoing maintenance of detention facilities.
- There are currently no 4 story structures in the vicinity, because of the surrounding residential neighborhoods, consideration should be given to reduce the maximum height of buildings. Taller structures should be sited toward the mall side of the property away from Mel Ray Road.
- Expanding the affordable housing component should be considered as part of the annexation provisions/agreements.
- Expanding the diversity of use types to include more townhomes, duplexes, and small lot single family units (cluster homes) should be considered to address other affordable housing demand.
- Connections to schools and transit are an important consideration along with other multi-modal transportation elements including pedestrians and bikes.

#### **50-20 TRIUMPH-BELL RIPPY**

- No additional comments other than to note the issues with homeless encampments on adjoining properties continue to be a concern.

#### **60-20 BLD (GLENWOOD MEADOWS LLC)**

- Staff concurs with City Staff comments on traffic impacts, infrastructure/sanitation issues, development thresholds/entitlement, including the number of proposed units.
- Staff supports the inclusion of units that are truly attainable housing in the city.
- Impacts on adjacent open space trails need to be addressed including existing developer commitments to ongoing maintenance. Given the high number of units recently developed and now proposed at Glenwood Meadows, consideration should be given to requiring developer provided expansion/support to existing trail systems in the vicinity.
- Maintenance concerns related to storm water detention facilities above the site need to be addressed.

Thank you for your consideration of our comments.

Regards,



Sheryl L. Bower, AICP  
Garfield County  
Community Development Director

**From:** [Glenn Hartmann](#)  
**To:** [Trent Hyatt](#)  
**Subject:** FW: City of Glenwood Springs Land Use Referral in West Glenwood  
**Date:** Tuesday, March 2, 2021 4:05:36 PM  
**Attachments:** [image001.png](#)

---

Wyatt's office phone number is 625-8601 and his email is [wkeesbery@garfield-county.com](mailto:wkeesbery@garfield-county.com) I hope the additional comment is helpful. Glenn.

Glenn Hartmann  
Principal Planner  
970-945-1377 x1570  
[Ghartmann@garfield-county.com](mailto:Ghartmann@garfield-county.com)

---

**From:** Wyatt Keesbery <[wkeesbery@garfield-county.com](mailto:wkeesbery@garfield-county.com)>  
**Sent:** Monday, March 1, 2021 8:46 AM  
**To:** Glenn Hartmann <[ghartmann@garfield-county.com](mailto:ghartmann@garfield-county.com)>  
**Subject:** RE: City of Glenwood Springs Land Use Referral in West Glenwood

Glenn,  
If they are going to annex anything they need to annex ALL of West Glenwood . I don't want them to annex just portions, it is ALL or nothing.  
Wyatt

---

**From:** Glenn Hartmann <[ghartmann@garfield-county.com](mailto:ghartmann@garfield-county.com)>  
**Sent:** Monday, February 22, 2021 9:44 AM  
**To:** Wyatt Keesbery <[wkeesbery@garfield-county.com](mailto:wkeesbery@garfield-county.com)>  
**Subject:** City of Glenwood Springs Land Use Referral in West Glenwood

Hi Wyatt: I've attached referrals from the City of Glenwood Springs for a project on Donegan Rd., just behind the Glenwood Springs Mall. I'm not sure if the city has already been in contact with you but it appears that there may be impacts on County Roads. If you have already dealt with this issue I apologize for the redundancy.

We did send referral comments to the city last week indicating that they need to contact you if they haven't already. I've included an excerpt from their email below with the link to the application and the Planner's contact information. Please give me or Sheryl a call if you have any questions.  
Thanks. Glenn.

Glenn Hartmann  
Principal Planner  
970-945-1377 x1570  
[Ghartmann@garfield-county.com](mailto:Ghartmann@garfield-county.com)

November 13, 2020

Updated 2-9-2021

General Comments as follows:

- All internal streets, waterlines, irrigation, electric services, and storm sewer are private. City will maintain ownership of main line electric and fire hydrants; easements will need to be granted for access to the lines and around the lines and hydrants as noted.
- All Fire hydrants must have a 15' easement centered around the hydrant and a utility easement centered on leads and valves. City will require an access easement to the hydrant locations. City will own and maintain all fire hydrants, leads and valves.
- There are no notes, contacts, or lot information on the cover sheet.
- Most of these sheets should be two sheets not one so that that information can be read at a reasonable scale.
- All services that are to be used for combined Fire/Domestic water must be designed and constructed to NFPA24 requirements and will be considered private.
- How will buildings be metered? One large meter or multiple smaller ones? Future designs should show riser room detail with proposed meter layout.
- Raw water irrigation. Need to see a formal proposal. What are the rights associated with the land? If raw water is intended to be used for irrigation domestic water will not be allowed for irrigation purposes to avoid a possible cross connection hazard.
- All publicly/private owned water infrastructure must meet the requirements of the City's engineering standards.
- The city does not provide sanitary sewer for this project. West Glenwood is the provider.
- Public/Private Demarcation points will be all tie-in points for this project downstream of the valve.
- Will the parking along Donegan and Storm King Road be public parking and who will maintain that parking?

Plat Sheet:

- Easements shown on and adjacent to the lot 1 and 2 property should be labelled.
- Label all property lines with B&D's as normally would be on plat.
- Were rebar and caps located on the property boundary? These should be shown on the plat.
- Label all coordinate and datum information, point of beginning on the map and tie point to main corner.

Existing Conditions:

- Drain elevation and size on north side of Lot 1 labelled.
- There is at least one CMP crossing Donegan coming to this lot, review any crossings and label them for size and elevations.



- Show all underground utilities on the property. There are several gas and power items that have lines running to them, but no line work completed.

#### Utility Plan:

- We do not recommend waterlines to turn corners at 90-degree angles unless they have to at a tee connection.
- The overhead power along Donegan Road and the east property line will need to be undergrounded and connection vaults added for service feeds.
- Internal electrical line looping will need to be coordinated with GES and an easement dedicated for the primary line.
- 2 proposed tie-ins on south side of property behind mall is believed to be AC Pipe all tie-ins must be done with a tee “hot taps” will not be allowed
- There is an existing water stub on the south side of the property that ties directly to the 8” mall parking lot line. The City cannot verify if this is a 8” or 6” stub due to lack of information on the original plan set. Owners to verify size of stub. If the stub is an 8” it can be used for the development, if it is a 6” stub-out then it will need to be abandoned properly and a new stub installed to feed the property.



- Lots of water sanitary and storm crossings. Separation must meet City/CDPHE requirements profiles must be included in future designs. If separation can't be achieved sleeving or encasement will be required
- Engineering's comments are generally in conformance with Public Works.
- Owner will be responsible for cost associated with the electric line extension and or relocation through the ROW/property and all infrastructure for the new development.
- Owner will be responsible for all work involving new electric construction. Final service/transformer and line layout/site planning will need to be coordinated with the City of Glenwood Springs Electric Department.
- Overhead lines adjacent to the property will be undergrounded.

- The Electric estimated fee proposal will be paid in full prior to any work commencing. Any additions to the proposal will be due at time of completion of work or any saving will be refunded at time of completion of work.
- Developer to supply a Load Calculation form to the City of Glenwood Springs Electric Department.
- If the owner would like City broadband contractor to install a 2" electrical conduit adjacent to the main electrical run to be swept up at pedestal locations for Broadband installation. Fiber to be brought to builds at service locations shown on plans.

Thank you,

Matthew Langhorst  
City of Glenwood Springs, Director of Public Works

## Development Review Comments

Linda DuPriest, AICP

02/21/2021

### **09-20 R2; 480 Donegan**

Following are questions/issues concerning the off-site improvement obligations, specifically the bicycle and pedestrian facilities:

#### **1) Bike lanes on north and south side of Donegan, with parallel parking on the south side**

- Door Zone bike lane - Placing a bike lane right next to parallel parking places bicyclists in the hazardous “door zone” and does not meet current best practices for bike facility design. This hazard can be mitigated if the bike lane is extra wide, or if a buffer is striped between the bicycle space and the car parking area.
- What width of bike lane has been scoped for this section of Donegan?
- In addition, a bike lane placed adjacent to parallel parking in this section is inconsistent with the bike lane along the rest of Donegan. There is no other spot along Donegan where bicyclists are positioned within a Door Zone.

**Recommendation:** The applicant should be required to hire a bicycle facility design specialist and also work closely with the City to make sure this new bike lane utilizes the current best practices in bicycle facility design to ensure the Door Zone issues are mitigated. Since designing it correctly could require additional roadway right-of-way, the City should require a stringent review process for the roadway scoping and design. If the Door Zone issues cannot be mitigated with the available right-of-way, and the parallel parking must remain, the bicycle facility along the south side of Donegan should be a shared-use path to accommodate both pedestrians and bicyclists instead of a bike lane plus sidewalk, and should be designed to connect seamlessly with the bike lanes at the west and east limits of the property.

#### **2) Bike lanes on the east and west side of Storm King south of Center Drive**

- Will these lanes continue all the way to Hwy 6?
- What is the planned width?
- Is parallel car parking currently allowed on either side of Storm King in this section?

**Recommendation:** Again, as above, it is critical to utilize current best practices in bike facility design, and the applicant should be required to hire a bike facility design specialist and work closely with the City on approval.

#### **3) Widening the east side of Storm King Drive north of Center Drive to add a northbound bike lane, parallel parking and a detached 6 ft sidewalk.**

- If the road is going to be widened anyway, why is a bike facility being included only on the east side? It is inconsistent, and against best practices of bicycle network design to provide bike facilities along these two key roads, which will include multifamily housing,

but leave it out in just one section on one side of the road. All options should be explored, including participation from the City, to resolve this network inconsistency.

- This section will present the same Door Zone problem as #1 above, by placing a bike lane adjacent to parallel parking. The same stringent design process must be applied to this situation as above by bringing on a bicycle design specialist trained in Door Zone issues.

**Recommendation:** As above, From the very beginning of the roadway scoping process, the applicant should be required to bring in a bicycle facility and network design specialist to resolve these issues.

Text from Annexation Agreement:

8. Off-Site Improvement Obligations. As an element of the City's approval of (i) the Petition, (ii) the PUD zoning application, and (iii) acceptance of this Agreement, the CDSG has agreed to design and, upon approval of the City Engineer, construct certain improvements to the surrounding street system, namely (a) installing a bike lane the north and south sides of Donegan Road for the length of the Property, (b) installing parallel parking and a detached 6-foot sidewalk on the south side of Donegan Road, (c) striping bike lanes on the east and west side of Storm King Road south of Center Drive, (d) widening the east side of Storm King Drive north of Center Drive to add a northbound bike lane, parallel parking, and a detached 6 foot wide sidewalk, and (e) improving said streets in connection with the foregoing work. The improvements described in this Section 8 shall be completed prior to or contemporaneously with the issuance of a final and permanent certificate of occupancy for the first building to be constructed within the PUD portion of the Property. Parkland dedication fees required in connection with development of the PUD portion of the Property shall be reduced by the total actual costs incurred by CDSG to install the improvements discussed in this Section 8.

**From:** [Jerry Law](#)  
**To:** [Trent Hyatt](#); [wgssanitation@gmail.com](mailto:wgssanitation@gmail.com)  
**Cc:** [Josh Hamel](#)  
**Subject:** RE: Land Use Referrals (480 Donegan Rd)  
**Date:** Tuesday, March 16, 2021 11:01:20 PM  
**Attachments:** [image002.png](#)  
[480 Donegan PUD- Arch 2021-03-12. Sheet A2.0.pdf](#)

---

Trent,

I have reviewed the plan set tonight and it doesn't appear that the WGSD will have any problems with our plant capacity in serving this PUD project. However, I will be talking to our superintendent, Josh Hamel to see if he has any major concerns that would change our answer.

We will be in touch with you, before this Friday with an official WGSD letter stating our position.

On a personal note, Architectural Sheet A2.0 (attached) is a view from my front lawn. Before my wife sees how tall the Townhomes are proposed, could you please explain how the City measures the building height maximum here of 30'?

The Grading Plan shows: a FG of 38'(Sth side); a FF1 of 38.2'; a FF2 of 50.2'(12' is odd, unless it's split-level); Donegan Road is 48.1'. It appears the only way they can stay under  $38.2' + 30' = 68.2'$  is to have a flatter roof...or a split-level. Correct?

Thank you,

Jerry Law, P.E  
President, WGSD Board

---



**From:** [wgssanitation@gmail.com](mailto:wgssanitation@gmail.com)  
**To:** [Trent Hyatt](#)  
**Cc:** ["Josh Hamel"](#); ["Jerry Law"](#)  
**Subject:** RE: Land Use Referrals (480 Donegan Rd)  
**Date:** Tuesday, March 16, 2021 5:47:18 PM  
**Attachments:** [image003.png](#)  
[20200914 Minutes.PDF](#)

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Trent,

The developers and the engineer for this project did reach out to the District regarding their development in September 2020. Please see the attached 9/14/2020 Minutes.

It appears the District is waiting for more information from the developer/engineer before going forward with a Can & Will Serve Letter.

Please note that I have copied Josh Hamel (District Superintendent) and Jerry Law (President of the Board of Directors) on this email. Jerry and Josh, please scroll down to Item 2 of Trent's email.

Thank you,

**Kelly Mullane, District Administrator**

West Glenwood Springs Sanitation District

51 Riverine Rd.

Glenwood Springs, CO 81601

tel 970.618.5147

[wgssanitation@gmail.com](mailto:wgssanitation@gmail.com)



digester next month as they've had a diffuser rail break off. They will be repairing and cleaning the digester at that time.

Gilstrap Lift Station. A new Barnes pump has been installed in the Gilstrap Lift Station. So far, it's been running great; no emergency calls or rags plugging up the system in the past three weeks. Josh purchased the pump from Munro for \$5,697. The Board suggested he purchase another for a spare. Josh said he'd think about it. He'd like to get two new pumps for the Devereux Lift Station, but the flow through that station is fairly low so he will wait awhile on that.

Ponderosa Circle and Cedar Crest. Asphalt milling will begin this week, followed by paving later in the week or early next week for Ponderosa Circle. Josh thanked Jerry Law for taking the lead on this project by getting it organized and running. He continued that the Cedar Crest project should be 100% complete this week. There is a manhole at the bottom of the hill that Gould Construction is going to replace for the District (approximately \$7,000) and the District will perform the abandonment work itself. Beth McCaffery, owner of 30 Cedar Crest Dr., has a manhole at the bottom of her property that has always been an issue for the District. Beth has a large tree by the manhole, which causes the manhole to become engulfed with roots. Staff frequently jets roots out of the manhole. Beth believes the jetting is causing her tree to wither and asked Josh if the District would pay her \$400 to have her tree trimmed back. Josh and Pete took a couple hours of their time and trimmed Beth's tree for her since she has been a good customer.

## 5. GLENWOOD SPRINGS APARTMENTS

John Petaisto and Paul Schirmer attended the meeting via phone conference to discuss their conceptual plans for the Glenwood Springs Apartments project located on the 12½ acres behind the Glenwood Springs Mall. The property is owned by Floyd Diemoz. Paul informed the Board that they are in the early stages of designing. In the Spring, they had a density study done and started the annexation process with the City of Glenwood Springs. The project currently proposes 418 units (98 studio apts., 139 1-bedroom apts., 167 2-bedroom apts. and 14 3-bedroom apts.) and a common area with a swimming pool. This equates to approximately 33 units/acre. They have recently switched architectural firms and are now working with HCM Architects, out of Denver. This is the same architectural firm that designed Two Rivers Community School. HCM is presently reconfiguring some of the initial design. Paul continued that they plan to restart the annexation process with the City next month and to restart neighborhood meetings to receive feedback from interested parties. They are also moving forward with identifying infrastructure issues and other situations. John P. stated that they are looking for two items from the District now: 1) a Can & Will Serve Letter; and, 2) determining if the District's system can carry the capacity of the additional flow added by this project. The District should be able to carry the flow, but the Board felt more details on the project were needed. The District Rules & Regulations require 1 EQR per unit. The Board is aware that the City of Glenwood Springs calculates EQR values for multi-family units differently. Sopris Engineering will need provide flow information calculated on 1 EQR per unit. Jerry Law noted Storm King Rd. has a fair slope for lines. The plant is rated for 600,000 gpd. Per Josh, the average daily flow in 2019 was



263,000 gpd. However, there were a few days in June 2019 where the flow was as high as 400,000 gpd. Josh doesn't want flows from this project to trigger a plant expansion for the District. Sonny commented that the CDPHE looks at flows over several months, not days, so the District shouldn't be in the position of starting to plan for a plant expansion. Josh suggested the developers connect their private sewer service lines in several areas as opposed to just one. This would allow them to shut down part of the system if they had any issues. He recommended dividing the property in half by east and west. The eastern half could possibly be best routed to the District lines behind the Mall. It was noted that the Diemoz property already has a sewer line, but it is a private line belonging to Floyd Diemoz; not the District. Paul and John P. will need to contact Floyd to discuss if his private line should be inspected and accepted by the District. The District has an 8' line in Storm King Rd. and north of the Mall and a 12" line in Highway 6 & 24. Paul has not yet closed on this property. The Board thanked John P. and Paul for their time.

6. ATTORNEY'S REPORT

Attorney. Jim had nothing new to report.

7. ADMINISTRATOR'S REPORT

Health Insurance Renewal. Kelly informed the Board that it's Health Insurance renewal time. The deadline for renewals is Friday, 10/16/2020. The Medical PP06, which all employees are currently on, is increasing 5.5% (\$32) per month. The Medical HD2800, which is one of the District's options but is not currently used by anyone, is increasing 3.5% (\$17) per month. There are no increases for Dental and Vision plans. Even though rates are increasing, the CSD/CEBT Trustees approved a dividend that will be payable in February 2021. The amount will be based on the June 30, 2020, unrestricted surplus as determined by the annual independent financial audit and will be based on the June 20, 2020, enrollment figures.

Accounts Payable. Kelly presented the current accounts payable to the Board. **Jerry Law moved to approve the accounts payable in the sum of \$90,174.18 but to hold the CTL Thompson check until their engineer has replied back to the District regarding the hours on the invoice, the motion was seconded by Jerry Olp, and the motion to approve the accounts payable was unanimously approved by a vote of 4 to 0.**

8. OTHER BUSINESS

None.

There being no further business to come before the Board, the meeting was adjourned at 5:55 p.m.

| Reviewer | Comment Location | Note # | Comment                                                                                                                                                                                                                                                                                                                                                                                                                         | Responder   | Response                                                                                                                                                                                                                                                                                                                                    |
|----------|------------------|--------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| ComDev   | Plan C0.0        | -      | Please add PUD to the title.                                                                                                                                                                                                                                                                                                                                                                                                    | SE          | Added to Plan                                                                                                                                                                                                                                                                                                                               |
|          | Plan C0.0        | -      | Add survey to sheet index                                                                                                                                                                                                                                                                                                                                                                                                       | SE          | Added to Plan                                                                                                                                                                                                                                                                                                                               |
|          | Plan C0.0        | 1      | Other #1: Add a prelim. geo hazard statement                                                                                                                                                                                                                                                                                                                                                                                    | SE          | Added to Plan                                                                                                                                                                                                                                                                                                                               |
|          | Plan C0.0        | 2      | #2: Add a FEMA statement                                                                                                                                                                                                                                                                                                                                                                                                        | SE          | Added to Plan                                                                                                                                                                                                                                                                                                                               |
|          | Plan C0.0        | 3      | #3 add Public Facilities Statement                                                                                                                                                                                                                                                                                                                                                                                              | SE          | Added to Plan                                                                                                                                                                                                                                                                                                                               |
|          | Plan C0.0        | 4      | #4 Affordable housing deed restriction for full 30 years and not subject to market conversion; See also comment regarding compliance with affordable housing requirements being presented in Ordinance No. 1, Series 2021                                                                                                                                                                                                       | 480 Donegan | At this time Applicant intends to proceed with the affordable housing proposal set forth in the draft annexation agreement                                                                                                                                                                                                                  |
|          | Plan C0.0        | 5      | #5 Parkland Dedication should not be offset by bike and pedestrian improvements in County ROW along property frontage                                                                                                                                                                                                                                                                                                           | 480 Donegan | See changes made to Annexation Agreement                                                                                                                                                                                                                                                                                                    |
|          | Plan C0.0        | 6      | #6 System Improvement Fee and EQRs                                                                                                                                                                                                                                                                                                                                                                                              | 480 Donegan | See changes made to Annexation Agreement                                                                                                                                                                                                                                                                                                    |
|          | Plan C1.1        | 1      | Label % of total Site on all areas in summary                                                                                                                                                                                                                                                                                                                                                                                   | SE w/HCM    | % of total areas are included in summary.                                                                                                                                                                                                                                                                                                   |
|          | Plan C1.2        | 1      | I am concerned regarding the management/control of onstreet parking for use by the project in this area due to proximity to the school. Has any progress been made with the school in terms of shared parking during the daytime hours. I would think the traffic analysis would need to address the feasibility of this option.                                                                                                | 480 Donegan | The Applicant added to available parking spaces, residential guest parking generally does not conflict with the school use. Residential and guest parking will be privately managed. On-street parking will be monitored between Monday to Friday during the school day to prevent residential and guest parking from using public streets. |
|          | Plan C1.2        | 2      | Applicant should consider off site bike/ped improvements to connect proposed infrastructure to the existing City network approximately 630 feet to the east.                                                                                                                                                                                                                                                                    | SE          | Proposed Bike/Pedestrian Improvements extend to Soccer Field Road as shown on C3.0 and C3.1                                                                                                                                                                                                                                                 |
|          | Plan C1.2        | 3      | Please call out the actual areas you believe is available for snow storage                                                                                                                                                                                                                                                                                                                                                      | SE          | Area is noted on plan. The snow storage will be detailed for Major Site Plan                                                                                                                                                                                                                                                                |
|          | Plan C1.2        | 4      | I would add a note regarding future connectivity to redevelopment if/when applicable and add ped connections to this location                                                                                                                                                                                                                                                                                                   | SE          | A future connectivity note and draft sidewalk connectivity has been added to plan.                                                                                                                                                                                                                                                          |
|          | Plan C1.2        | 5      | Is public use of the bar/resturant anticipated in the traffic report? Please Clarify                                                                                                                                                                                                                                                                                                                                            | KH          | The resturant is included in the updated traffic report.                                                                                                                                                                                                                                                                                    |
|          | Plan C1.2        | 6      | Please clarify if this is clubhouse space. You may be able to to argue that there is not a need for separate parking for said use since it is a neighborhood amenity not open to public                                                                                                                                                                                                                                         | HCM         | The Office and Amenity space is intended for the residential community only. Applicant revised parking requirements to exclude these uses, see Sheet C1.2.                                                                                                                                                                                  |
|          | Plan C1.2        | 7      | Should this indicate 72 guest spaces for the number of units? Please clarify and/or revise total required as is needed.                                                                                                                                                                                                                                                                                                         | HCM         | The The Glenwood Springs Municipal Code does not require guest parking for Live/Work units, see Table 030.1: Table of Allowed Uses. The Applicant applied guest parking to townhouse and multifamily uses per Table 030.1: Table of Allowed Uses.                                                                                           |
|          | Plan C1.2        | 8      | We may need to better understand the traffic expectations for this use.                                                                                                                                                                                                                                                                                                                                                         | HCM         | The Applicant applied the required parking ratio per The Glenwood Springs Municipal Code to the Live-Work uses. The impact of Live-work units on traffic is included in the updated traffic report.                                                                                                                                         |
|          | Plan C1.2        | 9      | Please clarify how building height is measured. Code standard is midpoint of pitched roof to the adjacent grade. I think it may be beneficial to call out height maximums for street frontages and would recommend lower height for Storm King and Donegon Roads. I think you will receive push back on the proposed maximum which exceeds every zone district in the Code other than M2 which allow 60 feet by special review. | HCM         | The Applicant added a note to define how building height is measured. The Applicant revised the Maximum Building Height Table, on Sheet C1.2 to address building height for each building, with particular attention to building height along Donegan Road.                                                                                 |
|          | Plan C1.2        | 10     | What else is included in this number other than the clubhouse and restaurant?                                                                                                                                                                                                                                                                                                                                                   | HCM         | The maximum gross non-residential floor area provides space for the clubhouse, including residential amenity, support space and storage and restaurant. The non-residential floor area will be refined prior to Major Site / Architectural Plan Submission.                                                                                 |

|    |      |            |    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                  |                                                                                                                                                                                                                                                                                                           |
|----|------|------------|----|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 21 |      | Plan C1.2  | 11 | Are all commercial uses listed here and below anticipated as being allowed in the live/work units or do you anticipate them someplace else?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | HCM              | The Applicant provided a note to describe acceptable non-residential uses that may occur within a live-work unit, see Sheet C1.2.                                                                                                                                                                         |
| 22 |      | Plan C1.2  | 12 | Residential districts generally require 20%. Please clarify.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | HCM              | The Applicant revised note to require 20% of development site area for landscaped areas.                                                                                                                                                                                                                  |
| 23 |      | Plan C3.0  | 1  | Show parking on east side of Storm King                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | SE               | Review updated sections on C3.0                                                                                                                                                                                                                                                                           |
| 24 |      | Plan C3.0  | 2  | Show representative landscaping on sections                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | SE w/HCM         | The Applicant will revise sections to include landscape elements.                                                                                                                                                                                                                                         |
| 25 |      | Plan C3.0  | 3  | Bike lane on Center Drive?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 480 Donegan      | The Applicant will not provide bike lanes on Center Drive to preserve existing trees. The private street speed limits will be low and sections will be designed for low speeds considering pedestrian and bicycle safety.                                                                                 |
| 26 |      | PLAN LA1.0 | 1  | While a full landscaping plan is not required, I recommend adding a representative chart identifying the total amount of landscape and hardscape areas expressed in square feet and as a percentage of the total lot area. For parking areas, note square footage of landscaped area and as a percentage of the parking area; include total number of required and provided trees, shrubs, and perennials per the Code.                                                                                                                                                                                                                                                                                                                 | HCM              | The Applicant provided a chart to identify the quantity of landscape areas required per Article 070.040. The calculations are shown on Sheet LA3.0. This information will be refined with more detail at the time of Major Site/Architectural Plan submission.                                            |
| 27 |      | PLAN LA1.0 | 2  | I would add cross section views which depict mature representations of the various landscaping buffer areas                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | HCM              | The Applicant provided typical sections to describe landscape buffers, see Sheet LA 4.0.                                                                                                                                                                                                                  |
| 28 |      | Plan A1.0  | 1  | These residential photos are not representative of west Glenwood.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | HCM              | The Applicant revised and expanded the precedent images to address local conditions, see Sheet A1.0 and design vision, see Sheet A1.1.                                                                                                                                                                    |
| 29 |      | Plan A1.0  | 2  | Please call out which proposed building each of these pics are representative of.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | HCM              | On Sheet A1.1 the Applicant categorized precedent images to relate to proposed building types.                                                                                                                                                                                                            |
| 30 |      | Plan A2.0  | 1  | I am slightly concerned with the limited number of perspective drawings/renderings provided. I understand the issues with providing elevations for each and every building at this stage but worry the Planning and Zoning Commission and City Council will desire to incorporate more design restrictions and understanding in the PUD. Minimally, I would provide additional concept/perspective renderings (i.e. looking southwest from the northeast corner of the property/Donegan Road, east view from Storm King Road, north view from the mall site, west view from the existing homes along Mel Ray Road. It would be great to see a typical elevation (one site possibly) that explains materials proposed for each building. | HCM              | The Applicant enlarged the views and provided an additional perspective view to help explain the architectural character. The Applicant identified materials on illustrations, see Sheets A2.0- A2.3. Architectural elevations will be developed at the time of Major Site/Architectural Plan submission. |
| 31 |      |            | 2  | For any design standards not addressed, I would make a statement as to whether or not the intent is to meet the multi-family residential design standards of the Code.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                  | The Applicant intends to meet the multi-family residential design standards of The Glenwood Springs Municipal Code Article 070.040.080 Residential Site and Building Design, if criteria was not modified by PUD standards listed on Sheet C1.2.                                                          |
| 32 |      | Plan A2.0  | 3  | Revise typo of Center Drive                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | HCM              | The Applicant corrected typo.                                                                                                                                                                                                                                                                             |
| 33 |      | Email      | 4  | Applicant should consider installing improvements to Mel Ray Road to accommodate bicycles and pedestrians in some form or fashion, understanding that the existing right-of-way width will affect what improvements can be done                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 480 Donegan      | Applicant is willing to discuss this concept but will need to further evaluate existing conditions and feasibility of proposed improvements                                                                                                                                                               |
| 34 | Eng. | Letter-GC  | 1  | Written Response required                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | SE               | The applicant has revised plans and responds to comments here.                                                                                                                                                                                                                                            |
| 35 |      | L-GC       | 2  | Agreement for emergency access?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | SE               | The easement that grants ingress and egress over the Mall property to the owner, occupants, and users of the subject property was reserved in the warranty deed recorded at Reception No. 308914. The easement is also shown on the Mall subdivision plat recorded at Reception No. 336102.               |
| 36 |      | L-Traffic  |    | 2. Justify ITE used, public restaurant trips?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Kimley Horn (KH) | ITE 10th Edition info provided to City. Trip Generation Added for Restaurant.                                                                                                                                                                                                                             |
| 37 |      |            |    | 3. Figure 8 - External Trip Distr.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | KH               | Distribution Explained to City Staff.                                                                                                                                                                                                                                                                     |
| 38 |      |            |    | 4. Figure 9 Daily Traffic Volumes                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | KH               | Additional Daily Traffic Volume Projections Added to the Figure.                                                                                                                                                                                                                                          |
| 39 |      |            |    | (Annex comments not addressed)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                  | All comments are addressed here and changes are reflected on the plan.                                                                                                                                                                                                                                    |



|    |            |   |                                                                           |               |                                                                                                                                               |
|----|------------|---|---------------------------------------------------------------------------|---------------|-----------------------------------------------------------------------------------------------------------------------------------------------|
| 40 |            |   | 5. Growth Rate seem low                                                   | KH            | Updated with new counts conducted.                                                                                                            |
| 41 |            |   | 6. Ped counts seem low                                                    | KH            | Updated with new counts conducted.                                                                                                            |
| 42 |            |   | 7. Justify direction Distribution                                         | KH            | Distribution Explained to City staff.                                                                                                         |
| 43 |            |   | 8. Counts 08/26 before school opening                                     | KH            | Updated with new counts conducted.                                                                                                            |
| 44 |            |   | 9. PM Peak hour coincide w/ 2 Rivers school                               | KH            | New counts conducted from 2 pm to 6 pm for school traffic adjacent to school.                                                                 |
| 45 |            |   | 10. Why does SH6 & Storm King LOS improve?                                | KH            | Explained, City was comparing 2022 total (with project) to 2040 background (without project).                                                 |
| 46 | L-Plan     |   | 11. See attached Plan comments                                            | SE/HCM        | The applicant has revised plans and responds to comments here.                                                                                |
| 47 |            |   | 12. Sidewalk & Bike Improv extend to Mel Ray                              | SE            | Proposed Bike/Pedestrian Improvements extend to Soccer Field Road as shown on C3.1                                                            |
| 48 |            |   | 13. Improv Ped xings, have directional ramps                              | SE            | The updated plans show concept ramp and crossing improvements, which will be further detailed for major site plan.                            |
| 49 |            |   | 14. Compliance w/ Municipal & Eng Standards                               | SE            | The applicant did not find a checklist for Rezone & Annex. The concept plans show the general scope intent sufficient for this application    |
| 50 |            |   | 14a. Legends match plans                                                  | SE            | Legends have been updated and will continue to be refined as the design progresses.                                                           |
| 51 |            |   | 14b. Utility conflicts                                                    | SE            | Will detail for Major Site Plan                                                                                                               |
| 52 |            |   | 14c. Show proposed easements                                              | SE            | Will detail for Major Site Plan                                                                                                               |
| 53 | L-Gen Req. |   | 15-17 At time of Devel Plan Subm...                                       | SE            | Will detail for Major Site Plan                                                                                                               |
| 54 |            |   | 18-23 At time of CD subm                                                  | SE            | Will detail for CDs                                                                                                                           |
| 55 |            |   | 24-25 Before Construction                                                 | SE            | Requirements noted                                                                                                                            |
| 56 |            |   | 26-27 Permit Closeout & CO                                                | SE            | Requirements noted                                                                                                                            |
| 57 | Plan C0.0  |   | Add Ex. Demo plan                                                         | SE            | The Improvement Survey Plat (ISP) has been added to the plan set. The site has limited demolition. This will be detailed for major site plan. |
| 58 | Plan C1.1  |   | Benchmark, Basis of Bearing, Label POB                                    | SE            | These items are included on the ISP and the conceptual plat, and don't need to be duplicated here.                                            |
| 59 | Plan C1.2  | 1 | Prefer Directional Ramps                                                  | SE            | The updated plans show concept ramp and crossing improvements, which will be further detailed for major site plan.                            |
| 60 |            | 2 | Show County line on Storm King                                            | SE            | County line added consistent with Annexation map location at SW corner of site.                                                               |
| 61 |            | 3 | X' Proposed Access esmt                                                   | SE            | Note added to plan                                                                                                                            |
| 62 |            | 4 | 4.00' (Label bike lanes on dims)                                          | SE            | Label added to plan                                                                                                                           |
| 63 |            | 5 | Only label 24' drive lanes                                                | SE            | Label added to plan                                                                                                                           |
| 64 |            | 6 | Live Work Parking rate less than Townhouse                                | HCM           | 1 Space per Dwelling, Live-work is per code, seeTable 030.1 Table of Allowed Uses                                                             |
| 65 |            | 7 | Staff Qs: Trash allowed in setback?                                       | COGS - Trent? | The applicant requests staff confirmation. The trash location will be moved if needed and detailed on the Major Site Plan.                    |
| 66 |            | 8 | Staff Qs: Easement for SW public access                                   | COGS - Trent? | The applicant requests staff confirmation.                                                                                                    |
| 67 | Plan C1.3  | 1 | Fix text conflicts                                                        | SE            | Text conflicts fixed.                                                                                                                         |
| 68 |            | 2 | Label point of beginning (POB)                                            | SE            | Benchmark, Basis of Bearing, Label POB are labeled on this sheet.                                                                             |
| 69 |            | 3 | Add Legend                                                                | SE            | Legend has been added                                                                                                                         |
| 70 | Plan C2.0  | 1 | Don't show setback on Util Plans                                          | SE            | Setback was removed from plan                                                                                                                 |
| 71 |            | 2 | Electric should be red                                                    | SE            | Revised on plan                                                                                                                               |
| 72 |            | 3 | Where is Gas                                                              | SE            | Hatch conflict removed from plan.                                                                                                             |
| 73 |            | 4 | Easement redlines                                                         | SE            | Will detail for Major Site Plan                                                                                                               |
| 74 |            | 5 | Consider relocate handicap parking with sewer manhole                     | SE            | Will evaluate and revise for Major Site Plan                                                                                                  |
| 75 |            | 6 | Sewer conflict note                                                       | SE            | Sewer service moved to eliminate conflict.                                                                                                    |
| 76 |            | 7 | A SUE or exclusion letter will be needed                                  | SE            | The applicant will provide this for Major Site Plan                                                                                           |
| 77 |            | 8 | Reword Shallow utility work responsibility note                           | SE            | Note revised to clarify shallow utility service line work is the responsibility of the contractor.                                            |
| 78 |            | 9 | Information only: IRR, Storm San, all must maintain separation from Water | SE            | Noted, will detail for Major Site Plan                                                                                                        |
| 79 | Plan C3.0  | 1 | Gen comment: curb cuts instead of inlets                                  | SE            | Will evaluate / detail for Major Site Plan                                                                                                    |

|     |           |           |                                                                                                                                                                                                                                                                                                                                                |                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|-----|-----------|-----------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 80  |           | 2         | Show parking on east side of Storm King                                                                                                                                                                                                                                                                                                        | SE                | The cross section has been corrected on C3.0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 81  |           | 3         | Why show Storm king s/ of Center                                                                                                                                                                                                                                                                                                               | SE                | Section is to show existing condition and the lane striping for bike lanes. Note added, 'FOR LANE STRIPING UPDATES'.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 82  |           | 4         | Donegan extend Asphalt Hatch west                                                                                                                                                                                                                                                                                                              | SE                | Proposed asphalt extended west, final extents will be determined for Major Site Plan.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 83  |           | 5         | Survey Shows CMP/PVC                                                                                                                                                                                                                                                                                                                           | SE                | EX CMP/PVC are existing irrigation lines. Note added to plan.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 84  |           | 6         | W. Barracuda conflict w/ Sidewalk                                                                                                                                                                                                                                                                                                              | SE                | Will detail for Major Site Plan                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 85  |           | 7         | Recommend concrete valley pan                                                                                                                                                                                                                                                                                                                  | SE                | Will detail for Major Site Plan                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 86  |           | 8         | Is this a drain?                                                                                                                                                                                                                                                                                                                               | SE                | Noted on plan                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 87  |           | 9         | What do these area drains catch?                                                                                                                                                                                                                                                                                                               | SE                | Will detail for Major Site Plan                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 88  |           | 10        | Retaining wall / curb                                                                                                                                                                                                                                                                                                                          | SE                | Will detail for Major Site Plan                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 89  |           | 11        | Don't show setback on Grading Plans                                                                                                                                                                                                                                                                                                            | SE                | Setback was removed from plan                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 90  |           | 12        | Show ex. Storm in legend                                                                                                                                                                                                                                                                                                                       | SE                | Added to legend                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 91  | Plan C4.1 | 1         | Show proposed contours                                                                                                                                                                                                                                                                                                                         | SE                | Concept contours were added to plan.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 92  | Plan A2.0 | 1         | Add Legend                                                                                                                                                                                                                                                                                                                                     | HCM               | The Applicant provided a legend for open space framework plan.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 93  | Plan A2.0 | 2         | What are the red lines                                                                                                                                                                                                                                                                                                                         | HCM               | The Applicant removed extraneous lines from illustrative concept plan.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 94  | Plan A2.0 | 3         | Show utility lines, coordinate w/ tree plantings                                                                                                                                                                                                                                                                                               | HCM               | The Applicant will refine landscape planting location with revised utilities at the time of Major Site/Architectural Plan review.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 95  | GarCO     | 1 in part | 1 Review with Road & Bridge on impact to County Rds                                                                                                                                                                                                                                                                                            | SE                | The applicant met with Wyatt at County Road and Bridge on 03/04. Wyatt reviewed and provided comments on this application to Sheryl.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 96  |           | 2         | Significant added traffic on lower density res. Areas                                                                                                                                                                                                                                                                                          | SE                | The traffic is added to existing collector roads which provide direct access to State Highway 6.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 97  |           | 3         | Donegan & Mel Ray not designed for proposed traffic                                                                                                                                                                                                                                                                                            | SE                | The traffic study demonstrate good levels of service on the road network surrounding the site.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 98  |           | 4         | Remove main entrance on Donegan                                                                                                                                                                                                                                                                                                                | SE                | The traffic study demonstrates good levels of service for this entrance.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 99  |           | 5         | Provide safe ped and bike infrastructure                                                                                                                                                                                                                                                                                                       | SE                | Pedestrian and Bike improvements are proposed on the streets adjacent to the property and extending east on Donegan.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 100 |           | 6         | Design for future primary access through Mall                                                                                                                                                                                                                                                                                                  | SE                | The design allows for a future access through the Mall. The current plan can only be designed for the current condition.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 101 |           | 2         | Annex should include Donegan Road                                                                                                                                                                                                                                                                                                              | SE                | The applicant will comply with annexation conditions as directed by the City.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 102 |           | 3         | Density of the proposed development (29 units/acre) is very inconsistent with surrounding single family residential areas (4 - 5 units/acres) including the Western Hills Subdivision. Density much higher than adjacent                                                                                                                       | HCM & 480 Donegan | The Glenwood Springs Comprehensive Plan, revised 2014, identifies this property for mixed-use development (see Map 2.1 Future Land Use-North Portion of City, page 21 of Comprehensive Plan). The description of Mixed-use includes multi-family (see page 29 of Comprehensive Plan). The Applicant's plan through design provides a transition between existing single-family and existing commercial uses on the mall site. Proposed two-story buildings are placed adjacent to existing single-family and taller multi-family adjacent to the mall site. The proposal provides a horizontal mix of land uses across properties between Donegan Road and Route 133. |
| 103 |           | 4         | Refinements to the site plan to include townhouse lower density (two story) uses along the entire northern frontage on Donegan Rd. should be considered to create a transition in density to the adjoining single family residential and mitigate impacts of the new development on the streetscape, view planes, and adjoining neighborhoods. | HCM & 480 Donegan | The Applicant is providing two-story walk-up apartments and townhouses to match the scale and height of proposed townhouses along Donegan Road. These buildings provide height and scale transitions to the adjoining neighborhood.                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 104 |           | 5         | Include bike lanes on all roads, extending offsite                                                                                                                                                                                                                                                                                             | 480 Donegan       | Pedestrian and Bike improvements are proposed on the streets adjacent to the property and extending east on Donegan.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 105 |           | 6         | Under parked, especially live work                                                                                                                                                                                                                                                                                                             | HCM               | The Applicant is providing parking to meet the off-street parking requirements of the The Glenwood Springs Municipal Code, see Table 030.1: Table of Allowed Uses.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 106 |           | 7         | Storm water careful engineering w/ detailed Maint.                                                                                                                                                                                                                                                                                             | SE                | Will detail for Major Site Plan                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 107 |           | 8         | No 4 story in vicinity, should reduce, located to south                                                                                                                                                                                                                                                                                        | HCM               | The Applicant is proposing two-story buildings along Donegan Road, uphill and adjacent to existing residents. Taller buildings are located downhill and closer to the mall to reduce visual impact to adjacent residents. See Sheet C2.1 for details regarding maximum building heights per building type.                                                                                                                                                                                                                                                                                                                                                            |
| 108 |           | 9         | Expand affordable housing                                                                                                                                                                                                                                                                                                                      | HCM & 480 Donegan | The Applicant is voluntarily providing 10% affordable housing.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |

|     |                                                                                                                                                                                                                        |           |                                                                                                                                                                                                                                                                           |                   |                                                                                                                                                                                                                                                                                          |
|-----|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 109 | 10                                                                                                                                                                                                                     |           | More res. Diversity                                                                                                                                                                                                                                                       | HCM & 480 Donegan | The Applicant increased the diversity from initial plan submitted October 16, 2020 to include townhouses, live-work as well as a variety of multifamily building types.                                                                                                                  |
| 110 | 11                                                                                                                                                                                                                     |           | Expand on school & transit connections                                                                                                                                                                                                                                    | 480 Donegan       | The proposed pedestrian and bike improvements improve the connections to school and transit. The improvements provide a safe, separated pedestrian area along Donegan Road, which currently does not exist.                                                                              |
| 111 | <b>Pub Works</b> The applicant has reviewed and takes no exception to the comments provided. Response to comments that should be addressed now are listed here. Additional design and coordination will occur for MSP. |           |                                                                                                                                                                                                                                                                           |                   |                                                                                                                                                                                                                                                                                          |
| 112 | Gen-1                                                                                                                                                                                                                  |           | All internal streets, waterlines, irrigation, electric services, and storm sewer are private. City will maintain ownership of main line electric and fire hydrants; easements will need to be granted for access to the lines and around the lines and hydrants as noted. | SE                | Noted, this will be detailed for Major Site Plan                                                                                                                                                                                                                                         |
| 113 | Gen-2                                                                                                                                                                                                                  |           | All Fire hydrants must have a 15' easement centered around the hydrant and a utility easement centered on leads and valves. City will require an access easement to the hydrant locations. City will own and maintain all fire hydrants, leads and valves.                | SE                | Noted, this will be detailed for Major Site Plan                                                                                                                                                                                                                                         |
| 114 | Gen-3                                                                                                                                                                                                                  |           | No notes, contact, lot info on cover sheet                                                                                                                                                                                                                                | SE                | Notes added, other information provided on following sheets                                                                                                                                                                                                                              |
| 115 | Gen-11                                                                                                                                                                                                                 |           | Donegan & Storm King parking public, who maintains?                                                                                                                                                                                                                       | 480 Donegan       | The City will maintain the parking and bike route.                                                                                                                                                                                                                                       |
| 116 | Plat-12                                                                                                                                                                                                                |           | Label all easements                                                                                                                                                                                                                                                       | SE                | Easements are labeled, further detail will be provided for Major Site Plan                                                                                                                                                                                                               |
| 117 | Plat-13                                                                                                                                                                                                                |           | Label all property lines                                                                                                                                                                                                                                                  | SE                | Property line labels added                                                                                                                                                                                                                                                               |
| 118 | Plat-14                                                                                                                                                                                                                |           | Label monument corners on Plat                                                                                                                                                                                                                                            | SE                | Monuments have been added.                                                                                                                                                                                                                                                               |
| 119 | Plat-15                                                                                                                                                                                                                |           | Label coordinate, datum, point of beg., tie                                                                                                                                                                                                                               | SE                | Information added to the plat sheet                                                                                                                                                                                                                                                      |
| 120 | Ex-16                                                                                                                                                                                                                  |           | Label drain on N. side of Lot 1                                                                                                                                                                                                                                           | SE                | Labeled on ISP and noted on Civil utility and grading sheets                                                                                                                                                                                                                             |
| 121 | Ex-17                                                                                                                                                                                                                  |           | Label CMP crossing Donegan                                                                                                                                                                                                                                                | SE                | Labeled on ISP and noted on Civil utility and grading sheets                                                                                                                                                                                                                             |
| 122 | Ex-18                                                                                                                                                                                                                  |           | Show all ex utilities, gas & power?                                                                                                                                                                                                                                       | SE                | The improvement survey plat (ISP) included extensive locates. This will be checked during the SUE process for Major Site Plan                                                                                                                                                            |
| 123 | Util-19                                                                                                                                                                                                                |           | No 90's on Waterlines                                                                                                                                                                                                                                                     | SE                | Will detail for Major Site Plan                                                                                                                                                                                                                                                          |
| 124 | Util-22                                                                                                                                                                                                                |           | Mall water main AC Pipe? Tee connection not hot tap                                                                                                                                                                                                                       | SE                | Noted on plan, detail for MSP                                                                                                                                                                                                                                                            |
| 125 | Util-23                                                                                                                                                                                                                |           | Only ex 8" stubs can be used for main lines                                                                                                                                                                                                                               | SE                | Noted                                                                                                                                                                                                                                                                                    |
| 126 | Util-26                                                                                                                                                                                                                |           | Generally agree w/ Eng. Comments                                                                                                                                                                                                                                          | SE                | Noted                                                                                                                                                                                                                                                                                    |
| 127 | Util-30                                                                                                                                                                                                                |           | Fee for Electric proposal paid in full before work                                                                                                                                                                                                                        | SE                | Noted, for information only for this application                                                                                                                                                                                                                                         |
| 128 | Util-32                                                                                                                                                                                                                |           | City Fiber available, add 2" conduit to building service                                                                                                                                                                                                                  | SE                | Noted on plan, detail for MSP                                                                                                                                                                                                                                                            |
| 129 | Trans                                                                                                                                                                                                                  | 1 in part | Door zone concern, wider lane?                                                                                                                                                                                                                                            | 480 Donegan       | A two foot wide striped zone has been added to the proposed street section. Refer to sections on C3.0                                                                                                                                                                                    |
| 130 |                                                                                                                                                                                                                        |           | Width of bike lane                                                                                                                                                                                                                                                        | SE                | A four foot wide bike lane is maintained through all offsite street sections, with an additional two foot wide 'door zone' striped zone where parallel parking is proposed.                                                                                                              |
| 131 |                                                                                                                                                                                                                        |           | Bike lanes in vicinity don't have parallel parking                                                                                                                                                                                                                        | SE                | Noted, extra width for a 'door zone' has been provided.                                                                                                                                                                                                                                  |
| 132 |                                                                                                                                                                                                                        |           | Required to hire bike facility design specialist                                                                                                                                                                                                                          | 480 Donegan       | The applicant has revised the proposed section after discussion with the Traffic Engineer. Further coordination with City Staff will occur for Major Site Plan.                                                                                                                          |
| 133 |                                                                                                                                                                                                                        |           | Extra bike lane width may require ROW, extra close review by City                                                                                                                                                                                                         | 480 Donegan       | Easements are proposed for any sidewalk improvements onsite. No revisions to ROW are proposed.                                                                                                                                                                                           |
| 134 |                                                                                                                                                                                                                        |           | If not possible shared bike/ped trail on south side                                                                                                                                                                                                                       | 480 Donegan       | The applicant studied this option but this provides crossing concerns at intersections, requires westbound bikes cross traffic at two locations, and also introduces close bike/pedestrian interaction. Maintaining bike lanes consistent with the existing street is a better solution. |
| 135 |                                                                                                                                                                                                                        |           | Can bike lanes continue all the way to 6?                                                                                                                                                                                                                                 | SE                | It appears bike lane striping could be added south of the site. This item requires City staff direction.                                                                                                                                                                                 |
| 136 | 2 in part                                                                                                                                                                                                              |           | What is the planned width of bike lanes                                                                                                                                                                                                                                   | SE                | 4 foot wide as dimensioned on plan and in section on C3.0                                                                                                                                                                                                                                |
| 137 |                                                                                                                                                                                                                        |           | Parallel car parking exist on Storm King?                                                                                                                                                                                                                                 | SE                | No parking exists on Storm King. The proposed parking lines up with the change to residential                                                                                                                                                                                            |
| 138 |                                                                                                                                                                                                                        |           | Required to hire bike facility design specialist                                                                                                                                                                                                                          | 480 Donegan       | The applicant has revised the proposed section after discussion with the Traffic Engineer. Further coordination with City Staff will occur for Major Site Plan.                                                                                                                          |

|     |           |                                                                                                                                                                                                                                                                                                                                                                                                                                                            |             |                                                                                                                                                                                                             |
|-----|-----------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 139 | 3 in part | If the road is going to be widened anyway, why is a bike facility being included only on the east side? It is inconsistent, and against best practices of bicycle network design to provide bike facilities along these two key roads, which will include multifamily housing, but leave it out in just one section on one side of the road. All options should be explored, including participation from the City, to resolve this network inconsistency. | 480 Donegan | Further discussion with the City is required on this item. Impacts to existing uses requires discussion with Two Rivers School to determine if adding a bike lane on the west side of the road is possible. |
| 140 |           | This section will present the same Door Zone problem as #1 above, by placing a bike lane adjacent to parallel parking. The same stringent design process must be applied to this situation as above by bringing on a bicycle design specialist trained in Door Zone issues.                                                                                                                                                                                | 480 Donegan | Further disussion is required as noted in the comment above.                                                                                                                                                |

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RE: 480 Donegan, Glenwood Springs, CO – Annexation & Zoning Submission  
SE Job # 30017

Paul,

Sopris Engineering, LLC (SE) has prepared the following Engineering Letter for the Annexation & Zoning Submission for the proposed 480 Donegan Subdivision (site) in Glenwood Springs, CO.

The subject property is located directly north of the West Glenwood Mall, north of State Highway 6, east of Storm King Road, south of Donegan Road, and west of the residential units along the west side of Mel Ray Road. The current parcel area is approximately 15.82 acres which will be subdivided into two Lots. Lot 1 is the 3.53 acre developed site in the southwest corner, which has two office buildings and associated parking. Lot 2 is the remaining 12.29 acre parcel which is currently undeveloped open pasture land.

The existing office building development on Lot 1 will remain unchanged with this development. The proposed Lot 2 will be a 360 unit multi-family residential project with a club house. The proposed improvements are shown on the civil plans included with this application.

### **Existing Conditions**

SE has prepared an Improvement Survey Plat (ISP) of the subject property which is included in the application. For the ISP, SE researched the referenced Title Commitment to show easements on and off site that benefit or encumber this property.

Note the existing access easement shown on the mall property as it benefits this property. Refer to the access section below for more information on the mall access.

Note also that a recorded easement document for the existing utilities along the east property line was not found. This easement will be included on the Major Site Plan during the development approval process.

### **Access**

The site has two existing access to Storm King Road which will be maintained. Lot 1 has an existing access at the south west corner of the site. No improvements are proposed to this access. Lot 1 and Lot 2 will share the Center Drive access to Storm King Road, which is the existing street on the north side of Lot 1. In coordination with Lot 1, the island at the Center Drive intersection will be lengthened to the east and the first parking intersection on the south side will be modified to allow for right in turning movements only. This change will improve the traffic flow on Lot 1 and at the Center Drive intersection with Storm King Road.

Lot 2 has a second primary access connection to Donegan Road across from Chaparral Circle.

Note that Storm King Road and Donegan Road are in the County, not in the City Limits. The current Annexation plan does not annex these roads. Further discussion will need to occur with the County to determine if Storm King and Donegan along the project frontage will be annexed or not. As currently proposed, an updated driveway permit will be required for Center Drive, and a new driveway permit for the Lot 2 access at Chapparral will be obtained.



In addition to the primary access locations, an emergency and pedestrian access to the south to the mall is proposed at the SE corner of Lot 2. This development is only proposing pedestrian and emergency access because a street section does not exist on the mall property within the described easement location, and because traffic from the site is served by the primary access locations. Pedestrian access is provided within the existing access easement to the transit stop on State Highway 6 (near the southeast corner of the mall property).

Kimley Horn has prepared a traffic study for the proposed development. The study has identified that a CDOT Access Permit will be necessary at the north leg of the I-70 roundabout interchange known as the Mel Ray Road and Highway 6 intersection. No improvements are necessary at the two primary CDOT intersections adjacent to the site. Refer to the traffic study for more information. It is our understanding that the Mel Ray Road right-of-way at Highway 6 is owned and maintained by Garfield County. SE will coordinate a CDOT access permit submittal with Garfield County and the City of Glenwood Springs during the development approval process.

### **Emergency Access**

The site will have good emergency access from Storm King Road, Donegan Road, and from the mall at the SE corner of Lot 2. The internal streets and parking access aisles have been designed to provide access to all fire trucks and other emergency vehicles. SE will coordinate with the Glenwood Springs Fire District during the Major Site Plan approval process to discuss access, staging, and fire protection hydrant and connection requirements.

### **Offsite Street Improvements**

During the preliminary review and coordination with the City, bike lane and pedestrian connectivity comments were received. The following offsite street improvements are proposed;

Donegan Road: Bike lanes will be added in both directions. Parallel parking and a detached 6 foot wide sidewalk are proposed on the south side of the road. Crosswalk and handicap ramps will be added at each intersection on the south side of the road.

Storm King Road, south of Center Drive: The existing street width provides for two vehicle lanes plus bike lanes. The street will be striped to delineate the lanes. Crosswalk and handicap ramps will be added at each intersection on the east side of the road along the length of the 480 Donegan site frontage.

Storm King Road, north of Center Drive: The existing street section includes parallel parking on the west side that is used by the Two Rivers school for bus parking. The street section will be widened on the east side to include a north bound bike lane, parallel parking, and a detached 6 foot wide sidewalk. Note that a southbound bike lane is not proposed at this time as this would require replacement of the west curb and gutter. The street slope in this section is 5-6% down to the south. With the moderate slope down, bikes and cars can share the lane down to Center Drive. The speed of the bikes will be comparable to the vehicles, and this provides an acceptable solution until the west side of the street is redeveloped. The street will be striped to delineate the lanes. Crosswalk and handicap ramps will be added at each intersection on the east side of the road.

### **Parking**

Refer to the conceptual PUD plans sheet C1.1 and C1.2 for concept parking layout and breakdown by type. Lot 1 has a total of 112 parking spaces with 4 handicap parking spaces. Lot 2 parking is summarized on Sheet C1.2 and will be further detailed for Major Site Plan.

## **Grading & Drainage**

The grading and drainage concept will comply with the City of Glenwood Springs code requirements. The proposed onsite street and parking improvements will be treated for water quality. The increased storm water runoff will be detained to the pre-development existing rate, or the existing storm sewer capacity will be calculated and will not be exceeded. Offsite runoff which flows onsite will be routed through the site. SE will prepare a detailed grading and drainage plan and report for the Major Site Plan submittal. The concept grading and drainage plans are included in the concept site plan set.

The drainage criteria for the City of Glenwood Springs are detailed in Chapter 4 of the Engineering standards. In summary, development is required to provide for water quality treatment, and development shall '*detain for the minor and major storm event up to the point that the stormwater system downstream can accommodate*'.

### **Offsite:**

SE has walked the drainage areas above and below Lot 2, researched storm water as-builts and reviewed old drainage reports. From this research we have prepared a preliminary drainage model in order to understand drainage impacts and to approximate the storm water infrastructure necessary. As described below, the majority of the offsite storm water runoff flows around Lot 2 in Storm King Road and Mel Ray Road. The small drainage basin directly north of Lot 2 will be routed through Lot 2. Offsite drainage is shown on Sheets C4.0.

The drainage basins above Lot 2 are complicated by the existing streets and residential development. Prior to development, the drainage basins followed the natural topography. With development, the storm water runoff flows around structures down to the streets. Each street has a local high point. The storm water runoff flows east and west in drainage channels and in the curb & gutter. There is evidence of reactionary drainage infrastructure including low berms and walls on the downstream side of the street. These apparently have responded to flood events to divert flow around individual properties. The majority of storm water above Lot 2 ends up in the streets which generally direct storm water east and west.

West of Lot 2 and north of Donegan Road, storm water runoff flows down to Donegan Road and then is carried east in the street curb section to the intersection with Storm King Road. If the curb does not have capacity, the storm water will overtop and flow south through residential properties and the Two Rivers Community School. The offsite storm water runoff from this point will flow down Storm King Road following existing patterns. Storm water from this part of the offsite basin doesn't enter the subject site.

East of Lot 2 and north of Donegan Road, storm water flows down to the Donegan Road and Mel Ray Road intersection which is east of Lot 2. A large offsite basin extends to the north, northeast up to an elevation of 9,200+/- . With the existing residential development, the exact storm water runoff pattern is not readily discernible. Storm water runoff from this basin does appear to concentrate at Mel Ray Road. During larger storm events some storm water runoff may reach the east end of Lot 2. With development Lot 2 will accommodate storm water runoff along the east end. This matches the existing condition.

Directly north of Lot 2, the offsite storm water is limited to the runoff from the residential lots directly adjacent to Donegan Road or the residential lots above that. As noted above, the streets above Lot 2 consistently direct runoff east and west. Runoff that hits Donegan Road generally appears to stage up to the crown of Donegan Road and sheet flow south on to the subject site. Donegan Road has local high and low points with very flat grades east and west.

The existing office buildings on Lot 1 in the Southwest corner of the overall site are modeled as offsite drainage. Storm water runoff is directed to curb inlets and storm sewer pipe which flows to the south to connect to existing storm sewer infrastructure on the north side of the mall.

South of the site, SE has reviewed drainage as-builts provided by the developer of the Lot 1 office buildings. The as-builts detail the storm sewer infrastructure on Lot 1 and on the north side of the mall. Two 24" storm sewer pipes were extended to service the subject property, in accordance with an agreement with the mall property to allow the development on Lot 1 and Lot 2 to connect to the storm drain system.

On the mall property, roof runoff and parking lot runoff is directed to curb inlets and storm sewer pipes which increase in size as runoff flows to the west. The storm sewer turns south in a manhole adjacent to Storm King Road and flows in a 42" pipe (per the as-builts) to the northeast corner of the intersection Storm King Road and Highway 6. The storm sewer pipe then turns to the west under Highway 6 and tees into the 72" Mitchell Creek culvert approximately 20' downstream of the 72" upstream pipe inlet. SE has confirmed the alignment of the storm sewer in the field and also confirmed pipe sizes where possible.

#### **Onsite Existing:**

The existing site generally slopes down from north to south at moderate slopes. Two concrete storm sewer inlets extend to Lot 2; one at the west central portion of Lot 2 north of the existing office building development, and the second at the east central portion on the south side of Lot 2. The existing site appears to be in good condition with no evidence of flooding or erosion.

#### **Developed Site:**

Storm water runoff will be routed on the surface via sheet flow and in drainage swales, and then will be routed in storm sewer pipes to underground detention systems. The storm water runoff will be detained to bleed off to the existing storm sewer at the pre-development rate or the existing storm sewer capacity will be calculated and will not be exceeded. The drainage system will meet the requirements of the Engineering Standards.

Lot 2 will provide water quality treatment for the street and parking improvements. Roof runoff and storm water runoff from landscape and park areas are not contaminated by hydrocarbons and will have separate storm sewer pipes that bypass the water quality treatment to flow direct to the detention system.

Water Quality treatment may include a variety of treatment options. Rain gardens and treatment swales will be used if possible. Treatment may implement water quality treatment manholes, similar to ADS Barracuda manholes, which are described as vortex hydrodynamic separators. The Barracuda manholes are designed to remove at least 80 percent of Total Suspended Solids (TSS) while capable of carrying 100 percent of the design peak flow. Water quality treatment may also utilize sand treatment vaults.

As described above, offsite storm water runoff from Donegan Road and the residential area directly north of the site enters the site. This storm water runoff will be captured in storm inlets constructed within Donegan Road, and will be routed through the site maintaining the historic flow path. The east portion of the runoff will flow to the drainage swale along the east property line. The majority of the runoff will be collected in storm inlets and will be routed in storm sewer pipes to the existing storm sewer infrastructure south of the site.

The drainage and water quality plan, calculations and preliminary details will be provided for the Major Site plan submittal.

## Utilities

The existing site utilities are shown on existing condition base map. Based on our research to date it is our understanding that all utilities have capacity and will serve the proposed site. Will serve letters have been requested and letters received are included in the appendix to this report. Proposed utility improvements are discussed here and will be detailed for the Major Site Plan submittal. Concept utility improvements are shown on Sheet C2.0.

## Water System

The City of Glenwood Springs water system currently serves Lot 1. Lot 2 will also be served by the city potable water system. The city water main lines exist on the south, west, and north side of Lot 2. There are several existing water service tees at several locations on the south side of Lot 2. SE has coordinated with the Public Works department and has received a will serve letter from the City for water service to this site. The will serve letter notes the City is updating a water model to determine if the offsite water mains have capacity. The estimate of Lot 2 water usage is summarized in Table 1 below.

| TABLE 1 - WATER USAGE SUMMARY        |         |       |          |                |         |         |        |
|--------------------------------------|---------|-------|----------|----------------|---------|---------|--------|
| Unit Type                            | # Baths | SF+/- | # Units  | EQR/Unit*      | # EQRs  | GPD/EQR | GPD    |
| -Studio                              | 1       | 416   | 110      | 0.250          | 27.500  | 350     | 9,625  |
| -1 Bed                               | 1       | 655   | 117      | 0.393          | 45.981  | 350     | 16,093 |
| -2 Bed                               | 2       | 970   | 101      | 0.582          | 58.782  | 350     | 20,574 |
| -3 Bed                               | 2       | 1330  | 32       | 0.798          | 25.536  | 350     | 8,938  |
| Subtotal =                           |         |       | 360      |                | 157.799 |         | 55,230 |
| 50% Raw Water Irrigation Reduction = |         |       |          |                | 78.8995 |         | 27,615 |
| Clubhouse Add fixtures:              |         |       | Fixtures | EQR/Fixture    | # EQRs  | GPD/EQR | GPD    |
| -Restaurant (seats)                  |         |       | 100      | 0.65/10 seats  | 6.5     | 350     | 2,275  |
| -Bathroom                            |         |       | 2        | 0.5            | 1       | 350     | 350    |
| -Sink                                |         |       | 2        | 0.2            | 0.4     | 350     | 140    |
| -Drinking Fountain                   |         |       | 2        | 0.2            | 0.4     | 350     | 140    |
| -Pool                                |         |       | 33000    | 1.0/25,000 GAL | 1.3     | 350     | 462    |
| -Spa                                 |         |       | 4500     | 0.2/500 GAL    | 1.8     | 350     | 630    |
| Subtotal =                           |         |       |          |                | 11.4    |         | 3,367  |
| TOTAL =                              |         |       |          |                | 90.3    | TOTAL = | 30,982 |

\*Multi Family EQRs calculated per GW EQR schedule 'Greater of 0.25 EQR per bedroom or 0.06 EQR per 100 square feet, not to exceed 1.00 EQR'.

Note this site will use Reynolds & Cain ditch water for irrigation water. Per the Glenwood Springs code EQR schedule 'When outside irrigation will be exclusively from a raw water source the EQR value as determined through this Section will be reduced by fifty percent (50%) for water only. The reduction of 50% for the residential uses is shown in Table 1 above. We understand from discussions with City Staff that this reduction will need to be discussed further.

The proposed connection locations, onsite water mains, water services and fire hydrants are shown on Sheet C2.0. Four connections to the existing water system are currently proposed, which provide for redundancy and increased flows onsite and offsite. SE will coordinate fire hydrant locations and preliminary building water service sizes during the Major Site Plan process.

## Sanitary Sewer

Lot 1 is currently served by the West Glenwood Sanitation District (WGSD). Lot 2 will also be served by the WGSD. The existing sewer main on the north side of the mall is owned and maintained by the WGSD. This main line extends from the mall to the south central portion of Lot 2. SE coordinated the development concept with WGSD staff and also attended a WGSD board meeting on September 14<sup>th</sup>. WGSD staff has indicated their treatment plant has capacity to serve Lot 2. SE calculated that the existing sanitary sewer line north of the mall has capacity to serve Lot 2. Our calculations and assumptions will be confirmed with the Sanitation District.

There is also an existing private sanitary sewer main line which extends onsite from the WGSD main line through Lot 1. This line has been TV inspected, and the WGSD has indicated that this line is in good condition to be added to the district.

The proposed connection locations, onsite sanitary sewer mains, and services are shown on C2.0. The estimate of sewer usage for Lot 2 is summarized in Table 2 below. SE will continue to coordinate the sanitary service connection and EQR rate with the WGSD.

| TABLE 2 - SEWER USAGE SUMMARY |          |               |               |                |               |
|-------------------------------|----------|---------------|---------------|----------------|---------------|
| Multi Family                  | # Units  | EQR/Unit      | # EQRs        | GPD/EQR        | GPD           |
| -Studio                       | 110      | 0.25          | 27.5          | 300            | 8,250         |
| -1 Bed                        | 117      | 0.50          | 58.5          | 300            | 17,550        |
| -2 Bed, 2 Bath                | 101      | 0.75          | 75.8          | 300            | 22,725        |
| -3 Bed, 2 Bath                | 32       | 1.00          | 32.0          | 300            | 9,600         |
| Subtotal =                    | 360      |               | 193.8         |                | 48,525        |
| Clubhouse Add fixtures:       | Fixtures | EQR/Fixture   | # EQRs        | GPD/EQR        | GPD           |
| -Restaurant (seats)           | 100      | 0.65/10 seats | 6.5           | 350            | 2,275         |
| -Toilet                       | 2        | 0.5           | 1.0           | 300            | 300           |
| -Sink                         | 2        | 0.2           | 0.4           | 300            | 120           |
| -Drinking Fountain            | 2        | 0.2           | 0.4           | 300            | 120           |
| -Pool/Spa                     | 1        | 1.0           | 1.0           | 300            | 300           |
| Subtotal =                    | 7        |               | 9.3           |                | 3,115         |
| <b>TOTAL =</b>                |          |               | <b>203.05</b> | <b>TOTAL =</b> | <b>51,640</b> |

## Electric:

Lot 1 is currently served by the City of Glenwood Springs electric department. City electric mains exist on the north, south, and east side of Lot 2. SE has coordinated with the Public Works department and has received a will serve letter from the City for electric service to this site. In our coordination with Public Works personnel, the existing overhead three phase electric adjacent to Donegan Road on the north side of Lot 2 will be buried with development.

The concept electric main lines and transformers to serve Lot 2 are shown on C2.0. The locations and infrastructure details will be coordinated further during the Major Site Plan process and as electrical building demands are completed by others.



**Fiber Optic:**

City of Glenwood Springs fiber optic lines exist adjacent to Lot 2, the Public Works department has provided a will serve letter for fiber optic service. Per the utility locates performed for the ISP, fiber lines exist along the east and south property line, and extend onsite on the south side of Lot 1 to serve the existing onsite office buildings. The proposed fiber optic alignment is not shown specifically on sheet C2.0. We anticipate the alignment will generally follow the electric alignment onsite. SE will continue coordination with Public Works to determine the existing fiber line locations and the proposed alignment onsite.

**Telephone/Cable:**

SE has had limited communication with telephone and cable. The ISP utility locates show that communications utilities are directly adjacent to Lot 2. The telephone and cable alignments are not shown specifically on sheet C2.0. We anticipate the alignments will generally follow the electric alignment onsite.

**Natural Gas:**

SE has coordinated and received a will serve letter from Black Hills Energy for natural gas service for this site. Existing gas lines are on the north, west, and south sides of Lot 2. The concept natural gas main lines to serve Lot 2 are shown on C2.0. SE will coordinate the connection locations, main lines, and services with Black Hills Energy as the design progresses.

**Irrigation Water**

SE has walked the existing irrigation system for this site with the current property owner. The existing site has irrigation water rights from the Reynolds and Cain Ditch. An existing pump station is north of Lot 2 on the piped main ditch alignment. A 6" pressurized irrigation line and a gravity line extend to the existing site under Donegan Road to the north property line.

The proposed Lot 1 uses this irrigation system to irrigate the existing landscape areas onsite. The existing irrigation system also irrigates the landscape area in the Storm King Road right-of-way that adjoins this property. The table below summarizes the irrigated area on Lot 1.

The development on Lot 2 will use a portion of the total raw water shares associated with this property. SE has performed a preliminary analysis and estimate that the shares will be adequate to provide raw water irrigation to this site. We have calculated the approximate irrigation area based on the current site plan and have estimated the flow rate necessary to irrigate this site. The irrigation calculations are included in Table 3 below.

| <b>Lot 1 - Irrigation Summary</b>   |        | <b>Lot 2 - Irrigation Summary</b>   |         |
|-------------------------------------|--------|-------------------------------------|---------|
| Irrigation Area (SF)=               | 42,170 | Irrigation Area (SF)=               | 157,000 |
| Irrigation Area (AC)=               | 0.97   | Irrigation Area (AC)=               | 3.60    |
| Peak Irrigation depth/day (in) =    | 0.25   | Peak Irrigation depth/day (in) =    | 0.25    |
| Peak Irrigation depth/day (ft)=     | 0.0208 | Peak Irrigation depth/day (ft)=     | 0.0208  |
| Volume (CF/day) =                   | 879    | Volume (CF/day) =                   | 3,271   |
| Volume (gpd) =                      | 6,572  | Volume (gpd) =                      | 24,467  |
| Irrigation period (hr)              | 8      | Irrigation period (hr)              | 8       |
| Irr flow rate (gph)                 | 821    | Irr flow rate (gph)                 | 3,058   |
| Irr flow rate (gpm)                 | 13.69  | Irr flow rate (gpm)                 | 50.97   |
| Assumed irrigation efficiency       | 75%    | Assumed irrigation efficiency       | 75%     |
| Adjusted, Final Irr flow rate (gph) | 1,095  | Adjusted, Final Irr flow rate (gph) | 4,078   |
| Adjusted, Final Irr flow rate (gpm) | 18.26  | Adjusted, Final Irr flow rate (gpm) | 67.97   |

SE will detail the proposed irrigation system as the Lot 2 plan develops. The pump station will be evaluated and will be used until demands exceed the pump ability or the pump needs to be replaced. The pump station will also be relocated and upgraded as necessary to meet the build out demands. Irrigation water flowing in the gravity line will be eliminated with development as flood irrigation will no longer be needed.

In our discussions with the Lot 1 owner, we anticipate this irrigation system will be shared for the entire site, and an agreement for maintenance will be in place. Additional irrigation details will be provided for the Major site plan submittal.

### **Conclusion**

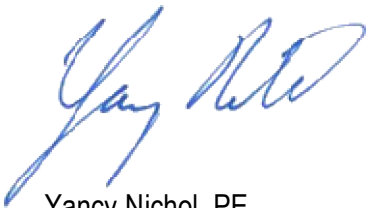
The proposed site has good access to Storm King Road and Donegan Road which provides direct access to the arterial road network. The traffic study demonstrates good levels of service are maintained on the road network and at the CDOT access intersections. The offsite drainage generally flows around Lot 2. Storm water runoff that enters Lot 2 will be routed around and through the site. Lot 2 will provide water quality and detention before connecting to the storm sewer pipes that directs flow direct to Mitchell Creek and the Colorado River. The existing utilities are directly adjacent and adequate to service Lot 2 and will be extended to serve the proposed site

If you have any questions or need any additional information, please call.

Sincerely,  
SOPRIS ENGINEERING, LLC



John Petaisto, PE  
Project Engineer



Yancy Nichol, PE  
Principal



568864 09/06/2000 10:12A B1205 P584 M ALSDORF  
1 of 6 R 30.00 D 0.00 GARFIELD COUNTY CO

### SPECIAL WARRANTY DEED

**GLENWOOD PARTNERSHIP**, a Colorado general partnership, Grantor, for good and valuable consideration, in hand paid, hereby sells and conveys to **GLENWOOD PARTNERSHIP LLLP**, a Colorado Limited Liability Limited Partnership, Grantee, whose legal address is 214 Center Drive, Glenwood Springs, Colorado 81601, the following real property in the County of Garfield and State of Colorado, to wit:

SEE EXHIBIT "A" ATTACHED HERETO AND  
INCORPORATED HEREIN BY THIS REFERENCE;

with all its appurtenances, and warrants the title to the same against all persons claiming under the Grantor.

NO DOCUMENTARY FEE REQUIRED: Deed given to reflect name change in connection with conversion of the general partnership to a limited liability limited partnership. Consideration less than \$500.00.

EFFECTIVE the 18<sup>th</sup> day of July, 2000.

GLENWOOD PARTNERSHIP, a  
Colorado General Partnership

By:

Floyd Diemoz  
Floyd Diemoz, General Partner

By:

Linda L. Diemoz  
Linda L. Diemoz, General Partner

By:

Frances Diemoz  
Frances Diemoz, General Partner

After recording return to: Schenk, Kerst & deWinter  
302 8th St., Ste. 310, Glenwood Springs, CO 81601

K:\W\Diemoz\FSWD.fm

568864 09/06/2000 10:12A B1205 P585 M ALSDORF  
2 of 6 R 30.00 D 0.00 GARFIELD COUNTY CO

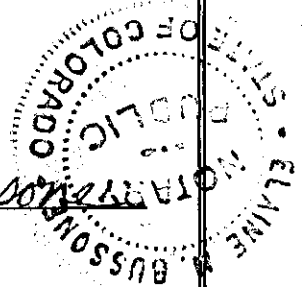
STATE OF COLORADO )  
 ) ss.  
COUNTY OF GARFIELD )

The foregoing instrument was acknowledged before me this 18<sup>th</sup> day of July, 2000 by FLOYD DIEMOZ and LINDA L. DIEMOZ, General Partners of GLENWOOD PARTNERSHIP, a Colorado General Partnership.

WITNESS my hand and official seal.

My Commission expires: 1-29-2002

Elaine M. Bussone  
Notary Public



STATE OF Massachusetts )  
 ) ss.  
COUNTY OF Middlesex )

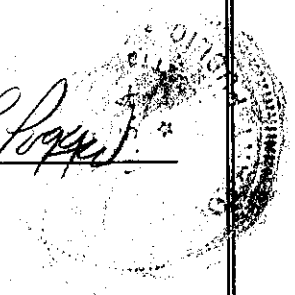
The foregoing instrument was acknowledged before me this 21 day of July, 2000, by FRANCES DIEMOZ, General Partner of GLENWOOD PARTNERSHIP, a Colorado General Partnership.

WITNESS my hand and official seal.

My commission expires: \_\_\_\_\_ PILAR POGGIO  
Notary Public

My Commission Expires Aug 20 2001  
Notary Public

Pilar Poggio



After recording return to: Schenk, Kerst & deWinter  
302 8th St., Ste. 310, Glenwood Springs, CO 81601

K:\DK\Diemoz-ESWD.htm

Parcel No. 1:

All of the following described real property situate in Lot Two of Section 6, T. 6 S., R. 89 W., 6th P.M., in the County of Garfield and State of Colorado, to-wit:

Beginning at a point on the northerly right-of-way line of U.S. Highway No. 6 & 24, 359.25 feet, N. 87°16' W. of a point on said Northerly right-of-way line from whence the witness corner for the South Quarter Corner of Section 34, T. 5 S., R. 89 W., 6th P.M., bears N. 03°34' W. 1423.68 feet; thence N. 02°44' E. 1339.59 feet to a point on the southerly right-of-way fence line of the County Road, said point being 559.58 feet, S. 89°52' W. of a point on the Southerly right-of-way line of the County Road from whence the witness corner for the South Quarter Corner of said Section 34, T. 5 S., R. 89 W., 6th P.M., bears N. 80°11' W. 358.5 feet; thence S. 89°52' W. 342.73 feet along the Southerly right-of-way fence line of the County Road; thence S. 02°44' W. 1322.45 feet to the Northerly right-of-way line of U.S. Highway No. 6 & 24; thence S. 87°16' E. 342.30 feet along the Northerly right-of-way line of U.S. Highway No. 6 & 24, to the point of beginning, containing 10.459 acres of land, more or less.

Parcel No. 2:

All of the following described real property situate in Lots 1 and 2 and the NW $\frac{1}{4}$ SE $\frac{1}{4}$  of Section 6, T. 6 S., R. 89 W., 6th P.M., in the County of Garfield and State of Colorado, to-wit:

All that portion of the lands described in that certain warranty deed recorded as Document No. 200114 in Book 306 at Page 138 of the records in the office of the Clerk and Recorder, Garfield County, Colorado, lying Easterly of the following described line: Beginning at a point on the Northerly right-of-way line of U.S. Highway No. 6 & 24, 359.25 feet, N. 87°16' W. of a point on said Northerly right-of-way line from whence the witness corner for the South Quarter Corner of Section 34, T. 5 S., R. 89 W., 6th P.M., bears N. 03°34' W. 1423.68 feet; thence N. 02°44' E. 1339.59 feet to a point on the Southerly right-of-way fence line of the County Road, said point being 559.58 feet, S. 89°52' W. of a point on the Southerly right-of-way line of the County Road from whence the witness corner for the South Quarter Corner of Section 34, T. 5 S., R. 89 W., 6th P.M., bears N. 80°11' W. 358.5 feet, containing 20.0 acres of land, more or less.

After recording return to: Schenk Kerst & deWinter  
302 8th St., Ste. 310, Glenwood Springs, CO 81601



Parcel No. 3

A parcel of land situate in Section 6, Township 6 South, Range 89 West of the 6th Principal Meridian, County of Garfield, State of Colorado, being more particularly described as follows:

Beginning at a point whence the South Quarter Corner of Section 34, Township 5 South, Range 89 West of the 6th Principal Meridian bears N. 42°07'49" E. 861.67 feet; thence N. 02°44'00" E. 603.42 feet to the South right of way line of County Road No. 130; thence N. 89°50'00" E. 15.01 feet along said South right of way line of County Road No. 130; thence departing said County Road right of way line on a course bearing S. 02°44'00" W. 604.17 feet; thence N. 87°18'00" W. 15.00 feet to the point of beginning containing 9052 square feet or 0.208 acres more or less.

Parcel No. 4

A tract of land extending along the northerly boundary of the Glenwood Springs Mall Subdivision pursuant to the plat thereof recorded in the office of the Clerk and Recorder of Garfield County, Colorado as Reception No. 316244 (Mall) described as follows:

Commencing at the northeast corner of the Mall; thence along the north boundary thereof 605.36 feet; thence northerly 195 feet; thence easterly 605.36 feet on a line parallel to the northerly boundary of the Mall; thence southerly 195 feet on a line parallel to the westerly boundary of the tract herein described to the point of beginning.

TOGETHER WITH any and all water and ditch rights appurtenant to the above described Parcels.

EXCEPTING THEREFROM the following described Parcels A, B and C:

Parcel A

A parcel of land situate in Section 6, Township 6 South, Range 89 West of the 6th Principal Meridian, County of Garfield, State of Colorado being more particularly described as follows:

Commencing at the S $\frac{1}{4}$  corner of Section 34, Township 5 South, Range 89 West of the 6th Principal Meridian; thence S. 87°11'46" E. 670.12 feet to the point of intersection of the west line of the Mel-Ray Subdivision, County of Garfield, State of Colorado and the south right-of-way line of County Road No. 100; thence along the west line of said Mel-Ray Subdivision S. 01°52'00" W. 575.96 feet to the true point of beginning; thence continuing along said line S. 01°52'00" W. 183.95 feet to a point of intersection where the north line of the Glen Theatre, Inc. property intersects the west line of said Mel-Ray Subdivision; thence along the north line of the Glen Theatre, Inc. property N. 87°18'00" W. 536.20 feet to the northwest corner of said property; thence along the west line of said property S. 01°53'00" W. 623.25 feet to the north right-of-way line of U.S. Highway No. 6 & 24; thence along said north right-of-way line the following course N. 87°16'00" W. 246.80 feet; thence N. 02°44'00" E. 718.54 feet; thence S. 87°18'00" E. 67.23 feet; thence N. 47°42'00" E. 125.06 feet; thence S. 87°18'00" E. 615.36 feet to the true point of beginning, containing 6.499 acres more or less.

Parcel B

A parcel of land situate in Section 6, Township 6 South, Range 89 West of the 6th Principal Meridian, County of Garfield, State of Colorado, being more particularly described as follows:

Beginning at a point whence the S $\frac{1}{4}$  corner of Section 34, Township 5 South, Range 89 West of the 6th Principal Meridian bears N. 42°07'49" E. 861.66 feet; thence S. 87°18'00" E. 454.75 feet; thence S. 02°44'00" W. 718.54 feet to a point on the north right-of-way line of U.S. Highway 6 & 24; thence along said north right-of-way line the following course N. 87°16'00" W. 454.75 feet; thence N. 02°44'00" E. 718.28 feet to the point of beginning, containing 7.500 acres more or less.

After recording return to: Schenk Kerst & deWinter  
302 8th St., Ste. 310, Glenwood Springs, CO 81601

EXHIBIT "A"  
Page 4 of 4

Parcel C

A tract of land to be used for roadway, drainage and utility purposes situate in Section 6, Township 6 South, Range 89 West of the 6th Principal Meridian, County of Garfield, State of Colorado, being more particularly described as follows:

Beginning at a point whence the South Quarter Corner of Section 34, Township 5 South, Range 89 West of the 6th Principal Meridian bears N.  $39^{\circ}44'28''$  E. 833.81 feet; thence N.  $02^{\circ}44'00''$  E. 605.64 feet to the South right of way line of County Road No. 130; thence S.  $89^{\circ}50'00''$  W. 60.08 feet along said South right of way line of County Road No. 130; thence departing said County Road right of way line on a course bearing S.  $02^{\circ}44'00''$  W. 602.64 feet; thence S.  $87^{\circ}18'00''$  E. 60.00 feet to the point of beginning, containing 36250 square feet or 0.832 acres more or less.

After recording return to: Schenk Kerst & deWinter  
302 8th St., Ste. 310, Glenwood Springs, CO 81601

## PETITION FOR ANNEXATION

The undersigned Petitioner, in accordance with The Municipal Annexation Act of 1965, Article 12, Title 31, C.R.S., as amended, hereby petitions the City Council of the City of Glenwood Springs, Colorado, for annexation to the City of Glenwood Springs that certain real property more particularly described in Exhibit A (the "Property"), which Exhibit is attached hereto and made a part hereof by reference. In support of this Petition, the Petitioner alleges that:

1. Petitioner is Glenwood Partnership, LLLP, a Colorado limited liability limited partnership. The purpose of this Petition is to enable Petitioner to obtain municipal services within the municipal boundaries of the City of Glenwood Springs.

2. Petitioner alleges that it is the landowner—as that term is defined in the Municipal Annexation Act—of 100% of the Property described in Exhibit A as of the date of this Petition.

3. It is desirable and necessary that the Property be annexed to the City of Glenwood Springs, Colorado.

4. The requirements of C.R.S. §31-12-104 and §31-12-105, as amended, exist or have been met as set forth and shown herein.

5. As provided in C.R.S. § 31-12-104, not less than one-sixth (1/6) of the perimeter of the area proposed to be annexed is contiguous with the City of Glenwood Springs.

6. A community of interest exists between the Property proposed to be annexed and the City of Glenwood Springs.

7. The Property proposed to be annexed is urban or will be urbanized in the near future.

8. The Property proposed to be annexed is integrated with or is capable of being integrated with the City of Glenwood Springs.

9. No land in the Property sought to be annexed which is held in identical ownership, whether consisting of one tract or parcel of real estate or two or more contiguous tracts or parcels of real estate, has been or shall be divided into separate parcels without the written consent of the landowner(s).

10. No land in the Property sought to be annexed which is held in identical ownership and comprising twenty (20) or more acres and having an assessed valuation for ad valorem tax purposes in excess of \$200,000.00 has been included in the area without the written consent of the landowner(s).

11. The entire width of any portion of a platted street or alley to be annexed within the Property is included.

12. The proposed annexation will not result in detachment of the Property from any school district or attachment to another district.

13. The Property to be annexed is not presently a part of any incorporated city, city and county, or town; nor have any proceedings been commenced for annexation of part or all of the Property to any other municipality; nor has any election for annexation of such Property or substantially the same Property to the City of Glenwood Springs been held within the twelve (12) months immediately preceding the filing of this Petition.

14. The annexation of the Property proposed to be annexed will not have the effect of extending the boundary of the City of Glenwood Springs more than three (3) miles in any direction from any point of the City of Glenwood Springs municipal boundary in any one (1) year.

15. The signers of this Petition comprise more than fifty percent of the landowners and own more than fifty percent of the Property, exclusive of public streets and alleys and any land owned by the City of Glenwood Springs.

16. The affidavit of the circulator of this Petition stating that each signature hereon is the signature of the person whose name it purports to be is attached to this Petition and made a part hereof by this reference.

17. Attached hereto and incorporated herein by reference are four (4) copies of an annexation map in the form required by C.R.S. §31-12-107(1)(d) and containing:

- a) a written legal description of the boundaries of the area proposed to be annexed;
- b) a map showing the boundary of the area proposed to be annexed;
- c) within the annexation boundary map, a showing of the location of each ownership tract in unplatted land and, if part or all of the area is platted, the boundaries and the plat numbers of plots or lots and blocks; and
- d) next to the boundary of the area proposed to be annexed, a drawing of the contiguous boundary of the annexing municipality and the contiguous boundary of any other municipality abutting the area proposed to be annexed.

18. Each person signing this Petition for Annexation represents that he or she has full authorization to execute this Petition on behalf of the Petitioner.

19. The notary executing this Petition states that each signature herein is the signature of the person whose name it purports to be.

20. Petitioner reserves the right to withdraw this petition and its signature therefrom at any time prior to the recordation of the annexation map.

21. The mailing address of the Petitioner is as follows: 214 Center Drive, Glenwood Springs, Colorado 81601.

WHEREFORE, Petitioner requests that the City of Glenwood Springs approve the



annexation of the Property into the City.

PETITIONER

Dated: 1-26-2021



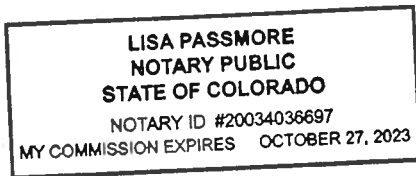
Floyd Diemoz, Managing Partner  
Glenwood Partnership, LLLP

STATE OF COLORADO     )  
                                          ) ss.  
COUNTY OF GARFIELD    )

26<sup>th</sup> The foregoing Petition for Annexation was subscribed and sworn to before me this day of January, 2021, by Floyd Diemoz as Managing Partner of Glenwood Partnership, LLLP, a Colorado limited liability limited partnership.

Witness my hand and official seal.

My commission expires 10/27/2023.

  
Notary Public

**EXHIBIT A**

The property that is the subject of Petitioner's Petition for Annexation to the City of Glenwood Springs, Colorado, is legally described as follows:

A PORTION OF THE FOLLOWING DESCRIBED REAL PROPERTY:

A TRACT OF LAND SITUATED IN SECTION 6, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE NORTH LINE OF THE GLENWOOD SPRINGS MALL SUBDIVISION WHENCE THE WITNESS CORNER TO THE S1/4 CORNER OF SECTION 34, TOWNSHIP 5 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEARS N 89° 13' 08" E 866.63 FEET SAID POINT OF BEGINNING ALSO BEING THE SOUTHEAST CORNER OF THAT PARCEL DESCRIBED AS PARCEL C IN BOOK 1205 AT PAGE 589 IN THE OFFICE OF THE GARFIELD COUNTY CLERK AND RECORDER;

THENCE ALONG THE EAST LINE OF SAID PARCEL C N 2° 44' 00" E 605.64 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF COUNTY ROAD NO. 130;

THENCE ALONG SAID RIGHT-OF-WAY N 89° 52' 00" E 312.68 FEET;

THENCE N 89° 49' 18" E 860.83 FEET TO THE WEST LINE OF THE MEL-RAY SUBDIVISION;

THENCE ALONG SAID WEST LINE S 1° 52' 00" W 575.96 FEET;

THENCE DEPARTING SAID EAST LINE AND ALONG THE NORTH LINE OF SAID GLENWOOD SPRINGS MALL N 87° 18' 00" W 615.36 FEET;

THENCE S 47° 42' 00" W 125.06 FEET;

THENCE N 87° 18' 00" W 476.98 FEET TO THE POINT OF BEGINNING.

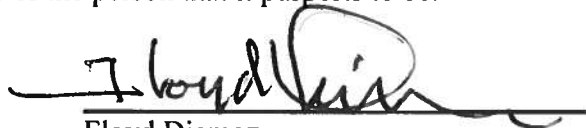
COUNTY OF GARFIELD  
STATE OF COLORADO.

**AFFIDAVIT OF CIRCULATOR**

STATE OF COLORADO     )  
                                          ) ss.  
COUNTY OF GARFIELD    )

I, the undersigned, being duly sworn, do state as follows:

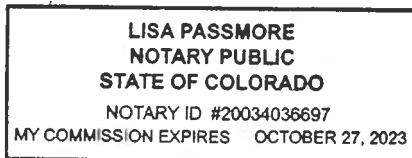
1. I am over the age of 21;
2. I was the circulator of the Petition attached hereto; and
3. Each signature thereon is the signature of the person that it purports to be.

  
Floyd Diemoz

The foregoing Affidavit of Circulator was acknowledged, subscribed, and sworn to before me this 26<sup>th</sup> day of January, 2021, by Floyd Diemoz.

Witness my hand and official seal.

My commission expires 10/27/2023.



  
Notary Public



ANNEXATION MAP OF:  
**480 DONEGAN**  
SITUATED IN A PORTION OF SECTION 6, TOWNSHIP 6 SOUTH,  
RANGE 89 WEST OF THE 6TH P.M. COUNTY OF GARFIELD, STATE OF COLORADO  
SHEET 1 OF 1

TITLE DESCRIPTION (THIS SURVEY EDITS/ADDITIONS)

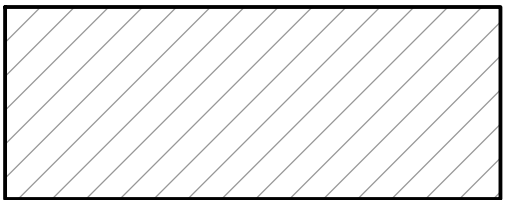
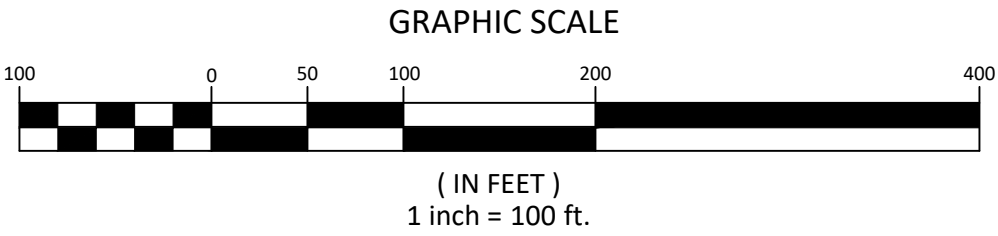
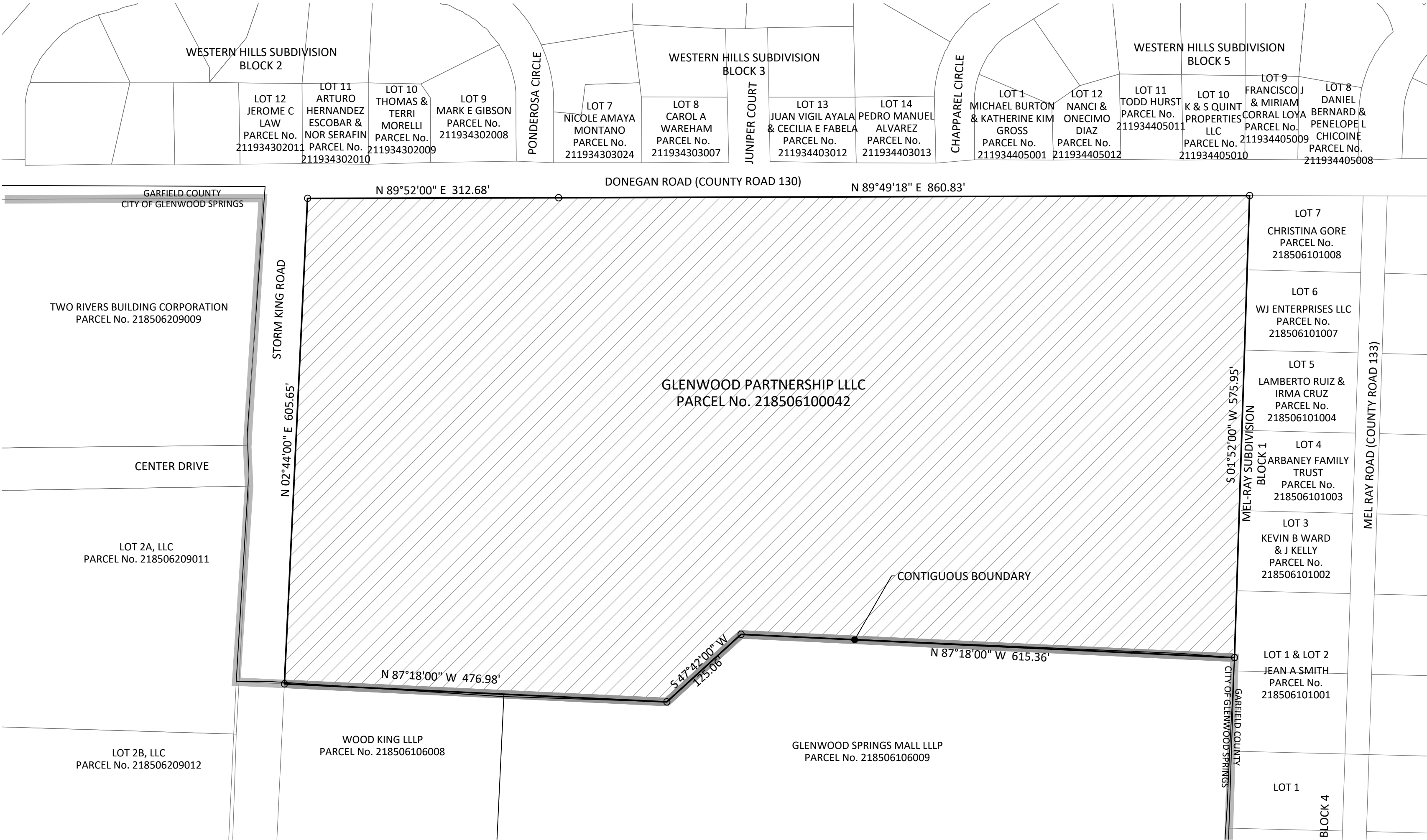
A TRACT OF LAND SITUATED IN SECTION 6, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE NORTH LINE OF THE GLENWOOD SPRINGS MALL SUBDIVISION WHENCE THE WITNESS CORNER TO THE 51/4 CORNER OF SECTION 34, TOWNSHIP 5 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEARS N 89° 13' 08" E 866.63 FEET (N 38° 40' 53" E 853.45 FEET FIELD) SAID POINT OF BEGINNING ALSO BEING THE SOUTHEAST CORNER OF THAT PARCEL DESCRIBED AS PARCEL C IN BOOK 1205 AT PAGE 589 IN THE OFFICE OF THE GARFIELD COUNTY CLERK AND RECORDER; THENCE ALONG THE EAST LINE OF SAID PARCEL C N 2° 44' 00" E 605.64 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF COUNTY ROAD NO. 130; THENCE ALONG SAID RIGHT-OF-WAY N 89° 52' 00" E 312.68 FEET; THENCE (CONTINUING ALONG SAID RIGHT-OF-WAY) N 89° 49' 18" E 860.83 FEET TO THE WEST LINE OF THE MEL-RAY SUBDIVISION; THENCE ALONG SAID WEST LINE S 1° 52' 00" W 575.96 FEET; THENCE DEPARTING SAID EAST (WEST) LINE AND ALONG THE NORTH LINE OF SAID GLENWOOD SPRINGS MALL N 87° 18' 00" W 615.36 FEET; THENCE (CONTINUING ALONG SAID NORTH LINE) S 47° 42' 00" W 125.06 FEET; THENCE (CONTINUING ALONG SAID NORTH LINE) N 87° 18' 00" W 476.98 FEET TO THE POINT OF BEGINNING.

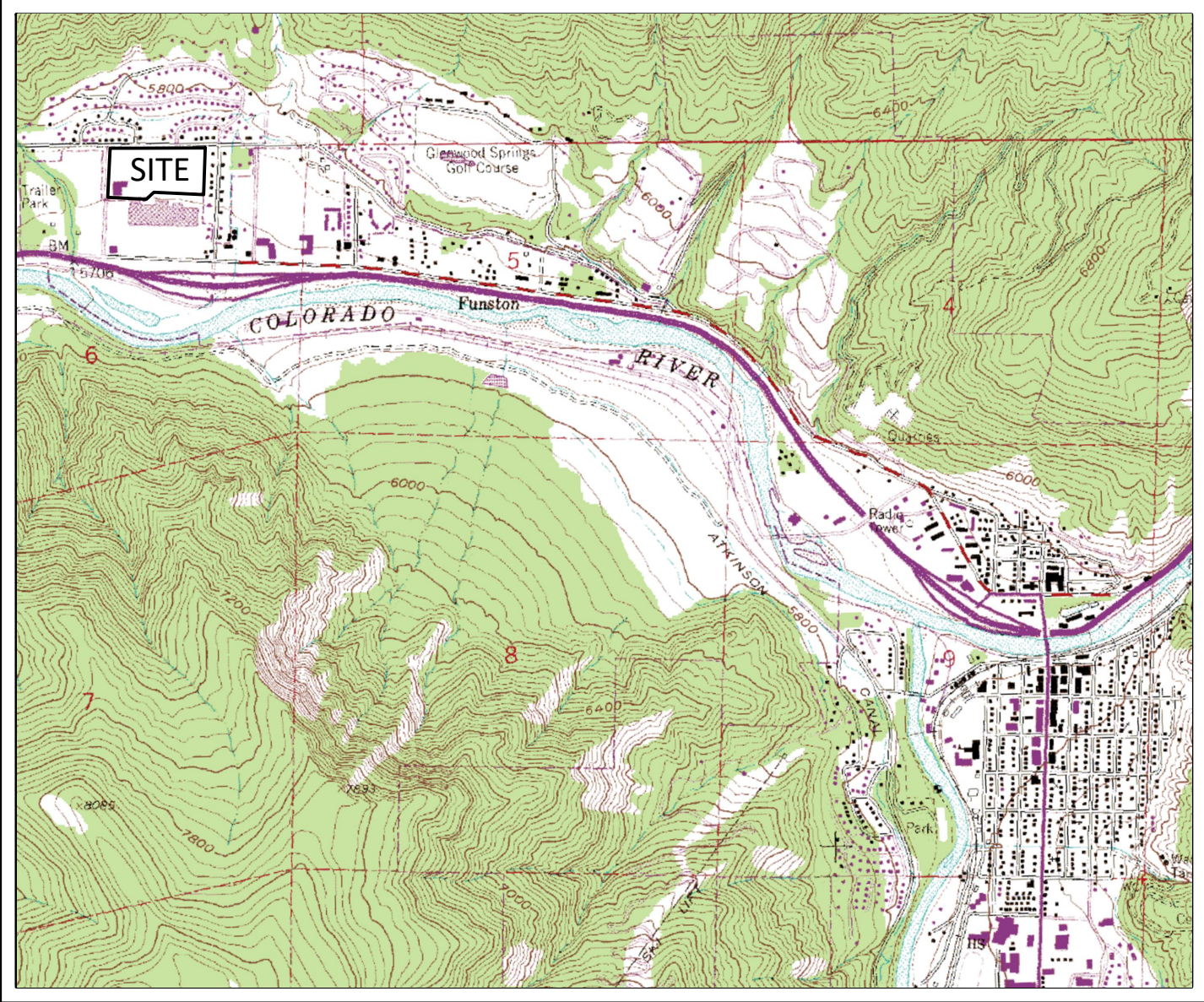
COUNTY OF GARFIELD  
STATE OF COLORADO.

CONTIGUOUS BOUNDARY CALCULATION

|                                     |          |
|-------------------------------------|----------|
| TOTAL BOUNDARY                      | 3572.51' |
| 1/6TH CONTIGUITY<br>(3572.51 x 1/6) | 595.42'  |
| CONTIGUOUS BOUNDARY                 | 1217.40' |



AREA TO BE ANNEXED



VICINITY MAP  
SCALE: 1" = 2000'

MAP NOTES

- 1) DATE OF PREPARATION: October 2020  
UPDATED: January 2021
- 2) BASIS OF BEARING: A bearing of S 01° 52' 00" W along the westerly boundary line of Mel-Ray Subdivision, according to the map thereof recorded in Book 245 at Page 515 of the Garfield County records.
- 3) BASIS OF MAP: The Resubdivision of Glenwood Springs Mall Subdivision, the Map of Mel-Ray Subdivision, the Improvement Survey prepared by Sopris Engineering dated January 25, 2021, and the Title Commitment prepared by Land Title Guarantee Company under Order No. ABS63014094-2, effective date January 10, 2020.
- 4) This survey does not constitute a title search by Sopris Engineering, LLC (SE) to determine ownership or easements of record. For all information regarding easements, rights-of-way and/or title of record SE relied upon the items outlined in Note 3.
- 5) Adjoiner information was taken from the Garfield County GIS website and is accurate as of this date, January 25, 2021.
- 6) All references to recorded documents and plats indicated herein refer to the records of the Garfield County Clerk and Recorder.

CITY COUNCIL CERTIFICATE

The annexation depicted on this map was approved by the City Council of Glenwood Springs, Garfield County, Colorado, by Ordinance No. \_\_\_\_, Series of \_\_\_\_, on the \_\_\_\_ day of \_\_\_\_, 2021.

\_\_\_\_\_  
Mayor

Witness my hand and the seal of the City of Glenwood Springs.

ATTEST:

\_\_\_\_\_  
City Clerk

SURVEYOR'S STATEMENT

I, Mark S. Beckler, L.S. No. 28643, a professional land surveyor licensed under the laws of the State of Colorado, do hereby state that the Annexation Map of 480 Donegan, as shown hereon, was prepared under my supervision on the basis of certain plats, deeds and other documents of record which were augmented with a field inspection conducted under my supervision and that such Annexation Map is true and correct to the best of my knowledge and belief.

BY: \_\_\_\_\_  
Mark S. Beckler, L.S. No.28643

\_\_\_\_\_  
Dated

CLERK AND RECORDER'S ACCEPTANCE

This Annexation Map was filed for record in the office of the Clerk and Recorder of Garfield County at \_\_\_\_ o'clock \_\_\_\_ M. on the \_\_\_\_ day of \_\_\_\_, 2021, as Reception No. \_\_\_\_.

\_\_\_\_\_  
Clerk and Recorder

By \_\_\_\_\_  
Deputy

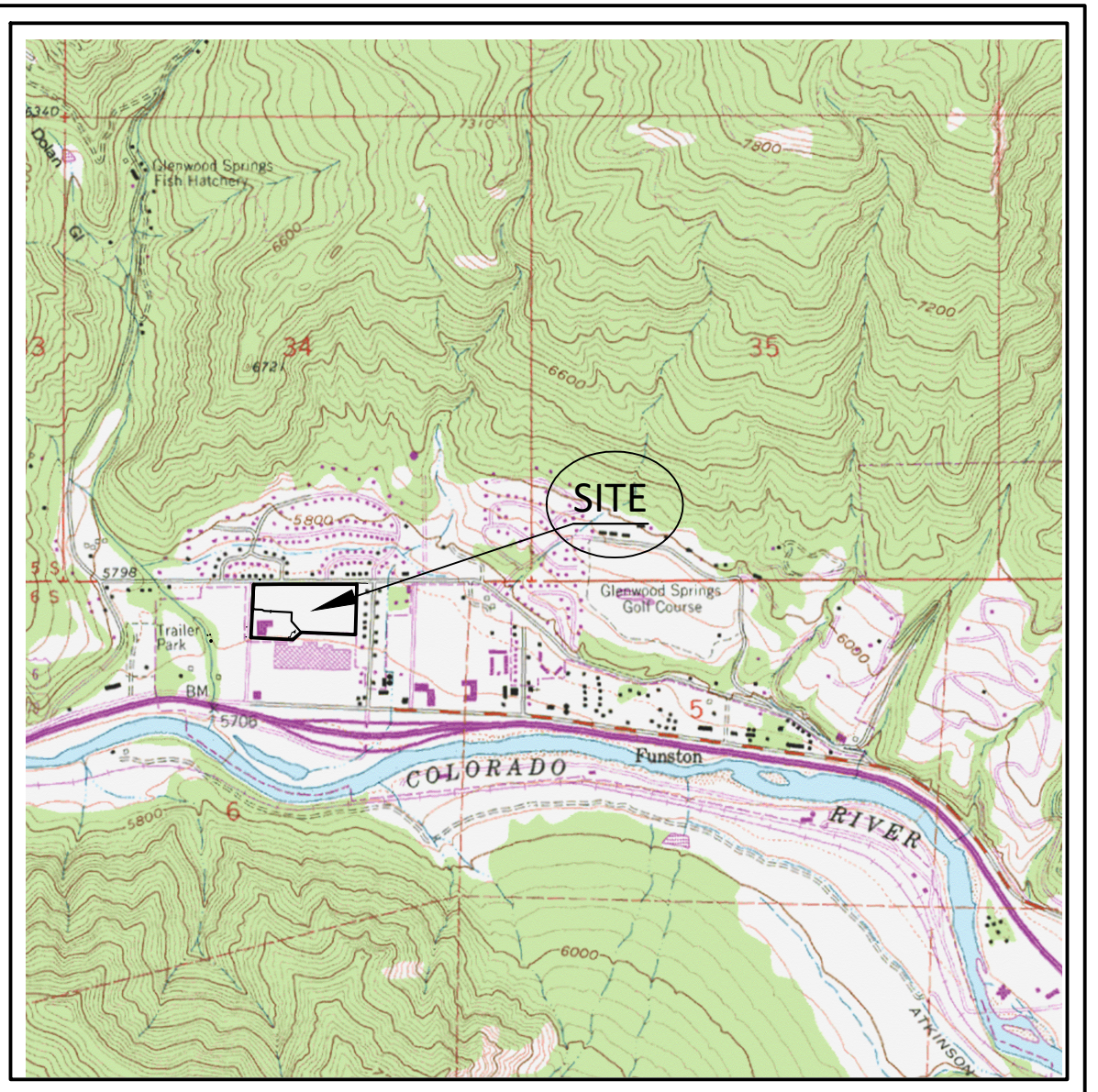
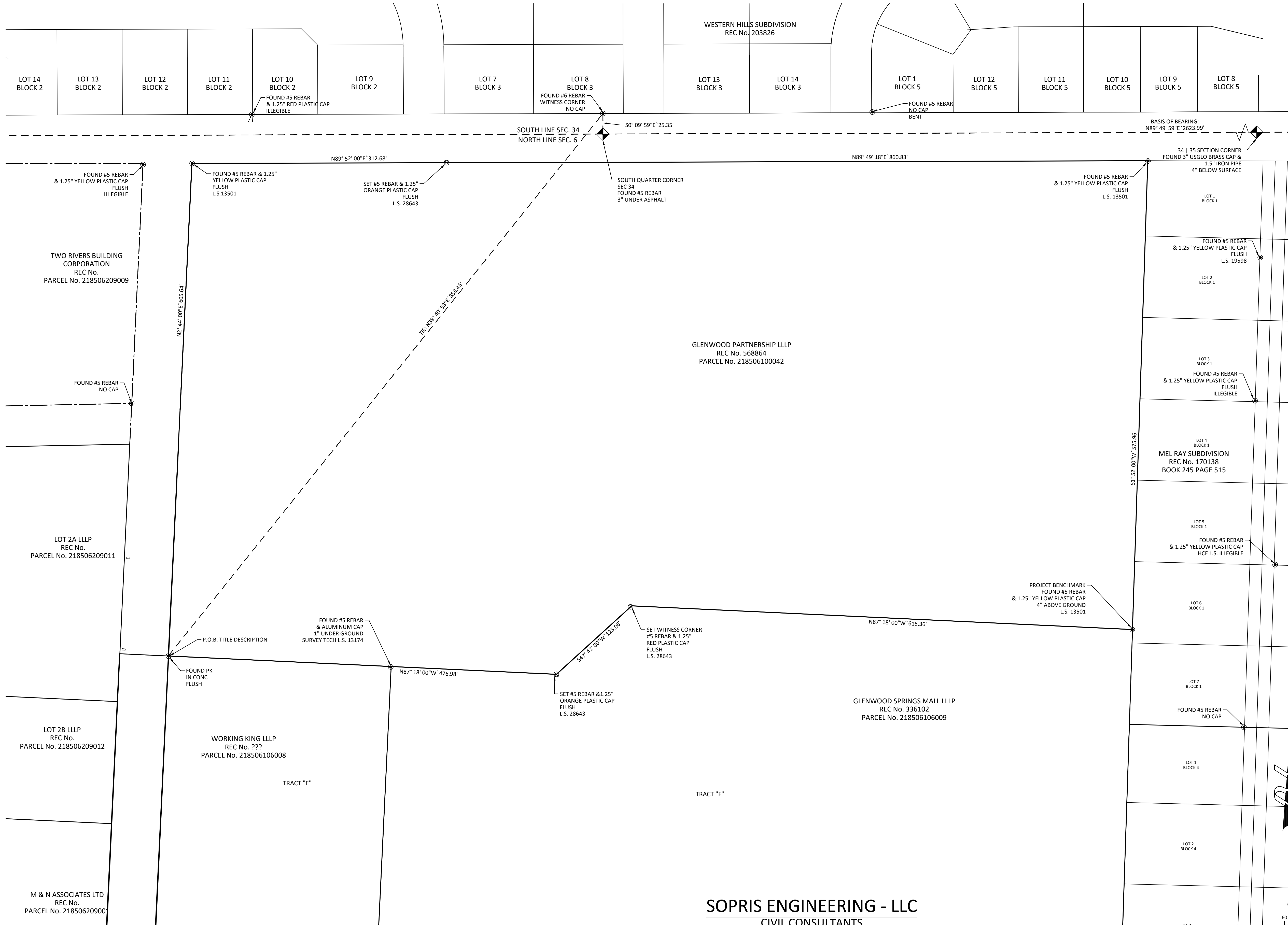
NOTICE: ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF CERTIFICATION SHOWN HEREON.

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



IMPROVEMENT SURVEY PLAT OF  
**480 DONEGAN**  
BEING SITUATED IN SECTION 6, TOWNSHIP 6 SOUTH,  
RANGE 89 WEST OF THE 6TH P.M.  
CITY OF GLENWOOD SPRINGS, COUNTY OF GARFIELD, STATE OF COLORADO.

SHEET 1 OF 2



**NOTES**

- 1) Date of Survey: October 7-28, December 15-18, 2020 & January 5, 8, 14, 2021
- 2) Date of Preparation: October - December 2020 & January 2021.
- 3) Basis of Bearing: A bearing of N 89° 49' 59" E along the south east section line of Section 34, established by the found monuments.
- 4) This survey does not constitute a title search by Sopris Engineering, LLC (SE) to determine ownership or easements of record. For all information regarding easements, rights of way and/or title of record, SE relied upon the Title Report prepared by Land Title Guarantee Company, Order No. AB563014094-2, Effective Date, January 10, 2020 and documents and plats of record as shown in the Source Documents, herein.
- 5) Basis of elevation: Project based on Global Position System (GPS) observations from the Continuous Operating Reference Station (CORS) GSC1 utilizing the Continental United States 2012 geoid model (GEOID 12A) CONUS and based the 1988 North American Vertical Datum (NAVD88) and a vertical shift of -4.22 feet as calculated by the North American Vertical Datum Conversion (VERTCON) an online service provided by a subsidy of the National Oceanic Atmospheric Administration (NOAA). Which established all elevations shown heron. Placement benchmarks to be set as requested.
- 6) The linear unit used in the preparation of this plat is the U.S. survey foot as defined by the United States Department of Commerce, National Institute of Standards and Technology.

**TITLE DESCRIPTION (THIS SURVEY EDITS/ADDITIONS)**

A TRACT OF LAND SITUATED IN SECTION 6, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

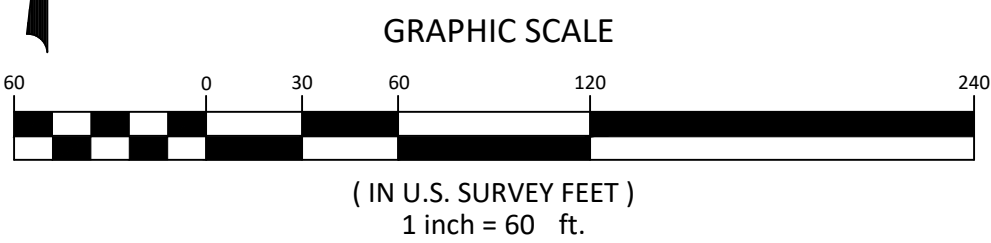
BEGINNING AT A POINT ON THE NORTH LINE OF THE GLENWOOD SPRINGS MALL SUBDIVISION WHENCE THE WITNESS CORNER TO THE 51/4 CORNER OF SECTION 34, TOWNSHIP 5 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEARS N 89° 13' 08" E 866.63 FEET (N 38° 40' 53" E 853.45 FEET FIELD) SAID POINT OF BEGINNING ALSO BEING THE SOUTHEAST CORNER OF THAT PARCEL DESCRIBED AS PARCEL C IN BOOK 1205 AT PAGE 589 IN THE OFFICE OF THE GARFIELD COUNTY CLERK AND RECORDER; THENCE ALONG THE EAST LINE OF SAID PARCEL C N 2° 44' 00" E 605.64 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF COUNTY ROAD NO. 130; THENCE ALONG SAID RIGHT-OF-WAY N 89° 52' 00" E 312.68 FEET; THENCE (CONTINUING ALONG SAID RIGHT-OF-WAY) N 89° 49' 18" E 860.83 FEET TO THE WEST LINE OF THE MEL-RAY SUBDIVISION; THENCE ALONG SAID WEST LINE S 1° 52' 00" W 575.96 FEET; THENCE DEPARTING SAID EAST (WEST) LINE AND ALONG THE NORTH LINE OF SAID GLENWOOD SPRINGS MALL N 87° 18' 00" W 615.36 FEET; THENCE (CONTINUING ALONG SAID NORTH LINE) S 47° 42' 00" W 125.06 FEET; THENCE (CONTINUING ALONG SAID NORTH LINE) N 87° 18' 00" W 476.98 FEET TO THE POINT OF BEGINNING.

COUNTY OF GARFIELD  
STATE OF COLORADO.

**IMPROVEMENT SURVEY PLAT**

I, MARK S. BECKLER, HEREBY CERTIFY TO COMMERCIAL DEVELOPMENT SERVICES GROUP, LLC, THAT THIS IS AN "IMPROVEMENT SURVEY PLAT" AS DEFINED BY C.R.S. § 38-51-102(9), AND THAT IT IS A MONUMENTED LAND SURVEY SHOWING THE CURRENT LOCATION OF ALL STRUCTURES, WATER COURSES, WATER FEATURES AND/OR BODIES OF WATER, VISIBLE ROADS, UTILITIES, FENCES, OR WALLS SITUATED ON THE DESCRIBED PARCEL AND WITHIN FIVE FEET OF ALL BOUNDARIES OF SUCH PARCEL, ANY CONFLICTING BOUNDARY EVIDENCE OR VISIBLE ENCROACHMENTS, AND ALL EASEMENTS AND RIGHTS OF WAY OF A PUBLIC OR PRIVATE NATURE THAT ARE VISIBLE, OR APPARENT, OR OF RECORD AND UNDERGROUND UTILITIES DESCRIBED IN LAND TITLE GUARANTEE COMPANY FILE NO. AB563014094-2, OR OTHER SOURCES AS SPECIFIED ON THE IMPROVEMENT SURVEY PLAT.

MARK S. BECKLER  
L.S. #28643



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

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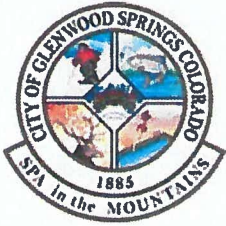
BEING SITUATED IN SECTION 6, TOWNSHIP 6 SOUTH,  
RANGE 89 WEST OF THE 6TH P.M.  
CITY OF GLENWOOD SPRINGS, COUNTY OF GARFIELD, STATE OF COLORADO.

| EXISTING CONDITIONS LEGEND |                      |  |                           | EXISTING WOOD FENCE |                                 |
|----------------------------|----------------------|--|---------------------------|---------------------|---------------------------------|
|                            | SIGN                 |  | EXISTING WOODEN FENCE     |                     | EXISTING CONTOUR                |
|                            | PVC PIPE             |  | EXISTING CONTOUR INTERVAL |                     | EXISTING GAS                    |
|                            | GAS METER            |  | EXISTING TELEPHONE        |                     | EXISTING UNDERGROUND ELECTRIC   |
|                            | CATY PEDESTAL        |  | EXISTING CABLE            |                     | EXISTING FIBER OPTIC            |
|                            | TELEPHONE PEDESTAL   |  | EXISTING 8" WATER MAIN    |                     | EXISTING 8" SANITARY SEWER MAIN |
|                            | ELECTRIC METER       |  | EXISTING SWALE OR DITCH   |                     | EXISTING STORM SEWER            |
|                            | ELECTRIC TRANSFORMER |  | DECIDUOUS TREE            |                     | CONIFEROUS TREE                 |
|                            | DRAINAGE DRAIN-WEIR  |  |                           |                     |                                 |
|                            | SEWER MANHOLE        |  |                           |                     |                                 |
|                            | GUY WIRE             |  |                           |                     |                                 |
|                            | POWER POLE           |  |                           |                     |                                 |
|                            | FIRE HYDRANT         |  |                           |                     |                                 |
|                            | WATER VALVE          |  |                           |                     |                                 |
|                            | WATER SHUTOFF        |  |                           |                     |                                 |
|                            | GAS METER            |  |                           |                     |                                 |
|                            | SEWER CLEANOUT       |  |                           |                     |                                 |
|                            | LIGHT POLE           |  |                           |                     |                                 |
|                            | IRRIGATION VALVE     |  |                           |                     |                                 |

[illegible]

1/25/2021 - 30017 - G:\2020\30017\SURVEY\Survey DWGs\PLAT 2020\30017 PLAT.dwg





## LAND USE APPLICATION

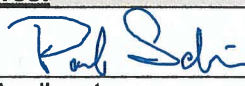
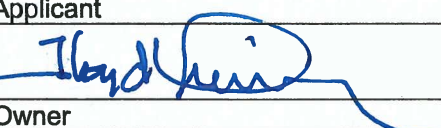
City of Glenwood Springs  
Economic and Community Development Dept.  
101 West 8<sup>th</sup> Street  
Glenwood Springs, CO 81601  
970-384-6411

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

| Applicant/Property Owner Information:                  |                                         |                            |                               |
|--------------------------------------------------------|-----------------------------------------|----------------------------|-------------------------------|
| Applicant                                              |                                         | Owner                      |                               |
| 214 Center Drive, LLC                                  |                                         | Glenwood Partnership, LLLP |                               |
| Relationship to Owner                                  |                                         | Owner                      |                               |
| Under contract to purchase portion of subject property |                                         |                            |                               |
| Applicant Address                                      |                                         | Owner Address              |                               |
| PO Box 9833                                            | Cincinnati, OH 45209                    | 214 Center Drive           | Glenwood Springs, CO 81601    |
| Phone 513.479.4396                                     | Email Address paul.schirmer@cdsg-us.com | Phone 970-945-6712         | Email Address john@diemoz.net |

| Property Information:                             |                                                 |
|---------------------------------------------------|-------------------------------------------------|
| Address                                           | Parcel Number                                   |
| 214 Center Drive, Glenwood Springs, CO 81601      | 218508100042                                    |
| Subdivision                                       | Lot and Block Number                            |
|                                                   |                                                 |
| Zone District Garfield County: Commercial/Limited | Existing Land Use Office/Commercial/Vacant Land |

| General Project Description:                                                                                                                                                                                                                                       |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Annexation of subject property and zoning of same as Commercial (CO) and PUD to allow for existing development on portion of property and development of approximately 12.27 acres of vacant land as a mixed use (commercial/multi-family residential) development |

| Signatures:                                                                                                                                                                                                                                                                                                                                |                                                                                      |           |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|-----------|
| The owner or applicant must be present at the hearing. All public hearings must be 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 |  | 1/26/2021 |
|                                                                                                                                                                                                                                                                                                                                            | Applicant                                                                            | Date      |
|                                                                                                                                                                                                                                                                                                                                            |  | 1-26-2021 |
|                                                                                                                                                                                                                                                                                                                                            | Owner                                                                                | Date      |

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

## Trent Hyatt

---

**From:** katie mosquera <ty.sparks@krewol.com>  
**Sent:** Thursday, August 6, 2020 2:51 PM  
**To:** Gretchen E Ricehill; paul.schirmer@cdsg-us.com; wgwspasteuredev@googlegroups.com  
**Subject:** New Slogan - Glenwood Springs the Community of Apartment Living!

Dear All!

My points:

- With all of your planned developments, you will have a **surplus of inventory - empty apartments** (Lofts, 6 Canyons, under construction at the former site of the Buffalo Valley, behind Walmart, where Rivers Restaurant stands and now west Glenwood)
- Where are the jobs to provide income to pay the rents? Blue collar? **Hourly? Is that what builds a solid community?**
- A study presented April 1, 2019 was based on **numbers from 2017**. It is now 2020 and we have had a pandemic. **Are your numbers accurate?**
- From what I read, **growth over the next 10 years is in the group of 65 yo+ -** we do not live in apartments.
- You will make Glenwood a cheap bedroom community.
- What **new department** will you create to inspect, monitor and deal with tenant issues?
- How will you beef up police and fire?
- Did you take into account that the **Hispanic Culture**, with larger families, prefer to keep all of the family under one roof?
- Will you **monitor unit occupancy?**

Slow down and think. This mass construction of apartments will turn Glenwood into a bedroom community comprised of families stacked in tacky apartments. Is this what Glenwood is about and what the founding fathers had in mind? I think not.

Ty Sparks  
Resident since 1970

PS Where is it written that if you cannot afford to live somewhere the community must bend so that you can? I live where I can afford.

## Trent Hyatt

---

**From:** Bobbie Meriwether <meadowlark.2000meadowlark@gmail.com>  
**Sent:** Thursday, August 6, 2020 10:07 PM  
**To:** Gretchen E Ricehill  
**Cc:** paul.schirmer@cdsg-us.com  
**Subject:** Planning for wildfire mitigation

Hello ,

I am a long time resident of the Valley . Have lived in West Glenwd having moved from Aspen to the Oasis Creek area in 1985. The view from my father's property overlooked the uncrowded and undeveloped areas that then comprised West Glenwood . Looking back in my minds eye 25 years ago , it is still hard to conceive of the exponentially explosive growth and churning pace of development . Still , those many years ago I had hoped that the surely city would be engaged in thoughtful planning . Population density and growth has now spilled over . I am a senior woman who has lived for twenty years and counting in the Orchard Lane townhomes. Now it is hard for me to even find a safe place to walk my dog and play a game of fetch with him in West Glenwood . The cherished little oasis of green grass or fields here and there have simply vanished . The pocket park along Mitchel Creek called Gregory has been virtually commandeered by the Two Rivers school often holding their outdoor education classes there. The Two Rivers Park , oh we used to enjoy that park too. It now suffers overuse with ever more tourists understandably crowding into it. The new , recently built "river walk" transformed a lovely natural rivers edge beach in which my dog romped and played . It became instead a man made walkway which now a dangerous situation for young children and dogs in that the natural beach was manipulated into something that is not natural at all and affords no transition from the built up walk wall to natural sloping beach . There was very little environmental sensitivity involved in that project . The Iron mountain entertainment and spa facilities destroyed the riparian terrain in those areas as well . Nothing in West Glenwood currently exists as an assessable open space. Oh yes the Meadows trails are jk great . But they are not open , assessable fields that any child could fly a kite in . That's incongruous for a city whose residents identify themselves as " outdoor " oriented . West Glenwood is a portion of the city that is rated very high in potential danger from fire threat . A person might dare to think that Glenwood along with New Castle , would have aggressively and smartly planned for green spaces to act as protective buffer zones for our ecologically vulnerable and fragile mountain community. Especially since the threat is something we've lived with every summer for a very long time.

We living in West Glenwood remember well the fires of Coal Seam and Storm King , We lived through the feeling of being trapped in the exits even way back then . West Glenwd's density has now reached a critical mass. Year after year we have faced the threat of wildfire by the seat of our pants. Glenwds 2020 population is roughly 10,000 lives by now . Our small area of West Glenwood therefore stands to represent 4,000 of those 10, 000 people in all the city if a very large development proposal by an out of state developer goes through at the West Glenwood Pasture .

West Glenwood has similar issues to those in nearby New Castle with outside developers wanting to cram hundreds of more people into small spaces with seemly no proportional attention or planning for emergency evacuation in wildfire situations . West Glenwood has only two avenues of escape . Due to the population increase over the last ten years, daily congestion has increased to a point where we seriously need to update, revise and be educated for our emergency evacuation plans . As a community we must revisit how much more development our town and infrastructure can safely accommodate. We can't afford to build additional roads and developers don't want to do it...We desire LESS density, more open space, and an updated safety plan keeps everyone informed as to evacuation procedures . WE NEED BE ASSURED THAT WE WILL NOT BE TRAPPED.

It seems readily apparent that addressing the value of having open space had been far too late in coming to the intentions of Garfield county. True , that ten short years ago they were at last begun . Were they ever consulted, much less comprehensively implemented ? I wonder at times why these studies even got done and then seemingly ignored . It would seem they were treated as just an esoteric "suggestion". Does anything matter if it doesn 't somehow involve recreation or some other economic interest ? I want to know why other considerations such as :



safety , quality of life , with livable and well planned -for spaces are somehow not considered valuable and practical as well?

My plea In writing this letter is for better , more progressive and forward looking planning and regulation for West Glenwood . If development occurs that it be compatible , with the local environs that are studied and well understood . It's seems in light of this , that it is irresponsible for the economic engine to keep churning unabated in pursuit of "the economy"- as if nothing else holds value at all .

My home is here In Glenwood . I do not intend to leave. My way of life feels very threatened by uncontrolled growth , and lack of planning for that growth . There comes a time when the quality and safety of life should be considered a very practical and essential part of effective city planning and zoning . That time is well past due . I live in the very shadow of Storm King . I hope that the brave firefighters that fought for our town and died defending it , did not die as it's only defenders . One would think that a vigorous and meaningful plan for mitigating a repeat of wildfire disaster would exist in PLANNING and ZONING for open spaces that act as buffer zones. We need in meaningful and sustainable plans . How much longer can we simply rely on sheer luck, timing , and the way the wind blows during fire season ? We can no longer simply applaud the heroic efforts of firefighters and emergency personnel and then act in ways that seem as if we take their efforts and our luck for granted . Surely there are many good and involved people in leadership making sincere and non -political efforts to form a caring community. I beg for the city planners developers and leadership to work together as effectively and as heroically as firefighters do. Please provide updated PLANNING AND ZONING that would better protect West Glenwood's vulnerabilities . Keep our businesses safe and our quality of life livable and breathable by reconsidering the vital contributions of open space. It's way past time to be see that overdevelopment is simply exploitation and no longer conscionable for our West fGlenwood community that is yalready under threat by the proposed massive expansion of the RMR limestone quarry, a short mile away as the bird flies . We need space to live and breathe clean air . We deserve for our concerns to at long last be addressed .

Sincerely ,  
Bobbie Meriwether

## Trent Hyatt

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**From:** Ann Stephens <britican@comcast.net>  
**Sent:** Friday, August 7, 2020 8:36 AM  
**To:** Steve Boyd; Gretchen E Ricehill; Debra Figueroa; Jennifer Ooton; Sara Weigel  
**Cc:** Ann Stephens  
**Subject:** Proposed Development by R2 Partnership LLC

As long-standing members of the West Glenwood community, we are writing to express our opposition and concerns regarding the development of the 12.5-acre property at 214 Center Drive currently under contract with R2 Partnership LLC. After meeting with the developer last week we believe the Pre-Annexation meeting will be held in approximately two months' time (late September/early October).

We recognize the Roaring Fork Valley may have a housing need, but to bring in 418 units, 1300 tenants with 650 parking spaces to such a neighborhood is a concern for us on many levels.

### 1. Safety

The wildfire on August 5, 2020, just west of Ami's Acres at approximately mile marker 111, has again shown us the reality of what happens in West Glenwood during even a small wildfire. Our home is on Ponderosa Circle just off Donegan Road and we witnessed first-hand how quickly the traffic congestion occurred shortly after the emergency alert. The I-70 traffic, and almost every road in West Glenwood, was gridlocked and remained gridlocked till long after 10 pm.

According to figure 2 of the Wildland Urban Interface Community Wildfire Protection Plan of April 2007, the area of West Glenwood has a hazard rating of "very high." West Glenwood has many roads leading to **A SINGLE ROAD - Highway 6**. Also, Highway 6 cannot allow safe evacuation of all the residents of West Glenwood. Depending on the location of the fire, emergency vehicles may block off one or more roads to enable their access to the fire, which further restricts evacuation.

To add another 1,300 residents to West Glenwood, which according to the Census Department, had almost 3,100 residents in 2018 would be utterly catastrophic. Not only do all of these residents need to evacuate safely, but there are elderly residents (12% of our population) who may need assistance, families with young children, as well as two schools and daycare facilities.

### 2. Impact on Traffic

To add another 1,000 vehicles to our streets will bring about a traffic nightmare of Californian proportions and will turn West Glenwood into a parking lot. COVID has dramatically reduced traffic, and any traffic studies done at this time will not reflect the reality of this area. We urge you to consider this at the Pre-Annexation meeting when it comes to your department.

### 3. Proximity to Two Rivers School

Currently, the developers plan to have an exit immediately opposite the school. Even if they move the street to somewhere else on Storm King, congestion and safety concerns for our young children is inevitable.

### 4. Green space

Glenwood residents value the beauty of the land and recognize the importance of green space; we will be losing yet another precious piece of land for our environment and the wildlife. Bike paths exist around town coming almost to this piece of property for both tourists and residents to recreate and enjoy this valley. Many tourists bike past the pasture to visit the area's Fish Hatcheries.

If there has been one thing our world has learned through COVID it is that no matter how economically stable you are, how fiscally responsible you are, how much you plan for the future, you are nothing if you don't protect your people and that is what we are asking the City of Glenwood to do - to protect its current population and keep its residents safe. We strongly urge the City Planning Office to reject the application to annex this property.

Randy & Annie Stephens  
0041 Ponderosa Circle

Tel: 970-618-6080

## Trent Hyatt

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**From:** LAURIE RAYMOND <laurieraymond16@comcast.net>  
**Sent:** Monday, August 10, 2020 1:04 PM  
**To:** Steve Boyd; Gretchen E Ricehill; Debra Figueroa; Jennifer Ooton; Sara Weigel; Rick Voorhees; Tony Hershey; wgwspasturedev@googlegroups.com  
**Subject:** Issues of the 111 Fire and the West Glenwood pasture development plan

Civic leaders of Glenwood Springs:

I'm the owner of High Tails Dog & Cat Outfitters in West Glenwood Springs. On Wednesday, August 5th, we received a pre-evacuation order at around 3:30 shortly after the 111 Fire got rolling. We immediately began to prepare and load supplies and gear and organize our vehicles to be able to transport to safety all the dogs in our care at that time. Their owners came as soon as they could to retrieve their pets, but many were delayed by traffic, with the last dog picked up just before 8. Although one westbound lane of I-70 opened up shortly after six, no one was able to move in any direction by then. Highway 6 was a parking lot from Mitchell Creek Rd to the 114 roundabout. By the time I left, after 8, all side streets were completely gridlocked as well. It dawned on us that if the fire had continued to bear down on us, we would not have been able to go anywhere.

Because I live off of Donegan east of the Mall, I took Mitchell Creek Rd to Donegan where I joined the stationary line, sitting alongside the disputed pasture behind the mall. I couldn't help thinking about how much worse the jam would have been if 1300 more people and 600+ vehicles were in place, all under the same order to be ready to evacuate, all striving to be able to leave. It was impossible not to recall the horrific images of the Paradise Fire, another bottleneck from which there were not enough possible exits, and the people and animals who roasted to death in their cars or on foot, unable to outrun the flames.

Several years ago I participated in a few planning sessions after a fire in the same general area had exposed serious weaknesses in the ability to move people out of this area. It is hemmed in by geography and unmitigated by sufficient infrastructure. We talked about organizing for responsible traffic flow control, but as far as I know, nothing much came of it. But that was before the summer when California burned, obliterating whole towns. When massive loss of life clearly indicated the future for such places (like ours) as the climate warms and extreme weather events and overcrowding-without-sufficient-safety-resources increase.

We need to sober up. If we learn nothing else from the current pandemic, it should be clear to everyone that precautionary planning - not just talk, but provision of resources and designation of responsible entities for accessing and distributing them in emergencies -- is not a luxury but an absolute necessity. Allowing an imperative of "growth" to trump everything is living beyond our means.

One obvious measure we should take is to organize, equip, train and empower a civilian volunteer traffic corps. We live in an area where fires, floods, mud slides and blizzards frequently paralyze our mobility. There are recognized choke points where one traffic control officer could significantly ease congestion and keep emergency response routes open. This is no job for the police, since even in a gridlocked and panicky situation, law enforcement has its own necessary role. Volunteer fire departments could be a model for such a cadre of people trained and tasked with handling traffic needs in a crisis.

Finally, on the pasture development proposition: About the only thing everyone agrees on in relation to the Covid-19 pandemic is that once the crisis is past, nothing will be the same as it was before. The Valley housing report of just a year ago needs to be set aside until a "new normal" situation can be evaluated. What does it mean for our communities that out of state ultra-wealthy people are moving here to live in their second homes, or buying up properties as fast as they can? They are thinking of their own safety. But they have resources to take care of themselves wherever they primarily reside, better than the low-wage "essential workers" who risk much to serve them. We should ask ourselves if we are really willing to sacrifice what remains of our quality of life in our communities, or be forced to leave because of rising real estate prices (followed by property taxes.) I think it would be prudent, and also a statement of community solidarity, to place a moratorium on development for a period of time long enough to allow us to recognize emerging trends and changes and take deliberate and appropriate action.

But let's find new ways to deliberate together what we want our communities to be, before fear, greed and recklessness make that discussion moot.

Laurie Raymond  
Glenwood Springs  
970-945-8723



**From:** [Troy Gordon](#)  
**To:** [wgwspasturedev@googlegroups.com](mailto:wgwspasturedev@googlegroups.com)  
**Cc:** [Gretchen E Ricehill](#)  
**Subject:** West Glenwood Pasture Development  
**Date:** Monday, August 17, 2020 10:05:27 AM

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I am in receipt of the flyer that circulated regarding this development. I am opposed to such a dense development with little to no concern on the surrounding area. First, the traffic congestion in West Glenwood with the Mall, Dealerships, multiple schools and businesses is already at capacity in my opinion. Second, the idea of another high density development in this area is not reasonable. The last project by Climate Control required numerous variations that were granted with little to no regard for reasonableness on height, parking and density. This seems like the same thing. Third, you are placing 1300 tenants next to two schools that will add a large volume of traffic at the worst times for children safety. Finally, I am surprised that the city council would consider this. At one point it was expected that this land would be completely or partially a park area. Why does the South Glenwood and downtown area from Two Rivers to the south get multiple parks and recreation sites and West Glenwood gets a small virtually non-usable park (McGregor Park) but yet almost half of the kids live in this area. Residents have been begging for more options in West Glenwood for decades, more ball fields, basketball courts, picnic areas, etc. but instead of doing this, the city council decides to update a commercial rafting pull out that is used by a small minority of the community. Please consider what you are doing on this. You are adding 1300 residents with most likely 1/3 of them being kids without any type of recreational outlet that was desperately needed prior to this. If this development was offset by 50% of it going to ballfields, recreational options, I would reconsider. Thank you.

Troy Gordon

## Trent Hyatt

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**From:** Rachel & Leon <rlgaro@q.com>  
**Sent:** Monday, August 17, 2020 9:45 AM  
**To:** Gretchen E Ricehill  
**Subject:** Proposed West Glenwood Pasture Development

Dear Ms. Ricehill:

We are writing to you regarding the Proposed West Glenwood Pasture Development.

We have lived in west Glenwood since 1971 and have seen many changes over the years. While change is inevitable, we feel that the above proposal is dangerous to the residents in west Glenwood, primarily because of the very real possibility of needing to evacuate and this summer is a case in point.

The danger of fire has occurred in West Glenwood twice (1994 & 2002) and we have had to evacuate. In 2002, we were stuck in bumper to bumper traffic on the frontage road while the fire roared our way just across the river. With the fire moving faster than the traffic, we finally drove on the bike path to make our way to north Glenwood and then across the bridge. And, this year, we were very fortunate that the fire fighters could extinguished the 111 fire before it was out of control and threatened residents in West Glenwood.

Since the 2002 fire, the population in west Glenwood has grown substantially along with the accompanying increase in traffic. New homes and apartments have been built which have added additional population and cars. The new bridge is a beautiful accomplishment but it doesn't move traffic across the river at a significantly faster pace than the old bridge did.

The potential increase of another 1,300 tenants and 650 more cars to the already overcrowding of the area is dangerous and ill advised.

In our opinion, a better use for the pasture would be its development as a park for West Glenwood. Currently the only park in West Glenwood is the small Gregory Park by Mitchell Creek.

Sincerely,

Leon and Rachel Garot  
30 Mountain Shadow Drive  
Glenwood Springs, CO 81601  
(970)319-0187

## Trent Hyatt

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**From:** Jessi Hastings <jessidh27@gmail.com>  
**Sent:** Monday, August 17, 2020 11:46 AM  
**To:** Gretchen E Ricehill  
**Cc:** paul.schrimer@cdsg-us.com  
**Subject:** Proposed West Glenwood Pasture Development. Section 6, Township 6, South Range 89

Dear Ms. Ricehill and Mr. Baumann,

I am very concerned about the proposed development of the Pasture land behind the old Glenwood Springs Mall.

I think it endangers all of our lives in West Glenwood to add to the population here when already when there is a disaster, there is a huge traffic problem. Allow me to be specific. I live at the very end of Mountain Shadow Dr. and I am disabled.

We recently were put under prevacuation for the 111 fire in Canyon Creek 3 miles from the West Glenwood Exit. I called my help who lives in Glenwood. It took her 20 minutes to get here and a half hour to get home because of the congestion of traffic on the highway, Midland and the frontage road. It took my housemates 3 hours to get here from Thunder River Market. When they finally got to the neighborhood, they said there were random cars everywhere parked and moving because the highway was shut down. Thank God, we did not have to evacuate. I really feel we would not have gotten out of here,

Please do not add more population to the existing infrastructure that already is inefficient in an emergency.

Thank You for your consideration,  
Sincerely,  
Deborah : "Jessi" Hastings

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MOVE TO IMPROVE  
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Jessi Hastings, RN, LMT,  
Certified Anat Baniel Method  
Neuromovement Practitioner

970.946.8968  
[jessidh27@gmail.com](mailto:jessidh27@gmail.com)

"Making the impossible possible, the possible easy and the easy elegant."  
Moshe Feldenkrais

**From:** [Lynette Brickell](#)  
**To:** [Gretchen E Ricehill](#)  
**Cc:** [paul.schirmer@cdsg-us.com](mailto:paul.schirmer@cdsg-us.com); [wgwspasturedev@googlegroups.com](mailto:wgwspasturedev@googlegroups.com)  
**Subject:** West Glenwood Pasture Development to Apartments  
**Date:** Tuesday, August 18, 2020 1:13:01 PM

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Hi Gretchen,

I am writing this to you as a West Glenwood resident located at 0010 Ponderosa Circle. I first and foremost want to acknowledge that there is definitely a need for housing in this community, But, I also want to express my concerns about the development and the density of the apartments proposed.

If you drove by this area yesterday or today, we already have traffic and parking concerns since the Two Rivers Foundation School has returned to full operations. The teachers and staff are having to park along Donegan (including in front of this proposed development). The school buses are parked along Storm King Road leaving room for only one car to pass by at a time. Now, add an additional 1-2 vehicles per unit at this development and we have 500 - 800 vehicles to add to the congestion at school drop off and pick up times, which coincide with leaving for work in the mornings. The safety of these children that walk from our neighborhood to both the Two Rivers Foundation School and the Glenwood Springs Middle School is a definite issue.

Our roads (Donegan & Ponderosa) have been torn up for weeks just adding a larger sewer/water line to accommodate this development and it is not even approved yet. What other infrastructure will have to be modified in order to handle the number of apartments and people this will bring? And, in the end, who is paying for the road work, sewer and water upgrades, etc.? City taxpayers?

And, with the fires burning at the present time, and having to evacuate twice in the past, we would have a very difficult time moving that amount of vehicles and people out of this area in a quick manner. It was a nightmare before in 1994 and 2002 and we didn't have the amount of cars and people living in West Glenwood that we now have, This development would exacerbate this 10-fold.

I also work in the Glenwood Business Center and would be entering and exiting the same entryway and exit that this new development would be using. It is hard at the present time to get in this business center when the cars are lined up dropping children off at the school, let alone the additional cars from the development.

I also have my office facing this open field and it has been very nice to observe the geese, rabbits, horses, and other wildlife come through and have a place to reside. No more green space?

The noise level, the lighting, and other issues are definitely a concern as well. If it were a business that closes in the evenings, it would not be so bad, but that many people and vehicles in that small area, I tend to believe the noise level will be a lot higher.

There are other concerns as well, but this touches on the major ones and I hope you consider a downsizing approach when considering this development. Our small little area over here cannot handle this big of a project.

Concerned Citizen,

Lynette Brickell

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**From:** [Krista Kies](#)  
**To:** [Gretchen E Ricehill](#); [paul.schirmer@cdsg-us.com](mailto:paul.schirmer@cdsg-us.com)  
**Subject:** West Glenwood Pasture Development  
**Date:** Monday, August 31, 2020 8:32:53 PM

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Good Evening,

We received a notice on our door recently in regards to the West Glenwood Pasture Development proposal and we would like to ask one question please. Why are we eliminating green space when there is a mall right in front of this open space that could be converted into apartments and already has a parking lot? According to the Post Independent article from January 9, 2020, over a dozen tenants have abandoned the mall since 2015, leaving the majority of the shopping center's once lively storefronts dark. As of 2018, the mall contributed only a small portion, 3.7%, to sales taxes.

We appreciate your time listening to our concerns and hope to come to a better solution than eliminating green space.

Krista Thormann  
(903) 815-3602  
[krista.kies@gmail.com](mailto:krista.kies@gmail.com)

## Trent Hyatt

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**From:** Valorie Guanella Erion <mverion@sopris.net>  
**Sent:** Thursday, September 10, 2020 11:53 AM  
**To:** Gretchen E Ricehill  
**Subject:** Proposed Development by R2 Partnership

Dear Ms. Ricehill:

I am not a resident of Glenwood Springs, rather a resident of Garfield County. However, my husband works in Glenwood and has been very impacted during his commute due to the wildfires, as nearly all down valley commuters have been. I am in Glenwood several days a week shopping and running errands. It's not just an inconvenience to be caught in the gridlock, it's dangerous during a fire. This development is just a very bad idea. Open space is in short supply in our area and there won't be any more coming in the future, please preserve what little slice we have left. I share the validity of the points outlined below. Please reject the application to annex this property.

I am writing to express my opposition to the development of the 12.5-acre property at 214 Center Drive currently under contract with R2 Partnership LLC. I recognize that the Roaring Fork Valley, in general, may have a housing need, but to bring in 418 units, 1300 tenants with 650 parking spaces to such a rural neighborhood is a concern for me on many levels.

### **1. Safety**

I'm confident that the recent wildfires in South Canyon and Glenwood Canyon have demonstrated the need for wise decisions to be made as you plan a strong and safe community for all residents of Glenwood Springs. Shortly after the South Canyon wildfire, the residents of West Glenwood saw firsthand how quickly gridlock occurred, leaving almost every road impassable until late into the evening.

To add another 1,300 residents to the current 3,100 residents of West Glenwood would be utterly catastrophic. Not only do all of these residents need to evacuate safely, but there are elderly and disabled residents who may need assistance, families with young children, as well as two schools and many daycare facilities. We are not talking IF a wildfire will happen again in Glenwood Springs but WHEN.

According to figure 2 of the Wildland Urban Interface Community Wildfire Protection Plan of April 2007, the area of West Glenwood has a hazard rating of "very high." West Glenwood has many roads leading to **A SINGLE ROAD - Highway 6**. Highway 6 cannot allow for the safe evacuation of all the residents of West Glenwood as it stands today. Depending on the location of the fire, emergency vehicles may block off one or more roads to enable access to a fire or flood area, which would further restrict evacuation efforts.

### **2. Impact on Traffic**

The addition of another 1,000 vehicles to our streets will create a traffic nightmare of overwhelming proportions and will turn West Glenwood into a parking lot. COVID has dramatically reduced traffic, and any traffic study done during these "safer at home" months will not reflect the reality of this area. We urge you to consider this at the Pre-Annexation meeting when it comes to your department.

### **3. Proximity to Two Rivers School**

Currently, the developers plan to have an exit immediately opposite the school. Even if they move the street to somewhere else on Storm King, congestion and safety concerns for our young children, their parents, and our teachers are inevitable.

### **4. Green Space**

Glenwood residents value the beauty of the land and recognize the importance of green space; we will be losing yet another precious piece of land for our environment and wildlife. This pasture also affords West Glenwood with a good measure of protection against the spread of wildfires. Bike paths exist around town coming almost

to this piece of property for both tourists and residents to recreate and enjoy this valley. Many tourists bike past the pasture to visit the area's Fish Hatcheries.

I urge you in the City Planning Office to protect its current population, preserve the small amount of open space that west Glenwood currently has, and help keep its residents safe by rejecting the application to annex this property.

Valorie Guanella Erion  
0392 CR 266  
Silt, CO 81652  
970-379-9990

**From:** [Lacy King](#)  
**To:** [Gretchen E Ricehill](#); [Steve Boyd](#); [Debra Figueroa](#); [Jennifer Ooton](#); [Sara Weigel](#); [Rick Voorhees](#); [Tony Hershey](#); [Paula Stepp](#); [Shelley Kaup](#); [Charlie Willman](#); [Greg Bak](#); [Jonathan Godes](#)  
**Subject:** R2 Partnership Proposal in West Glenwood  
**Date:** Thursday, September 10, 2020 3:55:42 PM

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Dear City Council, Officials, Mayor, and Fire Marshall,

Community. What does that word mean to you? Is it thought of as individuals sharing common interests and goals, or simply people living in the same place? No matter the answer, those who have called Glenwood Springs their home for years, decades or a lifetime deserve to be heard, and listened to.

The 111 Fire on Aug. 5 posed many challenges for local citizens, along with those passing through. I reside on Mel Rey Road, off the roundabout. The traffic that flooded Mel Rey wrapped around to Donegan, down Storm King, up Mitchell Creek, and back to Highway 6 leaving us residents out here feeling trapped. What would we have done should we have needed to evacuate?

On July 2nd a couple neighbors and I got together to create a Facebook group to share information about a 418 unit apartment complex being proposed in West Glenwood by a developer out of Cincinnati, OH. (To learn more find us at <https://www.facebook.com/groups/203281687630716> ) To the county and city officials who've met with the developer privately, did the thought of natural catastrophes cross your mind when you recommended more units than the amount originally proposed?

In my research for this Facebook page I found a Community Wildfire Protection Plan dated April 2007. Despite it being an older document, the content is valuable to all in this moment. Figure 2 has much of West Glenwood at a Hazard Rating of Very High to Extreme. On page 29, a high priority recommendation was made to educate citizens on proper escape routes. Was this ever enacted?

Vulnerable communities should look to examples like the socio-ecological mitigation approach Montecito County used to successfully fight the Thomas Fire. As a 38 year old Glenwood Springs native, I plan to live out my days here. But what I hope for are leaders that value common interests and goals and that work hard to achieve them — representatives that seek smart growth solutions that encapsulate a true sense of community.

Lacy King  
Glenwood Springs

P.S. I wrote this Letter to the Editor the day before the Grizzly Creek Fire was started. My feelings are even more heightened now. As a GWS native, the daughter of one of the CDOT engineers on the Glenwood Canyon project, and someone who loves this place we call home, I am begging you to hear the pleas of your constituents. Please deny R2 Partnerships proposal until accurate studies can be obtained and safety measures are in place. This is the time to rebuild our community, not divide it. The future is in your hands.

## Trent Hyatt

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**From:** Lori Welch <lori.welch@gmail.com>  
**Sent:** Tuesday, October 13, 2020 3:02 PM  
**To:** Rick Voorhees; Jonathan Godes; Gretchen E Ricehill; Steve Boyd; Debra Figueroa; Jennifer Ooton; Sara Weigel; Tony Hershey; Paula Stepp; Steve Davis  
**Subject:** The death of WGWS - Proposed Development by R2 Partnership

I am writing to express my opposition to the development of the 12.5-acre property at 214 Center Drive currently under contract with R2 Partnership LLC. I recognize that the Roaring Fork Valley, in general, may have a housing need, but to bring in 418 units, 1300 tenants with 650 parking spaces to such a rural neighborhood is a concern for me on many levels.

### 1. Safety

I'm confident that the recent wildfires in South Canyon and Glenwood Canyon have demonstrated the need for wise decisions to be made as you plan a strong and safe community for all residents of Glenwood Springs. Shortly after the South Canyon wildfire, the residents of West Glenwood saw firsthand how quickly gridlock occurred, leaving almost every road impassable until late into the evening.

To add another 1,300 residents to the current 3,100 residents of West Glenwood would be utterly catastrophic. Not only do all of these residents need to evacuate safely, but there are elderly and disabled residents who may need assistance, families with young children, as well as two schools and many daycare facilities. We are not talking IF a wildfire will happen again in Glenwood Springs but WHEN.

According to figure 2 of the Wildland Urban Interface Community Wildfire Protection Plan of April 2007, the area of West Glenwood has a hazard rating of "very high." West Glenwood has many roads leading to A SINGLE ROAD - Highway 6. Highway 6 cannot allow for the safe evacuation of all the residents of West Glenwood as it stands today. Depending on the location of the fire, emergency vehicles may block off one or more roads to enable access to a fire or flood area, which would further restrict evacuation efforts.

### 2. Impact on Traffic

The addition of another 1,000 vehicles to our streets will create a traffic nightmare of overwhelming proportions and will turn West Glenwood into a parking lot. COVID has dramatically reduced traffic, and any traffic study done during these "safer at home" months will not reflect the reality of this area. We urge you to consider this at the Pre-Annexation meeting when it comes to your department.

### 3. Proximity to Two Rivers School

Currently, the developers plan to have an exit immediately opposite the school. Even if they move the street to somewhere else on Storm King, congestion and safety concerns for our young children, their parents, and our teachers are inevitable.

### 4. Green Space

Glenwood residents value the beauty of the land and recognize the importance of green space; we will be losing yet another precious piece of land for our environment and wildlife. This pasture also affords West Glenwood with a good measure of protection against the spread of wildfires. Bike paths exist around town coming almost to this piece of property for both tourists and residents to recreate and enjoy this valley. Many tourists bike past the pasture to visit the area's Fish Hatcheries.

I urge you in the City Planning Office to protect its current population and help keep its residents safe by rejecting the application to annex this property.

--

Lori Welch  
828 Red Valley Drive, Glenwood Springs  
970-930-5211



## Trent Hyatt

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**From:** Katie Mosquera <katie@saltcreeksearch.com>  
**Sent:** Thursday, September 10, 2020 1:40 PM  
**To:** Gretchen E Ricehill; Steve Boyd; Debra Figueroa; Jennifer Ooton; Sara Weigel; Rick Voorhees; Tony Hershey; Paula Stepp; Steve Davis; paul.shirmer@cmsg-us.com; Jonathan Godes  
**Cc:** wgwspasturedev@googlegroup.com; Greg Bak  
**Subject:** Proposed West Glenwood by R2 Partnership

Dear City of Glenwood and Glenwood Springs Fire Marshall:

I am reaching out to you to express my opposition to any further development in Glenwood Springs until you have actually done your homework. It appears that you lack any concept of growth and how to do so safely. As a city, you seem to allow as many occupants as possible in a dwelling without regard to first responders need to access the property in the event of an emergency (Minter Avenue). The city also does not seem to wish to enforce occupancy codes or care. All you are doing is putting lives in danger not to mention the stretch on the existing sewer and water systems.

It is with this thought that I am writing to express my dismay at what could turn into a 400 unit disaster in west Glenwood. (Especially since Stepp wants the former mall parking lot to house the homeless). Clearly, safety has not been considered. The round-about is a disaster and cannot manage more traffic. Second, where is this projected growth coming from? Are your numbers current? (The Greater Roaring Fork Regional Housing Study was released in April of 2019 based upon 2017 numbers – what has changed in 2020?) Where are the jobs to support the rents? Are ALL current rental units rented? How will you monitor occupancy?

The bottom line is that projected growth is of the 65 and older demographic – hardly apartment dwellers. Glenwood Springs growth has been less than 1% since 2018 so how do you justify this apartment complex and that apartment complex? You will create a community of empty apartments – is that Glenwood Springs?

I think greed is the underlying component here as well as a liberal thought process. I would love to live on Park Avenue in New York! Do I? No – I cannot afford it. Why does this town have to bend to cater to those that cannot afford to live here? Your apartments will not solve problems of a housing shortage. You will only create over-occupancy and unsafe living conditions endangering lives of the occupants and first responders. Not to mention the creation of many empty units because rents are just too high vs wages.

If you want to address any issue, come with a SOLID plan based on upon real numbers and not numbers that you “desire” to see.



Katie F. Mosquera  
Glenwood Springs native and GSHS graduate  
Katie@SaltCreekSearch.com  
630.915.8013 MST  
[www.linkedin.com/in/katiemosquera](http://www.linkedin.com/in/katiemosquera)

## Trent Hyatt

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**From:** katie mosquera <ty.sparks@krewol.com>  
**Sent:** Monday, September 14, 2020 12:24 PM  
**To:** Gretchen E Ricehill; Steve Boyd; Debra Figueroa; Jennifer Ooton; Sara Weigel; Rick Voorhees; Tony Hershey; Paula Stepp; Steve Davis; paul.schirmer@cdsg-us.com; Jonathan Godes; Greg Bak  
**Subject:** Apartment Development

Dear All:

I hope that saw in today's paper that SkiCo is laying off 50 employees. It may not seem like many but how many of those employees were candidates for Glenwood's apartments? Did you read that SkiCo is not projecting a wonderful winter? Which means services associated with tourism will decline (which means jobs, wages, taxes etc.) Again, are these your tenants?

I do not think we have truly seen the fall-out from Covid. Even SkiCo is seeing it. Why do you think Glenwood is immune? Yes Aspen does have some growth but it is with the WEALTHY home buyers and clearly they will never be renting apartments in Glenwood. Maybe you think all those homeowners need babysitters and housekeepers? Should Glenwood's future be built on the backs of hourly employees? If you do, there is no future for this town.

I urge CAUTIOUS evaluation on ALL proposed mass housing projects. The numbers you are using are flawed and do not reflect our new landscape. THINK ABOUT what is truly needed and the goal of our community. Why is housing our problem? Engage Aspen, Basalt, El Jebel, Willetts, Carbondale and Eagle in this discussion. You are operating in a bubble that just might burst.

Thank you.

Ty Sparks

**From:** [folo@sopris.net](mailto:folo@sopris.net)  
**To:** [Gretchen E Ricehill](#)  
**Cc:** [folo@sopris.net](mailto:folo@sopris.net); [Fran Orosz](#)  
**Subject:** WGWS pasture development  
**Date:** Monday, September 14, 2020 8:46:29 PM

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Dear Gretchen,

My name is Lisa. I have lived on Chaparral Circle for 53 years. There are a few of us true locals that still live out here in what we feel is our slice of heaven. Slowly the city of Glenwood Spring has slithered their way out here. Most of us out here have enjoyed being in the county. As a child I spend many hours in the pasture exploring and learning about nature from Adolf Diemoz the original owner of the pasture. There are many reasons I am against this development. First problem, fire evacuation, has been brought front and center with the recent fire in south canyon. I called dispatch and requested that the roads to west Glenwood be closed to commuter traffic. That request fell on deaf ears. Our streets were bumper to bumper with cars. If we had been ordered to evacuate we could not even get out of our driveways. This new development would be adding approximately 800-1000 cars to our neighborhood. Traffic, what can I say about the hell that the roundabouts are in the morning and evenings. These new residents won't be getting on I-70 to head to work. They will be going right onto Hwy 82 causing even more problems for Glenwood Springs. Density of the project is another huge issue. We are a single family home neighborhood. The developer mentioned in a recent meeting that his original plan was 350 units and someone with the city told him that he could do 418. Who would do this to us? The Six Canyon monstrosity is a quarter of the size of this new planned development and it isn't even full of residents. The height of this development is of concern also. I know that the city of Glenwood allows four stories. I ask you to stand on Donegan and envision what the current residents will be looking at. Definitely not the beautiful scenery that they have had the pleasure of enjoying all these years. The city also only requires 1.5 parking places per unit. This is ridiculous. Where do you think all the excess cars are going to park? Glenwood already has a HUGE parking problem. The overflow parking on Center Drive is already outrageous! The developer says he has many studies to do. I don't believe that the studies will be accurate with Covid going on. Kids aren't in school so there are no parents driving them out here. Many people are still required to work from home. I know that many people want the pasture to stay open space. I realize that that is nothing but a dream. I just hope that we the residents in of west Glenwood have a say in what happens. Thank you for listening and hoping that we can have face to face meeting regarding this project.

Lisa Orosz  
945-0452  
0051 Chaparral Circle

**From:** [Stephanie Lemkau](#)  
**To:** [Gretchen E Ricehill](#); [paul.schirmer@cdsg-us.com](mailto:paul.schirmer@cdsg-us.com)  
**Subject:** Proposed West Glenwood Pasture Development  
**Date:** Thursday, September 17, 2020 9:47:20 PM

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Dear City of Glenwood Springs Planning Office,

I am writing to you to let you know my concern over the Proposed West Glenwood Pasture Development. I live in West Glenwood at 580 Mel Ray Road.

The reason why I am concerned so much is for the amount of traffic in the 2 roundabouts in West Glenwood. The roundabout by the West Glenwood mall, Highway 6 and Mel Ray are extremely busy. At rush hour between 4-6:00pm it is particularly hard to enter the roundabout because there is so much traffic. Sometimes I have to "gun it" just to get in after waiting for several minutes. With a possible 1300 more people in West Glenwood using the same roundabout it will be next to impossible to enter it safely. I am wondering if the city has done a traffic count at this roundabout.

Another reason I am concerned is for evacuation purposes. During the 111 fire that happened in August I-70 westbound was closed. Traffic was backed up and stopped on I-70, Highway 6, Donegan, Midland, Devereaux and Wulfsohn Road for hours even after I-70 reopened. During this time I had to pick up my son from work on Devereaux Road. I needed to cross both roundabouts to go from Mel Ray to Devereaux and back again. There was no traffic control to go north/south. Police were not controlling the backed up east/west traffic. The roundabout were at a gridlock and stopped with traffic. It took about an hour to pick him up when typically it would take 10 minutes round trip. What if we truly needed to evacuate? Then you add 1300 more people with a possible 650 more cars. That is scary.

In conclusion, I am against the West Glenwood Pasture Development because of the extra traffic it will bring. It will be extremely hard to enter the roundabouts in West Glenwood with the additional people and cars. If we needed to evacuate it would be next to impossible.

Sincerely,  
Stephanie Lemkau

**From:** [Jacque Mcmillan](#)  
**To:** [Gretchen E Ricehill](#); [paul.schirmer@cdsg-us.com](mailto:paul.schirmer@cdsg-us.com)  
**Subject:** West Glenwood Pasture Development  
**Date:** Wednesday, September 30, 2020 12:34:43 PM

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I am writing in regard to the West Glenwood Pasture Development.

Safety is my number one concern. This proposed project lands right between two schools. This stretch of Donegan, between Two Rivers Community School and Glenwood Springs Middle School, is already scary enough to be a pedestrian on. During the bridge closure, I biked this stretch to and from work on a daily basis. Just a single car coming down this part of Donegan can force pedestrians/bicyclist off the paved road, as there are not bike lanes or sidewalks, like there are on the more eastern part of Donegan. Adding more traffic to this section of Glenwood could potentially be dangerous, especially when you consider school traffic. If we are being honest, Storm King isn't a breeze either. With the TRCS buses that are parked in the street, most hours of the day, this is a tight stretch of road, as well. Putting so many housing units right on the corner of the worst part of Donegan and Storm King seems to be very irresponsible.

Secondly, our roundabouts are already overwhelmed. We have so much traffic funneling from up and down the valley. People are only getting more and more selfish and impatient, driving recklessly to get to their destination. Living in West Glenwood, I use the roundabout multiple times a day. Multiple times a week I am cut off from drivers that are in the "I-70 only" lane. Sometimes you can tell they are just new to the area, or just unaware, and did not notice the **3 signs** that indicate what lane they are in. However, most of the time when you get cut off, it's from someone that just wants to bypass the line of cars that are waiting their turn to get into the roundabout. I truly feel adding more cars to this dynamic is only creating a more dangerous, daily situation.

What may be more frightening, is knowing that many impatient drivers will want to bypass the roundabout all together. This would only add that much more traffic to this stretch of Donegan. People looking for the quickest route, and overwhelming the pedestrians on this less than accommodating section of Donegan. Impatient and distracted drivers could be a very serious addition to our narrow, pedestrian filled West Glenwood.

Lastly, I'm sure you've heard plenty about the concerns on if or when West Glenwood would need to evacuate. Each time South Canyon shuts down, this part of the town (along with Blake Avenue) becomes a parking lot, with every selfish person looking to "get ahead," only to add to the congestion. The day to day safety, especially so close to schools, is higher on my list.

We need some one to say enough is enough in Glenwood. We have added two very large housing additions to Glenwood the past few years. Why do we need more tiny and unaffordable units? We have way too much traffic funneling through our tiny, narrow valley on a daily basis. Our current infrastructure can barely support the traffic between tourists and locals just trying to get to their up valley jobs. It takes very little to shut down our town, so adding more housing in a tight spot of Glenwood does not add up. Watching these housing units go up only makes it harder and harder to love the feeling of this small western slope town.

I just think the safety risk is much too high for our small community and would like these matters to be taken into full consideration when the final decision is made.

Thank you for your time,

Jacque McMillan  
West Glenwood Springs Resident



**ORDINANCE NO. 08**

Series of 2021

**AN ORDINANCE OF THE CITY OF GLENWOOD SPRINGS,  
COLORADO, ANNEXING \_\_\_\_\_ PROPERTY TO THE  
CITY.**

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

**WHEREAS**, GLENWOOD PARTNERSHIP LLLP, a Colorado limited liability limited partnership (“Owner”) is the owner of certain real property currently located in unincorporated Garfield County, Colorado, more particularly described on **Exhibit A** attached hereto and incorporated herein (the “Property”); and

**WHEREAS**, COMMERCIAL DEVELOPMENT SERVICES GROUP, LLC, a Delaware limited liability company (“CDSG”) is under contract to purchase a portion of the Property and develop that portion as mixed-use, multi-family housing development; and

**WHEREAS**, C.R.S. §§31-12-101, *et seq.*, authorizes the City and Owner to enter into an Annexation Agreement; and

**WHEREAS**, the portion of the Property to be retained by Owner is currently developed for office and warehouse purposes; and

**WHEREAS**, Owner desires to annex the Property and connect it to the City of Glenwood Springs and has filed a Petition for Annexation (“Petition”) to do the same; and

**WHEREAS**, the City desires to annex into its boundaries a the Property currently located in unincorporated Garfield County (the “Annexation Parcel”, as described on **Exhibit A**); and

**WHEREAS**, the Annexation Parcel is not solely a public street or right-of-way, and is eligible for annexation in accordance with Article II, Section 30 of the Colorado Constitution, and sections 31-12-104 and 31-12-105, C.R.S.; and

**WHEREAS**, the Glenwood Springs City Council finds that it is necessary and desirable to annex the Annexation Parcel into the City to permit the development of the area in accordance with the City Code; and

**WHEREAS**, the City Council therefore desires to annex the Annexation Parcel into the City by the ordinance, in accordance with C.R.S. §§ 31-12-106 and 31-12-501.

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

**Section 1.** The recitals above are hereby adopted as findings.

**Section 2.** The City Council find and determines that the Annexation Parcel is eligible for annexation in accordance with Section 30(1)(c) of Article II of the Colorado Constitution and C.R.S. §§ 31-12-104(1)(a), 31-12-105, and 31-12-106(3), in that the proposed annexation:

- (a) Would not divide any lands held in identical ownership;
- (b) Is less than twenty acres and, as such, does not implicate C.R.S. § 31-12-105(1)(b);
- (c) Is for territory for which no annexation proceedings have been commenced for annexation into another municipality;
- (d) Would not result in the detachment of area from any school district and the attachment of the same to another school district;
- (e) Would not result in the extension of the City's geographic boundary more than three miles in any direction from any point of the current boundary; and
- (f) Is property for which not less than one-sixth the perimeter is contiguous with the current City boundary.

**Section 3.** The City Council does hereby annex the Annexation Parcel to be included in the corporate boundaries of the City of Glenwood Springs.

**Section 5.** The City Clerk shall promptly complete all filings required of the City to be made by the provisions of Section 31-12-113, C.R.S.

INTRODUCED, READ ON FIRST READING, PASSED, AND ORDERED  
PUBLISHED BY TITLE ONLY THIS \_\_\_\_ DAY OF JULY 2021.

CITY OF GLENWOOD SPRINGS, COLORADO

ATTEST:

\_\_\_\_\_  
Jonathan Godes, Mayor

\_\_\_\_\_  
Ryan Muse, City Clerk

INTRODUCED, READ ON SECOND READING, PASSED AND ORDERED  
PUBLISHED BY TITLE ONLY TO BE EFFECTIVE TEN DAYS FOLLOWING THE DATE  
OF SECOND PUBLICATION THIS \_\_\_\_ DAY OF \_\_\_\_\_ 2021.

CITY OF GLENWOOD SPRINGS, COLORADO

ATTEST:

---

Jonathan Godes, Mayor

---

Ryan Muse, City Clerk



ANNEXATION MAP OF:  
**480 DONEGAN**  
SITUATED IN A PORTION OF SECTION 6, TOWNSHIP 6 SOUTH,  
RANGE 89 WEST OF THE 6TH P.M. COUNTY OF GARFIELD, STATE OF COLORADO  
SHEET 1 OF 1

TITLE DESCRIPTION (THIS SURVEY EDITS/ADDITIONS)

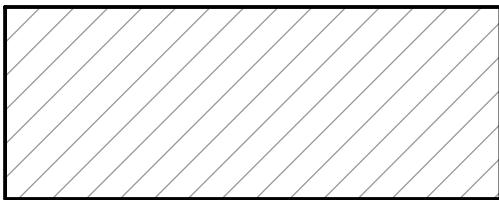
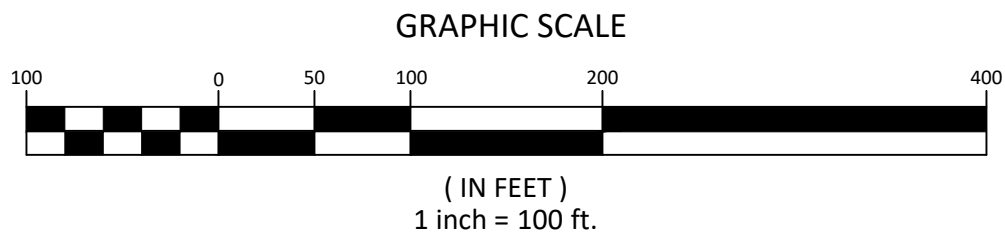
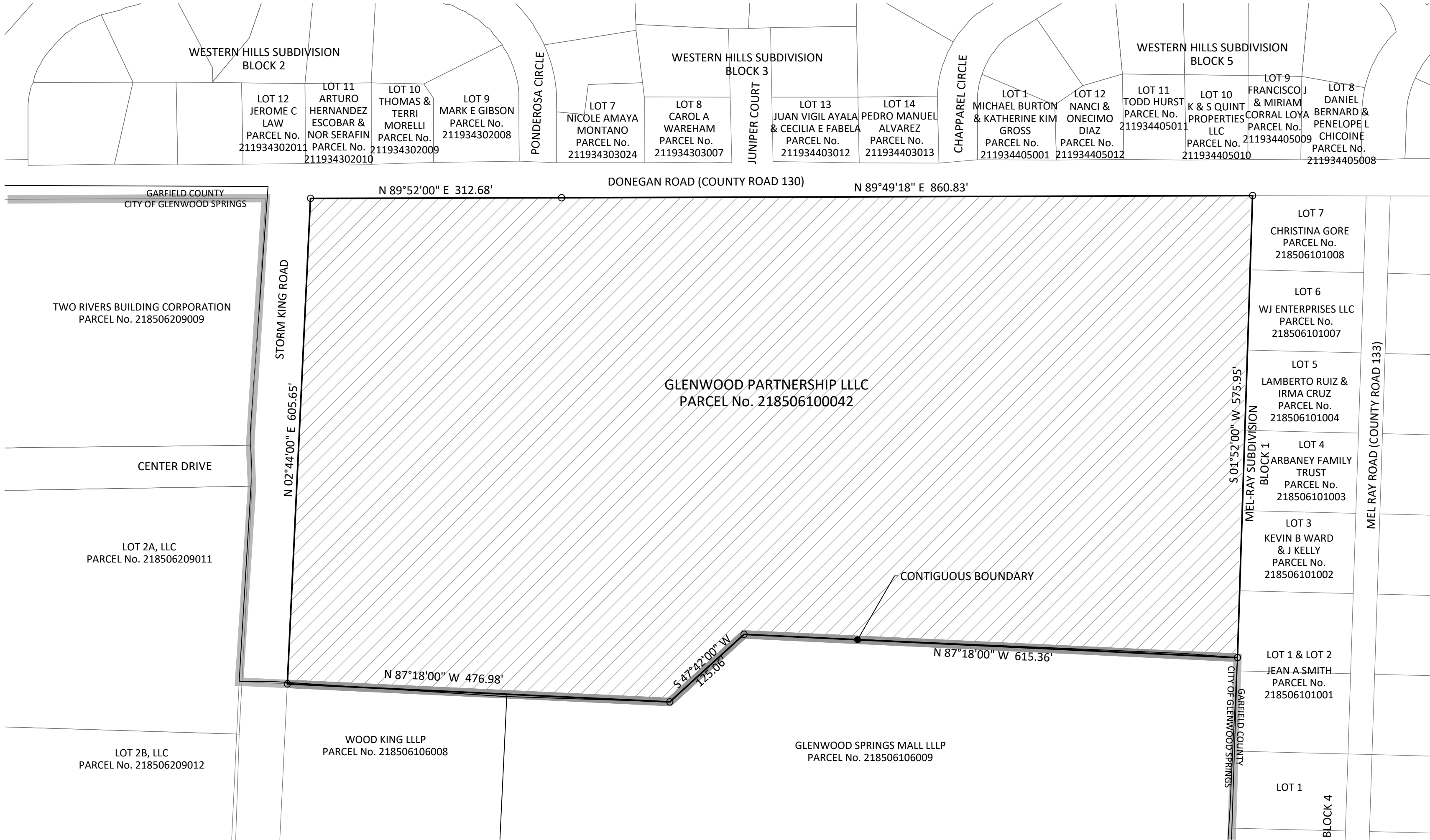
A TRACT OF LAND SITUATED IN SECTION 6, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE NORTH LINE OF THE GLENWOOD SPRINGS MALL SUBDIVISION WHENCE THE WITNESS CORNER TO THE 51/4 CORNER OF SECTION 34, TOWNSHIP 5 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEARS N 89° 13' 08" E 866.63 FEET (N 38° 40' 53" E 853.45 FEET FIELD) SAID POINT OF BEGINNING ALSO BEING THE SOUTHEAST CORNER OF THAT PARCEL DESCRIBED AS PARCEL C IN BOOK 1205 AT PAGE 589 IN THE OFFICE OF THE GARFIELD COUNTY CLERK AND RECORDER; THENCE ALONG THE EAST LINE OF SAID PARCEL C N 2° 44' 00" E 605.64 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF COUNTY ROAD NO. 130; THENCE ALONG SAID RIGHT-OF-WAY N 89° 52' 00" E 312.68 FEET; THENCE (CONTINUING ALONG SAID RIGHT-OF-WAY) N 89° 49' 18" E 860.83 FEET TO THE WEST LINE OF THE MEL-RAY SUBDIVISION; THENCE ALONG SAID WEST LINE S 1° 52' 00" W 575.96 FEET; THENCE DEPARTING SAID EAST (WEST) LINE AND ALONG THE NORTH LINE OF SAID GLENWOOD SPRINGS MALL N 87° 18' 00" W 615.36 FEET; THENCE (CONTINUING ALONG SAID NORTH LINE) S 47° 42' 00" W 125.06 FEET; THENCE (CONTINUING ALONG SAID NORTH LINE) N 87° 18' 00" W 476.98 FEET TO THE POINT OF BEGINNING.

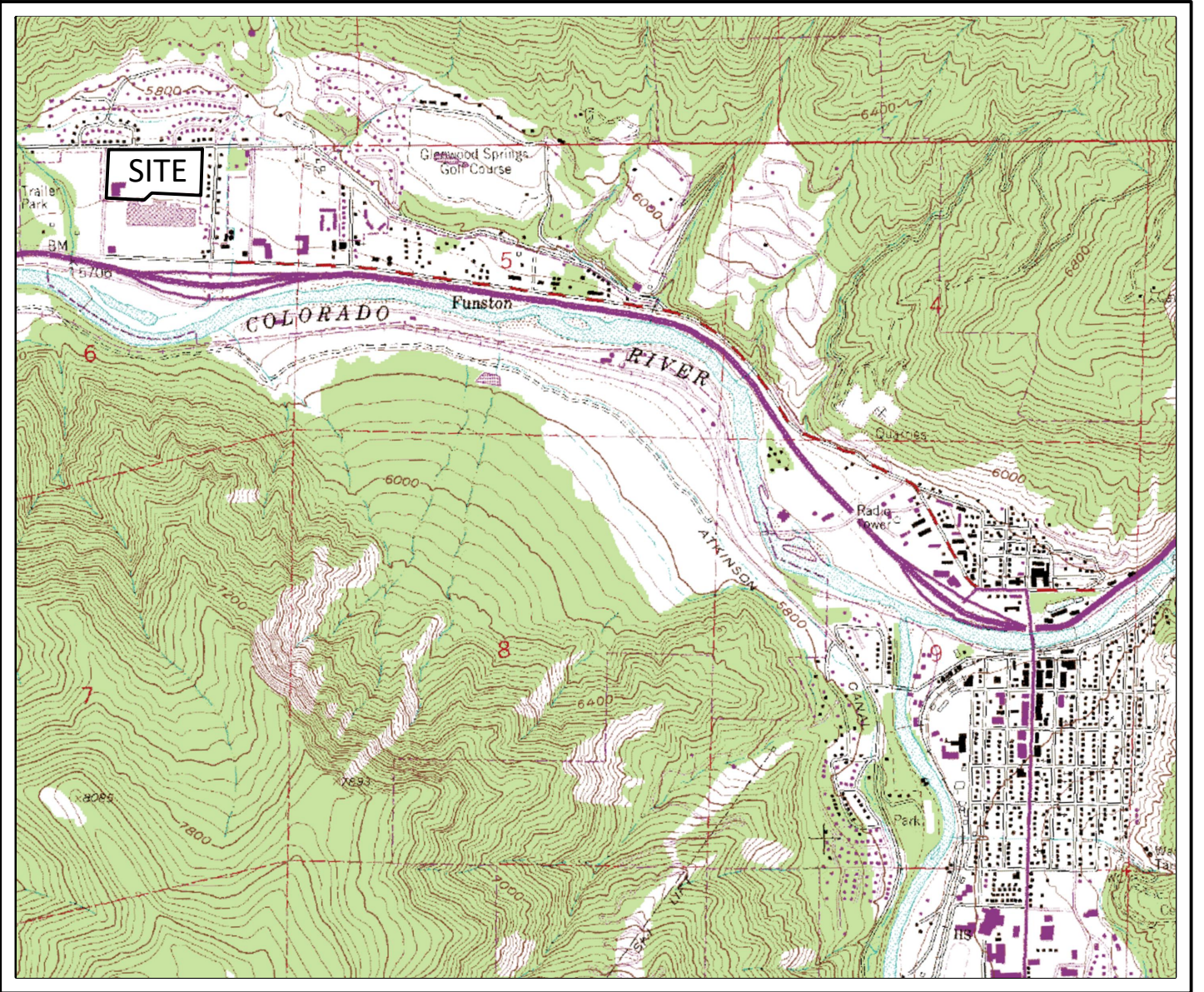
COUNTY OF GARFIELD  
STATE OF COLORADO.

CONTIGUOUS BOUNDARY CALCULATION

|                                     |          |
|-------------------------------------|----------|
| TOTAL BOUNDARY                      | 3572.51' |
| 1/6TH CONTIGUITY<br>(3572.51 x 1/6) | 595.42'  |
| CONTIGUOUS BOUNDARY                 | 1217.40' |



AREA TO BE ANNEXED



VICINITY MAP  
SCALE: 1" = 2000'

MAP NOTES

- 1) DATE OF PREPARATION: October 2020  
UPDATED: January 2021
- 2) BASIS OF BEARING: A bearing of S 01° 52' 00" W along the westerly boundary line of Mel-Ray Subdivision, according to the map thereof recorded in Book 245 at Page 515 of the Garfield County records.
- 3) BASIS OF MAP: The Resubdivision of Glenwood Springs Mall Subdivision, the Map of Mel-Ray Subdivision, the Improvement Survey prepared by Sopris Engineering dated January 25, 2021, and the Title Commitment prepared by Land Title Guarantee Company under Order No. ABS63014094-2, effective date January 10, 2020.
- 4) This survey does not constitute a title search by Sopris Engineering, LLC (SE) to determine ownership or easements of record. For all information regarding easements, rights-of-way and/or title of record SE relied upon the items outlined in Note 3.
- 5) Adjoiner information was taken from the Garfield County GIS website and is accurate as of this date, January 25, 2021.
- 6) All references to recorded documents and plats indicated herein refer to the records of the Garfield County Clerk and Recorder.

CITY COUNCIL CERTIFICATE

The annexation depicted on this map was approved by the City Council of Glenwood Springs, Garfield County, Colorado, by Ordinance No. \_\_\_\_, Series of \_\_\_\_, on the \_\_\_\_ day of \_\_\_\_, 2021.

\_\_\_\_\_  
Mayor

Witness my hand and the seal of the City of Glenwood Springs.

ATTEST: \_\_\_\_\_

City Clerk

SURVEYOR'S STATEMENT

I, Mark S. Beckler, L.S. No. 28643, a professional land surveyor licensed under the laws of the State of Colorado, do hereby state that the Annexation Map of 480 Donegan, as shown hereon, was prepared under my supervision on the basis of certain plats, deeds and other documents of record which were augmented with a field inspection conducted under my supervision and that such Annexation Map is true and correct to the best of my knowledge and belief.

BY: \_\_\_\_\_  
Mark S. Beckler, L.S. No.28643

Dated \_\_\_\_\_

CLERK AND RECORDER'S ACCEPTANCE

This Annexation Map was filed for record in the office of the Clerk and Recorder of Garfield County at \_\_\_\_\_ o'clock \_\_\_\_ M. on the \_\_\_\_ day of \_\_\_\_, 2021, as Reception No. \_\_\_\_\_.

\_\_\_\_\_  
Clerk and Recorder

By \_\_\_\_\_  
Deputy

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

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



**ORDINANCE NO. 09**

Series of 2021

**AN ORDINANCE OF THE CITY OF GLENWOOD SPRINGS,  
COLORADO, ZONING A PARCEL OF LAND ANNEXED INTO THE  
CITY.**

**WHEREAS**, the City Council of the City of Glenwood Springs (“Glenwood Springs” or the “City”), at a duly noticed and held \_\_\_\_\_, authorized the annexation of a City-owned parcel of land \_\_\_\_\_ and identified as the “Annexation Parcel” on **Exhibit A**, attached and incorporated herein by this reference; and

**WHEREAS**, on \_\_\_\_\_, the Glenwood Springs Planning Commission held a public hearing to consider the rezoning of the Annexation Parcel; and

**WHEREAS**, on \_\_\_\_\_, the City Council held a public hearing to consider the rezoning of the Annexation Parcel; and

**WHEREAS**, the City Council find and determines that the nature, character, and best use of the Annexation Parcel is consistent with the \_\_\_\_\_ District and as a PUD; and

**WHEREAS**, the City Council therefore desires to implement zoning on the Annexation Parcel and make the Annexation Parcel subject to all regulations therein.

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

**Section 1.** The recitals above are hereby adopted as findings.

**Section 2.** The Annexation Parcel described on **Exhibit A** is hereby zoned Commercial (CO) District (3.533 acres described as Lot 1) and Planned Unit Development (PUD) District (12.285 described as Lot 2) as depicted on **Exhibit B** attached. Future development of Lot 2 is subject to the PUD standards outlined on **Exhibit C** attached.

**Section 3.** Promptly following adoption of this Ordinance, the City Clerk shall cause the terms of this Ordinance to be incorporated into the Zone District Map of the City of Glenwood Springs as required in the Municipal Code.

INTRODUCED, READ ON FIRST READING, PASSED, AND ORDERED  
PUBLISHED BY TITLE ONLY THIS \_\_\_\_ DAY OF \_\_\_\_\_ 2021.

CITY OF GLENWOOD SPRINGS, COLORADO



\_\_\_\_\_  
Jonathan Godes, Mayor

ATTEST:

\_\_\_\_\_  
Ryan Muse, City Clerk

INTRODUCED, READ ON SECOND READING, PASSED AND ORDERED  
PUBLISHED BY TITLE ONLY TO BE EFFECTIVE TEN DAYS FOLLOWING THE DATE  
OF SECOND PUBLICATION THIS \_\_\_\_ DAY OF \_\_\_\_\_ 2021.

CITY OF GLENWOOD SPRINGS, COLORADO

ATTEST:

\_\_\_\_\_  
Jonathan Godes, Mayor

\_\_\_\_\_  
Ryan Muse, City Clerk



ANNEXATION MAP OF:  
**480 DONEGAN**  
SITUATED IN A PORTION OF SECTION 6, TOWNSHIP 6 SOUTH,  
RANGE 89 WEST OF THE 6TH P.M. COUNTY OF GARFIELD, STATE OF COLORADO  
SHEET 1 OF 1

TITLE DESCRIPTION (THIS SURVEY EDITS/ADDITIONS)

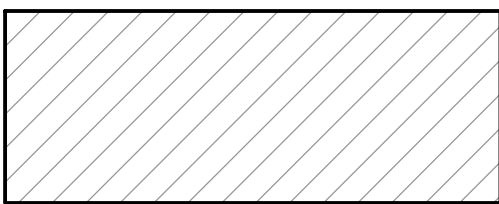
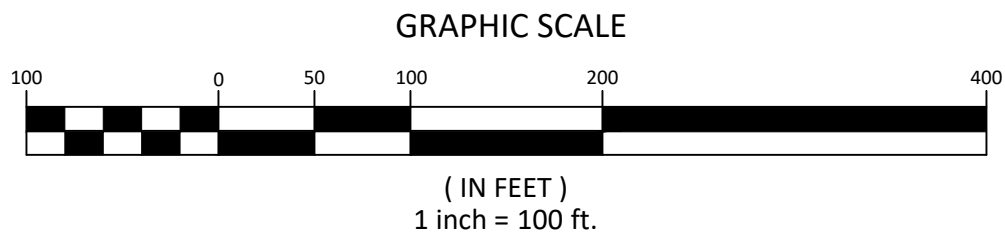
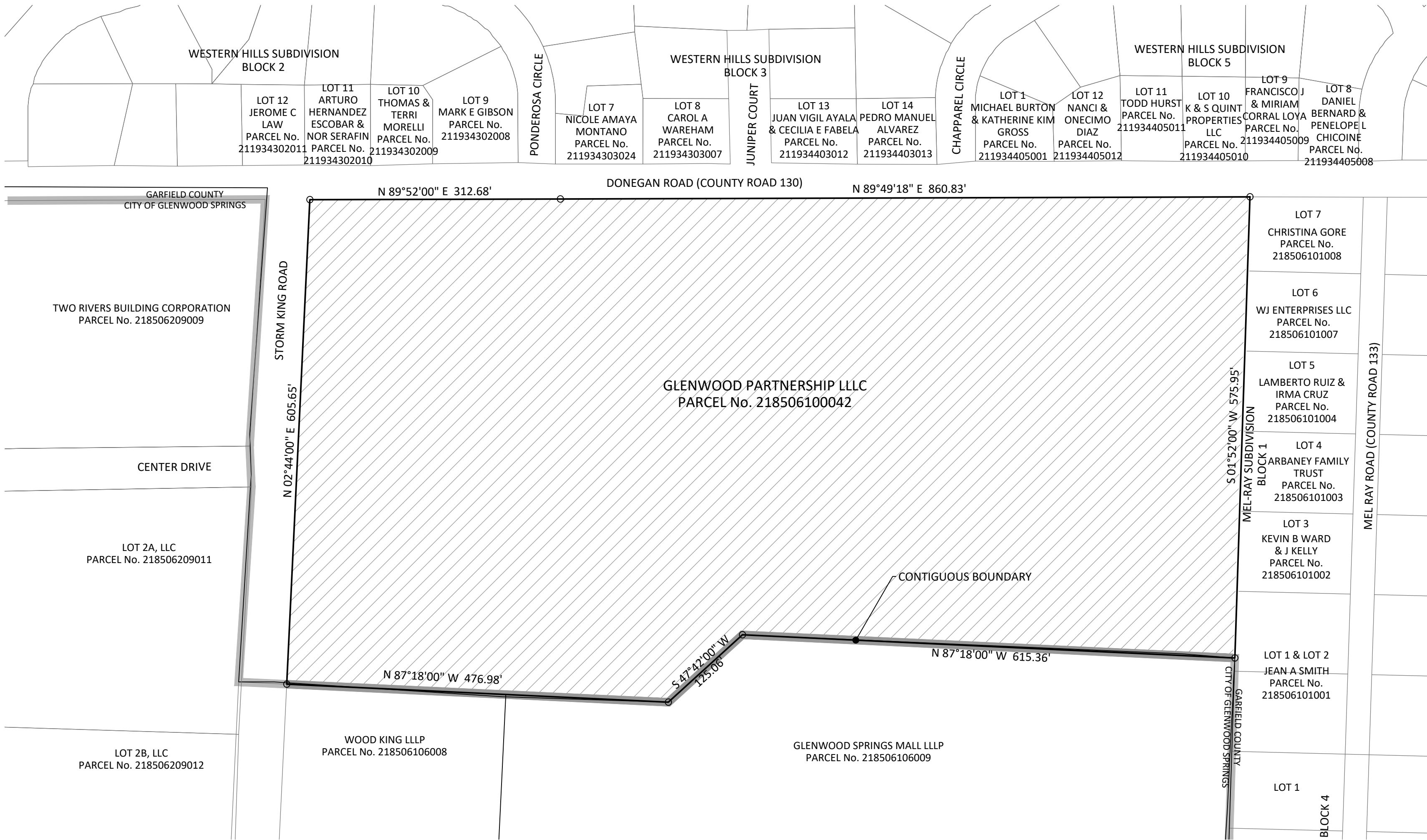
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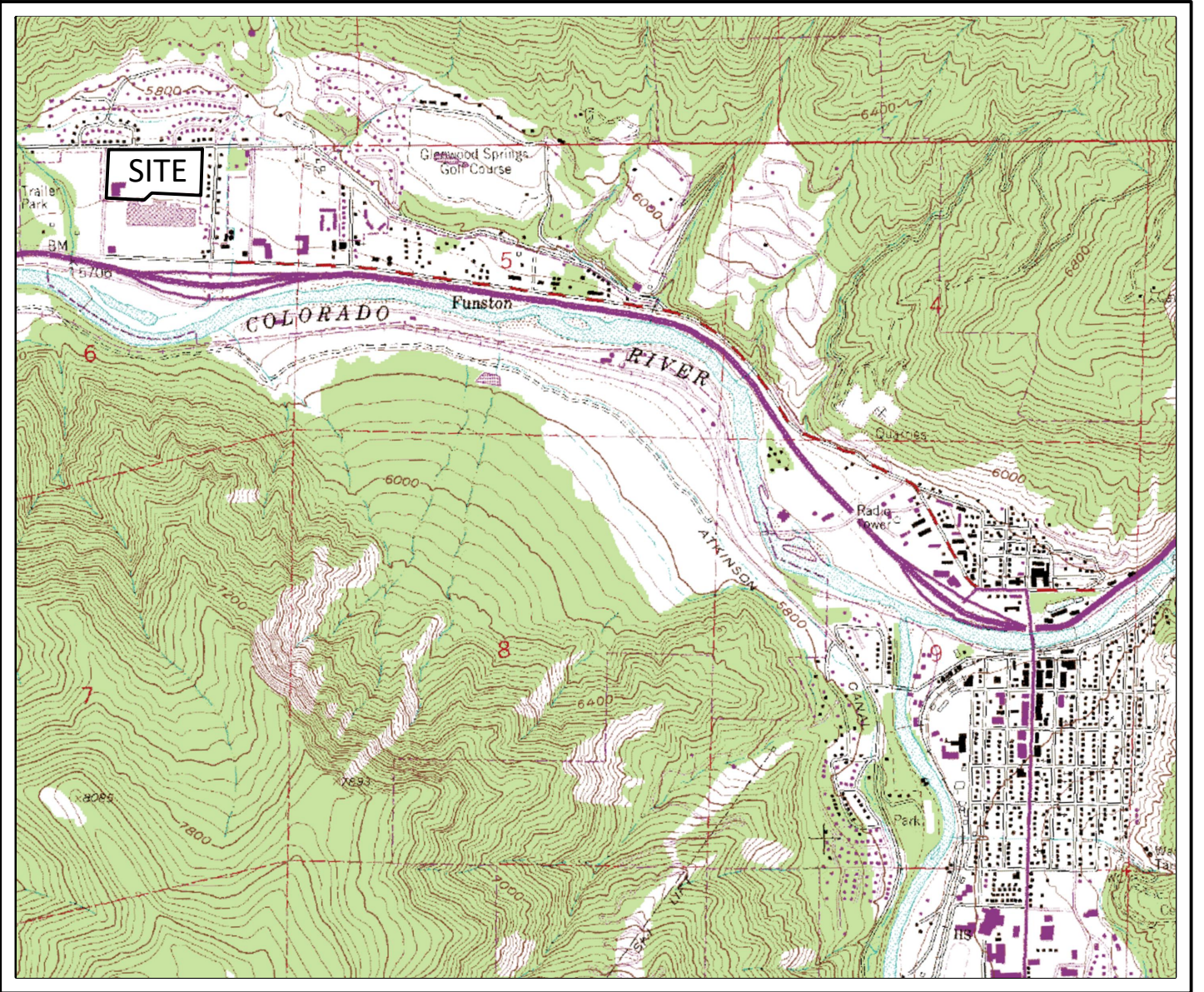
COUNTY OF GARFIELD  
STATE OF COLORADO.

CONTIGUOUS BOUNDARY CALCULATION

|                                     |          |
|-------------------------------------|----------|
| TOTAL BOUNDARY                      | 3572.51' |
| 1/6TH CONTIGUITY<br>(3572.51 x 1/6) | 595.42'  |
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AREA TO BE ANNEXED



VICINITY MAP  
SCALE: 1" = 2000'

MAP NOTES

- 1) DATE OF PREPARATION: October 2020  
UPDATED: January 2021
- 2) BASIS OF BEARING: A bearing of S 01° 52' 00" W along the westerly boundary line of Mel-Ray Subdivision, according to the map thereof recorded in Book 245 at Page 515 of the Garfield County records.
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- 4) This survey does not constitute a title search by Sopris Engineering, LLC (SE) to determine ownership or easements of record. For all information regarding easements, rights-of-way and/or title of record SE relied upon the items outlined in Note 3.
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- 6) All references to recorded documents and plats indicated herein refer to the records of the Garfield County Clerk and Recorder.

CITY COUNCIL CERTIFICATE

The annexation depicted on this map was approved by the City Council of Glenwood Springs, Garfield County, Colorado, by Ordinance No. \_\_\_\_, Series of \_\_\_\_, on the \_\_\_\_ day of \_\_\_\_, 2021.

\_\_\_\_\_  
Mayor

Witness my hand and the seal of the City of Glenwood Springs.

ATTEST:

\_\_\_\_\_  
City Clerk

SURVEYOR'S STATEMENT

I, Mark S. Beckler, L.S. No. 28643, a professional land surveyor licensed under the laws of the State of Colorado, do hereby state that the Annexation Map of 480 Donegan, as shown hereon, was prepared under my supervision on the basis of certain plats, deeds and other documents of record which were augmented with a field inspection conducted under my supervision and that such Annexation Map is true and correct to the best of my knowledge and belief.

BY: \_\_\_\_\_  
Mark S. Beckler, L.S. No.28643

\_\_\_\_\_  
Dated

CLERK AND RECORDER'S ACCEPTANCE

This Annexation Map was filed for record in the office of the Clerk and Recorder of Garfield County at \_\_\_\_ o'clock \_\_\_\_ M. on the \_\_\_\_ day of \_\_\_\_, 2021, as Reception No. \_\_\_\_.

\_\_\_\_\_  
Clerk and Recorder

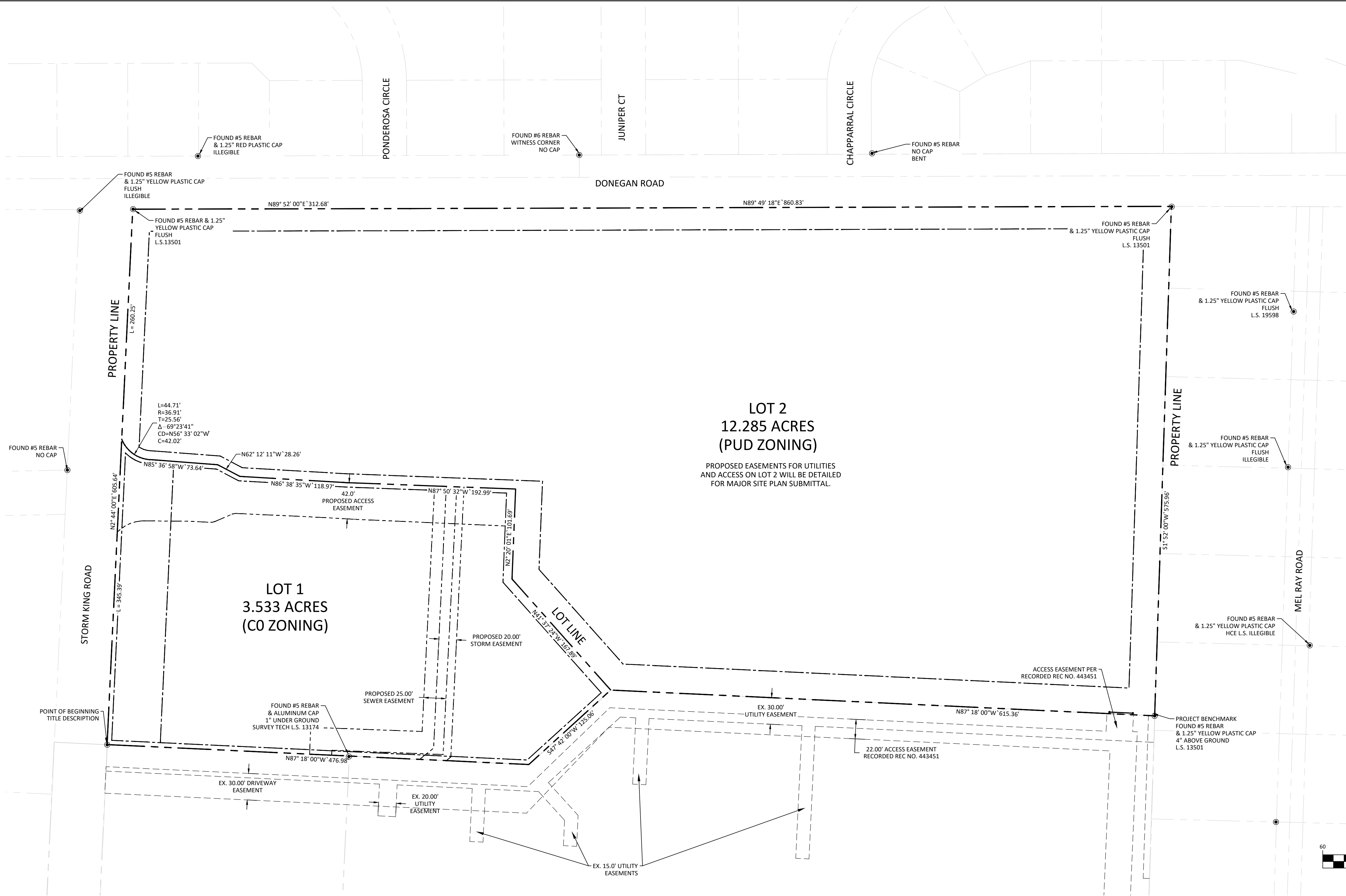
By \_\_\_\_\_  
Deputy

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

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



G:\2020\3007\CONV\CIVIL\DWGS\SPLOT\SHEET\3007.2 CONCEPTUAL PLAT.DWG - Aug. 12, 2024 - 8:55am



GENERAL PLAN NOTES:

TITLE DESCRIPTION (THIS SURVEY EDITS/ADDITIONS)

A TRACT OF LAND SITUATED IN SECTION 6, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE NORTH LINE OF THE GLENWOOD SPRINGS MALL SUBDIVISION WHENCE THE WITNESS CORNER TO THE S1/4 CORNER OF SECTION 34, TOWNSHIP 5 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEARS N 89° 13' 08" E 866.63 FEET (N 38°40'53" E 853.45 FEET FIELD) SAID POINT OF BEGINNING ALSO BEING THE SOUTHEAST CORNER OF THAT PARCEL DESCRIBED AS PARCEL C IN BOOK 1205 AT PAGE 589 IN THE OFFICE OF THE GARFIELD COUNTY CLERK AND RECORDER; THENCE ALONG THE EAST LINE OF SAID PARCEL C N 2° 44' 00" E 605.64 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF COUNTY ROAD NO. 130; THENCE ALONG SAID RIGHT-OF-WAY N 89° 52' 00" E 312.68 FEET; THENCE (CONTINUING ALONG SAID RIGHT-OF-WAY) N 89° 49' 18" E 860.83 FEET TO THE WEST LINE OF THE MEL-RAY SUBDIVISION; THENCE ALONG SAID WEST LINE S 1° 52' 00" W 575.96 FEET; THENCE DEPARTING SAID EAST (WEST) LINE AND ALONG THE NORTH LINE OF SAID GLENWOOD SPRINGS MALL N 87° 18' 00" W 615.36 FEET; THENCE (CONTINUING ALONG SAID NORTH LINE) S 47° 42' 00" W 125.06 FEET; THENCE (CONTINUING ALONG SAID NORTH LINE) N 87° 18' 00" W 476.98 FEET TO THE POINT OF BEGINNING.

COUNTY OF GARFIELD  
STATE OF COLORADO.

THE SITE IS WITHIN ZONE 'C' OF FEMA FIRM 0800711043C WHICH ARE 'AREAS OF MINIMAL FLOODING'.

LOT 1 DESCRIPTION:

A TRACT OF LAND SITUATED IN SECTION 6, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

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SAID LOT 1 CONTAINING 3.533 ACRES, MORE OR LESS

COUNTY OF GARFIELD  
STATE OF COLORADO

LOT 2 DESCRIPTION:

A TRACT OF LAND SITUATED IN SECTION 6, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A POINT ON THE NORTH LINE OF THE GLENWOOD SPRINGS MALL SUBDIVISION WHENCE THE WITNESS CORNER TO THE S1/4 CORNER OF SECTION 34, TOWNSHIP 5 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEARS N 38°40'53" E 853.45 FEET SAID POINT ALSO BEING THE SOUTHEAST CORNER OF THAT PARCEL DESCRIBED AS PARCEL C IN BOOK 1205 AT PAGE 589 IN THE OFFICE OF THE GARFIELD COUNTY CLERK AND RECORDER; THENCE ALONG THE EAST LINE OF SAID PARCEL C N 2° 44' 00" E 345.39 FEET TO THE POINT OF BEGINNING; THENCE CONTINUING ALONG THE EAST LINE OF SAID PARCEL C N 2° 44' 00" E 260.25 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF COUNTY ROAD NO. 130; THENCE ALONG SAID RIGHT-OF-WAY N 89° 52' 00" E 312.68 FEET; THENCE CONTINUING ALONG SAID RIGHT-OF-WAY N 89° 49' 18" E 860.83 FEET TO THE WEST LINE OF THE MEL-RAY SUBDIVISION; THENCE ALONG SAID WEST LINE S 1° 52' 00" W 575.96 FEET; THENCE DEPARTING SAID WEST LINE AND ALONG THE NORTH LINE OF SAID GLENWOOD SPRINGS MALL N 87° 18' 00" W 615.36 FEET; THENCE DEPARTING SAID NORTH PARCEL LINE N 41° 37' 24" W 167.89 FEET; THENCE N 2° 20' 01" E 101.69 FEET; THENCE N 87° 50' 32" W 192.99 FEET; THENCE N 86° 38' 35" W 118.97 FEET; THENCE N 62° 12' 11" W 28.26 FEET; THENCE N 85° 36' 58" W 73.64 FEET; THENCE ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADUIS OF 36.91 FEET AND A CENTRAL ANGLE OF 69° 23' 41", A DISTANCE OF 44.71 FEET (CHORD BEARS N 56° 33' 02" W 42.02 FEET) TO THE POINT OF BEGINNING.

SAID LOT 2 CONTAINING 12.285 ACRES, MORE OR LESS

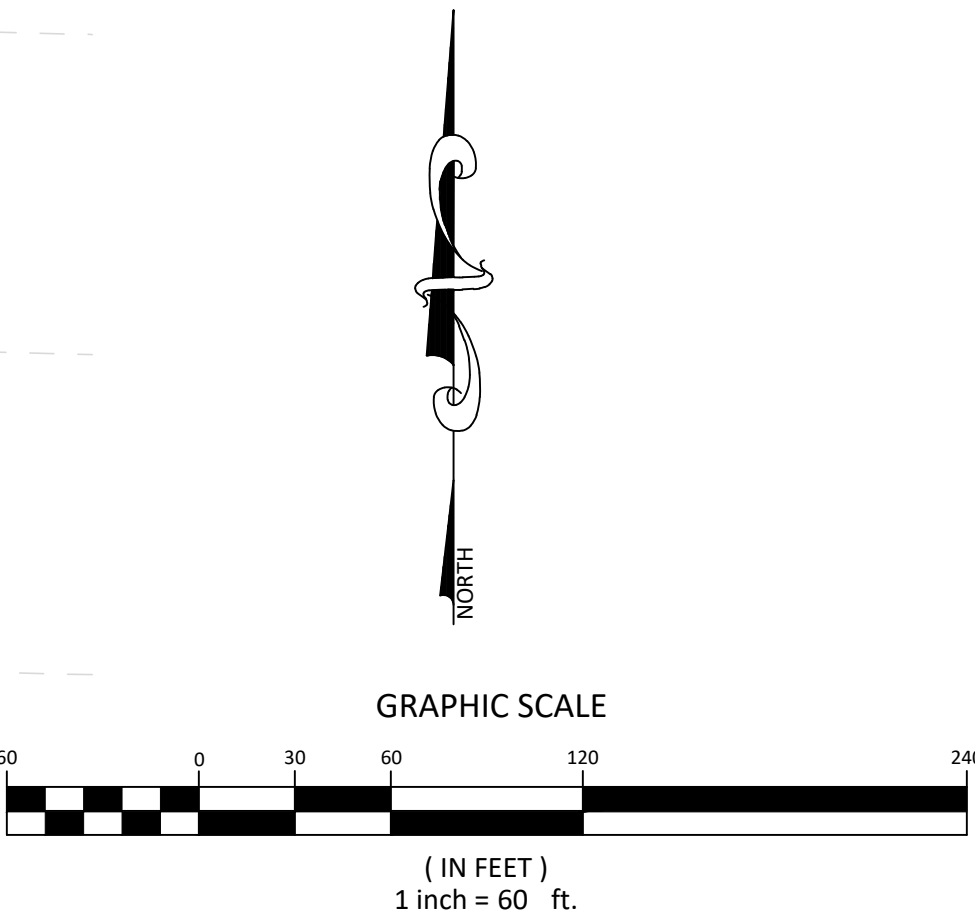
COUNTY OF GARFIELD  
STATE OF COLORADO.

PROPOSED LEGEND

|       |                     |
|-------|---------------------|
| ---   | PROPERTY LINE       |
| - - - | EXISTING EASEMENT   |
| - . - | PROPOSED EASEMENT   |
| - - - | PROPOSED SETBACK    |
| - - - | PROPOSED LOT LINE   |
| - - - | PROPOSED CENTERLINE |

NOTES

- 1) Date of Survey: October 7-28, December 15-18, 2020 & January 5, 8, 14, 2021
- 2) Date of Preparation: October - December 2020 & January 2021.
- 3) Basis of Bearing: A bearing of N 89 49'59" E along the south east section line of Section 34, established by the found monuments.
- 4) This survey does not constitute a title search by Sopris Engineering, LLC (SE) to determine ownership or easements of record. For all information regarding easements, rights of way and/or title of record, SE relied upon the Title Report prepared by Land Title Guarantee Company, Order No. AB563014094-2, Effective Date, January 10, 2020 and documents and plats of record as shown in the Source Documents, herein.
- 5) Basis of elevation: Project based on Global Position System (GPS) observations from the Continuous Operating Reference Station (CORS) GSC1 utilizing the Continental United States 2012 geoid model (GEOID 12A) CONUS and based the 1988 North American Vertical Datum (NAVD88) and a vertical shift of -4.22 feet as calculated by the North American Vertical Datum Conversion (VERTCON) an online service provided by a subsidiary of the National Oceanic Atmospheric Administration (NOAA). Which established all elevations shown heron. Placement benchmarks to be set as requested.
- 6) The linear unit used in the preparation of this plat is the U.S. survey foot as defined by the United States Department of Commerce, National Institute of Standards and Technology.



SOPRIS ENGINEERING, LLC.  
CIVIL CONSULTANTS

502 MAIN STREET  
CARBONDALE, CO 81623  
(970) 704-0311  
FAX: (970) 704-0313

|             |     |
|-------------|-----|
| DESIGNED BY | JPP |
| DRAWN BY    | JPP |
| CHECKED BY  | YTN |

|         |            |
|---------|------------|
| DATE:   | 03/12/2021 |
| JOB NO. | 30017      |

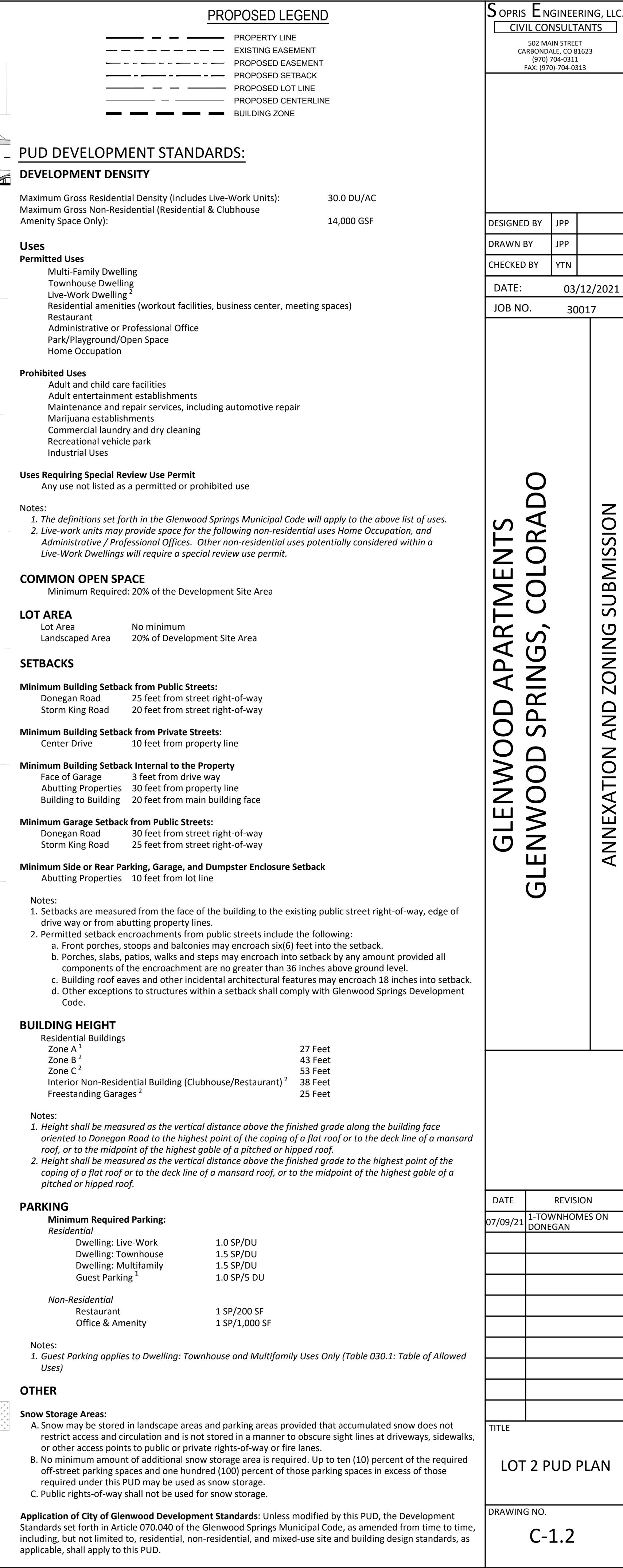
480 DONEGAN  
GLENWOOD SPRINGS, COLORADO  
ANNEXATION AND ZONING SUBMISSION

| DATE | REVISION |
|------|----------|
|      |          |
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|      |          |
|      |          |
|      |          |

TITLE  
CONCEPTUAL  
PLAT

DRAWING NO.  
C-1.3







**City Council**  
**STAFF REPORT**  
**City of Glenwood Springs**  
**October 7, 2021**

**Agenda Item:** 2022 Budget Submittal

**Action Requested:** NA

**Department:** City Administration

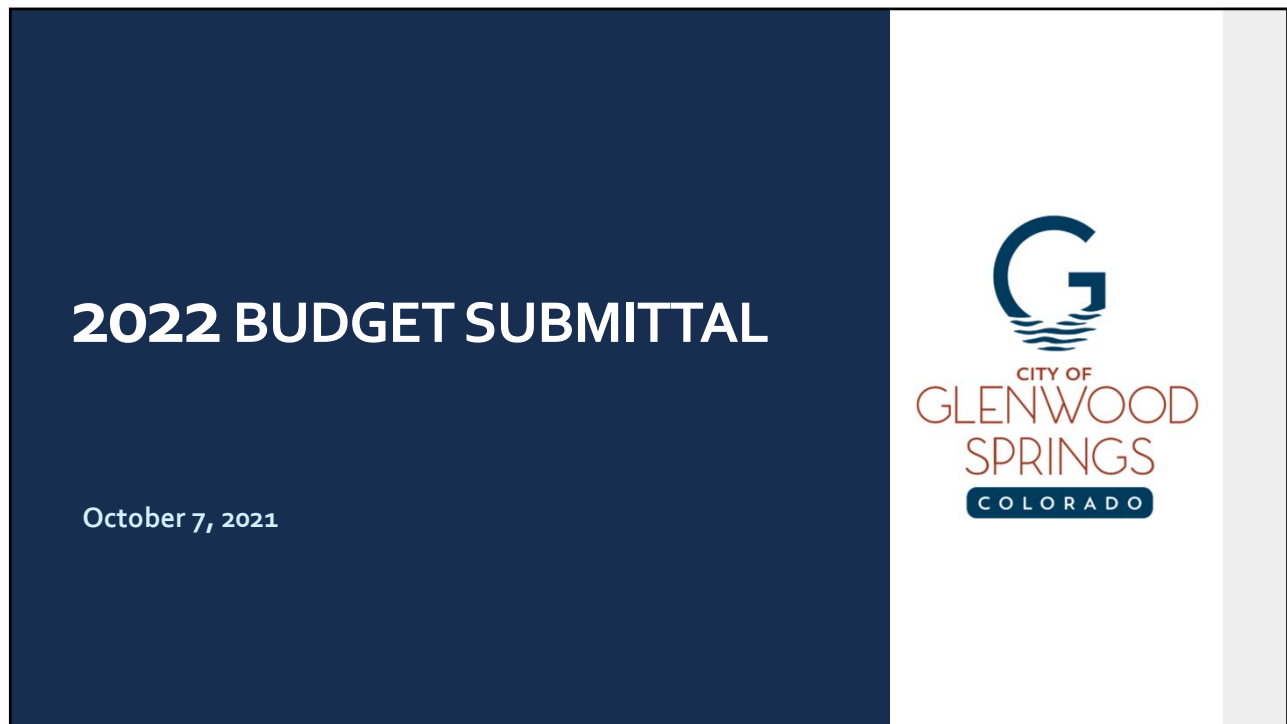
**Presented By:** Debra Figueroa, City Manager

**Background Info:** Each year staff submits the proposed budget to Council in the first meeting in October. The vote to adopt the budget will occur during the first meeting in November.

**Issues:** NA

**Staff Recommendation:** NA





1



2



## NO NAME TUNNEL - BEFORE



**WATER / WASTEWATER**

3

3



## NO NAME TUNNEL - AFTER



**WATER / WASTEWATER**

4

4



## WATER PLANT SEDIMENT PLATES



**WATER / WASTEWATER**

5

5



## ROCKSLIDE AT GRIZZLY INTAKE



**WATER / WASTEWATER**

6

6



## MUDSLIDE IN CANYON



**WATER / WASTEWATER**

7

7



## WATER TURBIDITY



**WATER / WASTEWATER**

8

8



## NEW CARDIFF TANK



**WATER / WASTEWATER**

9

9



## IRON MOUNTAIN LIFT STATION



**WATER / WASTEWATER**

10

10





11

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## CARDNELL SUBSTATION



ELECTRIC

12

12



## ELECTRIC OPERATIONS CENTER



**ELECTRIC**

13

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## BROADBAND BUILD-OUT



**BROADBAND**

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## 2021 HIGHLIGHTS



15

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## NEW LANDFILL SUPERINTENDENT


**LANDFILL**

16

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## SEPTIC AND CAR WASH PONDS



**LANDFILL**

17

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## LANDFILL COMPOST



**LANDFILL**

18

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## RECYCLE CENTER



LANDFILL

19

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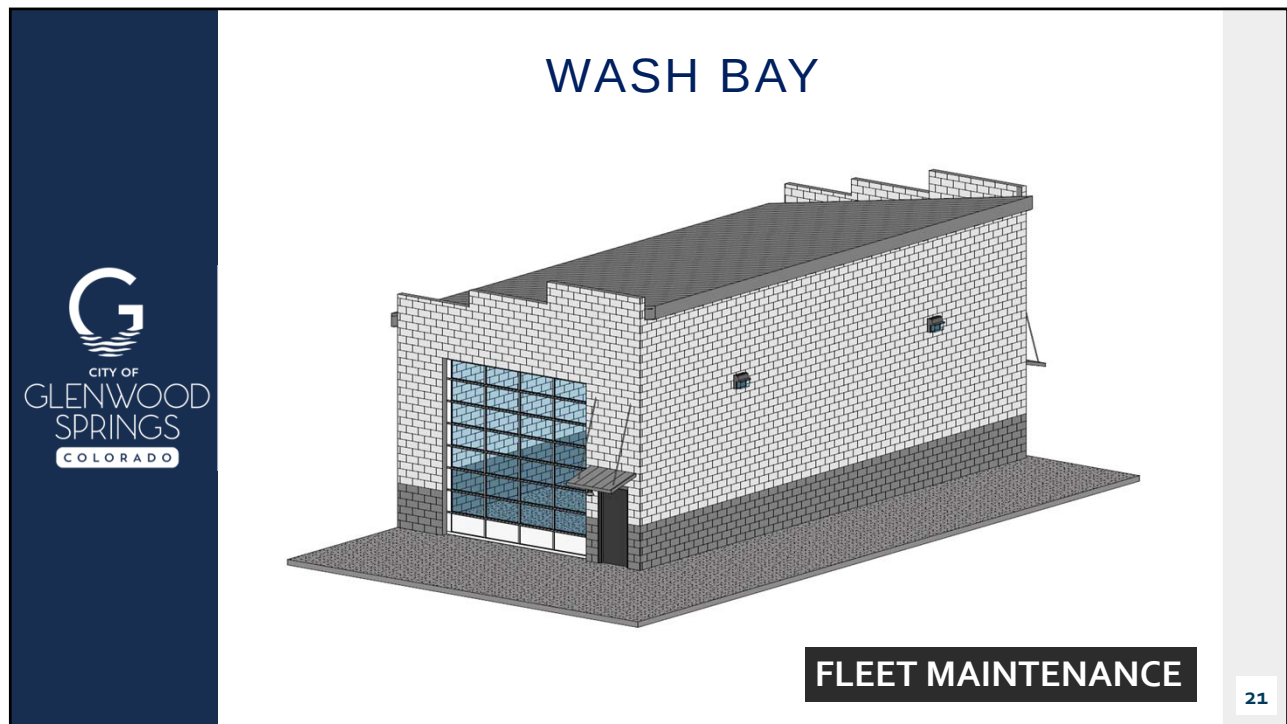
## 2021 HIGHLIGHTS



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## BLAKE AVENUE TO HWY 82



**STREETS AND INFRASTRUCTURE**

23

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## RED MOUNTAIN SOUTH



**STREETS AND INFRASTRUCTURE**

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24



## SOUTH MIDLAND



### STREETS AND INFRASTRUCTURE

25

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## SOUTH BRIDGE



### STREETS AND INFRASTRUCTURE

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## NEW BUS!



**TRANSPORTATION**

27

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## 2021 HIGHLIGHTS

### ORDINANCE NO. 1

#### SERIES OF 2021

AN ORDINANCE OF THE CITY OF GLENWOOD SPRINGS, COLORADO AMENDING SECTION 070.070.030 AND ADDING A NEW ARTICLE 070.045 OF TITLE 070 TO THE GLENWOOD SPRINGS MUNICIPAL CODE FOR THE PURPOSE OF ADOPTING INCLUSIONARY ZONING FOR AFFORDABLE HOUSING.



### COMMUNITY & ECONOMIC DEVELOPMENT

29

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## PARTNERS IN A PANDEMIC



### COMMUNITY & ECONOMIC DEVELOPMENT

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## COMMUNITY & ECONOMIC DEVELOPMENT

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## 2021 HIGHLIGHTS



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CITY OF  
GLENWOOD  
SPRINGS  
COLORADO

## WE HAVE PARKS





**PARKS & REC**

33

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CITY OF  
GLENWOOD  
SPRINGS  
COLORADO

## AND A SHOOTING RANGE



**PARKS & REC**

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# NEW GEAR LIBRARY



**PARKS & REC**

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# CITY OF GLENWOOD SPRINGS

**PARKS AND RECREATION**

36





## RECREATION PROGRAMS



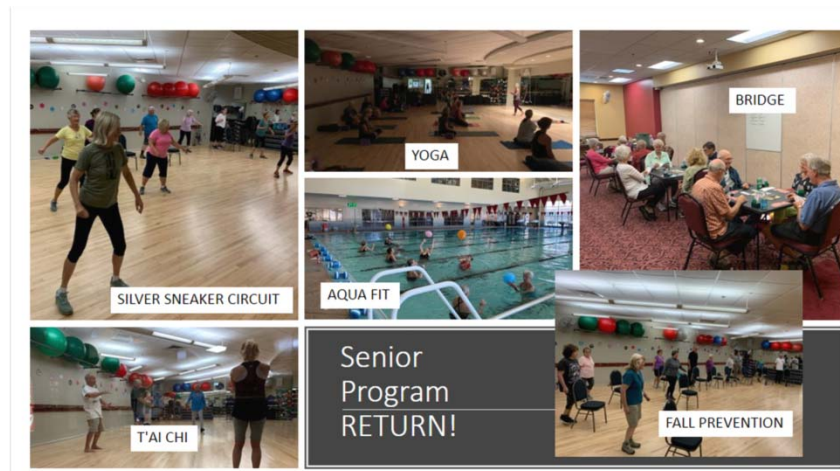
**PARKS & REC**

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## RECREATION PROGRAMS



**PARKS & REC**

38

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RECREATION PROGRAMS



PARKS & REC

39



RECREATION PROGRAMS



PARKS & REC

40





## RECREATION PROGRAMS



**PARKS & REC**

41

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## HEADS ABOVE WATER



**PARKS & REC**

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## COMMUNITY CENTER



**PARKS & REC**

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## 2021 HIGHLIGHTS



*Glenwood Springs*  
**POLICE**

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## POLICE



POLICE

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## POLICE



POLICE

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## POLICE

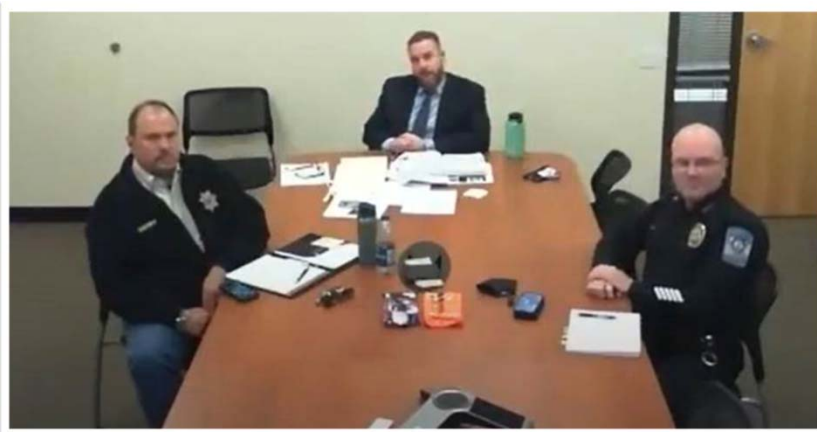


POLICE

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## PARTNERS IN A PANDEMIC



POLICE

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**PUBLIC SAFETY**

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**FIRE AND EMS**



**PUBLIC SAFETY**

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## FIRE AND EMS



**PUBLIC SAFETY**

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## FIRE AND EMS



**PUBLIC SAFETY**

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CITY OF  
GLENWOOD  
SPRINGS  
COLORADO

## FIRE AND EMS



**PUBLIC SAFETY**

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CITY OF  
GLENWOOD  
SPRINGS  
COLORADO



GLENWOOD  
SPRINGS

**MUNICIPAL AIRPORT**

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## AIRPORT EXPO



**AIRPORT**

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## NEW AIRPORT MANAGER



**AIRPORT**

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## FUEL TANK IMPROVEMENTS



**AIRPORT**

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## ASSISTANT CITY MANAGER OF THE YEAR!



**ADMINISTRATION**

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## CANYON CLOSURE RESPONSE & SHOP LOCAL



**ADMINISTRATION**

60

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## ASSET MANAGEMENT

Manage Facilities

Filter is ON - 33 Facilities

FacilityTableFilterReports

|    | Asset ID | Facility Type                | Facility Name                 | Container Name | Asset Type |
|----|----------|------------------------------|-------------------------------|----------------|------------|
| 19 | 1301     | Field Vaults                 | Booster 1                     |                |            |
| 20 | 1385     | Field Vaults                 | Oasis PRV                     |                |            |
| 21 | 1400     | Field Vaults                 | Washwater Tank                |                |            |
| 22 | 1443     | Field Vaults                 | Booster 2                     |                |            |
| 23 | 1484     | Field Vaults                 | Island Vault                  |                |            |
| 24 | 4231     | Field Vaults                 | Sunny Acres PRV               |                |            |
| 25 | 1500     | Water Pretreatment           | Water Pretreatment Facility   |                |            |
| 26 | 2216     | Plant                        | Red Mountain Plant            |                |            |
| 27 | 2975     | Wastewater Treatment Plant   | Wastewater Treatment Plant    |                |            |
| 28 | 2554     | Facilities Facility Template | City Hall                     |                |            |
| 29 | 4370     | Facilities Facility Template | Arts Center                   |                |            |
| 30 | 4392     | Facilities Facility Template | Community Center              |                |            |
| 31 | 4539     | Facilities Facility Template | Parks and Recreation Building |                |            |
| 32 | 4562     | Facilities Facility Template | WW Admin Building             |                |            |
| 33 | 4571     | Facilities Facility Template | Downtown Elevator             |                |            |

ColumnsSave LayoutRestore LayoutExport To Excel1 of 150

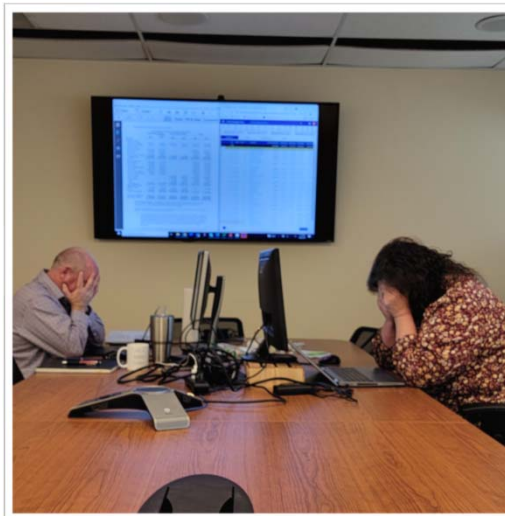
**ADMINISTRATION**

61

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## ERP



**ADMINISTRATION**

62

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## STRIP MINE...



...NOT!!

ADMINISTRATION

65

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## SALARY STUDY IMPLEMENTED

GRAVES CONSULTING



ADMINISTRATION

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## NEW PIO!



**ADMINISTRATION**

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## NEW CITY CLERK!



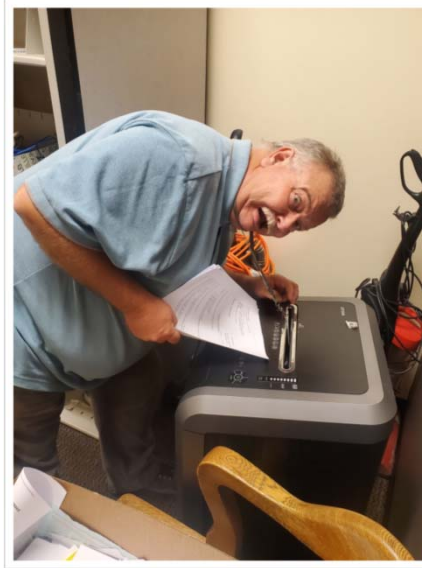
**ADMINISTRATION**

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## NEW DEPUTY CITY CLERK!



ADMINISTRATION

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## 2021 HIGHLIGHTS



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## NEW COUNCILOR!



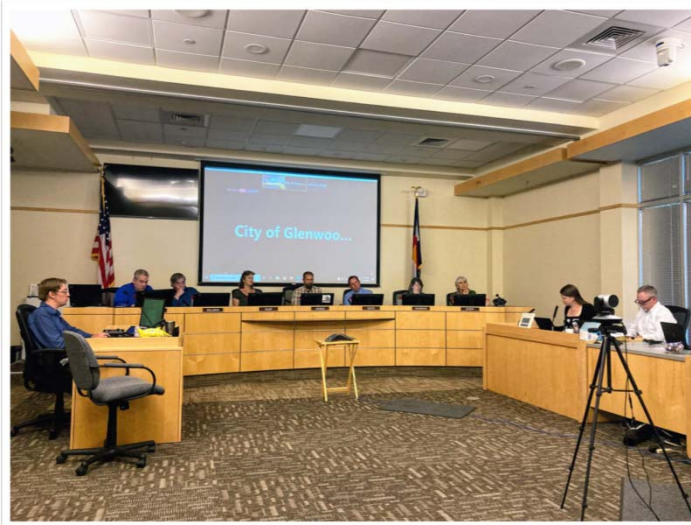
**CITY COUNCIL**

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## LOTS OF LATE NIGHTS



**CITY COUNCIL**

72

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## LEADING THE WAY



**CITY COUNCIL**

73

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## CITY COUNCIL STRATEGIC GOALS



- 1. Provide Efficient and Responsive City Government**
- 2. Preserve and Improve Infrastructure**
- 3. Protect and Preserve Our Quality of Life**
- 4. Generate Sustainable Economic Development**
- 5. Ensure Public Safety**

74

74



## 2022 BUDGET OVERVIEW

- **Balanced General Fund**
- **Projected sales tax revenues**
  - \$21.5 million across all funds
  - Equal to the revised 2021 forecast
  - Up 12.5% vs. 2019
  - Up 17.9% over 2020
- **No COLA raises because salary survey adjustments were implemented early**
- **No increase in health insurance premiums from 2021 rates**

75

75



## 2022 BUDGET OVERVIEW

- **Available Reserves:**
  - \$8.4 Million General Fund (39.0%)
  - \$2.6 Million Capital Projects
  - \$3.3 Million A&I
- **Additional FTEs:**
  - Lead Lifeguards (2)
  - Parks Employees (2)
  - Construction Inspector
  - Neighborhood Services Specialist
- **2022 Budget Meets all FAB Recommendations**

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## 2022 MAJOR INITIATIVES

### 1. Provide Efficient and Responsive City Government

- Investment in staff retention with salary study implementation
- Professional Development reinstated in department budgets
- \$315,000 ERP Implementation Phase 3 - Utility Billing
- \$332,500 Server/ Switch Upgrades and PC replacement cycle
- Improvements to Streets and SWAT facilities and equipment

77

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## 2022 MAJOR INITIATIVES

### 2. Preserve and Improve Infrastructure

- \$6,945,233 in Street Improvements, Including:
  - 6<sup>th</sup> Street
  - South Midland
  - 27<sup>th</sup> St and Grand Ave Underpasses in Partnership with RFTA
  - Red Mountain South
  - Devereux Bridge Deck Repairs
  - Blake Avenue – 23<sup>rd</sup> to 26<sup>th</sup>

*\*(Does not include any South Bridge spending...but we might)*

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## 2022 MAJOR INITIATIVES

### • 2. Preserve and Improve Infrastructure, (cont.)

- \$2,206,047 in Trail Improvements
  - Devereux Trail Extension (with Iron Mtn and CDOT Funding)
  - 6th Street Bike Path Rebuild
  - LoVa Trail (Grant Funded)
  - Retaining Wall on Rio Grande (Reimbursed by RFTA)

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## 2022 MAJOR INITIATIVES

### 2. Preserve and Improve Infrastructure (cont.)

- \$6,285,000 in Improvements to our Electric System
  - EOC
  - Cardnell Substation
  - Mitchell Creek Reclosers
- \$850,000 in Broadband Investment
  - Bucket Truck
  - Construction Contract
  - Network Equipment

80

80





## 2022 MAJOR INITIATIVES

### 2. Preserve and Improve Infrastructure (cont.)

- \$5,007,000 in Water System Improvements
  - North Glenwood System
  - Fluoride System Upgrade
  - Red Mountain South Phase 2
  - Roaring Fork Pump Station
  - Water Treatment Plant Filter Insulation
- \$975,000 in Wastewater System Improvements
  - Lift Station 11,000
  - WW Plant 10-year Maintenance Program
  - Pipe Lining and Manhole Rehabilitation

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## 2022 MAJOR INITIATIVES

### 3. Protect and Preserve Our Quality of Life

- Tennis Court Resurfacing
- Improvements at 3 Mile, Axtel and Two Rivers Parks
- Arts Center and Community Center Improvements
- 9<sup>th</sup> Street Parking Garage Repairs
- Comprehensive Plan
- Contribution to Detox Facility

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## 2022 MAJOR INITIATIVES

### 4. Generate Sustainable Economic Development

- USDA Microloan Program
- Collaboration with DDA and Chamber on Retail Gaps
- Broadband Service Expansion
- URA
- RFQ for Affordable Housing and Ad-hoc Housing Committee
- 6th and Laurel Improvements

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## 2022 MAJOR INITIATIVES

### 5. Ensure Public Safety

- I-70 Access Line Breaks (3)
- Replacement Fire Engine
- Improvements to Fire Stations
- Increased Reserve for West Glenwood Station Replacement
- Police K-9
- Firearms, Safety, and Training Equipment
- 3 Replacement Police Cruisers
- Ongoing Downtown Security

84

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## 2022 BUDGET SCHEDULE

- Public Hearing October 21<sup>st</sup>
- Council Adoption Vote November 4<sup>th</sup>
- Appropriation Vote December 2<sup>nd</sup>

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# THE END

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**City Council**  
**STAFF REPORT**  
**City of Glenwood Springs**  
**October 7, 2021**

**Agenda Item:** Airport Capital Needs and Funding

**Action Requested:** Direction on Funding Airport communication system and Jet-A fuel tank.

**Department:** City Administration

**Presented By:** Debra Figueroa, City Manager

**Background Info:** The airport needs two capital improvements that are high priority;

**(1) UNICOM communications system (\$100,000)**

A UNICOM (Universal Communications) station or an aeronautical advisory station, is an air-ground communication facility operated by a non-air traffic control airports to provide advisory services to pilots such as weather conditions and runway conditions. The UNICOM also provides NOTAMs (Notices to Airmen) advising pilots of safety conditions that may affect their ability to land, maintenance or other work on or adjacent to the runway, airport closures, and service closures.

The Glenwood Springs Municipal Airport's UNICOM has needed replacement for several years and finally died a few weeks ago. Because the Municipal Airport is not FAA regulated and classified as a "small airport" staff are able to continue operations by issuing NOTAMs by handheld radio until a replacement UNICOM can be installed.

Quote from Potomac is \$97,949 for the system. Installation and electrical hookup will bring the total to just under \$100,000. Lead time for delivery is about 2 weeks and installation will take one day.

**(2) the Jet-A fuel tank (300,000)**

The fuel delivery system is insufficient for its purpose and does not meet code requirements. It needs to be moved and upgraded. If Council wants to fund these improvements staff is suggesting the \$200,000 shortfall be loaned to the Airport Enterprise Fund from the Capital Projects Fund and paid back in full before year-end 2023.

**Issues:** Replacement of the UNICOM was presented in the 2022 budget packet. However, the failure of the current system necessitates replacement as soon as possible. Manual NOTAMs by handheld is a temporary fix until a new system can be installed.

The cash fund balance in the Airport Fund is currently \$196,000.

**Staff Recommendation:** Staff recommends replacing the replacing the Unicom Communications System in 2021 and bringing the Jet Fuel system up to code in 2022.



**City Council**  
**STAFF REPORT**  
**City of Glenwood Springs**  
**October 7, 2021**

**Agenda Item:** Resolution 2021-25 - A Resolution Approving the Glenwood Springs Public Art Master Plan

**Action Requested:** Approval of Resolution 2021-25 approving the Glenwood Springs Public Art Master Plan

**Department:** Parks & Recreation

**Presented By:** Brian Smith, Recreation Director

**Background Info:** During the process to create the "Tubing the Colorado" sculpture in 2018-2019, the Arts and Culture Board identified the need for a comprehensive approach to public art, including the process to put out calls for art/artists.

In November 2019, the City of Glenwood Springs selected Ohio-based Designing Local to develop a comprehensive Public Art Plan to develop policies and procedures for acquiring, commissioning and placing new art.

During the public engagement process, community stakeholders were contacted to share their vision for public art in Glenwood Springs and a Designing Local representative toured our city to get a firsthand glimpse of our public art and feel for the culture of Glenwood Springs. Input to the public art plan during the past year also took place via additional stakeholder interviews and online surveys.

The resulting plan addresses preservation and restoration of the city's existing public artwork portfolio, assessment of the public art collection for gaps and opportunities, a process for decommissioning art, and ideas for additional public art initiatives. The Public Art Program as envisioned would be funded by a percentage of project costs for private development and a percent of the costs of publicly funded Capital Improvement Projects.

Following the adoption of this resolution, staff will bring code changes through the process for the implementation of the plan separately. Most of the changes would be proposed to be contained within Title 090 Public Lands. Because there is a component of the recommendations to include an exaction on developers, the code changes in Title 070 would be reviewed by Planning Commission before the Ordinance would come to City Council. The first review of the ordinance at Planning and Zoning Commission would be in October.

The Art Plan anticipates that the City Council will annually set aside one percent of publicly funded capital improvement projects, including roads, streetscape projects, fire and police stations, parks, city facilities and utility projects, when there are visual elements of the project above ground, for public art. All capital construction projects would qualify except for regular road maintenance, underground infrastructure, and underground utility projects with no above-ground components, and the South Bridge project.

Private developers subject to the Common Open Space requirements would also be required to provide public art on site or pay a fee in lieu. On site art would be valued in an amount not less than 1 percent of the total construction costs and the cash in lieu would be a contribution of 80 percent of that 1 percent. Artwork must be located in an exterior place defined as any place, public or private, outdoor and exterior to buildings or structures and exposed to public view, including, but not limited to, buildings, and green spaces.



Construction cost would mean actual cost of any construction project with an estimated construction cost of fifty thousand dollars or more, excluding, however, engineering and administrative costs, costs of fees and permits and indirect costs, such as interest during construction, advertising and legal fees.

**Issues:** NA

**Staff Recommendation:** Adoption of Resolution 2021-25.

**RESOLUTION 2021-25**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF  
GLENWOOD SPRINGS, COLORADO, APPROVING THE  
GLENWOOD SPRINGS PUBLIC ART MASTER PLAN.**

**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**, in 2019 the City selected Ohio-based Designing Local to develop a comprehensive Public Art Plan for Glenwood Springs; and

**WHEREAS**, the goals of the planning effort to shape policies for acquiring, commission and placing new art in the community; and

**WHEREAS**, the public was invited to provide feedback to the development of a Public Art Plan;

**WHEREAS**, the Glenwood Springs Public Art Master Plan 2021 is attached as **Exhibit A** (the “Public Art Master Plan”); and

**WHEREAS**, the Glenwood Springs City Council finds and believes it is in the interest of the City to adopt the Public Art Master Plan attached as **Exhibit A**; and

**WHEREAS**, the Public Art Master Plan will be on file with the Parks and Recreation Department.

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

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

**Section 2.** The City Council of the City of Glenwood Springs hereby adopts the Public Art Master Plan attached as **Exhibit A**.

INTRODUCED, READ AND PASSED THIS \_\_\_\_ DAY OF OCTOBER 2021.

CITY OF GLENWOOD SPRINGS, COLORADO

\_\_\_\_\_  
Jonathan Godes, Mayor

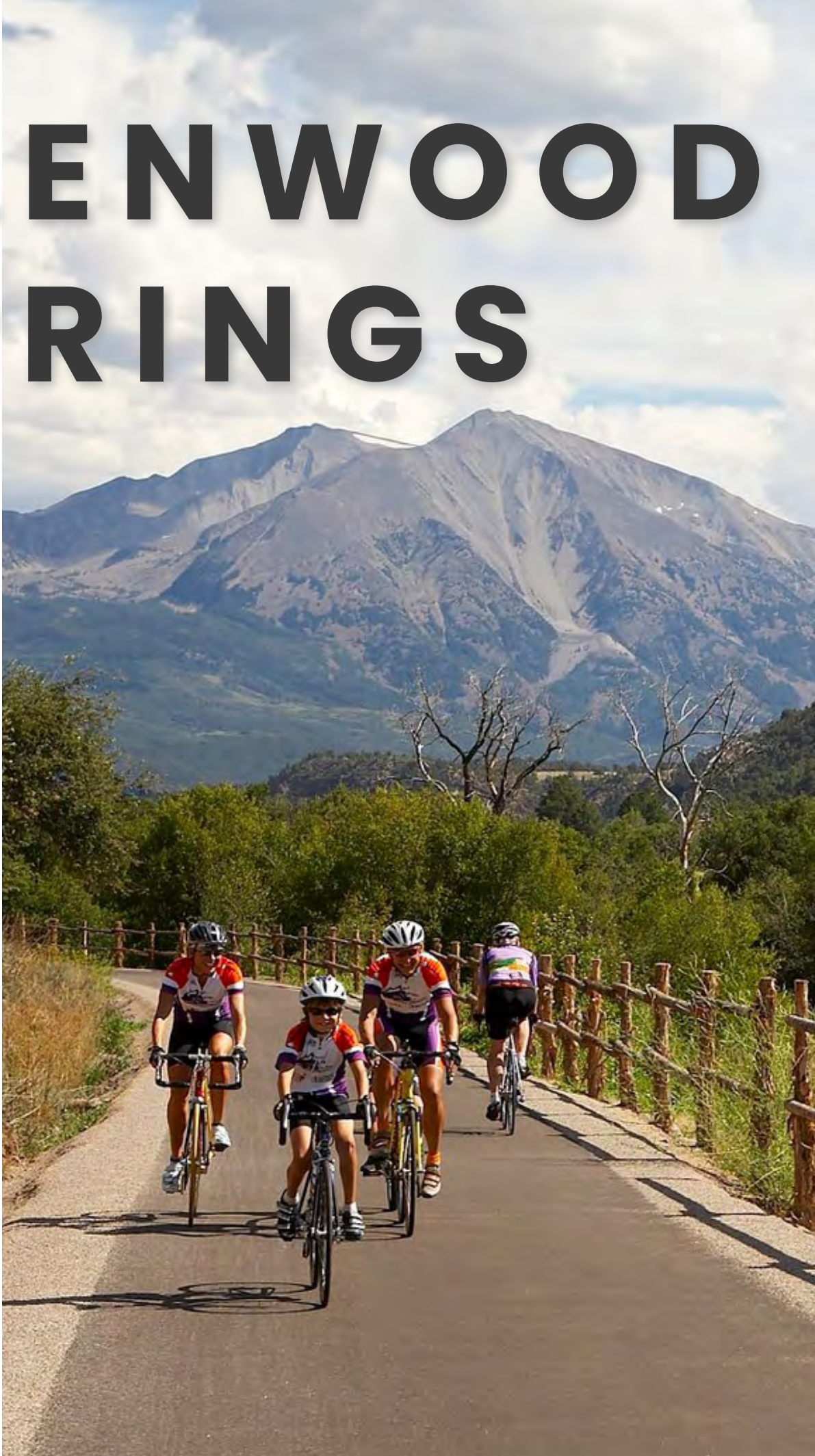
ATTEST:

\_\_\_\_\_  
Ryan Muse, City Clerk

# GLENWOOD SPRINGS

## PUBLIC ART MASTER PLAN APPENDIX

2021





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| 04. | PUBLIC ENGAGEMENT<br>RESULTS.....  | 34 |



01.

## DRAFT RESOLUTION 2021-XX

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GLENWOOD SPRINGS, COLORADO, APPROVING THE GLENWOOD SPRINGS PUBLIC ART MASTER PLAN.**

**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**, in 2019 the City selected Ohio-based Designing Local to develop a comprehensive Public Art Plan for Glenwood Springs; and

**WHEREAS**, the goals of the planning effort to shape policies for acquiring, commission and placing new art in the community; and

**WHEREAS**, the public was invited to provide feedback to the development of a Public Art Plan;

**WHEREAS**, the Glenwood Springs Public Art Master Plan 2021 is attached as Exhibit A (the “Public Art Master Plan”); and

**WHEREAS**, the Glenwood Springs City Council finds and believes it is in the interest of the City to adopt the Public Art Master Plan attached as Exhibit A; and

**WHEREAS**, the Public Art Master Plan will be on file with the Parks and Recreation Department; and

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

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

**Section 2.** The City Council of the City of Glenwood Springs hereby adopts the Public Art Master Plan attached as **Exhibit A**.

INTRODUCED, READ AND PASSED THIS 7TH DAY OF OCTOBER 2021.

CITY OF GLENWOOD SPRINGS, COLORADO  
Jonathan Godes, Mayor

ATTEST:  
Ryan Muse, City Clerk







# 02.

## DRAFT PUBLIC ART ORDINANCE

### 090.080 – PUBLIC ART PROGRAM

#### 090.080.010 – Definitions.

- a. “Arts and Culture Board” means the board as stated in 020.020
- b. “Art or artwork” means works in any permanent medium or combination of media produced by a professional practitioner in the arts. For the purposes of this chapter, the terms art and artwork do not include performing or literary arts such as dance, music, drama, or poetry.
- c. “Artist” means a practitioner of the creative arts, generally recognized as such by critics and peers, with a body of work including commissions, exhibitions, sales, publications, and collections. For the purposes of this document, “artist” shall not include persons primarily working in the professional fields of architecture, engineering, design, or landscaping.
- d. “Art Master Plan” means the Public Art Master Plan of the City of Glenwood Springs, Colorado, as it exists or may be amended. The Public Art Master Plan shall provide a process for the systematic selection of pieces of art and locations of art to be included in public spaces. The Public Art Master Plan shall be filed with the Parks and Recreation Department.
- e. “Construction cost” means actual cost of any construction project with an estimated construction cost of fifty thousand dollars or more, excluding, however, engineering and administrative costs, costs of fees and permits and indirect costs, such as interest during construction, advertising and legal fees.
- f. “Glenwood Springs Public Art Collection” means all works of art owned by the City of Glenwood Springs, Colorado.
- g. “Board” means the Glenwood Springs Arts and Culture Board of the City of Glenwood Springs, Colorado.
- h. “Board Member” means a member of the Glenwood Springs Arts and Culture Board.
- i. “City” means the City of Glenwood Springs, Colorado.
- j. “Deaccession” means a procedure for the withdrawal of an artwork from the Glenwood Springs Public Art Collection and the determination of its future disposition.
- k. “Public Art” means a work of art that is visible and accessible to the public for a minimum of 40 hours per week. Public art may include sculpture, painting, installations, photography, video, works of light or sound, or any other work or project determined by the Arts and Culture Board to satisfy the intent of this Chapter, provided, however, that none of the following shall be considered public art for the purposes of satisfying the requirements of this Chapter:
  - i. Objects that are mass produced of standard design, such as banners, signs, playground equipment, benches, statuary, street or sidewalk barriers, or fountains;
  - ii. Reproduction, by mechanical or other means, of original works of art, except as incorporated into film, video, photography, printmaking or other derivative works as approved by the Arts and Culture Board;







- iii. Decorative, architectural, or functional elements that are designed by the building architect or landscape architect as opposed to an artist commissioned for this purpose; or
- iv. Landscape architecture or gardening, except where these elements are designed by an artist and are an integral part of a work of art.
- l. "Public Art Acquisition Account" means a separate, special fund as part of the City's overall finances into which public art donations and funding are deposited, transferred and used for acquisition, commissioning, exhibition and conservation of public art as recommended by the Arts and Culture Board and approved by the City Council
- m. "Public Art Program" means the Public Art Program of the City of Glenwood Springs, Colorado established by this chapter.
- n. "Public Art Plan" means the annual work plan developed by the Arts and Culture Board with staff, detailing the public art projects and funding levels recommended for the upcoming year.
- o. "Public Space" means any area or property (public or private) which is accessible or visible to the general public a minimum of 8 hours per business day.
- p. "Publicly Owned Land" means any land open to the public and managed by the City of Glenwood Springs, Colorado.
- q. "Relocation" means a procedure for the movement of an artwork from one location to another.

#### 090.080.020 – Purpose

The purpose of this article is to set forth policies and procedures for acquiring, commissioning and placing new public art and the management, maintenance, preservation and restoration of historical artwork within the city's public art program.

#### 090.80.030 – The Glenwood Springs Public Art Program

- a. Public art may be acquired by the City and featured on publicly owned land for the visual enjoyment
  - b. of residents and visitors.
- The Glenwood Springs Public Art Program shall operate pursuant to the policies and procedures set forth in the Public Art Master Plan and adopted by resolution of the City Council.
- c. The Glenwood Springs Public Art Collection shall consist of artwork selected through an open, equitable, and competitive process.
  - d. The City Manager shall designate a City employee to serve as the Public Art Coordinator to oversee and administer the Public Art Program.

#### 090.080.040 – Funding.

- 1. The Public Art Program shall be funded by a percentage of project costs for private development and a percent of the costs of publicly funded Capital Improvement Projects.
- 2. The City Council will annually set aside one percent of publicly funded capital improvement projects, including roads, streetscape projects, fire and police stations, parks, city facilities and utility projects, when there are visual elements of the project above ground, for public art.
  - a. All capital construction projects qualify except the following
    - i. Regular road maintenance, underground infrastructure, and underground utility projects with no above-ground components.
    - The South Bridge project.

Projects subject to the Common Open Space requirements within Section 070.040.040 shall provide public art on site or pay a fee in lieu through one of the following means:

- a. On-site Artwork.
  - i. The developer of the property shall submit documentation evidencing the escrow of funds for a work of art valued in an amount not less than one (1) percent of the total construction costs.
  - ii. Submit an application for approval of the work of art.



- iii. The required amount may be discounted by 10 percent if a Garfield County based artist is used. The city will maintain a list of pre-qualified artists in order to assist developers in identifying artists.
  - iv. Artwork must be located in an exterior place defined as any place, public or private, outdoor and exterior to buildings or structures and exposed to public view, including, but not limited to, buildings, and green spaces.
- b. Cash in Lieu.
  - i. The developer may contribute an amount equal to 80 percent of the one (1) percent of the total construction costs for deposit to the Art in Public Places Fund.
- c. On-site Artwork and Cash in Lieu
  - i. In the event that the developer of the property opts to install on site artwork that is valued less than the 1 percent of the total construction costs, the developer shall submit documentation evidencing the escrow of funds for the value of the work of art, up to \$100,000.00, and contribute 80 percent of the balance of the one (1) percent of the total construction costs for deposit in the Art in Public Places Fund.
  - ii. Artwork must be located in an exterior place defined as any place, public or private, outdoor and exterior to buildings or structures and exposed to public view, including, but not limited to, buildings, and green spaces.
- d. Funding from the Percent for Art in Private Development and Percent for Art Capital Improvement Projects will be deposited into the Public Art Acquisition Account and will be used for acquisition, commissioning, exhibition and conservation of public art as recommended by the Arts and Culture Board and approved by the City Council. Fees in lieu paid into this fund may not be used for the general expenses of the City.
- e. Funds designated for public art may be used on artist fees, artwork fabrication and installation, acquisition or relocation of existing works of art, required permits and insurance during the fabrication and installation of artwork, informational and/or promotional materials and public events directly related to artwork, and curators and contracted services.

090.080.050: Acquisition and Deaccession

- a. Acquisition. The City may acquire artwork for the Glenwood Springs Public Art Collection by commission, purchase, donations, contributions or grants from private entities, other public agencies, or philanthropic sources and the Arts and Culture Board will make recommendations to
  - b. City Council pertaining to all acquisitions.
- Deaccession.
- 1. Except for situations requiring emergency removal, public art shall not be deaccessioned or removed without review and approval by the Arts and Culture Board.
  - 2. Upon consideration of deaccession or removal of public art, the Arts and Culture Board shall hold one or more public meetings to gather community feedback on the proposed deaccession or removal.

# 03.

## PUBLIC ART POLICY

### 1. Introduction

In order to establish a strong Public Art Program, the City of Glenwood Springs will adopt this overall policy which includes: Roles & Responsibilities; Work Plan; Use of Funds; Acquisition; Collection Management; Donation; and Maintenance.

#### DEFINITIONS

For the purposes of this policy, the following terms, phrases, words and their derivation shall have the meaning given herein:

**Artist** means a practitioner of the creative arts, generally recognized as such by critics and peers, with a body of work including commissions, exhibitions, sales, publications, and collections. For the purposes of this document, "artist" shall not include persons primarily working in the professional fields of architecture, engineering, design or landscaping.

**Public Art Master Plan or Plan** when used herein shall mean the Public Art Master Plan of the City of Glenwood Springs, Colorado, as it exists or may be amended. The Plan shall provide a process for the systematic selection of pieces of art and locations of art to be included in public spaces.

**Public Art Coordinator** when used herein shall mean the Public Art Program Coordinator as determined by the City of Glenwood Springs.

**Public Art Program** when used herein shall mean the Public Art Program of the City of Glenwood Springs, Colorado.

**City** when used herein shall mean the City of Glenwood Springs, Colorado.

**Public Art, Art or Artwork** when used herein shall mean public art, art, artwork or work of art means an original physical work created or produced by an Artist. Artwork may be free-standing or integrated with the work of other design professionals into a building or site. Artwork may be new or may be an existing work of art. Artwork may include, but is not limited to:

1. Sculpture: Free-standing, wall supported or suspended; kinetic, electronic; in any material or combination of materials.
2. Murals or portable paintings: in any material or variety of materials.
3. Fiber works, neon, glass, mosaics, photographs, prints, calligraphy, earthworks, any combination







of forms of media, including light, sound, literary elements, film, holographic images, and video systems; hybrids of any media and new genres.

4. Furnishings or fixtures, including, but not limited to gates, railings, lighting, street lights, signage, seating, if created by artists as unique elements or limited editions.
5. Artistic or aesthetic elements of the overall architecture or landscape design if created by a professional artist or a design team that includes a professional visual artist. Such design elements may include pools, paths, benches, planters, and fixtures and vegetative materials where designed by a professional visual artist and/or are an integral part of the artwork by the artist.
6. Temporary artwork or installation that serve the purpose of providing community and educational outreach.

The following are, per the Ordinance, not considered artwork for the purposes of Public Art funding:

1. Art objects which are mass produced or are of standard manufacture, such as playground equipment, fountains, statutory elements, signage, maps, corporate logos or other functional elements, unless incorporated into an artwork by an artist commissioned for that purpose.
2. Reproductions, by mechanical or other means, of original artwork, except in the case of limited editions controlled by the artist, cast sculpture, film, video, photography, printmaking, or other media arts.
3. Decorative, ornamental, architectural, or functional elements which are designed by the building architect as opposed to elements created by an artist commissioned for that purpose.
4. Services or utilities necessary to operate and maintain an artwork over time.

**Public Space** when used herein shall mean any area or property (public or private) which is accessible or visible to the general public a minimum of 8 hours per business day.

**Publicly Owned Land** when used herein shall mean any land open to the public and managed by the City of Glenwood Springs, Colorado.

**Glenwood Springs Public Art Collection** when used herein shall mean all works of art owned by the City of Glenwood Springs, Colorado.

## 2. Roles and Responsibilities

This section outlines the general roles and responsibilities of residents, City staff and elected officials in the development, funding and implementation of the City of Glenwood Springs's Public Art Program ("Public Art Program").

The Public Art Program will be led by the City of Glenwood Springs and administered through the Parks and Recreation Department in partnership with other departments and outside community groups. The Mayor and City Council will retain ultimate responsibility for the program. Day-to-day responsibility for the program will ultimately reside with the Parks and Recreation Director for the City with or whoever is designated by the City Manager to be the Public Art Coordinator. The Coordinator will be a city staff member and have an oversight role for all of the public art projects that are executed within the city. The Coordinator will collaborate with city staff or outside contractors in order to execute projects, particularly within the Recreation and Parks, Transportation, and Communications Departments.

### **Glenwood Springs City Council & Mayor**

The Glenwood Springs City Council has adopted an ordinance establishing the Glenwood Springs Public Art Program. As the community's elected officials, the Mayor and Council members are ultimately responsible for the outcomes of the Public Art Program.

The Glenwood Springs City Council has the following responsibilities:

- Review and approve the annual Public Art Work Plan as prepared by staff and approved by the Arts & Culture Board, including annual appropriations for public art.
- Confirm appointments to the Arts & Culture Board.
- Give final approval to public art selections, placement, and funding.

### **Arts & Culture Board**

The Glenwood Springs Arts & Culture Board (ACB) is committed to promoting awareness, access, and appreciation of the fine, performing, and practical arts for the City of Glenwood Springs. The ACB believes that a healthy arts and culture environment lends itself to a vibrant and forward-thinking community and enriches the local economy. As mortar binds building blocks, it is the ACB's mission to bring people together and encourage meaningful connection through the arts.

The commission consists of eight (8) members, at least five (5) of which are residents of the City, three (3) of which may reside outside of the City, and one (1) of which being a youth representative under the age of eighteen (18) or not having completed his or her final year of high school. Those representatives residing outside of the City must reside within the 81601 postal zip code area, own real property or a business within the City, or attend school within the City.

The Arts & Culture Board has the following responsibilities:

1. Act principally in an advisory capacity to Glenwood Springs staff and the Glenwood Springs City Council in any matter pertaining to public art.
2. Present an annual report of Board activities.
3. Advise and make recommendations to the City pertaining to, among other things, policies and procedures as identified in the Administrative Guide; artist selection juries and process; commission and placement of artworks; and maintenance and removal of artworks.



**Public Art Coordinator**

The City Manager will designate one Parks and Recreation staff member to oversee citywide public art activities and implement the Public Art Program. As the public art fund grows, the Public Art Coordinator will see an increase in the time and work needed to implement the Public Art Program. Additional staff resources or outside consultants may be required in order to assist in implementing projects, particularly those of larger scale. Responsibilities include:

1. Work with various departments to develop potential projects for inclusion in the annual work plan.
2. Coordination with other city planning efforts.
3. Present an annual work plan to City Council.
4. Coordinate with Arts & Culture Board to ascertain advice on any matter pertaining to public art including:
  - annual work plan
  - artist selection juries and process;
  - purchase of artworks;
  - commission and placement of artworks; and
  - public art programming;
5. Present an annual report of public art activities.
6. Coordinate the hiring of an outside consultant or agency to administer public art projects as needed.
7. Ensure various city departments are following the City's Public Art Policy.

**City Staff**

City staff members, particularly department heads, should look for opportunities to include public art in capital improvement projects (CIP) throughout the city, particularly in locations identified as priorities in this plan. Overall public art responsibilities include:

1. Explore opportunities to include public art in existing CIP projects.
2. Coordinate with the Public Art Coordinator for inclusion of projects within the annual work plan and report.

### **3. Work Plan**

#### **What is a Public Art Work Plan?**

The Public Art Work Plan is an annual document that outlines what projects will be initiated in the coming fiscal year, as well as projects that will be in process during that fiscal year. The work plan is one of the most crucial elements of the public art program as it creates a roadmap for the year and allows for the input of community members, elected officials, and others who care deeply about public art in Glenwood Springs.

The Public Art Coordinator will develop the Plan in consultation with staff, City Council and Mayor, and will submit it to the Mayor and City Council as part of the annual budget for its review and approval.

The following steps will be taken to develop the Public Art Work Plan:

1. Work with City Departments to determine availability of funds for the upcoming year.
2. Identify projects to be paid for by identified funding including acquisition and maintenance.
3. Develop a draft Public Art Work Plan that will include locations, goals, and budgets for public art projects and programs for staff review.
4. Present the Plan to City Council as part of the City budget approval.
5. Integrate feedback from City Council to determine the final Work Plan.

## 4. Use of Funds

Funding for the Glenwood Springs Public Art Program may come from Glenwood Springs' Capital Improvement Project Budget or through other sources as deemed appropriate by the City, as well as from grants and/or contributions from private entities, other public agencies, or philanthropic sources.

### Uses of Funds

The public art funds may be spent for:

- Calls for Entry, RFQ's/RFP's, concept designs, maquettes, juror stipends, and other costs related to competitions and commissions
- Artist fees including travel stipends and expenses related to travel;
- Artwork fabrication and installation;
- Acquisition of existing works of art;
- Relocation of existing or commissioned works of art;
- Required permits and insurance during the fabrication and installation of the artwork;
- Informational/promotional materials and public events directly related to the artwork;
- Artwork appraisal;
- Art related community events;
- Staffing and services of an Arts Administrator;
- Curators and contracted services.

The public art funds may not be spent for:

- Mass produced work, with the exception of limited editions controlled by the artist.
- Professional graphics, unless designed or executed by an artist or used in the development of collateral material.
- Decorative, ornamental or functional elements that are designed by a project's architect or other designer.
- Routine maintenance exceeding more than 10% of the annual budget.
- Purchase of existing works of art outside of the selection process.

## 5. Acquisition

This policy establishes the practices for acquiring artworks. The policy creates a thorough and transparent process for acquiring artwork and favors open ended selection processes in order to ensure artistic excellence in the City's Public Art Collection.

### **Process for Selecting an Artist or Artist Team**

Selecting the artist is one of the most important steps in commissioning public art. An open, equitable, competitive process that inspires the artist and engages the community can be an enriching experience and lead to more creative and exciting public art.

#### **Goals of the Selection Process**

- To satisfy the goals of the project site through an appropriate artist selection.
- To further the mission and goals of the Public Art Program.
- To select an artist or artists whose existing public artworks or past collaborative design efforts have demonstrated a level of quality and integrity.
- To identify an approach to public art that is suitable to the goals and demands of the particular project.
- To select an artist or artists who will best respond to the distinctive characteristics of the site and the community it serves.
- To select an artist or artists who can work successfully as members of an overall project design team.
- To ensure that the selection process represents and considers the interests of all parties concerned, including the public.
- To ensure, on average, the demographics of the artists and selection committees are reflective of Glenwood Springs' population.

### **Artist Selection Methods for Commissioning New Artwork**

#### **Open Competition**

In an Open Competition, any artist may submit their qualifications or proposal, subject to any requirements established by the Artist Selection Committee. The Requests for Qualifications (RFQs) or Requests for Proposals (RFPs) should be sufficiently detailed to permit artists to determine whether their art is appropriate for consideration. Open Competition allows for the broadest range of possibilities for a site and brings in new, otherwise unknown, and emerging artists.

#### **Limited or Invitational Competition**

In a Limited Competition, or Invitational, several pre-selected artists are invited by the Artist Selection Committee to submit their qualifications and/or proposals. This method may be appropriate when the City is looking for a small group of experienced artists, when there is a limited time frame, or if the project requirements are so specialized that only a limited number of already identified artists would be eligible. It is possible that this list of artists would come from a pre-qualified list.

#### **Direct Selection**

On occasion, artists may be chosen directly by the Artist Selection Committee. Direct selection may be useful on projects where an urgent timeline, low budget, or where very specific project requirements exist. It is possible that this artist would come from a pre-qualified list. Approval of the City Council and the City Manager must be secured to utilize this selection method.

### **Direct Purchase**

Some projects require the purchase of a specific artwork due to the exacting nature of the project or a very limited project timeline. In this case, the work must be “one-of-a-kind” and not mass-produced or off the shelf. It is possible that this artwork would come from an artist on a pre-qualified list. Approval of City Council and the City Manager must be secured to utilize this selection method.

### **Pre-Qualified Artist Lists**

The City may decide to develop a pre-qualified pool of artists from which it can choose artists for Limited Competition, Direct Selection and Direct Purchase. This pool would be developed based on a comprehensive review of artist qualifications. This list could be updated annually or bi-annually, depending on the frequency of new projects.

## **Artist Selection Methods for Commissioning Existing Artwork**

### **Competitions**

In competitions, the City may put out an open call to artists for a possible inclusion in an exhibition at a predetermined site. The competition, which may or may not take the form of a temporary exhibit may feature existing artworks. Each selected artist may receive a stipend and understand the City may purchase one or more pieces of artwork at the conclusion of the exhibit to be placed in public locations around Glenwood Springs.

### **Artist Selection Process**

Once an Artist Selection method is determined, a selection process will be established. A jury of recognized experts will make recommendations for selected artists to create site-specific artwork or will make recommendations for selected artwork to be exhibited.

If the budget for a single piece of artwork is \$50,000.00 or more, a selection panel must be formed.

## **ARTIST SELECTION PROCESS**

### **Purpose and Responsibilities**

The artist selection process will interpret and review artist’s proposals based on the selection criteria.

The goals of the selection process are as follows:

- To satisfy the goals of a specific project or site through an appropriate artist selection.
- To further the mission and goals of the Public Art Program.
- To select an artist or artists whose existing public artworks or past collaborative design efforts have demonstrated a level of quality and integrity.
- To identify an approach to public art that is suitable to the goals and demands of the particular project.
- To select an artist or artists who will best respond to the distinctive characteristics of the site and the community it serves.
- To select an artist or artists who can work successfully as members of an overall project design team.
- To ensure that the selection process represents and considers the interests of all parties concerned, including the public, the arts community and the City department(s) involved.

## **ARTIST SELECTION COMMITTEE**

### **Membership of Selection Committees**

Membership will be recommended by the City Manager and approved by the Arts & Culture Board. The members of the selection panel (panelists) will be representative of the community demographic and will



consist of at least five but no more than nine members from the list below:

- Members of Arts & Culture Board;
- Artist or arts administrator;
- Design professionals

City of Glenwood Springs' project **manager** who may appoint the project architect or project landscape architect in their stead; and

- A member of the project steering committee if one has been appointed

### **Conflict of Interest**

Committee members will declare any and all conflicts of interest for all projects and artwork under consideration at the beginning of their meetings. A conflict of interest exists if a committee member, an organization the committee member is associated with as a staff or board member, or a committee member's family member, has the potential to gain financially from the project under consideration by the Committee. In order to promote public confidence in this process, a committee member may also declare a conflict if they think there may be a perception that they have a conflict. If a committee member has a conflict, he/she must not participate in the Committee's discussion or decision regarding the project. They must also refrain from discussion about the project and from influencing fellow committee members.

### **Procedures**

During an artist selection process, committee members will not submit applications for the placement of their own artwork and/or projects. City Staff and Committee Members are able to invite artists to participate but must refrain from giving advice to applicants or answering their questions and direct such questions to the Public Art Coordinator during the selection process. The City must solicit public comment for all pieces of public art being commissioned or purchased in excess of \$50,000.00. An opportunity for public comment must be given before a formal vote. The formal vote must be recorded in keeping with the City of Glenwood Springs public record requirements.

### **Project Implementation Process for Site- Specific Artworks**

Upon the decision of the Artist Selection Committee, the Public Art Coordinator will prepare a contract that includes the scope of work, fee, schedule, and relevant terms and conditions.

The City will follow the process for contracting required by City Charter and other applicable laws. For some projects, the contract with the artist may be phased to include two scopes of work with separate pay schedules and deliverables. The first phase would include all design documentation, including final design, stamped engineering drawings, installation details, and a revised fabrication budget and timeline. The second phase would include all costs related to fabrication and installation.

The Public Art Coordinator will ensure all documents are signed and insurance coverage secured before issuing a notice to proceed and will be responsible for coordinating the work of the artist to ensure the successful integration of the artwork into the project. The Public Art Coordinator will organize a meeting with all integral staff to review roles, responsibilities and schedule.

If specified in the contract, the artist will develop design development drawings for review and approval from the City before proceeding with fabrication. The Public Art Coordinator will schedule meetings with the appropriate offices to review and approve the plans.

If the artist proposes any significant design changes, the Public Art Coordinator will secure the recommendation for approval from Arts & Culture Board and the appropriate departments of the City before approving said changes in writing, per the terms and conditions of the contract.

If the parties are unable to reach an agreement, the City Attorney will act as arbiter. If the change will affect

the budget, scope or schedule, the Public Art Coordinator will initiate a contract modification, if funds are available to do so.

The Public Art Coordinator will be responsible for overseeing the installation of the artwork. The Public Art Coordinator will be responsible for ensuring that all the necessary requirements have been completed prior to interim and final invoice payments to the artist.

### **Maintenance Plan**

Understanding maintenance and care of public art begins before an artwork is created. During the design phase or when a donation is initiated, the City, artist, or sponsor will review and analyze their design proposal and advise on maintenance and operations of the artwork. A conservator should be commissioned to give a report on the artwork.

On behalf of the City, the artist, sponsor, or the appropriate party will submit a Maintenance Plan to the City of Glenwood Springs, who will review and then catalogue any tasks associated with maintenance of the artwork.

The Maintenance Plan will enable the City to:

- Evaluate the quality and sustainability of the proposed or existing public artwork;
- Establish maintenance requirements, assign schedules, and identify potential costs; and
- Determine if the City of Glenwood Springs should accept or decline the design proposal and/or public artwork.

To produce the Maintenance Plan, the artist should examine and render an opinion on the following:

- Durability;
- Type and integrity of materials;
- Construction/fabrication technique;
- Internal supports, anchoring and joining, and footings;
- Landscaping;
- Vulnerable and delicate elements;
- Drainage of artwork;
- Potentially dangerous elements;
- Security;
- Location;
- Environment;
- Whether the design encourages/discourages interaction; and
- Effects of skateboarding, graffiti, and any other potentially damaging activities.

The Maintenance Plan will include:

- A record of the artist's intentions for the work of art;
- Recommendations to mitigate potential problems discovered during the examination;
- Notes about how the artist would like the work of art to age;
- An itemization of long-range considerations and care, highlighting maintenance and the anticipated needs for periodic conservation treatment or repairs; and
- Identification of the lifespan of the artwork and a prognosis of its durability in consideration of that lifespan.

### **Lifespan of Artwork**

This lifespan will be selected from one of four categories:

- Temporary: 0-2 years
- Short Term: 2-10 years

- Medium-Term 10- 25 years
- Long-Term 25+ years

The artwork may also be identified as site-integrated, or part of the site and/or the architecture, as appropriate and will fall into the Long-Term lifespan category above.

## 6. Collection Management

The City of Glenwood Springs acquires artworks by commission and donation. Processes for these acquisitions are dictated by the Public Art Ordinance and by the Acquisition and Donation Policies. Artworks acquired through these processes are considered to have been accessioned into the City's Permanent Collection and must be cared for in accordance with the Policy and Procedure for Maintenance and the Collection Management Policy. Artworks in the City's possession that were acquired outside of or before these policies may not be accessioned pieces of the Permanent Collection and thus may not be subject to the Artwork Collection Management Policy. The Collection Management Policy is intended to maintain the value of the City's Permanent Collection and guard against the arbitrary disposal of any of its pieces.

### OBJECTIVES

- Maintain a collection management program that results in a high-quality, City-owned public art collection;
- Eliminate artworks that are unsafe, not repairable, or no longer meet the needs of City of Glenwood Springs;
- Respect the creative rights of artists; and
- Support an efficient workload for staff.

### DEFINITIONS

**Deaccession** means a procedure for the withdrawal of an artwork from the Permanent Collection and the determination of its future disposition.

**Relocation** means a procedure for the movement of an artwork from one location to another.

### Life Spans

- Temporary: 0-2 years
- Short Term: 2-10 years
- Medium-Term: 10- 25 years
- Long-Term: 25+ years

### GENERAL POLICIES

#### Removal from Public Display

City Council must approve the permanent removal of artwork upon the advice of staff based on the deaccession criteria below.

If the artwork is removed from public display, the City of Glenwood Springs may consider the following options:

- Relocation: If City Staff decides that an artwork must be removed from its original site, and if its condition is such that it can be re-installed, the City will attempt to identify another appropriate site. If the artwork was designed for a specific site, the City will attempt to relocate the work to a new site consistent with the artist's intention. If possible, the artist's assistance will be requested to help make this determination.
- Store artwork until a new site has been identified or the City decides to deaccession the artwork.
- Sell or trade the artwork after deaccession.

#### Provision for Emergency Removal

In the event that the structural integrity or condition of an artwork is such that the artwork presents an imminent threat to public safety, the City may authorize immediate removal without the artist's consent,

and have the artwork placed in temporary storage. The artist must be notified of this action within 30 days. The City will then consider options for repair, reinstallation, maintenance provisions or deaccessioning. In the event that the artwork cannot be removed without being altered, modified, or destroyed, and if the Artist's agreement with the City has not been waived under the Visual Artists' Protection Act, the City must attempt to gain written permission before proceeding. In the event that this cannot be accomplished before action is required in order to protect the public health and safety, the City shall proceed according to the advice of the City Attorney.

### **Criteria for Deaccession**

The City may consider the deaccessioning of artwork for one or more of the following reasons in the event that it cannot be re-sited:

1. An artwork is not, or is only rarely, on display because of lack of a suitable site.
2. The condition or security of the artwork cannot be reasonably guaranteed.
3. The artwork has been damaged or has deteriorated and repair is impractical or unfeasible.
4. The artwork endangers public safety.
5. In the case of site specific artwork, the artwork's relationship to the site is altered because of changes to the site.
6. The artwork has been determined to be incompatible within the context of the collection.
7. The City of Glenwood Springs wishes to replace the artwork with work of more significance by the same artist.
8. The artwork requires excessive maintenance or has faults of design or workmanship.
9. Written request from the artist.
10. The artwork has become publicly associated with racism, sexism, homophobia, xenophobia, acts of assault or violence, or other offensive themes particularly aimed at minorities or underrepresented people.

### **Integrity of Artworks**

The Glenwood Springs Public Art Program will seek to ensure the ongoing integrity of the artwork and the sites for which they were created, to the greatest extent feasible, in accordance with the artist's original intentions, and consistent with the rights afforded by the 1990 Visual Artists Rights Act.

### **Access to Artworks**

The City will seek to assure continuing access to artwork by the public, although the City may limit availability due to circumstances such as funding, public safety, display space, and deaccession processes.

### **Life Spans**

Life spans that have been assigned to the work during the commissioning process will be taken into consideration as part of requests for deaccession or removal. For artworks that have not been assigned a life span, the Public Art Coordinator may engage experts to assist in assigning the artwork a life span, based on the life expectancy of the artwork's materials and fabrication methods.

### **APPLICATION PROCESS**

#### **Preliminary Request**

Permanent artworks must be in place for at least five years before deaccession or relocation requests will be considered, unless matters of public safety necessitate the removal. Deaccession or relocation requests may be submitted by one of the following:

- Neighborhood organization or Homeowners Association;
- Resident;
- City Department;
- Independent Board or Commission of the City; and



- City Council Member.

## **DEACCESSION AND REMOVAL FORM**

The Public Art Coordinator will provide applicants with an application form that will serve as the applicant's formal request for consideration by the City.

## **REVIEW PROCESS**

The Public Art Coordinator will review requests and make a decision regarding deaccession or relocation.

### **Public Meeting**

The City will hold at least one public meeting for the purpose of gathering community feedback on a proposed deaccession or removal. The City may also decide to hold additional public meetings or gather community input through other methods. The City may seek additional information regarding the work from the artists, galleries, curators, appraisers or other professionals prior to making a recommendation.

### **Artist Involvement**

If deaccession or removal is recommended, the artist (if available) will be contacted and invited to provide input to the City. The artist's contract, along with any other agreements or pertinent documents will be reviewed and sent to the City Attorney's Office for final approval.

### **Recommendation**

The Public Art Coordinator will prepare a report that includes the opinion of the City Attorney on any legal restrictions that may apply to the specific artwork. City staff's recommendation may include dismissing the request and/or modifying, relocating, selling, donating, disposing, or storing the artwork.

The Public Art Coordinator will provide all relevant correspondence including, but not limited to:

1. Artist's name, biographical information, samples of past artwork, and resume.
2. A written description and images of the Artwork.
3. Artist's statement about the Artwork named in Deaccession or Relocation Request (if possible)
4. A description of the selection process and all related costs that was implemented at the time the Artwork was selected.
5. A formal appraisal of the Artwork (if possible)
6. Information regarding the origin, history, and past ownership of the Artwork
7. Information about the condition of the Artwork and the estimated cost of its conservation.
8. Information and images of the Artwork's site
9. Any information gained from the public meeting held about the deaccession and removal of the work.
10. Feedback from the Director of the City Department responsible for operating and maintaining the Artwork.
11. Detailed budget for all aspects of conservation, maintenance, repair, installation, operation, insurance, storage, and City Staff support.
12. The Artist's contract with the City.

City staff can recommend one or more of the following methods for an artwork's deaccession:

1. Sale or Exchange – sale shall be in compliance with the State of Colorado and City of Glenwood Springs laws and policies governing sale of municipal property.
  - Artist, or estate of the artist, will be given the first option to purchase or exchange the artwork(s).
  - Sale may be through auction, gallery resale, direct bidding by individuals, or other forms of sale in compliance with the State of Colorado and City of Glenwood Springs law and

policies governing surplus property.

- Exchange may be through an artist, gallery, museum or other institutions for one or more artwork(s) of comparable value by the same artist.
- No works of art shall be traded or given to Arts & Culture Board Members or City of Glenwood Springs Staff.
- Proceeds from the sale of artwork shall be placed in a City of Glenwood Springs account designated for public art purposes. Any pre-existing contractual agreements between the artist and the City regarding resale shall be honored. An exception to these provisions may be required if the artwork was originally purchased with funds that carried with them some restriction, for example, bond funds for street and sidewalk improvements, in which case the proceeds shall be placed in an account designated for art allowed under similar restriction(s).

2. Destruction of Artwork – if artwork is deteriorated or damaged beyond repair or deemed to be of negligible value.

If the City of Glenwood Springs is unable to dispose of the artwork in a manner outlined above, the Public Art Coordinator may recommend the donation of the artwork to a non-profit organization or another method.

### **COSTS**

If deaccession or relocation accommodates the applicant's interests or project, they may be required to cover the costs of deaccession or relocation at no cost to the City.

### **CONFLICT OF INTEREST**

No works of art shall be given or otherwise transferred publicly or privately, to officers, directors, or employees or staff of the City of Glenwood Springs, or their immediate families or representatives of the City of Glenwood Springs.

### **COMPLIANCE WITH APPLICABLE POLICIES AND REGULATIONS**

Deaccession and relocation of artwork will be done in a manner that complies with all other applicable City of Glenwood Springs, state of Colorado, and federal procedures, policies and regulations.

### **EXISTING PUBLIC ART PIECES AT TIME OF POLICY ADOPTION**

Existing public art pieces on City-owned property should be evaluated using the deaccession criteria to ensure that it is appropriate for the City to continue to own and maintain the piece. If it does not meet the deaccession criteria, then the piece will be accessioned into the Glenwood Springs Public Art Collection.

## **7. Donation Procedures**

Requests to donate artwork to the City may be considered on a case-by-case basis. Requests for consideration shall be made through the Arts & Culture Board.

### **DONATION REQUIREMENTS**

The City will consider donations on the following basis:

- The donation contributes to and enhances the City's public art collection;
- The donation meets a high standard of quality and is appropriate and meaningful to the community;
- The donation follows required City procedures including the submission of a Donation Proposal and a Maintenance Plan. Donation Proposal requirements are included in this policy. The requirements for the Maintenance Plan can be found in the Glenwood Springs Public Art Program Policy and Procedure for Maintenance Policy;
- The donation proposal includes a plan to fund and deliver ongoing operations and maintenance – or the resolution accepting the public art must identify how maintenance will be funded; and
- The donation proposal is reviewed and endorsed by Arts & Culture Board and approved by the City of Glenwood Springs.

The City will not accept a donation of artwork until all funds for development, fabrication, siting, and installation have been secured. The City will consider the following types of donation proposals for artworks for City-owned property:

- An already completed work of art; or
- A commissioned artwork by a specific artist or artists to be created especially for a City-owned property.

### **DONATION PROPOSAL PROCEDURES AND REVIEW PROCESS**

Formal requests to donate artwork to the City of Glenwood Springs are made through the Arts & Culture Board.

The donor shall complete an Art Donation Agreement Application (donor form), and submit the form to the Public Art Coordinator. Following a positive initial review by staff which evaluates the donation request to determine the appropriateness of the donation as measured by approval criteria will provide a written recommendation to the City. The City will then determine whether the donation is in the City's best interest and is consistent with the City's goals and applicable City laws, policies, ordinances and resolutions. The City will notify the donor, in writing, identifying and final conditions if approval is granted. The City will create and affix the donation plaque in accordance with the City's Gifting Policy.

### **OWNERSHIP**

Once a gift is accepted by the City, the City shall be the sole owner of the donated item and will have the right, in its sole and absolute discretion, to deaccession of any donated item without providing notice to or obtaining the consent of the donor.

### **CRITERIA FOR EVALUATION**

Elements will include, but will not be limited to, the following:

1. City-owned Property – Donated public artwork must be located on City-owned or City-managed property;
2. Relevance and Site Context – Works of art must be appropriate for the proposed location and its surroundings, and/or complement the architecture, topography, history, and social dynamic of the location in which it is placed;
3. Artist and Artwork Quality – The artist demonstrates the ability and potential to execute the proposed artwork, based on previous artistic achievement and experience. Duplication of work will

- also be considered. The artwork must enhance the City's public art collection;
4. Physical Durability – The artwork will be assessed for long-term durability against theft, vandalism, and weather;
  5. Public Safety and Liability – The artwork will be assessed for any public safety concerns, as well as for any potential liabilities for the City;
  6. Sustainability – Consideration will be given to the environmental impact and sustainability of the proposed artwork, including its operations and maintenance requirements/costs; and
  7. Legal – Proposed terms of donation, legal title, copyright authenticity, artist's right to reproduce, liability, and other issues as deemed appropriate will be considered.

#### **Memorial Gifts**

Memorial gifts will have an additional review process, which will include, but will not be limited to, the following:

8. Timeframe – The person or historic event being memorialized must be deemed significant enough to merit such an honor. If the artwork is portraying a person in their likeness, the person so honored will have been deceased for a minimum of five years prior to consideration. The City reserves the right to remove memorials at any time should the City deem it necessary;
9. Community Value and Timelessness – The art selected represents broad community values and timeless qualities that will be meaningful to future generations; and
10. Location – The location under consideration is an appropriate setting for the memorial; in general, there should be some specific geographic justification for the memorial being located in a specific site.

#### **Art on Loan or Temporary Display on City-owned Property**

Art on loan or art on temporary display on City-owned property must meet the Donation Requirements above, follow the Donation Proposal Procedures 1-9 above, and must be reviewed using step 1 of the Donation Proposal Review Process. Art on loan or art on temporary display on City-owned property must not be accessioned or added to the City's inventory list and master database.

#### **ACCEPTANCE AND ACCESSION OF THE ARTWORK**

If the proposal is accepted by the City of Glenwood Springs, a formal agreement will be negotiated outlining the responsibilities of each party (the City, the sponsor(s), the artist, and outside contractors, where applicable).

The agreement will address project funding, insurance, siting, installation, operations and maintenance, project supervision, vandalism, the right of removal or transfer, public safety, and other issues as necessary.

The City of Glenwood Springs will be the owner of the artwork and reserves the right to remove or alter the work to ensure public safety or because of any other City concerns. The City upholds copyright law and the Visual Artists Rights Act of 1990. Any changes will be made in consultation with the artist and sponsor(s) when possible, or notification will be provided.

The completed and installed artwork will be accessioned and added to the City's inventory list and master database with all accompanying documentation.

#### **REMOVAL, RELOCATION OR DEACCESSION OF THE ARTWORK**

In accepting a donation of artwork, the City of Glenwood Springs will not be bound by any agreement with the donor that restricts the City's ability to act in the best interest of the City of Glenwood Springs. Nothing in the acceptance of a donation of artwork shall prevent the City from approving subsequent removal, relocation or deaccessioning of such donations if it serves the City's best interest to do so. The City will deaccession and dispose of works of artwork in its collection in accordance with the Collection Management Policy.

## 8. Maintenance

The Glenwood Springs Public Art Maintenance Program uses the Public Art Acquisition Account.

The Public Art Maintenance Program will be administered by the City of Glenwood Springs with advice from Arts & Culture Board and other outside partners through yearly evaluation and planning for maintenance of the existing collection.

The Program addresses:

- Accessioning and inventorying the City's collection of public art;
- Conducting a semiannual Survey and Condition Assessments of all work in the collection;
- Preparing a biennial Public Art Maintenance Plan; and
- Overseeing routine maintenance and special conservation treatment of the City's public art collection.

Every five years, the City of Glenwood Springs will conduct an assessment of the condition of all public art with a qualified professional conservator and develop a prioritized list of works in need of conservation or maintenance. This list will be the basis of the biennial Public Art Maintenance Plan.

Under this plan, trained contractors may carry out routine maintenance. For work in need of a higher level of maintenance, specialized care, or conservation treatment, the Program will utilize the maintenance funds available held in the Public Art Acquisition Fund.

### **PROCEDURES PRIOR TO THE PUBLIC ART MAINTENANCE PROGRAM**

#### **Maintenance Plan**

As described in the Acquisition Policy, all acquired artworks must have a maintenance plan developed.

#### **Utilization of the Maintenance Plan**

The Maintenance Plan will be used to:

- Advise Arts & Culture Board, City Department Directors, and others who must review and approve design proposals or accept or decline donated public artwork;
- Troubleshoot the production of construction drawings, the fabrication of the artwork, and the preparation of the site;
- Follow-up on the artist's recommendations; and
- Refer to during the post-fabrication/installation inspection to prepare a final report and a punch-list to complete the project.

The City of Glenwood Springs, professional conservators, and artists will strive to address the recommendations in the Maintenance Plan without unduly interfering with the aesthetic intent of the proposed public art.

#### **Post Fabrication/Installation Inspection**

The Post-Fabrication/Installation Inspection conducted by staff will be based upon and follow-up on the Maintenance Plan that was carried out during the design phase. It will include the following:

- Ensure that recommendations made in the Maintenance Plan and during fabrication were followed;
- Confirm that the artwork is executed as proposed and agreed upon;
- Confirm that there are no missing or incomplete elements;
- Establish that materials quality and stability are acceptable;
- Establish that fabrication quality and stability are acceptable;
- Confirm that installation is stable and secure;



- Confirm that stainless steel is fully and properly “passivated”;
- Confirm that, if required, protective coatings have been applied;
- Ensure that warranties for electronic and other media are submitted as necessary;
- Identify any remaining vulnerabilities;
- Confirm no new damage resulting from installation process;
- Ensure that the maintenance and operations plan is accurate; amend as needed; and
- Confirm that the plaque/public notice meets program guidelines and is properly installed.

## 9. Mural Guidelines

Murals are a relatively quick and highly impactful way to bring public art into a city's built environment. Murals provide an opportunity for visual artists to show their talent and creativity while also contributing to a city's landscape and identity.

### Private Murals on Private Property

Murals on private property and not publicly-owned are governed by \_\_\_\_\_ of the City of Glenwood Springs' Municipal Code. This section exempts works of art or decorative architectural graphics that do not include a commercial message and are not symbolic of any commercial business or commercial activity taking place on the subject premises. Private, non-commercial murals are therefore considered allowable and exempt from both the city's sign ordinance and mural guidelines.

The City of Glenwood Springs and the Arts & Culture Board encourage the installation of private murals on private property in order to support artists and enhance the visual environment in the City of Glenwood Springs. Private property owners are encouraged to voluntarily follow the guidelines set forth in this document as applicable and are also encouraged to consult with the Arts & Culture Board and Parks and Recreation Department with regard to any questions or concerns as they develop and implement private murals.

### Publicly-Owned Murals

The Glenwood Springs Parks and Recreation department has oversight responsibility pertaining to the creation of publicly-owned murals in the City of Glenwood Springs. Publicly-owned murals may occur on publicly-owned buildings or on privately-owned buildings where the property owner agrees to a mural easement allowing for the creation and maintenance of a publicly-owned mural on private property for a specific period of time.

The Arts & Culture Board assists the Parks and Recreation Department with coordinating the creation and completion of publicly-owned murals. This assistance includes but is not limited to:

- • Identifying potential mural sites.
- • Securing the required private funds and/or in-kind contributions from individuals, foundations, businesses and other corporate donors.
- • Issuing and administering the Request for Qualifications (RFQ) for mural artists.
- • Coordinating a selection process for RFQ reviews and artist recommendations.

### Mural Design Considerations

Murals in the City of Glenwood Springs are encouraged to be varied in both content and design. A wide variety of murals will ensure a vibrant visual experience for residents and visitors alike. Some murals may celebrate the history of Glenwood Springs while others may be palettes for vibrant artistic expression, inject whimsy into the built environment, or showcase the artists' wildest dreams – the opportunities are endless.

While not relating to content, some design considerations should be made in order to ensure a successful project.

Design Considerations:

1. Scale – Who will be the intended viewer or audience? A mural intended for pedestrians may be of a different scale than one intended for automobile drivers or cyclists along a bike trail.
2. Accessibility – Are there opportunities to engage those who are visually impaired or otherwise not able to view the mural?
3. Maintenance – What are the long term maintenance implications of the design? Is it easily repairable?
4. Longevity – What is the expected life span of the mural? Is it intended to be a short or long term

installation?

5. Experiential Elements – Is there a potential for additional elements that could be added to enhance the experience of the viewer such as virtual (VR) or augmented (AR) reality elements, audio elements either on site or online, instagram or social media interactions or other opportunities?
6. Historic Preservation – Is this mural intended for a historic building? If so, painting unpainted finished masonry is generally considered an inappropriate treatment. Explore other options such as painted panels or applied vinyl.

### **Mural Easements**

In order to create additional mural opportunities within the City of Glenwood Springs, these guidelines encourage property owners to enter into easement agreements with the City that allow for public funds to be expended for murals on private property. Though there may be positive benefits for a property owner as a result of the creation of a publicly-owned mural on their building, there must be no direct correlation between the content of the mural and the property or any business housed in the property.

In order for the City to implement a publicly-owned mural on a privately-owned building the building owner must sign an easement created by the City of Glenwood Springs which states that the owner will not paint over, destroy, cover, or alter the mural for the duration of the agreement. Agreements typically last for a minimum of 5 years but may be shorter or longer depending on the project. As part of easement negotiations, the city should also consider negotiating with the property owner for nightly illumination of the mural for the lifetime of the easement.

### **RFQ Artist Selection**

An ad hoc selection committee led by Staff with representatives from the Arts & Culture Board, Arts & Culture Board, arts or design professionals, and community members should be formed in order to select artists. The following criteria should be utilized as the minimum criteria for the selection of artists for all mural projects. Additional project specific criteria may be added in addition to the baseline criteria.

- Experience with similar mural projects, examples of past projects – either in Glenwood Springs or other cities with strong mural programs, including at least ten (10) color images of one or more completed mural projects – and three supporting professional references.
- Willingness to work with the Staff and the Arts & Culture Board to develop and refine the mural design.
- Timely response to the RFQ, which shall include but not be limited to a requirement that at least ten (10) color renderings/designs of the proposed mural, a written description of the mural, and photographs of the proposed site and physical surroundings be submitted to the Arts & Culture Board.
- Innovative and unique artistic vision, including technique, composition of visual art elements, use of line, color, form, and texture.
- Realistic project budget and timeline.
- Willingness to enter into a contractual agreement with the City of Glenwood Springs.
- Liability/Workers compensation/automobile insurance.
- Agreement to allow images of the completed mural to be placed on the City of Glenwood Springs website.

### **Fundable Expenses**

The installation of a mural may necessitate additional expenses beyond the artist fee and materials. Additional fundable expenses include but are not limited to:

- Artist(s) fees for design and execution of mural.
- Rental or purchase of painting equipment or the purchase of painting supplies.
- Preparation of the mural surface including repairs and priming.

- Rental of barricades and other equipment required of street or alley closures.
- Lighting and electrical equipment.
- Other expenses that are pre-approved by the Arts & Culture Board and the City of Glenwood Springs.

### **Mural Implementation**

Upon selection the artist will work with the City of Glenwood Springs to create a design, secure permits, as appropriate, such as street or alley closures. Below is a general overview:

- The Arts & Culture Board will review and give final approval for the artist selection and mural design.
- City Staff will monitor the creation and completion of the mural.
- The Artist will create the artwork in a timely fashion. If more time is needed, the artist must notify the City of Glenwood Springs so that any applicable permits may be extended.
- The creation of the mural must include materials that are long-lasting (at least five (5) years unless agreed to beforehand), graffiti and UV resistant, or include an anti-graffiti and UV resistant coating.
- The artist must notify the City of Glenwood Springs when the mural is completed.
- When the mural is completed, the Arts & Culture Board will hold a mural dedication event.







# 04.

## PUBLIC ENGAGEMENT RESULTS

### Survey Results

*\*note: duplicate responses have been removed*

**Question 1: Write one or two words that come to mind when describing Glenwood Springs as a community:**

- A confluence of creativity and local pride
- A hip, wild western community
- A smaller town with bigger ideas
- A stunning landscape
- Acceptance
- Active
- Adventure
- Amicably
- art opportunity
- artist junction
- Artistic
- Arty
- Athletic
- Authentic
- Aware
- Bad roads
- Balanced
- Beautiful
- Beautiful access to the outdoors
- Beautiful mountains
- Beauty
- Best of all worlds
- Bicycles and people
- Blue collar
- Busy
- Canyon
- Canyons converging
- Caring
- Close knit community – family







- Colorado river
- Colorado Shangri La
- Commercialized-big box business
- Community
- community focused
- Confluence
- confluence of rivers
- Connected
- Connection
- Conservative
- Contentment
- Courteous
- Creative
- Crossroads
- Crowded
- Cute
- desirable
- Destination
- Disconnected
- Disjointed
- Diverse
- Diverse family
- Diversified
- Divided
- Doc holliday
- Down valley
- Earthy
- Eclectic
- Embracing
- Energetic
- evolving
- Expansive
- Family
- Family focused
- Family friendly
- Family fun
- Fast paced
- Fishing
- focus on the family
- Friendly
- friendly welcoming
- Fun
- Gateway to Nature
- Giving
- Great place
- Great place to live
- Growing
- Growth
- Has charm
- healing waters
- health conscious
- Health-oriented
- hidden jewel
- Highway as a main street
- Highway junction
- Historic
- historic small town
- Historical
- History
- Home
- hometown
- Hometown Vibe
- Hospitable
- Hospitable Freedom
- Hot Springs
- Hot Springs Destination
- I70
- Integrated
- Inviting
- It's not a community
- joyful
- Kind
- Kinda boring/ older
- Lacking BITPOC
- Lacking sense of community
- Landscape
- Local Businesses
- Locals are devalued
- Long-time residents
- Losing small town character
- lots potential
- Love Glenwood
- lovely
- Lovely Shopping and great food
- Loyal visitors
- mecha
- Mismanaged
- Mountain comfort
- Mountain town
- Mountain valley
- Mountains
- Multicultural
- Nature
- Need to take better advantage of local artists!
- Needs work
- Non existent
- not living up to its potential
- Old Time
- Open
- Oppressive
- Original

- Outdoor oriented
- Outdoor Paradise
- outdoor recreation
- Outdoor variety
- Outdoors
- Outdoorsy
- Overgrown
- paradise
- Pedestrian friendly
- Physically Active
- picturesque
- Political
- Poorly Run
- proactive
- Quiet
- Quintessential, good, mountain life
- Quirky
- Real
- Red Rock Mountains
- Relax
- relaxed
- relaxing
- resilient
- Resort
- Resourceful
- rich history
- Rising
- River
- river confluence
- River town
- River, springs, and the mountains
- Rivers
- Robust
- Safe
- Scenic
- scenic beauty
- Shifting
- Shopping
- Small
- Small town
- Small town with many amenities
- Solid
- Solidarity
- Spa of the Rockies
- Splintered
- Stockists not
- Strong
- Stuck in the past
- Such a meeting place with so many possibilities
- Supportive
- Sustainability
- the mountains
- the residents
- therapeutic
- Throughway
- Tierra de oportunidades
- Too many cars and pollution
- Too many stoplights
- Too much pot emphasis
- Too touristy
- Tourism
- Tourist oriented
- Touristy
- Traffic
- Trail galore
- transportation
- Treasure
- Unique
- United
- Valley
- Variety
- Vibrant
- Victorian charm
- Visitors
- Water
- Water and mountains and community
- Water Lovers
- watershed
- wealth
- Welcoming
- Wellness Oriented
- White
- Wholesome balance
- Willing
- Wonderful community

**Question 2: What about Glenwood makes it unique?**

**Short Answer:**

- A central point for our valley
- Abundant public land access
- Adult playground!
- Adventure Park
- architecture
- Beautiful destination
- Beauty
- Bike Paths
- Biking
- Blue Skies, Rivers
- Colorado river paths
- Confluence
- Core of locals
- Diversity
- Diversity of families
- Doc Holliday lore
- Downtown Scene
- Every turn is a different eye-catching view.
- Everything to do
- Fairy Caves
- Fishing
- Gateway access to so many different places
- Gateway to the Roaring Fork Valley
- Geothermal activity
- Glenwood Canyon
- Glorious natural setting
- Great small town character
- Highway running through the middle of downtown
- Hiking
- History
- History revolving around wellness
- Homey vibes
- Hot Pools
- Hot Springs
- Hot water and tall rocks
- Hotel Colorado
- Interstate access to the mountains
- Kindness
- Laid Back
- Landscape and views, outdoor activities, excellent food
- Little town feeling
- Location
- Location, Location, Location
- Many activities

- mix of outdoor opportunities
- Mountain Biking
- Mountain valley location and beauty
- Mountainous topography, hot springs hub, history
- Music
- Old town homes and architecture
- Old West Feel
- Our connections with nature, mountains, rivers, hot springs.
- Our Geology (geothermal, canyons, rivers, flat tops)
- Outdoor Activities
- Overlooked History
- Proximity to both wilderness & luxury
- Rafting
- Railroad
- relaxed atmosphere
- Resilience
- Restaurant row
- River Sports
- Rivers
- Ski Slopes
- Small town feel with world class amenities
- Small-town vibe
- Sunlight Resort
- Surrounded by nature
- The amount of outdoor activities within and around us to enjoy
- The train station
- There's so much to offer in a small town.
- Trees
- Valley
- Vapor Caves
- We connect valleys and people
- Western Slope

**Long Answer:**

- A great and unique place to live, surrounded by beauty and home of some of the best Colorado attractions.
- A small town feel which we are losing but that is what did make it unique
- An evolving identity of old and new (historic West + modern idea), and the importance of water – the Colorado, the Roaring Fork, hot springs and vapor caves. Glenwood Springs is a confluence of activity, travel and access.
- Community areas: Under the bridge, Hot Springs, Rivers



- Everything! It's mountains, valleys, rivers, canyons, and more! Unique in every aspect
- Glenwood is a collage of beautiful elements earth, wind, fire and water. We have it all and have been pretty good stewards of it all.
- Glenwood Springs is cradle by the confluence of the Roaring Fork and Colorado River.
- Glenwood Springs is visually stunning, populated by both long-time locals and recent transplants, all working together. There is widespread appreciation for the natural beauty here, and great support socially as well as economically.
- It is a beautiful place to live and visit.
- It is a mixture of outdoor recreation, culture, history and natural beauty.
- It is a resort city, with historic significance, that also has a strong local community with respected elders and families that commit to making Glenwood Springs 'home' have their businesses here, and love the city. It is much more than just a resort destination.
- It's a town, split across a river with with multiple hot springs and other unique tourist attractions, as well as the confluence of three rivers. It has summer and winter activities and beautiful views.
- It's geographic position and all the opportunities it provides being an intersection of desert, mountains, rivers, and people.
- It's historic, it's inclusive, it's active, it's set in a gorgeous canyon with two iconic rivers.
- It's location of being along the mighty Colorado River and magical Roaring Fork River, the hot springs pools, our own ski area, a historic downtown, a wonderful selection of restaurants and one of a kind small businesses.
- It's the little mountain town in Colorado that's actually livable. It's affordable, it has jobs, it has resources.
- It's unique because there are so many wonderful attractions, outdoor recreation opportunities, and entertainment options packed into a tiny area!
- It's a beautiful small city, filled with many kind-hearted people.
- It's right in the center of roads going all directions, and so much beauty down those roads. I was shocked when so looked up the local art guild. Wow! So much talent that you aren't using.
- More diverse and open minded than many small rural communities.
- Multiple hot springs, access to two rivers and still some reasonably affordable but still good dining options.
- Natural resources and access to adventure.
- People are willing to connect, the environment is relaxing.
- People still know one another
- Perfect blend of small town comfort with surprising amenities
- Physical landscape and heritage as a tourist town – place to have fun and enjoy yourself.
- Real town and the gateway to the Roaring Fork beauty.
- The confluence of rivers, geology, and many decent, kind, loving people, as well as excellent connections to the rest of the world through the railroad, highways, and fiber. This unique array of natural beauty, independent thinking, a wonderful, dense, old downtown, and good hearts is unparalleled.
- The easy access to so many different activities whether it's family fun or backcountry isolation.
- The fact that it became a resort town soon after its founding.
- The gate to the beautiful Roaring Fork valley and home of the majestic Glenwood Canyon.
- The geographic features—hot springs and the canyon, and the history that goes along with it.
- There is a genuine "small town" vibe that Glenwood gives. That is difficult to come by with Denver, Vail, and Aspen being the main hubs of Colorado! Two gorgeous hot springs situated right in town gives both individuals and families the opportunity to soak in their glory.
- This town is a true community. We help each other and lift each other up. I'm proud to raise my family in this small mountain

town.

- We live here because we love the location, access to the outdoors, the people and the community itself.
- Year round, there is always something to do, whether it be hiking or rafting in the summer, or skiing and snowboarding in the winter, or taking a soak in the hot springs, or having fun at the adventure park. There's always a way to find fun and excitement and activity and the locals are so friendly and excited to engage with everyone
- The amount of outdoor activities created a fun open minded community of out going people. The restaurants and shops and the entire downtown area is amazing
- Our hot springs, outdoor activities and the mountain walls that surround us

**Question 3: My favorite activity involving arts and/or culture in Glenwood Springs is....**

- All the different performing arts groups (including from CMC and schools): theater, music, dance
- Any performances
- Anything history related
- Art festivals
- Art Guild
- Art on 8th
- Art show
- Artist's Mercantile
- Arts community gatherings - Arts Council collaborations
- Arts Programs
- Artwork on the buildings
- Book fairs
- Browsing Cooper Corner Gallery
- Christmas lights
- CMC Art Gallery
- CMC theater productions
- Concerts
- Cooper street gallery
- Creating art
- culinary arts festival
- Dance performances
- Dining
- Dinner Theater
- Downtown activities by the rocks
- Events in Two Rivers Park
- Fall Art Festival
- Glenwood historical museum
- Glenwood Springs Art Guild Fall Show
- Hard to say, we have a very poor/barely existent arts scene...
- hiking
- Historic photos and captions in often unknown places and legacy of the Utes and the period of time of late 1800s when GWS coming to be
- Hot springs
- Hotel colorado christmas celebration
- Hotel Colorado during Christmas or hiking up red mountain.
- i am an arts person from nyc who is living here there is not enough art here there could be more
- I don't really have one, but I do love art.
- I don't think of Glenwood this way. Sourcing materials and supplies

- I love the vaudeville and I enjoy seeing the art around town while on walks. Summer music in the park is always a treat.
- I love when local store or restaurants feature local artist.
- I love when there is live music in bethel plaza.
- I really liked the block parties that happened between 7th and 8th street one year.
- Interacting with the community itself.
- Jazz in the park
- kid centered activities
- Learning about and seeing the history
- Live music
- Live music during downtown market is a nice addition
- Live music in venues and outside
- Live music, art fair, strawberry days
- local parks. nature is the greatest art
- Love music
- Loved the music in the Park along the river
- Murals around town
- Music
- Music and events in the Bethel Plaza
- Music concerts
- Music in the Park
- Music in the Park in summertime
- Music in the park, special events when they happen
- Music in the park. Bring back music in the park!!
- Musical performances
- Outdoor festivals of any kind
- Outdoor music
- Painting Lessons
- Painting with the Glenwood Springs Art Guild members
- Photography, painting and drawing
- Plein air painting
- public art installations
- Public artwork
- Relaxing in the hot springs or the vapor caves.
- Rock climbing, pointing out the Bison's wood penis
- Sadly, there is not much art happening in GWS
- Seeing art works in local businesses and the opportunity the bandstand in 2 Rives Park to have different venues comes to

mind first.

- Seeing local artists work in all areas.
- Seeing murals on walls and buildings
- Spring Valley student theater productions
- Strawberry Days
- Summer Jazz at 2 Rivers Park
- Summer music at Two Rivers park
- Summer music festival
- Summer Music in the Park
- Summer of Jazz
- Summer of Music
- Symphony in the valley
- Tattooing!
- Tattooists from large metropolitan areas
- The community orchestra and inside concerts.
- The historical sights throughout town
- The interactive displays which invite both locals and tourists-especially loving the wing exhibit where my grandchildren as well as visitors enjoyed-picture ops -
- The murals
- The placement of butterfly wings in various areas within Glenwood.
- The summer of music on Wednesday nights at Two Rivers Park
- The Tour D'Art
- There used to be a public art walk. I love the live theater opportunities.
- Town history from the 1800s & early 1900s
- Under the bridge events - movie nights, zumba, FAC
- Vapor caves
- Vaudeville Theater is a local gem!
- Visiting art galleries
- Walking
- walking around downtown
- walking on streets or paths
- Walking through the residential neighborhoods
- watching the sunset
- Wednesday night concert in the park
- Wings
- wings in downtown, small effort big impact in a challenging time

**Question 4: My favorite activity involving arts and/or culture in the Roaring Fork Valley is...**

- Anything held at 2 rivers like the concerts in the summer
- Anything we do as a community ie. Strawberry days, Christmas/New Years events.
- Art classes
- Art classes at CMC
- Art exhibitions, especially the fall art festival, Vaudeville
- Art festivals
- Art openings
- Art shows
- Aspen Art Museum
- Aspen Chapel Gallery
- Aspen Comedy Fest
- Aspen Institute
- Aspen Music Festival
- Attending the Music Festival
- Belly Up
- Bud Light Free Concerts in aspen/snowmass
- Carbondale Creative Arts Center
- Carbondale Fashion Show
- Carbondale Mountain Fair
- Classes at the Art Base
- Concerts
- Crafts fairs during summer festivals
- Creating art & drinking coffee, or visiting patty's rock shop & finding a crystal treasure
- Cultural Festivals
- Defiance plays
- Dia de la muerte carbondale
- Events
- Fall Art Festival
- Farmers markets
- Festivals, farmers markets
- First friday art show openings
- First Friday Carbondale
- Food
- Food and Wine Festival Aspen
- Galleries
- Galleries in Basalt
- Garden Club, Hiking, outside gardens, the thought of us having a Botanical Garden.
- Ghost towns
- Going to art galleries
- Going to Aspen to catch live shows at the

Belly Up

- Green is the New Black Fashion Show
- Health and wellness
- Historic buildings and sites; and legacy of the valley
- Honestly, we don't find ourselves going Upvalley very often. We love the vibe down here, but the connections to the haute couture of Aspen are fun to have.
- Hot springs, caves
- i like the mural of the animal band on the river path under the bridge that is a unique location to me
- I really love the Crystal Theater in Carbondale - big movie person
- Jazz Aspen
- Kayak on Harvey Gap or Ruedi Reservoir taking photos.
- Launchpad
- Live Music
- live music and dancing
- Live music at Steve's Guitars
- Live music in the parks
- Live outdoor music
- Looking at the historical culture of the city
- Love music and theater
- Marble Carving
- Markets (Farmers markets, Strawberry Days, Launchpad)
- Mountain Fair
- Music
- Music at Two Rivers Park
- Music concerts
- Music festivals
- music, drama, public art
- Music, especially classical concerts
- Nature walks
- Openings, showings, driving, reading , exploring
- Outdoor music
- Outdoor music venues
- paint exhibits
- Painting, Pottery & Sculpture, Theater, Singing, Live Events.
- Participating in Carbondale's rich art community that has Glenwood is just starting to come to life.
- Photography, painting and drawing
- plays
- Plays, concerts, fairs, galleries, classes, lectures

- Roundabout art
- Seeing live theater and music
- Seeing sculptures of all kinds from John Denver songs engraved in stone to metal sculptures in Basalt to art walks in Carbondale to murals in Glenwood
- shopping eating
- Strawberry Days
- Strawberry Festival
- Street festivals
- Summer music events
- Summer of Music
- Supporting the locally owned art supply stores, galleries and boutiques
- Symphony of The Valley
- Tattooing!
- The Coke oven's
- The launchpad Carbondale
- The local Fine Art Guild is amazing.
- The vibrant community founded in its people's creativity. So many people create freely & contribute it to community building.
- Theater throughout the valley. Public art throughout the valley.
- Theatre
- Theatre, fine art, and activities for children
- Thunder River Theater
- Touring stand up acts and intellectual speakers at the wheeler. Or Warren Miller night!
- Valley Visual & high school shows (missing Annie Brooks)
- Vaudeville
- Visiting galleries
- Visiting the Powers and Aspen art museums
- Walking around Carbondale....looking at all the great sculptures and art work on the streets
- walking, and biking around town to the farmer's market
- Watching my granddaughter dance

**Question 5: What activities would you like to see more of in Glenwood Springs? (Select all that apply)**

- Live Music: 81.37%
- Live Performance (Dance, Theatre, etc): 63.98%
- Art Exhibitions: 63.35%
- Arts / Craft Festivals: 63.35%
- Youth Based Arts Activities: 43.48%
- Festivals (specify type): 36.02%
- Literary Events: 34.78%

**Festival Comments:**

- A mural program!
- A plain air event/fundraising contest! Perhaps held on the ped bridge
- Airport would be a great spot for a music festival. Just saying. Might be best to wait for southbridge for this one.
- An arts & music festival bringing together local artists in different mediums similar to the city of Golden's arts festival, which is very popular in the Denver Metro area
- An event celebrating the Latino community
- Any seasonal festival would be fun
- Any. Music, kayak, athletic events
- Anything is better than what we have now. We have no serious dance classes, no art centers, no performing art center, very little live music. The pavilion below the bridge is depressing, loud and frequented by homeless people and the mentally disturbed.
- Anything that gives the community a chance to gather.
- Art competition open to locals.
- Art, Music, Dance classes
- Arts Classes and workshops, revival of a Fall Arts Festival
- Botanical Garden
- "Brewery or Wine Fest, outside in the summer
- Paragliding Festival/airshow
- Drumline competition or Festival
- Bring back street dances on 7th!
- Celebration of diverse cultures in our community. Hispanic Heritage, Latino artist, Latino art.
- Chautauqua and/or Shakespeare festivals
- Comedy



- Community lead yearly events like that block party.
- Cooking festivals like the best of Denver or harvest or the chili cook off we used to have for ski spree. Bring ski spree back like it was 30 years ago, into town w parades at night. Have strawberry floats be decorated and get more marching bands. No more cars w a balloon in them... have to be decorated.
- Cultural experiences such as sound bath meditation, taiko, or regional culinary series. Engineering and automotive exhibitions (I know this is a stretch with your questioning but I believe engineering to be one of the most impressive branches of art).
- Cultural festivals - maybe a Latino or polish heritage festival
- Emphasis on history, such as ranching or farming. Also art festivals and maybe wine. .
- Festival -something unique like before new year's a bonfire type thing where everyone can throw in the fire papers with things written on them they want to get rid of. Or something like Carbondale's dandelion days-silly family orientated
- Festivals are needed that are based on Glenwood's history. The Wild West Fermentation event a few years ago never got off the ground like it could have.
- Festivals surrounding various outdoor sports and festivals about food
- Festivals: art, music, crafts.
- Film festivals, movies in the park
- Food
- Food and Wine
- Parade featuring horses in the parade
- Christmas concerts, parade with reindeer "
- Food-centric events
- Food/craft markets.
- Giant outdoor sculpture
- "Halloween parade with community activities that tie into the event. Things like storytelling, pumpkin carving, costumes, floats, etc.
- Flash performances by local talent."
- Highlights of LatinX in the arts (diversity, equity and inclusion).
- Historic home walk; a historic community...

many other locales have saved old community places to offer a tour of working places and historic museum; we need to embrace this culture, too many people don't know it

- history events, beer gardens
- It might just because because of the pandemic, so my answers might be skewed, but I miss festivals and live music
- Late 1800s gas lamp cultural development in the area of 6th, 7th and 8th streets. Up scale with horse carriages, etc. Classic style hotels similar to the Hotel Colorado and Hotel Denver. Have people feel that they are walking into the 1890s era. Cities like Omaha and San Diego have great gas lamp districts. Have arts and crafts in the area that represent that era. Have vintage style restaurants.
- Less business/consumer driven stuff and more like what you encounter in the RFV. Glenwood just feels like shopping, older people, and driving/traffic
- Local food fair/festival
- Missing Strawberry Days and it's many booths and great music.
- MORE LIVE MUSIC PLEASE!!! Mini glenwood springs music festival. Also beer festivals!
- Mtn bike festival - river rafting festive - wine fest - beer fest
- Murals - Glenwood has several that are outstanding - including in the Forest Service building
- Music and art festival on the river would be beautiful
- music festivals
- Outdoor art market, booths, and food.
- parades community pageants based around the environment something in harmony with the outdoor lifestyle
- "Plein air painting festival
- Home door decoration contest at Christmas "
- Plein air art festival with judging and prizes, exhibit, popular choice award, purchase award for permanent exhibit and promotional use
- Public art displays
- public art installations and refreshed look at the murals.
- Return Strawberry Days to June's calendar

of events to celebrate the end of fearing Covid.

- River festivals
- Running races
- Scientific and intellectual events. I think Glenwood is far more intellectual than is widely appreciated. Between VVH, CMC, and the HQ for the County and legal profession, we're sharp cookies. We may lack the fame of the Aspen Institute, but I don't think we lack the talent.
- should be 'which activities' not 'what'
- Something between downtown market and Strawberry Days. Perhaps monthly year round. Utilize Community Center in the Winter Months?
- Something with the train.
- Summertime plein air painting event or contest. Winning painting could be used in Glenwood promotions
- The Oktoberfest on 6th and NY eve fest and fireworks come to mind. Great to have another couple of fun events during the year.
- We need a good outdoor festival that promotes outdoor recreation and culture. A good example is PaddleFest in Buena Vista or Fibark in Salida.
- We should have more art markets / farmers markets!
- Would like to see the alley behind 6th street decorated with murals and made comfortable for walking.

**Question 6: What types of arts and cultural classes are you interested in? (select all that apply)**

- Cooking / Cuisine: 66.67%106
- Fine Art (painting, sculpture, drawing, etc.): 59.75%
- Music: 44.03%
- Cultural Traditions: 41.51%
- Dance Classes: 37.74%
- Theater/Drama: 31.45%
- Creative Writing: 30.82%49
- Storytelling: 27.67%
- Graphic Design: 25.79%
- **Other (please specify): 21.38%**
- Acupuncture certification school
- aerial yoga
- antiques repairing
- Art tours thought town, including west Glenwood
- Ceramics (not just drop in)
- circus trapeze
- Comedy
- community based arts practice multi generational
- Crafts
- Fiber art
- gardening
- geology
- Homemade craft festivals
- Improv
- Jewelry making, silversmithing
- Kids classes
- Learn to play instruments like piano, Guitar
- Locals sharing their interests, Art, craft in the parks and sharing rafting on the river with those who don't get that chance. A friendlier feeling getting local clubs involved.
- Mainly spectator now
- Music mixing/DJing
- Paint-outs
- Painting, drawing and sculpture and tattoo art
- photography
- Public art. Like Carbondale putting art on corners.
- Science and education!
- sculpting or welding
- self defense

- sewing
- Silversmithing
- Stand up Comedy
- Tai chi
- Wood working
- Woodworking

**Question 7: Where would you like to see more public art in Glenwood Springs? (select all that apply)**

- Downtown: 73.61%
- Parks: 72.22%
- Gateways (places where you enter the city): 68.75%
- Roundabouts: 55.56%
- Within Streetscapes or Medians: 49.31%
- Major Intersections: 36.81%
- Schools: 32.64%
- Government Buildings: 31.25%

**Comments:**

- Along the bike paths
- Along the Trail Corridors
- Along walking routes
- Art of design in infrastructure. Invest in high quality design of public places and not just pieces.
- Be careful with your choices. It all begins to look the same from city to city. Choose art that is magnificent not just glorifying an event, person, or thing. Choose paintings as well as sculptures.
- Be wary of sight distancing for high traffic visibility and safety
- Bike paths
- Building murals
- Context specific art- less focus on hiding transformers or placing art that isn't meaningful to its location
- Cooper/6th street
- Don't feel the need for more public art
- Downtown is the most important place as it would draw visitors to our core. Please do not put anything but grass in the roundabouts as it distracts drivers too much.
- Everything depends on the quality of the art and proper installation, ie, orientation, vegetation, cleanliness and consistency of artist's representation
- Flags or banners on the bridge to start! Make it happen. Not shutting down 82 is a lame excuse. The holders are there and there is zero traffic between 12am and 4am.
- Glenwood park could use some art.
- I am an art teacher at RFHS in Carbondale-

you guys should really talk to them about public art. Our art is really pretty lame. Their rotating art program is amazing. Who is on the committee for choosing art? I would be more than willing to join this committee.

- I don't think we should make buying art a financial priority right now. I think more public art should be interactive and created BY the people (adults and children) of Glenwood themselves, as volunteer community involvement projects.
- I think public art is often displayed that has no relevance to the community and is an exorbitant expense, and often placed in spots that create traffic hazards. While I liked the "buffalo herd" pallet display, placing them in the roundabout initially was dangerous because blocked views, and the expense was absolutely too expensive!
- Integrated into municipal landscapes, not just plopped ("plop art") line in Basalt, Aspen and Cdale. Glenwood is historic enough, with deep enough roots, the community art should be INTEGRATED. Sculpture designed into landscape settings. Murals befitting of its history and architecture. Be Glenwood, no where else. No copying. Celebrate Glenwood. And downtown? Life sized black and white historic photos, people cut outs, 3/8" steel, tourists & families can put their faces into, brand Glenwood and activate street settings. Let businesses \$ponsor them to increase foot traffic in their vicinity. In addition to traditional sculpture settings. A river walk with sculptures that tell the ecological and indigenous histories would also be true to Glenwood.
- Interactive fountain, surf board or kayak in roundabout by wave park, cut out board where tourists insert head for pictures like at the pool
- murals on buildings, on walls
- Murals on some of the buildings
- No where
- None - fix the roads
- Outside our community center.
- Places away from traffic where viewer can pause and enjoy
- Places where local people congregate

- Places where one can stop and enjoy without holding up traffic. Consider pedestrian bridges.
- Rec. Center
- Roundabouts in West Glenwood, too, not just in town.
- Something huge on the mountain that can be seen from all over town would be cool, like the cross on the mountain is seen from all over when it's lit. Or a giant alpine slide on the trail that leads to the cross, that's lit up with a variety of neon colors from top to bottom. Or a nightly laser light show covering the entire mountain would be cool. Or a fountain or fountains in a central place, & at night they could become dramatic with lights & huge geisers, which would fit the hot spring theme. I'd also like to see more public homage and education of this area before the white settlers arrived here, when the Ute were here & the hit springs were the "big waters," and the only white people were the occasional trappers. We know a lot about the gold mining days, doc holidays & Wyatt erp, but let's go back even further, and find out about the Native Americans and learn from them about what this area was like & how they existed. Glenwood has become a healing destination thought it's history, and it still is one. Those roots were planted long before Doc Holiday & Theodore Roosevelt came in search of health, let's go deeper into the last & into Native American shamanism. It's medicine that is still relevant, especially relevant, today.
- The bridge
- The Plaza
- There is so much space to do awe inspiring projects. Maybe go larger scale?
- Until our roads are fixed, our firefighters are paid fair wages, our police are fully staffed, and our teachers can live reasonable lives in our valley our city management has no business spending our money on such frivolity as public art. When our infrastructure is no longer overwhelmed and our public servants can afford to live in the town we protect and serve I can see this conversation being relevant. Until then it's just another in a long line of examples of

how out of touch our manager and the counsel are with the heart beat of our home.

- You have a lot of land where the old sewer plan was located. How about a Center for the arts and humanities that provides galleries, studios, classes and performance places. A good example would be the Arvada Center for the arts in the Denver Area.

**Question 8: Where specifically would you like to see new public art pieces?**

- 14th St pedestrian bridge
- 23rd st intersection
- 27th and midland
- 27th street bridge
- 27th street roundabout
- 6th Ave Roundabout
- 6th St. park
- 6th Street
- 6th Street between Laurel and Pine
- 7th
- 7th St pedestrian areas
- 7th street path to the roaring fork
- 7th Street Sunken Plaza
- 8th to 11th in core
- A mural on/inside the bandshell
- All over downtown
- All parks in town
- All roundabouts
- Alleys
- Along bike paths
- Along river corridor
- Along the bike path
- Along the bike path behind the old Safeway
- Along the bike path by dog park
- Along the bike path going in to Town
- Along the Jeanne Golay trail
- Along the Rio Grande Trail
- Anywhere at the Meadows
- Anywhere downtown
- Areas that are blighted
- Around the Meadows
- Art at Government buildings
- Art at public viewing area near White Water Park
- Art at schools
- Art shows in Centennial Park
- Art strategically placed along the Rio Grande Trail to mark & accent the trail
- At 8th and Midland empty lot - like a sculpture garden
- At all I-70 underpass entrances and all local park structures and schools. Art or ceramic murals and mosaics
- Before the bridge entering the city
- Bethel Plaza
- Better art sculptures in the roundabouts



- Bridges underpinnings for hiking etc
- Bringing back art shows and entertainment to the Art house near the Vapor Caves
- By the city's entrance and exits.
- By the river
- Centennial Park
- City hall 8th street
- Colorado ave
- Community center& VV Hospital.
- Cooper Ave
- Cooper Ave between 7th and 8th
- Cooper Wine and Spirits
- County Clerk and Recorder
- Courthouse
- Dog Park
- Downtown
- Downtown 8th and Grand
- Downtown by the public library.
- Downtown Cooper area
- Downtown near any of the restaurants (mural!)
- Downtown street corners
- Downtown streets including Blake, Cooper
- Entering Glenwood from Carbondale
- Entertaining West Glenwood
- Entrance to town from I-70
- Entry to Target shopping complex
- Entryways
- Every roundabout in town
- exit 114 south roundabout
- exit 116 westbound off ramp
- exit to Glenwood off I-70
- Exits from interstate
- Face of the building near the King Mall (east side of Grand btwn 7th & 8th)
- Gateways
- Glenwood adventure park
- Glenwood Mall
- Glenwood Meadows
- Glenwood Springs Elementary School
- Glenwood Springs High School
- Glenwood Springs Library
- Government building open spaces
- Grand Ave Bridge
- Grand Ave pedestrian bridge
- Grand Ave to 6th St pedestrian bridge
- Gregory Park
- Harrison Avenue
- Historic and cultural themed street parties (see comment on agriculture above)
- Historic events revolving around the Frontier Museum
- Hot Springs (both)
- Hung below the bridge above the river
- Hwy 82 bridge area
- I-70 / Grand Ave roundabout
- I-70 interchanges
- I70 entrances to town
- In front of City Hall / County Buildings
- In front of Sopris Elementary
- In the Municipal/courthouse complex
- Intersection before the new bridge
- Interstate Entrances to Glenwood
- Just north of Uncle Pizza
- Landing pad of old bridge
- Large format fun murals painted throughout the town
- Library plaza
- live painting downtown
- Lower Colorado Avenue
- Lower Cooper Avenue
- Main intersection into town
- Median at 8th and Midland intersection
- Midland & Mount Sopris
- Midland near Lowes/Target/Rafts building
- More by the marble statue by the pool - seems lost by itself
- more graffiti style on all of the abandoned buildings - thinking backside of the Safeway building!
- more murals in downtown alley ways
- Murals on downtown walls/underpass
- Murals on sides of buildings
- Near both pools
- Near Community Center - what's there now is good start
- Near Doc Holliday trailhead
- Near the confluence
- New Midland roundabouts
- new roundabout on south Midland
- North bridge landing
- North Landing
- On corner street, like near Confetti store
- On the "Landing" open space area on the North side of the pedestrian bridge
- On the brick wall in the open alleyway under the bridge...it is an eyesore as you drive into our town
- On the Bridge over the Colorado River
- On the pedestrian bridge over the highway
- on/along the walls of the new bridge - graffiti style

- Outside the library
- Parks
- Pedestrian areas north of downtown
- Perhaps a sculpture in Two Rivers Park
- Pitkin
- Plazas by the bridge
- Public bathroom across from clerk and recorder
- Public Buildings
- Public parking areas
- Public Parks
- Red Mountain:Cross
- River parks
- River Trail
- Rotate art shows at different businesses like banks, etc.
- Roundabout at 6th and West Glenwood exit
- Roundabout at ext 114
- Roundabout at ext 116
- Roundabout at Laurel Street
- Roundabout at Midland and 27th Streets
- Roundabout off I-70
- Roundabout off I70 near the mall
- Roundabout on 6th near Village Inn
- Roundabouts
- Sayre park
- Schools
- sculptures in all the roundabouts and the parks
- Sculptures where they'd fit
- Sister Lucey Downey Park
- Something a long the Rio Grande bike path. Similar to art walk in carbondale
- South end grand avenue
- south glenwood
- South Glenwood Entrance to town
- Strawberry park
- Street art options in alley areas
- Sunlight
- The area around the bridge where 8th goes over the river and the bike path connects to the road
- The cement 'roof' under the grand bridge.
- The Pedestrian Bridge
- The walking bridge that crosses the Roaring Fork by the High School.
- Two Rivers Park
- Under the bridge
- Underpasses
- Up and down grand
- Veltus Park
- Walkway
- Water Fountains along 7th Street
- West Entrance
- West Glenwood - hopefully in conjunction with mall redevelopment
- West Glenwood roundabout
- West of the Hotel Colorado
- White Water Park
- Whitewater Park

**Question 9: Do you have any thematic ideas about public art in Glenwood Springs (i.e. nature, agricultural heritage, functional, etc?)**

- 3D/POV art
- A maze built from hedges
- Adventure sports (skiing, mountain biking, etc.)
- Agricultural Heritage
- Agricultural Heritage and Future
- along river trails
- Animals
- Any but water for sure
- Any by local artists
- Art installation/murals around schools
- Art should be aesthetic and challenging
- Artist's concept
- Ask for art from minority groups
- Big things
- Biking
- blank plywood canvasses for children to paint on
- Botanical Garden
- Bright colors
- Bring in more culture
- Celebrate Diversity
- Celebrate history of the area inc Native American
- Celebrate western history
- Celebrated species of Glenwood- the blue heron, mountain lion, bear, Rocky Mountain sheep. No cliches, though- bugling elk, roaring bears, predatory lions.
- Celebrating diversity
- Celebration, of people in our community. ie. honor the people whose land we live on.
- Choose things that make us look
- Colorado History
- Colorado river
- Connection to outdoor recreation
- Consensus
- Contemporary, doesn't all need to be historical
- Contrasting Ideas in Harmony
- Creative
- Cultural Heritage
- Cultural Heritage highlighting the different ethnicities that came before us and that helped to build Glenwood Springs
- Culture - celebrating the Ute
- Culture/History
- Definitely nature
- Designed/crafted by valley-based artists
- Diversity
- Diversity of cultural history of residents
- Diversity of cultures
- Diversity, expressed by colors
- Doc Holiday
- Eagles since we have so many
- Earth health
- Encouraging local artists to be included in the process
- Environmental Sustainability
- environmental/educational, with the water in mind
- Faces
- Fall
- Fishing
- Fishing, interactive fountain, kayaking,
- Floral and fauna sculptures
- Fly Fishing Gateway
- Focusing on our beautiful environment
- Forest
- Fountain at 6th street and hotel Colorado
- Fun children themed by playgrounds (possibly functional)
- Functional and historically relevant
- Functional Art
- Functional art -- to make necessary public items more fun!
- Functional art, definitely benches or chairs for tourists
- Functional fountain for children to play
- Geology
- geometric design and nature
- Healing waters
- Health
- Heritage
- Heritage Native American
- Heritage RR and Ranchers
- Hiking
- Hispanic
- Hispanic heritage
- Historic buildings
- Historical
- historical figures / community founders
- History
- History - sculptures or educational landmarks of the people who've been predominant members of Glenwood Springs throughout the history of Glenwood

## Springs

- history is a theme that needs work (i.e. consistent representation)
- History of Glenwood
- History of Hot Springs
- History of the Valley
- Honoring Ute indians
- Hope
- Horse back riding at Sunlight Resort
- Hot springs
- Hot Springs History
- I love children's art
- I love the butterfly concept that has started developing downtown
- I love the natural art like the butterflies that have recently been installed in downtown
- Inclusion, acceptance
- indian heritage
- Indians
- indigenous cultures
- Indigenous peoples
- Innovative
- Inspired by our local natural beauty - rivers, mountains
- Intellectual Curiosity
- Interactive - interactive art can be a rare treat
- Interactive art installations
- Interactive art is a tourist attraction
- interactive natural "art" where people can weave plants/twigs into fences or lattices
- Interactive pieces and pieces appealing to children and sensory
- Joyful, colorful art - nothing rigid or harsh
- Keep ideas open NO Theme
- Kinetic sculpture / interactive - at Sayre park playground
- Landscape art
- Landscape Artists. Grant
- Landscape murals
- Large honorarium to artists for better quality art
- Latino community
- Latino representation
- Light
- Local historical people
- local history, Native American culture, Ute culture and art
- Local wild animals
- Love Glenwood
- Love the painted utility boxes with animals/ nature
- Love to see nature/plants painted on buildings
- mining history
- Modern
- modern but somewhat representational
- More contemporary-unity type theme
- More flower sculptures like the sunflowers downtown
- Motivational/Kindness
- Mountains
- multicultural intersection
- Murals
- Murals to beautify blank walls around town
- Music
- Native American
- Native American art
- Native American Heritage
- Native American History/Ute
- Native Wildlife
- Natural surroundings
- Nature
- Nature conservation
- Nature-abstract as we already are surrounded by real nature
- non-representational
- Not palette buffalos
- Old west heritage
- Old West History
- Other historic persons related to Glenwood
- Outdoor activities
- Outdoor art park
- Outdoor sports
- People
- please nothing with a hokey Wild West vibe
- recreation that draws so many to our valley is also neglected
- Recreation(rafting/skiin)
- Recycling structure sculpture . Medium sized scale
- Regional birds
- Regional plants/flowers
- Regional trees
- Representations highlighting indigenous peoples from the are
- River theme
- River walk described above
- Rivers intersecting, like culture within our community.
- Rock climbers climbing walls

- Rotating sculptures (annually)
- Sculpture from nature i.e. rocks, wood including branches
- Should go with what town is about
- Showcase more art from the Ute Indians
- Ski/Snowboard or Hot springs specific
- Small Town History
- Social justice
- Something that honors the Ute Indians or made by a Ute Indian
- Something that sets Glenwood from Carbondale or Basalt
- Something that teaches us about history and culture of the area
- Something to honor our Latino community
- South canyon historical site incorporated with biking trails
- Sports
- Spread Love
- Stagecoach and train engine replicas at north landing
- Stewardship environmental
- Storm water gardens where water may propel a sculpture during rain storms or run off
- Strawberries
- Subjects representative to the area
- Summer
- Summer camp for kids with horses and hiking at Sunlight
- Summer camp for special needs
- Temporary thematic
- The West
- Tourist attraction murals
- Train heritage
- Two Rivers/Water, the lifeblood of the Western Slope
- Unity
- Using the Rivers as a source of inspiration
- Variety of art - not predetermined
- Various Holiday festivals
- Vibrant Life
- Water
- Water activities
- Water fountains
- Water park in town
- Water representing the hot springs and rivers
- Wellness
- Western architecture and history
- Western Culture
- Western historical ideas
- Western lore
- Whimsical
- Wild west
- Wildlife
- Wildlife
- women who have made a difference



**Question 10: What types of public art would you like to see more of in Glenwood Springs? (select all that apply)**

- Murals: 79.31%
- Sculptural: 77.24%
- Functional Art (signage, bike racks, benches etc.): 68.97%
- Lighted Installations: 44.14%
- Mosaics: 40.00%
- Glass Works: 31.03%
- Multimedia: 25.52%
- Textile: 16.55%

**Comments:**

- "Functional" gets cheesy and unsophisticated fast
- All in the right places. Again be wary of sight distancing for motorized vehicle and pedestrian safety .
- Any that are free to exhibit or privately donated with no cost to the city/our citizens.
- Anything and everything •
- Anything but bison made of pallet wood. That was an embarrassment to every citizen of GWS.
- Events held by knowledgeable people in diverse fields.
- Flowers
- Hanging above things not sitting on the ground
- How about projected light show under the grand bridge, like Montreal's Notre-Dame Basilica <https://www.youtube.com/watch?v=ucO3t7PnbP4>
- I appreciate it all!
- I think functional art is great. Also I think murals have been popular with tourists and locals in the downtown core (e.g. the butterfly). Murals could cover the local past and present - I'd like to see historically accurate and culturally representative depictions.
- I would like it if the holiday lights were only up during the holidays.
- Include student art
- interactive immersive public activities
- Interactive kinetic art, musical installations
- Iron work along main bridge's edges and nice benches.
- Kinetic art, temporary art installations
- Lighted installations should be low light, and not disrupt the night sky or view of the stars. Limited to particular urban style areas - not parks.

- live music
- Lots of lighting now downtown so need to be careful with adding more clutter there, but some well positioned art would be a positive addition. Please work to preserve the Fred Haberlein mural on corner of 9th and Grand should it ever be threatened, it's of a gorgeous place on the Flat Tops and Fred was a Glenwood classic.
- Loved reused/recycled metal sculpture
- more benches, and please eradicate any "anti-homeless" type benches or architecture, make downtown and side streets more inviting
- Murals!
- My daughter is an artist. They had life size cows to paint that later were auctioned off. You submitted your idea to paint the cow and if your idea was picked you got one to paint. They were Jared judged and auctioned off to the highest bidder and lots of businesses kept them for an outside display
- Need comfortable seating under the bridge.
- None, feel money could go for much better use than public art.
- once again, which not what and on question 6 also
- PAINTINGS
- Really none; definitely NOT lighted. But if we must add more public art it should be unobstrusive and reflect the old west history of GWS and the RFV and Lower Colorado Valley
- Restore the mural on the brick wall in the walkway by Smoke restaurant. Save it.
- Sidewalk art downtown
- Street art mural, graph, junk art, Rotating installations some with functional applications in terms of optimally ethical trail, river, bike, camping etc... behavior for clean usage.
- Student art included in art mentioned above
- The historic photo ops I mentioned hold a multitude of cobenefits. Not

just cliché Doc stuff, but the daily life of Glenwood back in the day. Unique, eye opening, rich experiences

- Trees, trees trees!!
- Under functional art- beautiful lighting of pathways to wherever
- Walking children's books along the River Trail. A page or two at every stop with the ability to change out the books – did this in Parker, CO
- Water/light installations
- Whatever the choice, it needs to be of the highest quality, which hasn't always been the case.
- would love to create a Christo-like Gates install that is almost too epic to imagine. Almost :)

**Question 11: Do you live, work, and/or visit Glenwood Springs? (select all that apply)**

- Live: 35.29%
- Work: 4.58%
- Live & Work: 54.90%
- Visit: 5.23%

**Question 12: Please select your age range:**

- Under 18: 0.00%
- 18-24: 1.31%
- 25-44: 40.52%
- 45-64: 33.33%
- 65-84: 22.88%
- 85+: 1.96%

**Question 13: What is your ethnicity?**

- Hispanic / Latino: 9.09%
- Non - Hispanic / Latino: 90.91%

**Question 14: What is your race?**

- White: 94.52%
- Black or African American: 0.00%
- American Indian or Alaska Native: 0.00%
- Asian: 0.68%
- Native Hawaiian or Pacific Islander: 0.68%
- Other: 4.11%



DESIGNING LOCAL

# GLENWOOD SPRINGS

## PUBLIC ART MASTER PLAN

2021





# 01.

## INTRODUCTION

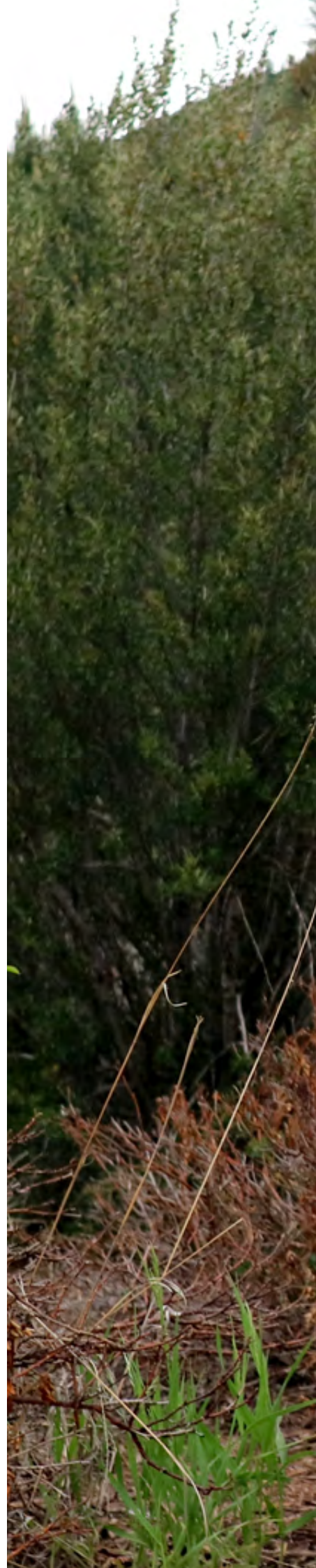
Arts and culture is at the heart of ensuring Glenwood Springs remains a diverse and prosperous community for years to come. The Glenwood Springs City Council and Mayor have tasked the Arts and Culture Board with the responsibility of promoting awareness, access, and appreciation of the fine, performing, and practical arts for City residents and visitors.

Key to promoting Arts and Culture in Glenwood Springs is the management and future expansion of public art in the community. The plan details the story of how the existing public art in our community came to be as well as lays out a roadmap for where public art will go in Glenwood Springs in the future.

The Arts and Culture Board believes that arts and culture are integral to vibrancy and the social fabric of our communities. Just as mortar binds building blocks, arts and culture brings people together and encourages meaningful connections. This plan is just the beginning as we set forth to achieve our goals and to further art in Glenwood Springs not just for arts sake, but as an opportunity to improve our economic vitality and ensure a vibrant more livable Glenwood Springs.

The Glenwood Spring Public Art Master Plan lays the foundation for the future of public art in our community and by extension prepares us to tell the next chapter of our story. Our public art is a tool to speak to visitors, residents, and all those seeking out our community from across the state or across the nation- to tell them this is a place where we care about who we are, what we do, and where we came from.

**- The Glenwood Springs Arts and Culture Board**











# HISTORY OF PUBLIC ART IN GLENWOOD SPRINGS

Recognizing the social and economic benefits realized through an aesthetic experience in public spaces, the Glenwood Springs public art program's purpose has been to add high quality, site-specific artists' work to the natural and built environments. In 1983, the City installed a number of donated art pieces and engaged in partnerships with local artists to mount several murals in the downtown area over the following decade. The commissioning of art pieces in the early 2000's for newly constructed public buildings and later the creation of an Arts and Culture Board began discussions of allocating a percentage of eligible City project funds for commissioning artists for services and site-specific artwork to be integrated into new construction projects.

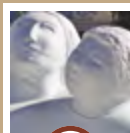
In 2017, the City of Glenwood Springs created a task force of local artists and stakeholder groups to hire a renowned artist to work with the community to design a sculpture for the historic 6th Street corridor with the help of a National Endowment for the Arts (NEA) Art Works grant. Not only did this process result in a beautiful 10,000-pound Yule Marble sculpture entitled "Tubing on the River," but also inspired the City to continue to engage these local arts and community groups in the development of a Public Art Master Plan to guide future efforts to install public art, boost arts and cultural programming, and celebrate history around the community. This call for art process inspired the desire for more consideration to public art opportunities and thoughtful placemaking throughout the city.

Glenwood Springs' growing public art collection includes over 50 permanent artworks, in various mediums, in parks and City buildings, skate parks, recreation centers, sidewalks, city streets and plazas throughout the city. The City and County Building houses several unique paintings, photographs, prints, and sculptures. In recent years the City of Glenwood Springs has partnered with several agencies to integrate public art in their city-wide project areas. The future is bright for public art in Glenwood Springs!



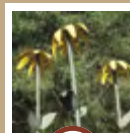
We invite you to discover these art installations as you explore the downtown.

Los invitamos a descubrir estas instalaciones de arte y a explorar el centro de la ciudad.



**Tubing the Colorado**  
Artist: Madeline Wiener  
Medium: Colorado Marble

**Camaras por el Colorado**  
Artista: Madeline Wiener  
Medio: Mármol de Colorado



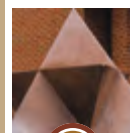
**Flowers**  
Artist: Christopher Weed  
Medium: Powder Coated Steel

**Flores**  
Artista: Christopher Weed  
Medio: Acero recubierto de polvo



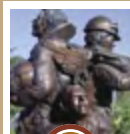
**Possession**  
Artists: Charlie Beyer and Terry Muldoon  
Medium: Steel

**Posesión**  
Artistas: Charlie Beyer y Terry Muldoon  
Medio: Acero

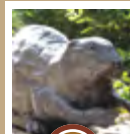


**Merkaba Dura**  
Artist: Joe Burleigh  
Medium: Steel with Rust Patina

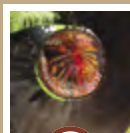
**Merkaba Dura**  
Artista: Joe Burleigh  
Medio: Acero con pátina oxidada



**Storm King Fourteen**  
Sculpture Artist: Joyce Killebrew  
Medium: Bronze  
Plaque Artist: Stone Imagery  
**Rey de la Tormenta Catorce**  
Escultura Artista: Joyce Killebrew  
Medio: Bronce  
Placas: Imágenes de piedra

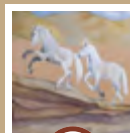


**Beaver**  
Artist: Cynthia Fenster  
Media: Bronze and Stainless Steel  
**Castor**  
Artista: Cynthia Fenster  
Medios: Bronce y acero inoxidable



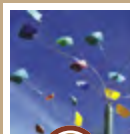
**Dancing Moon VI**  
Artist: Reven Marie Swanson  
Medium: Steel and Fused Glass

**Luna Danzante VI**  
Artista: Reven Marie Swanson  
Medio: Acero y vidrio fundido



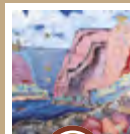
**Horses**  
Artist: Noemi Kosmowski  
Medium: Mural

**Caballos**  
Artista: Noemi Kosmowski  
Medio: Mural



**Aspens**  
Artist: Reven Marie Swanson  
Medium: Powder Coated Steel

**Aspens**  
Artista: Reven Marie Swanson  
Medio: Acero recubierto de polvo



**Glenwood Canyon**  
Artist: Mary Noone  
Medium: Mural

**Cañón de Glenwood**  
Artista: Mary Noone  
Medio: Mural



BROUGHT TO YOU BY THE DOWNTOWN DEVELOPMENT AUTHORITY & THE CITY OF GLENWOOD SPRINGS // [www.GlenwoodChamber.com](http://www.GlenwoodChamber.com)  
TRAIDOS POR LA AUTORIDAD DE DESARROLLO DEL CENTRO Y LA CIUDAD DE GLENWOOD SPRINGS



## **OUR VISION FOR PUBLIC ART**

---

**IN OUR COMMUNITY,  
PUBLIC ART WILL  
ENHANCE LIVABILITY FOR  
OUR RESIDENTS AND TELL  
OUR STORY TO VISITORS  
BY ENLIVENING OUR CIVIC  
SPACES WITH VIBRANCY  
AND CREATIVITY.**

# ESSENCE FRAMEWORK

The purpose of the Essence Framework for Glenwood Springs is to celebrate all that makes the city unique and special and to help artists and visionaries communicate that essence to the outside world. The concepts, descriptors, and images come together to create a family of components that speaks to the identity and story of Glenwood Springs.

Glenwood Springs is a town beloved by residents and visitors alike. With a mix of history, natural beauty, and forward momentum standing out among its peers in the Roaring Fork Valley, Colorado and beyond.

“It is a mixture of outdoor recreation, culture, history and natural beauty.”

– Survey Participant







## HEALING WATERS, HEALTHY HOME

From the indigenous people of the area to contemporary travelers, the Hot Springs and Vapor Caves of Glenwood Springs have cemented a culture of wellness. Access to outdoor recreation and sports have ensured that legacy will live on into the future.

"Two gorgeous hot springs situated right in town gives both individuals and families the opportunity to soak in their glory."

- Survey Participant



### **Descriptors:**

- **Yampah**
- **Aerial Adventures**
- **Gold Medal Waters**
- **Sunlight Mountain**
- **Mountain Biking**



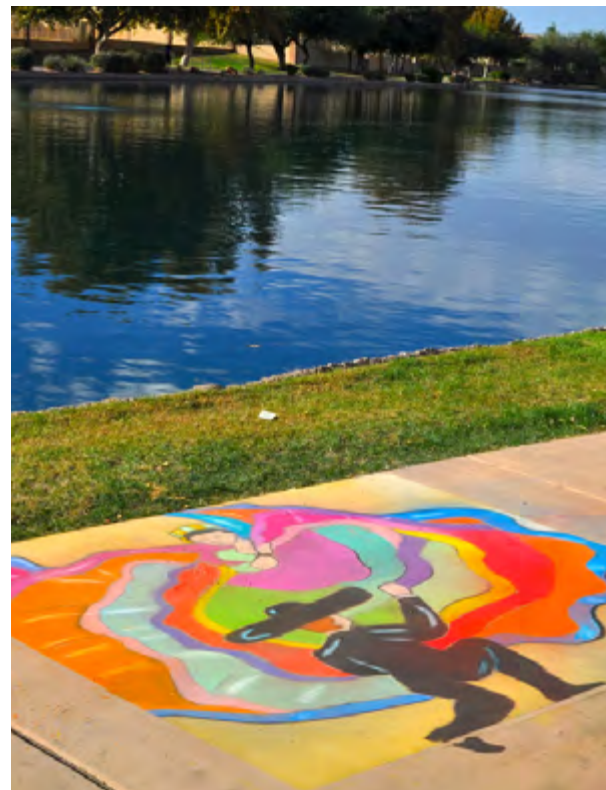
# CONFLUENCE OF EVOLUTION

Glenwood Springs is a city where the historic environment meets with a vibrant future. Forward thinking and comfortable yet ever moving forward.

"An evolving identity of old and new..."  
- Survey Participant

## Descriptors:

- Energetic
- Relaxed Atmosphere
- Resilient
- Authentic
- Family Focused
- Diversity













## TIERRA DE OPORTUNIDADES

Whether for the early Anglo-American settlers of the Old West or modern-day newcomers, Glenwood Springs was and remains an accessible small town.

"It's the little mountain town in Colorado that's actually livable. It's affordable, it has jobs, it has resources."

- Survey Participant

### Descriptors:

- **Redstone Coal Baron**
- **Voces Unidas de las Montañas**
- **Trainloads of Tourists**
- **Hospitable Freedom**
- **Friendly and Welcoming**

# THE GOOD, MOUNTAIN LIFE

The slower paced life in Glenwood Springs is influenced by the glory of nature and the high quality of life in the community.

"Perfect blend of small town comfort with surprising amenities"

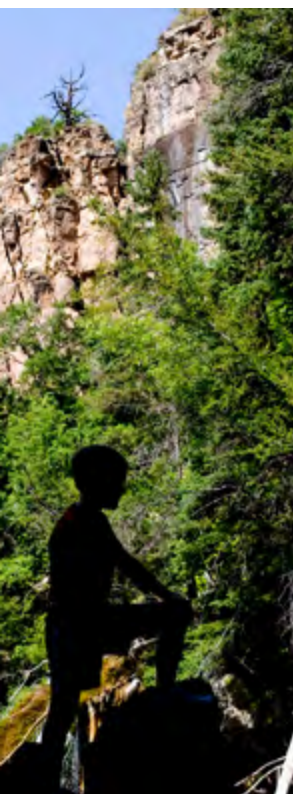
– Survey Participant

## Descriptors:

- Laid Back
- Small Town Vibe
- Kind
- Hidden Jewel
- Colorado Shangri La
- Embracing













## ACCESS ABOUND

A railroad town with nearly every modern form of transportation, Glenwood Springs is especially accessible and the nexus for travel in the Roaring Fork Valley and beyond.

“The gate to the beautiful Roaring Fork valley and home of the majestic Glenwood Canyon.”

– Survey Participant



### Descriptors:

- **Denver and Rio Grande Railroad**
- **VelociRFTA**
- **Colorado Midland Railroad**
- **I-70's 'Final Link'**
- **Rio Grande Trail**



# HOT WATER AND TALL ROCKS

The stunning natural environment of Glenwood Springs has drawn generations of residents and visitors of the community. The geology of the community is its most striking feature.

"Every turn is a different eye-catching view."  
– Survey Participant

## Descriptors:

- **Western Slope**
- **Roaring Fork**
- **Blue Skies**
- **Glenwood Canyon**
- **Colorado River**



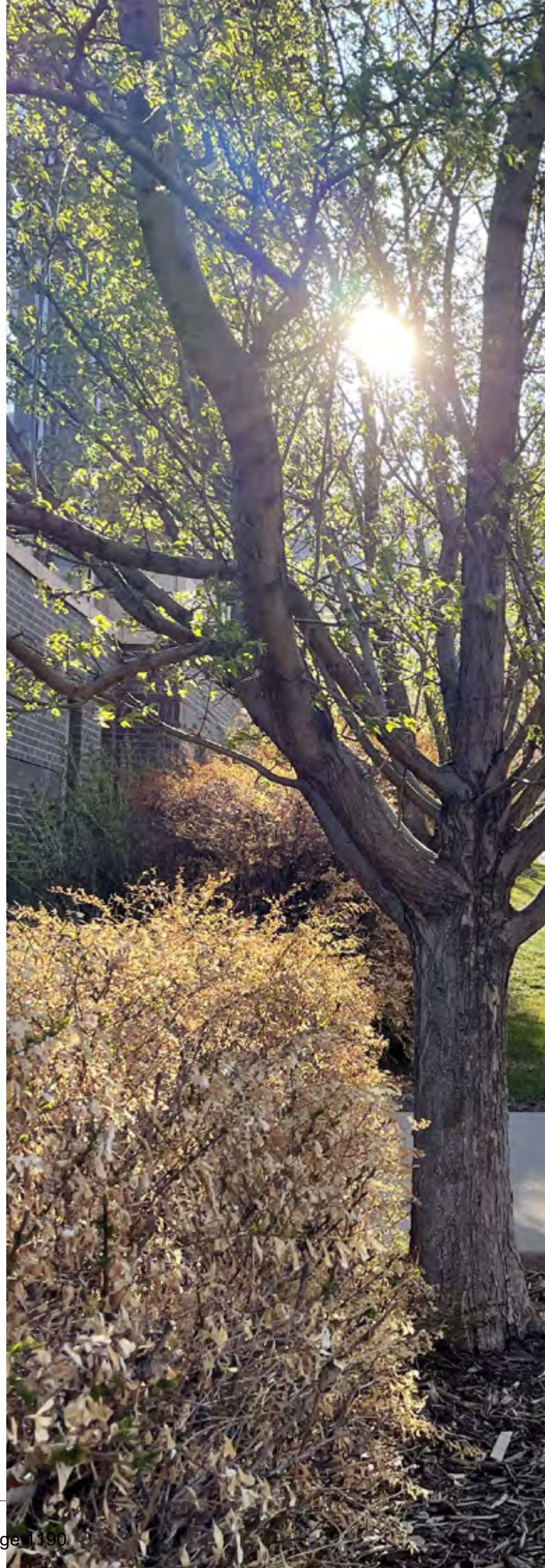




# 02.

## **ESTABLISHING THE PUBLIC ART PROGRAM**

Though the City of Glenwood Springs has long had public art, a formal city-led program has not been established. Through the following steps, the City of Glenwood Springs will formally establish a Public Art Program. The Program will be governed by sound and transparent policies and procedures that will ensure continued success for the program.











## **Step 1: Enhancing the Role of the Arts and Culture Board**

The Arts and Culture Board is the principal body for the promotion of the arts in Glenwood Springs. The board is empowered to promote the arts within the city and advise the City Council on matters related to the implementation of arts and funding. In order to formalize the Public Art Program additional powers and duties should be given to the Arts and Culture Board.

### **Additional powers and duties to be added:**

- To review and approve proposed public art that is on City property or funded by the City.
- To make recommendations to the City Council for the procurement of public art and for the selection of artists for public art commissions.
- To advise City staff on the development of calls for artists and the establishment of selection committees for public art.

## ***Composition of the Board***

Eight (8) members, at least five (5) of which are residents of the City, three (3) of which may reside outside of the City, and one (1) of which being a youth representative under the age of eighteen (18) or not having completed his or her final year of high school. Those representatives residing outside of the City must reside within the 81601 postal zip code area, own real property or a business within the City, or attend school within the City.





## ***Existing Power and Duties of the Board***

- To promote awareness, access, and appreciation of the fine, performing, and practical arts for City residents and visitors.
- To advise the City Council in connection with all matters relating to the artistic and cultural development of the City.
- To provide opportunities for cultural and art experience and education for children and adults.
- To promote increased interaction and collaboration among artists, art-related organizations, and opportunities for growth and exposure.
- To promote knowledge and appreciation for cultural forms of artistic expression.
- To make recommendations to the City Council with respect to fundraising and annual budget appropriations for the arts.
- To advise and consult with local arts groups as requested by such groups or by the City Council.

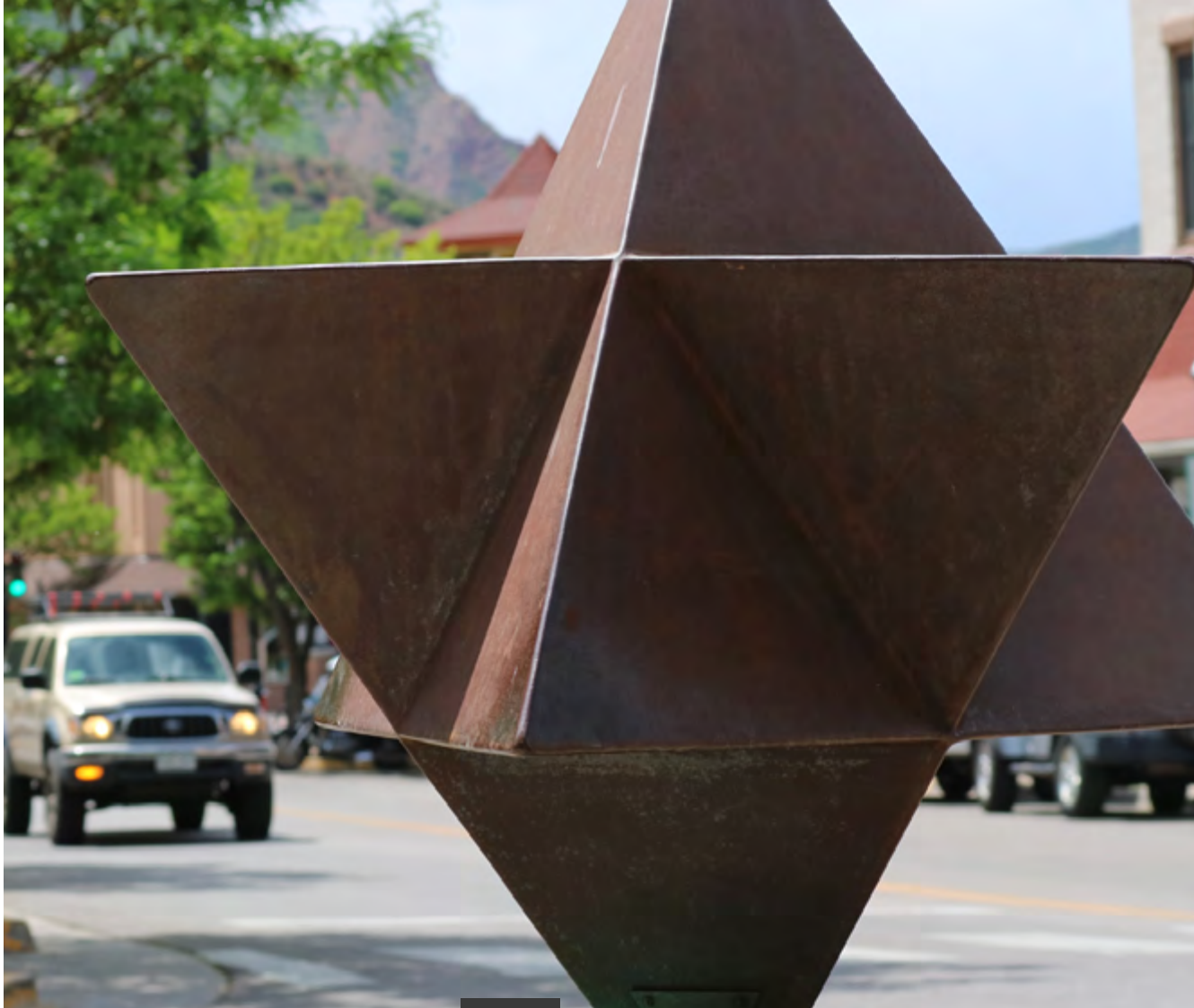
## Step 2: Creating the Glenwood Springs Public Art Ordinance

Currently the Public Art Program is an informal outgrowth of the desire for more public art in the city. By adopting the Glenwood Springs Public Art Ordinance, the City Council will formalize the Public Art Program and set it up for future success.

The proposed Public Art Ordinance will do the following:

- Establish a definition for 'Public Art'
- Create a Public Art Acquisition Account
- Define the Relationship between the Public Art Program and the Arts and Culture Board
- Adopt the Public Art Master Plan
- Direct the Arts and Culture Board to Adopt the Public Art Policy as outlined on in the Appendix.





## Step 3: Implementing Public Art Policies

In order to create an efficient, transparent, and successful Public Art Program, the policies outlined below have been developed for the Arts and Culture Board. These will operationalize the Public Art Program as established by the Public Art Ordinance and should be used as the basis for decision making for the program.

### **Introduction**

This section lays out definitions for the remaining policies.

### **Roles and Responsibilities**

This section details who are the responsible parties for public art in Glenwood Springs and the role that each plays in executing a successful public art program.

**Work Plan**

This policy creates a requirement for a yearly Work Plan for the Public Art Program and defines how the work plan will build consensus on what the program can accomplish each year.

**Use of Funds**

This policy details how Public Art Program funds may be used throughout the development and implementation of public art projects.

**Acquisition Policy**

This policy establishes the practices for acquiring artworks through the Public Art Fund. This detailed policy will ensure a transparent process for acquiring artwork and favors open ended selection processes in order to promote artistic excellence and further the goals and strategies of the program.

**Collection Management Policy**

This policy establishes the management practices of artworks acquired through the solicitation and donation processes. These pieces are considered part of the City's Permanent Collection and must be cared for in accordance with the Maintenance Policy. The Collection Management Policy is intended to maintain the value of the City's Permanent Collection and guard against inappropriate disposal of any of its pieces.

**Donation Procedures**

This policy creates procedures for individuals or organizations who request to donate artwork to the City. These donations may be considered on a case-by-case basis and requests for consideration shall be made to the Arts and Culture Board.

**Maintenance Policy**

This policy establishes the procedure for maintenance of the future public art collection as well as for pieces currently in the collection. Direction for surveying the collection, working with future artists to establish a maintenance plan for any commissioned work, and inspection guidelines are included.

**Mural Guidelines**

These guidelines explain the various ways murals may be implemented in Glenwood Springs and who will be responsible for approval (or if approvals are needed) depending on the ownership of the site and the funding for implementation of the murals.



## Step 4: Permanent Funding for Public Art

In order to achieve the vision of public art in Glenwood Springs, additional funding will be needed. The following are a series of public art funding mechanisms that could be implemented in tandem or independently.

### **Percent for Art in Private Development**

This proposed public art requirement would apply to developments subject to the Common Open Space requirements as stipulated within the development code (Municipal Code #070.040.040).

#### *Option 1: On-site Artwork.*

- A. Submit documentation evidencing the escrow of funds for a work of Art valued in an amount not less than one (1) percent of the total construction costs.
- B. Submit an application for approval of the work of Art.
- C. The required amount would be discounted by 10 percent if a Garfield County based artist is used. The city will maintain a list of pre-qualified artists in order to assist developers in identifying artists.

#### *Option 2: Contribute to the Public Art Acquisition Account.*

- A. Contribute an amount equal to 80 percent of the one (1) percent of the total construction costs for deposit to the Art in Public Places Fund.

#### *Option 3: On-site Artwork and Contribute to Public Art Acquisition Account*

- A. Submit documentation evidencing the escrow of funds for a work of art valued in an amount not less than one (1) percent of the total construction costs, up to \$100,000.00.
- B. Contribute 80 percent of the balance of the one (1) percent of the total construction costs for deposit in the Art in Public Places Fund.

#### *Location of Artwork if Option 1 or 3 is selected:*

Artwork must be located in an exterior place defined as any place, public or private, outdoor and exterior to buildings or structures and exposed to public view, including, but not limited to, buildings, and green spaces.

### **Percent for Public Art in City Capital Improvement Projects**

The Percent for Art legislation will encumber 1 percent of CIP (publicly-funded capital improvement projects) per year for the commissioning of public Artworks, which will usually be sited in, on, or adjacent to the building or project being constructed. The Percent for Art ordinance guarantee a funding stream for public art projects regardless of what happens to city budgets or arts funding. The policy also guarantees that public art projects are planned each year, as long as CIPs are underway and municipal construction continues.

All capital construction projects qualify except the following: regular road maintenance, underground infrastructure, and underground utility projects with no above- ground components other than roads. Projects with underground infrastructure, including utility projects, should be included when there are visual elements of the project above ground. The total budget of the project should include all underground components.

#### *Types of potential Capital Improvement Projects to Include Public Art:*

- Roads
- Streetscape Projects
- Fire and Police Stations
- Parks
- City Facilities

# 03.





# **OPERATIONALIZING THE PUBLIC ART PROGRAM**

With the Public Art Program established through the steps in the previous chapter, the City and the Arts and Culture Board will need to move forward with operationalizing the program. Goals and strategies to operationalize the program are laid out in the following sections.

## Section 1: Goals

The City of Glenwood Springs and its partners share a commitment to intentionality when implementing public art in Glenwood Springs. As a community dedicated to ensuring both maximum livability for its residents and to supporting tourism and the wider economy public art can play a key role.

On the following pages are the core goals of the Public Art Program, in no specific order. These goals should be used when implementing public art projects and though no one project will accomplish all goals, projects should satisfy one or more of the goals.

### **Goal 1: Connect people to the identity of our community.**

Public art should foster a connection between the City of Glenwood Springs and the people who live, work, and visit the community.

### **Goal 2: Celebrate and enhance our community's natural environment and beauty.**

The splendor of the mountains and rivers are one of the most striking features of Glenwood Spring. Whatever its connection to the natural world, public art should strive to include it.

### **Goal 3: Connect to a culture of wellness.**

Whether it's a hot spring or a mountain climb, wellness is in the lifeblood of the community. Public art should contribute to that culture by encouraging interaction and physical activity.







#### **Goal 4: Build upon our rich heritage.**

There is no shortage of history to build upon in Glenwood Springs and public art can be used to help share those stories in new and contemporary ways.

#### **Goal 5: Extol our cultural diversity.**

As a community with a Native American legacy from the time of the Utes and growing non-native populations, particularly Latinos, our public art should tell the story of all those who make Glenwood Springs a vibrant community, particularly those who are underrepresented.

#### **Goal 6: Engage a sense of playfulness and whimsy.**

Public art in Glenwood Springs has the potential to move beyond the traditional and to inject creativity and fun into public spaces.

#### **Goal 7: Create place-based economic development.**

Targeted interventions of public art can be used to help enliven areas that are in need.



## Section 2: Strategies

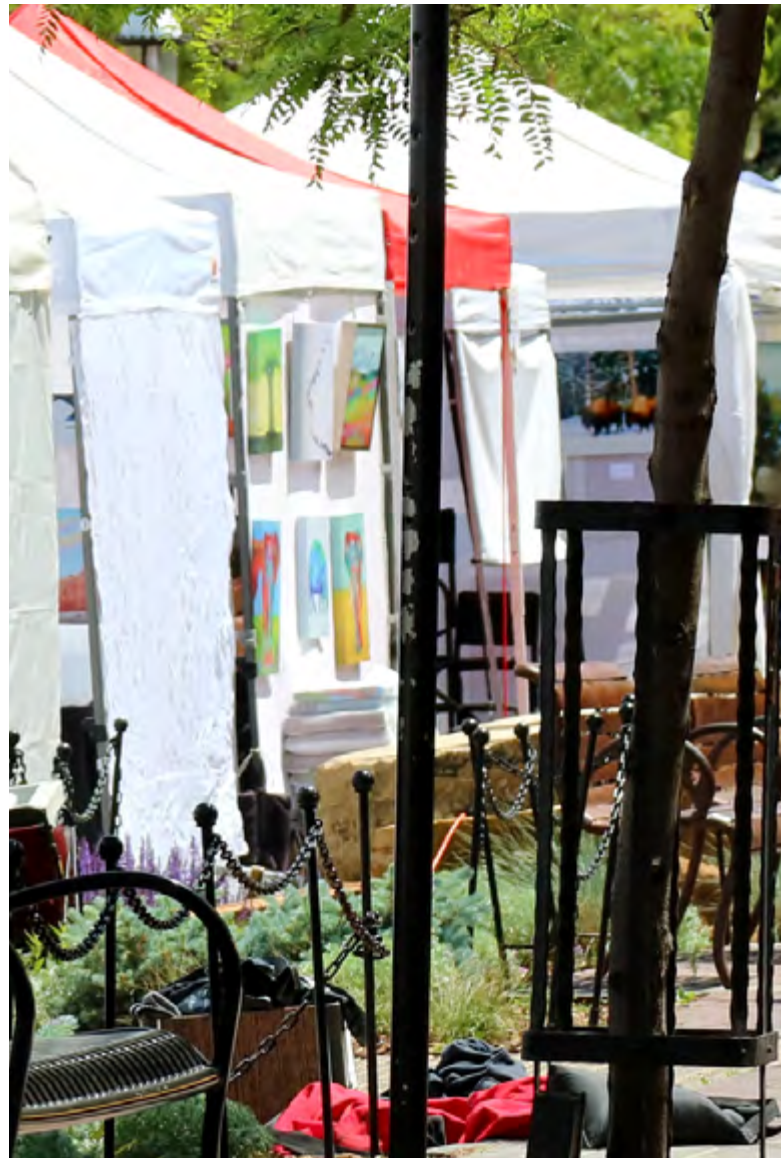
The following strategies can be used in order to further the Public Art Program. Some strategies are continuations of existing approaches while others will involve new initiatives for the Public Art Program.

### **Strategy 1: Continue Partnership with the DDA and Downtown Business Owners**

The City has a strong ongoing partnership with the Downtown Development Authority and Downtown Business Owners and has implemented successful projects such as 'Glenwood Wings.' The Public Art Program should continue this successful partnership.

### **Strategy 2: Apply for Colorado Creative District Designation**

The City of Glenwood Springs should apply for designation for the Downtown area as a Creative District. Key benefits of the designation include recognition, market, technical assistance, and grant opportunities.



#### *Overview of the Colorado Creative Districts program*

The Colorado Creative Districts program certifies communities that contribute to our state's economy through creativity, culture, and the arts. The program's goal is to help communities increase jobs, incomes, and investments in creative places.

Colorado Creative Districts share resources and learning among districts. Communities also receive financial support, technical assistance, and training programs.

Benefits of the program include:

- technical and professional assistance
- increased visibility through news stories about how creativity is changing Colorado through the work of these districts
- two highway signs placed on state highways near districts
- access to statewide economic data on the impact of Creative Districts
- access to the Western States Arts Federation (WESTAF) Creative Vitality Suite, an online platform for creative economy data

A year after certification, districts can apply for the technical and professional assistance grant for projects and activities that support strategic goals.





### **Strategy 3: Create a nature based public art series**

Glenwood Springs existing public art is primarily focused on the Downtown area. Though the investments Downtown are entirely justified the addition of a nature focused public art series can promote public health, bring attention to issues relating to the environment, and enhance interactions and memories for visitors to Glenwood Springs.

### **Strategy 4: Invest in iconic public art in existing public spaces.**

Like "Tubing on the Colorado" additional iconic public art in Glenwood Springs can work to enhance existing public spaces and draw visitors to different parts of the city.









### **Strategy 5: Utilize and promote local artists.**

There are a large number of artists in Glenwood Springs and the surrounding areas and the City should work to create opportunities for these artists when possible. Due to the nature of public art, many large commissions may utilize national public artists, but the City should ensure to create smaller scale opportunities geared specifically for local artists. The City should also work to promote public artists in campaigns and other promotional material.

### **Strategy 6: Art and Culture campaign with Visit Glenwood Springs.**

Visit Glenwood Springs does a remarkable job promoting the City and all it has to offer. The Public Art Program should partner with Visit Glenwood Springs to specifically promote the City as an arts focused destination. Additionally the City should partner with other Roaring Fork Valley cities to promote the region as an arts destination.



# 04.

## PLACEMAKING WITH PUBLIC ART

The vision of public art in Glenwood Springs is full of creativity and intention and at this intersection lies the concept of placemaking. Glenwood Springs will use public art as one of its tools for placemaking that will result in more vibrant public spaces that residents and visitors will naturally be attracted to and enjoy. This chapter contains community selected locations for public art along with Big Ideas for the implementation of public art in Glenwood Springs.







"Placemaking inspires people to collectively reimagine and reinvent public spaces as the heart of every community. Strengthening the connection between people and the places they share, placemaking refers to a collaborative process by which we can shape our public realm in order to maximize shared value. More than just promoting better urban design, placemaking facilitates creative patterns of use, paying particular attention to the physical, cultural, and social identities that define a place and support its ongoing evolution."

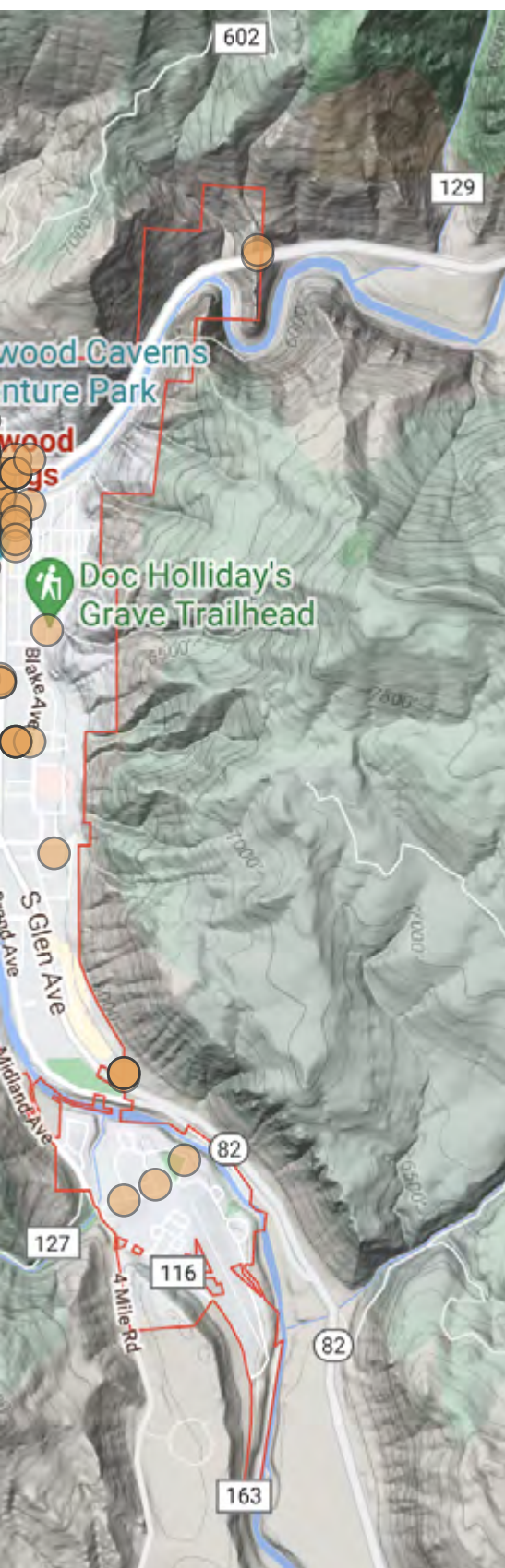
-Project for Public Space



# COMMUNITY SELECTED LOCATIONS







## COMMUNITY GENERATED LOCATIONS INCLUDE

14th St Pedestrian Bridge  
 27th and Midland  
 27th Street Bridge  
 27th Street Roundabout  
 6th Ave Roundabout  
 8th to 11th in core  
 Along the Rio Grande Trail  
 Centennial Park  
 Bethel Plaza  
 Cooper Ave between 7th and 8th  
 County Clerk and Recorder  
 Courthouse  
 Dog Park  
 Downtown streets including Blake, Cooper  
 Entering Glenwood from Carbondale  
 Exits from interstate  
 Glenwood Springs Elementary School  
 Glenwood Springs High School  
 Glenwood Springs Library  
 Grand Ave Bridge  
 Gregory Park  
 Harrison Avenue  
 I70 entrances to town  
 Midland & Mount Sopris  
 North Landing  
 Sayre Park  
 Sister Lucey Downey Park  
 Two Rivers Park  
 Under the bridge  
 Veltus Park  
 Walkway  
 West Entrance  
 West of the Hotel Colorado  
 Whitewater Park









# BIG IDEAS

The following pages are filled with big ideas meant to excite and inspire. These proposed projects may be implemented as suggested, modified, or may just serve as inspiration for Glenwood Springs and its residents as we collectively implement the public art program.







## Idea 1: Off the Wall Mural Festival

Painting en plein air or outdoors has a storied history. Combining the concept with Glenwood Springs' recent successes with street murals and painting en plein air into an event or festival could bring together some of the best facets of the community. The event could be held in and around Glenwood Springs with artists set up at one or even a number of locations that showcase the superb natural beauty of the area.

Artists could be paid a stipend and the murals could be placed at locations in Downtown Glenwood Springs for display and rotate each year. Artwork could then be sold to help support future public art initiatives or the festival itself.







## Idea 2: Rio Grande Art Trail

Glenwood Springs, RFTA and other Roaring Fork Valley Partners have made an impressive commitment to construct the Rio Grande Trail. Aspen and Carbondale are particularly well known in and outside the region for their commitment to the arts and through this plan Glenwood Springs intends to redouble its commitment as well. By working with all the jurisdictions and partners in the region to create an art trail along the Rio Grand Trail, the region can further encourage cycling and cultural tourism.

A Rio Grand Art Trail may have specific focal points or themes such as the environment, natural world, and history or may focus on artist driven work that engages visitors and locals alike.

Specific Locations in Glenwood Springs include:

- Glenwood Springs Elementary School
- Glenwood Springs High School
- Glenwood Springs Dog Park
- Grand Avenue
- City Boundary



## Idea 3: Art on Top

Glenwood Springs is the quintessential mountain town and the nearby trails and peaks are (at a minimum) the city's tallest assets. Though many of the peaks and vistas are outside city-limits the city has a stake in its adjacent assets and attractions. Public art, situated at prominent locations on trails or other viewpoints on nearby mountains could promote health, recreation, and tourism in the city. Partnerships could be created with local, state and/or federal partners as needed.

Sensitivity towards the natural environment and view-sheds are highly important therefore any artwork should take this into account. Art could also be created that would be visible only from above on view points at higher elevations.

Inspirations Include:

- Tipit Rise Art Center (pictured below)
- Red Mountain Trail 'Hike to the Cross'







## Idea 4: Jurassic Art

The quirky branding of VelociRFTA is not the only thing that makes the bus rapid transit (BRT) system that connects the Roaring Fork Valley unique. It was the first and perhaps as of this publication, the only rural BRT system in the country. At its launch in 2013 RFTA placed temporary giant eggs and dino footprints at stops throughout the system. Using this as inspiration, the city could implement small scale public art at spots throughout Glenwood Springs to promote ridership, assist with way-finding, and to add fun and whimsy to the daily commute. Small paths could be created in the sidewalk to guide visitors from stops to the downtown business district and Bethel Plaza.







## Idea 5: Natural Playscape

Using wood or other found materials artists around the country create stunning and ephemeral outdoor works of public art. This art is particularly well suited for natural environments that need protected but also injected with public art. These installations make great play areas for young and old and in Glenwood Springs and could be well suited to the many parks and outdoor areas throughout the city. A particular location of interest is Two Rivers Park.





## Idea 6: River Art

Though logistically challenging due to the many entities involved, artwork in one or both of Glenwood Springs rivers (or at their confluence) would be particularly impactful. This would be a draw for locals and tourists alike and could be created with low impact materials if needed.







## Idea 7: For Kids by Kids!

Engaging the children of Glenwood Springs to create art around the community is not only a great opportunity to enliven the city but also to involve and engage the youth of the community. A variety of opportunities exist to have artwork created for by kids for kids (and adults too!).

Ideas include:

- Rotating art gallery
- Mural location that could rotate yearly
- Youth art installations at art festivals
- Capstone opportunities for seniors



## Idea 8: Poetry in the Streets

Combining poetry and street art allows for a great way to engage the literary community and enliven the streets of Glenwood Springs. Local poets could be commissioned to write short poems that would then be placed on sidewalks around Glenwood Springs using spray paint, etching, chalk or some other method. Poems could be themed or general and could be targeted in implementation or placed throughout the city.







## Idea 9: Local Artist Database

In order to assist individuals and businesses who are seeking to commission artwork by local artists, particularly developers impacted by the proposed Percent for Art Ordinance, the City should create a Local Artist Database. Creating a local artist database would allow for easier selection opportunities and connect those seeking art with artists.

The database would be updated yearly through an RFQ process. Artists would be required to submit the needed information yearly.







## Idea 10: Activating the Bridge

The Grand Avenue Bridge is a vital link between Downtown Glenwood Springs and the many attractions across the Colorado and I-70. The bridge along with the 7th Street Plaza below provide a canvas for activation by the arts, both visual and event based.

Ideas for Activation include:

- An Outdoor Art Show that takes place along the bridge
- Additional rotating murals along the bridge supports
- Plein Air art events
- Music on the Bridge







DESIGNING LOCAL





**City Council**  
**STAFF REPORT**  
**City of Glenwood Springs**  
**October 7, 2021**

**Agenda Item:** Resolution 2021-28: Roaring Fork School District Mill Levy Endorsement

**Action Requested:** Consider whether Council wants to issue a letter of support on a mill levy override ballot question for the Roaring Fork School District.

**Department:** City Administration

**Presented By:** Debra Figueroa, City Manager

**Background Info:** The School Board voted unanimously in August to put a question on the ballot that would enable it to earn up to \$7.7 million annually with the primary focus of raising employee wages to assist with recruitment and retention.

**Issues:** NA

**Staff Recommendation:** Staff defers to Council

**RESOLUTION 2021-28**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF  
GLENWOOD SPRINGS, COLORADO TO ENDORSE YES ON 5B**

**WHEREAS**, we know that teachers and staff members who work with students in the Roaring Fork School District have the greatest impact on their learning; and

**WHEREAS**, Roaring Fork School District has the third most expensive cost of living among all 178 Colorado school districts yet ranks in the bottom third of per-pupil funding under the State's school finance formula; and

**WHEREAS**, this underfunding of our schools makes it impossible to pay competitive wages with RFSD ranking 23rd in average teacher salaries; and

**WHEREAS**, this has caused very high staff turnover rates and difficulty filling positions; and

**WHEREAS**, this has resulted in high numbers of teacher and staff vacancies in the 2021-2022 school year; and

**WHEREAS**, the staffing crisis due to low wages is already causing cuts to programs and services,

**WHEREAS, NOW, THEREFORE, BE IT RESOLVED** that the City of Glenwood Springs endorses a yes vote for 5B on the November 2021 ballot to better pay our teachers and staff at Roaring Fork School District,

**NOW, BE IT FURTHER RESOLVED** that the campaign We Are RFSD has permission to use our endorsement publicly.

INTRODUCED, READ AND PASSED THIS \_\_\_\_ DAY OF OCTOBER 2021

CITY OF GLENWOOD SPRINGS, COLORADO

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Jonathan Godes, Mayor

ATTEST:

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Ryan Muse, City Clerk





**City Council**  
**STAFF REPORT**  
**City of Glenwood Springs**  
**October 7, 2021**

|                              |                                                                                                                                                                                                                                                                                                          |
|------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Agenda Item:</b>          | Community Survey Results                                                                                                                                                                                                                                                                                 |
| <b>Action Requested:</b>     | Presentation of survey results from the community survey.                                                                                                                                                                                                                                                |
| <b>Department:</b>           | Economic and Community Development                                                                                                                                                                                                                                                                       |
| <b>Presented By:</b>         | Jennifer Ooton, Assistant City Manager                                                                                                                                                                                                                                                                   |
| <b>Background Info:</b>      | The City of Glenwood Springs worked with Louisville, Co based Magellan Strategies to conduct a community survey in early September. We received 834 English-language responses and 25 Spanish-language responses. Included in the packet are a presentation, summary, the crosstabs and topline results. |
| <b>Issues:</b>               | NA                                                                                                                                                                                                                                                                                                       |
| <b>Staff Recommendation:</b> | NA                                                                                                                                                                                                                                                                                                       |



# City of Glenwood Springs Community Survey

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September 7<sup>th</sup> to 22<sup>nd</sup>, 2021

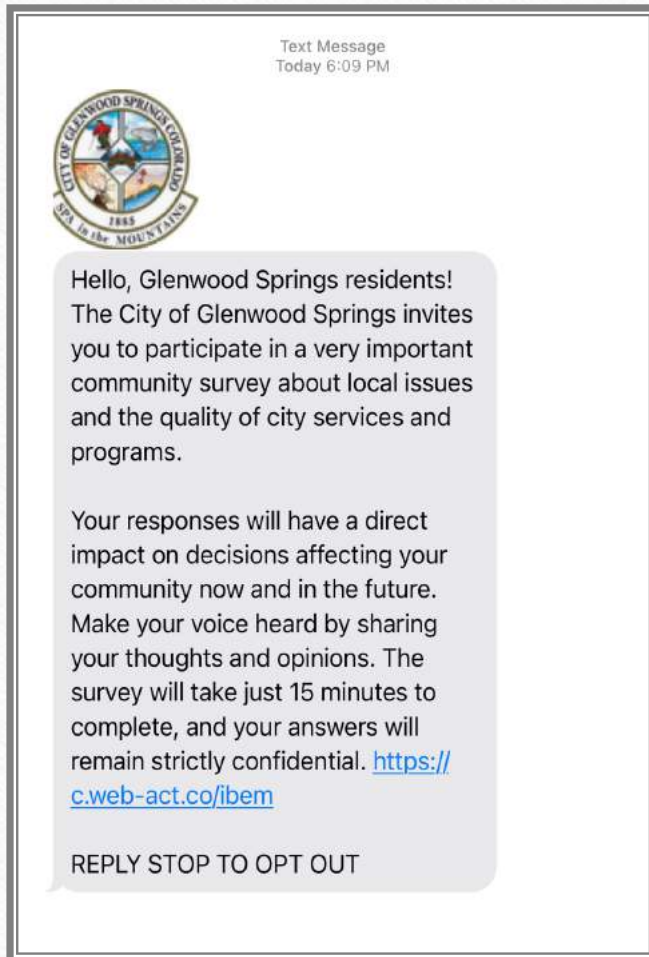




# Survey Objectives

The objectives of this community survey were to measure and understand the opinions of Glenwood Springs residents regarding city services, programs, priorities, and quality of life aspects.



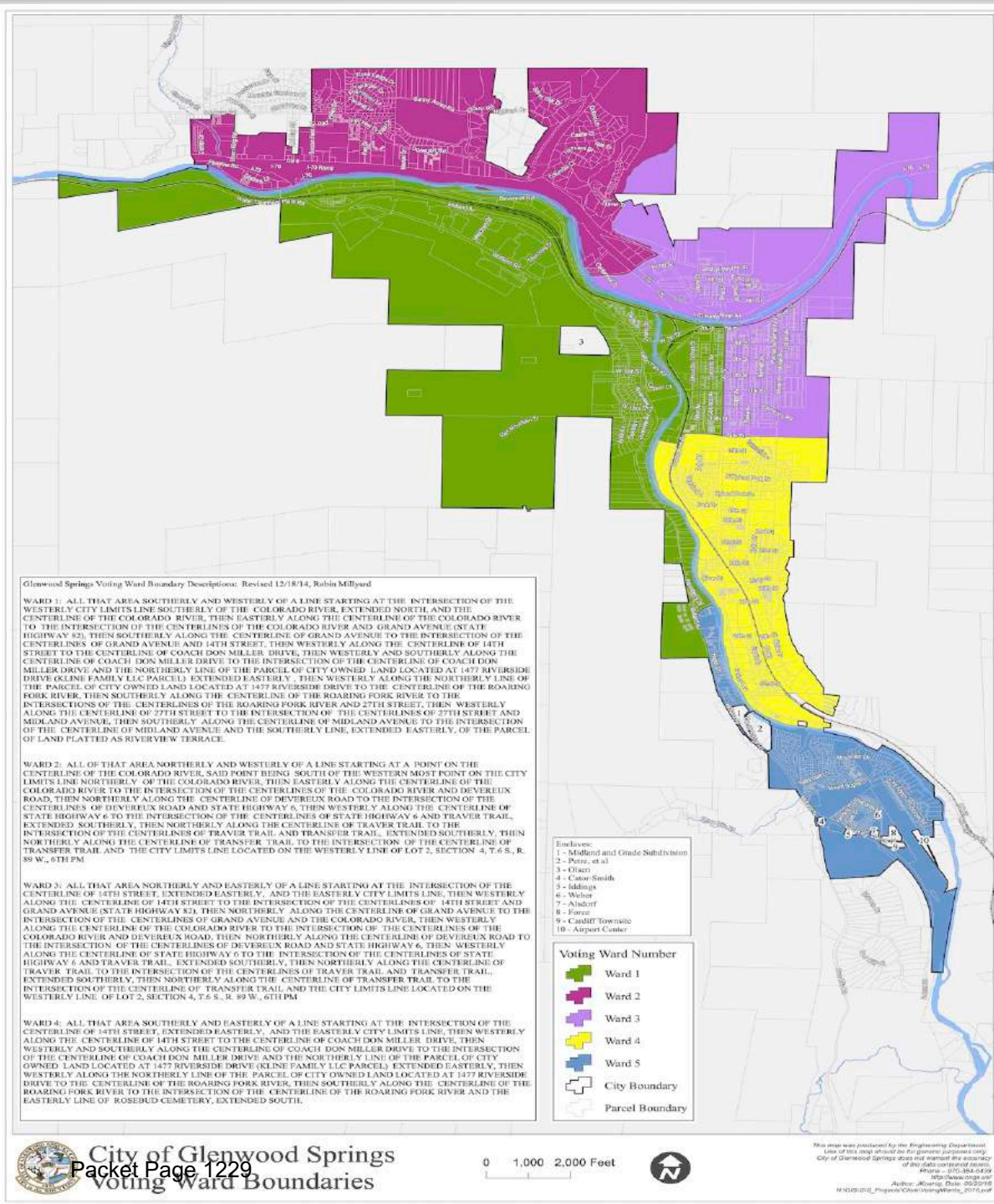


# Survey Methodology

- Magellan Strategies are pleased to present the results of a survey of 861 residents in the City of Glenwood Springs, CO. Survey data collection included sending an MMS text message to 3,478 residents, posting a survey link on the city's website, promotion on city social media channels and posting a QR code at City Hall and the Community Center.
- Interviews were conducted from September 7<sup>th</sup> to 22<sup>nd</sup>, 2021.
- The overall survey responses have a margin of error of +/- 3.15% at the 95% confidence interval. Population subgroups will have a higher margin of error than the overall sample.
- The survey results were weighted to be representative of the demographics of the city's adult population.



# City of Glenwood Springs Ward Map

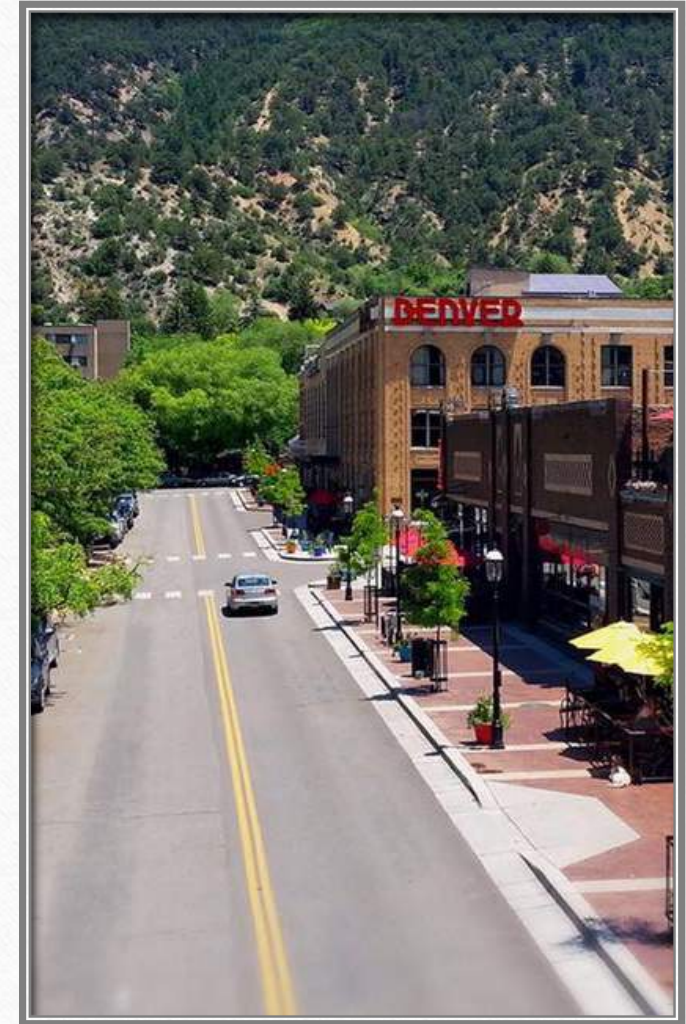




# City of Glenwood Springs Community Survey

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Resident Opinion of Top Issues,  
Priorities and Problems the City  
Should Address the Most



# Resident Top Issues, Priorities & Problems

Please describe the top issues, priorities, or problems that you think the City of Glenwood Springs should address in the next three years.

## Common Themes

Affordable Housing

Traffic, Congestion, Road Maintenance

Population Growth, Glenwood Springs is Too Crowded

Homelessness

Building a South Bridge

Childcare, Kids Programs

“Affordable housing is the most important priority that the city should have. We need more housing overall, more housing subsidies and limits on predatory renting practices.” **-Female, 25-29, resident 1-5 years, Ward 1**

“Infrastructure in west Glenwood, roads need to be priority and an emergency plan in the case of disasters. Roads throughout the city need work.” **-Female, 65-74, resident 1-5 Years, Ward 2**

“The population is growing too rapidly. It makes traffic back up and depletes our only grocery store.” **-Female, 30-39, resident 20 Years, Ward 2**

“Over population, development, neighborhood street repair.” **-Male, 40-49, resident 6-10 Years, Ward 3**

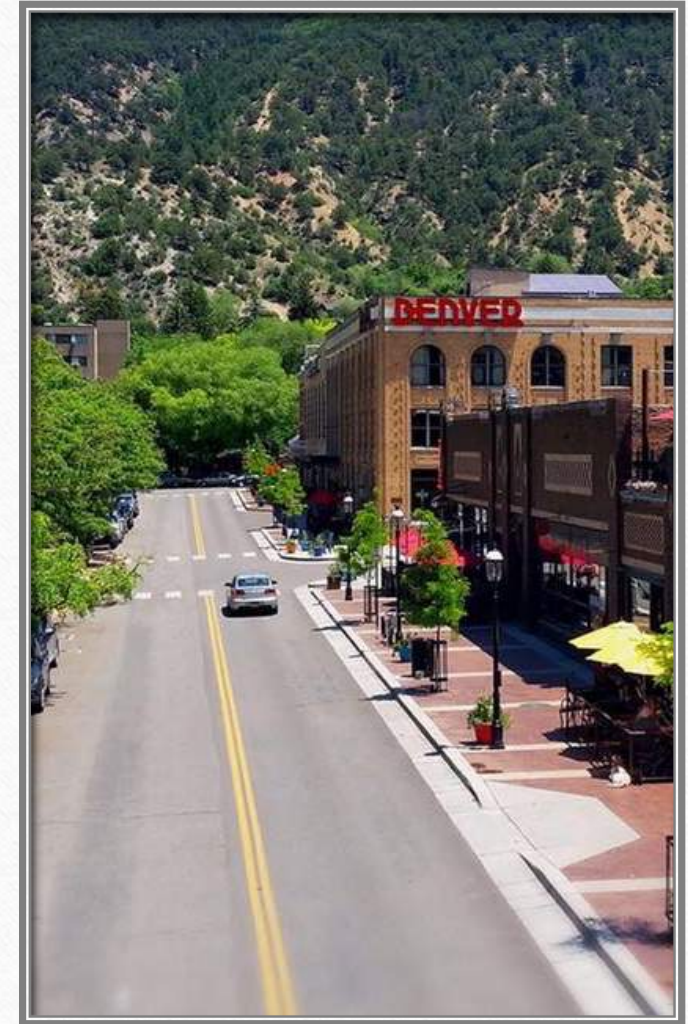
“1. Affordable housing (through regulation of Airbnb, encouraging long term ADUs, or funding new projects). 2. Traffic (South Bridge is a good start) 3. Equitable Internet access for all (opening municipal fiber to residential)” **-Male, 40-49, resident 1-5 Years, Ward 5**



# City of Glenwood Springs Community Survey

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## Quality of Life Questions

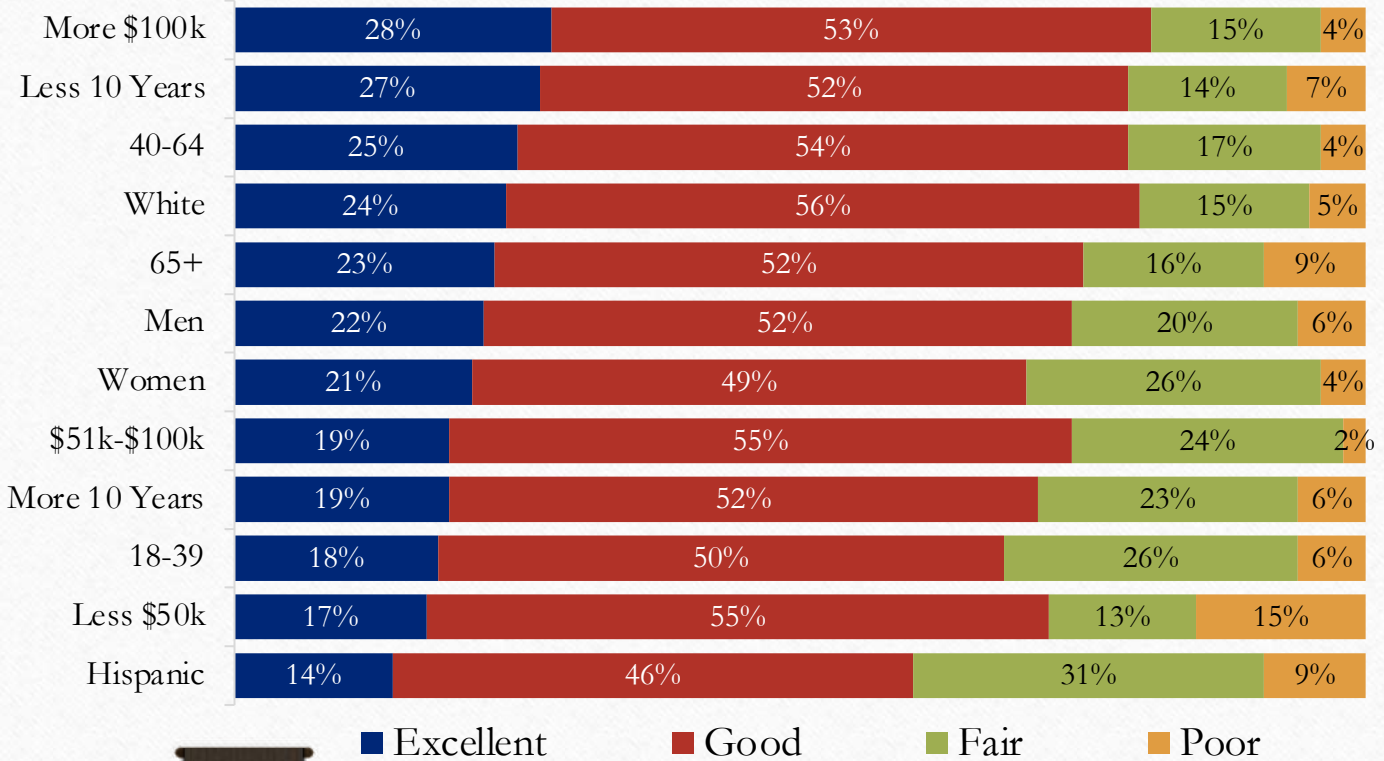
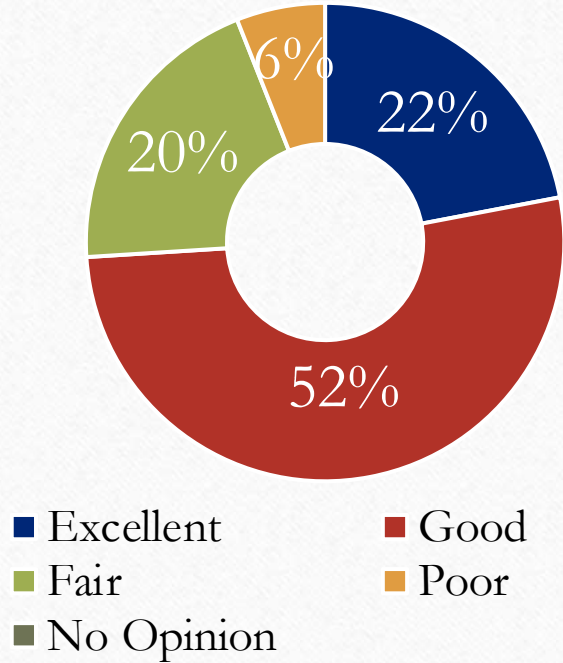




# Quality of Life Opinion Measurements

## How would you rate the City of Glenwood Springs on the overall quality of life?

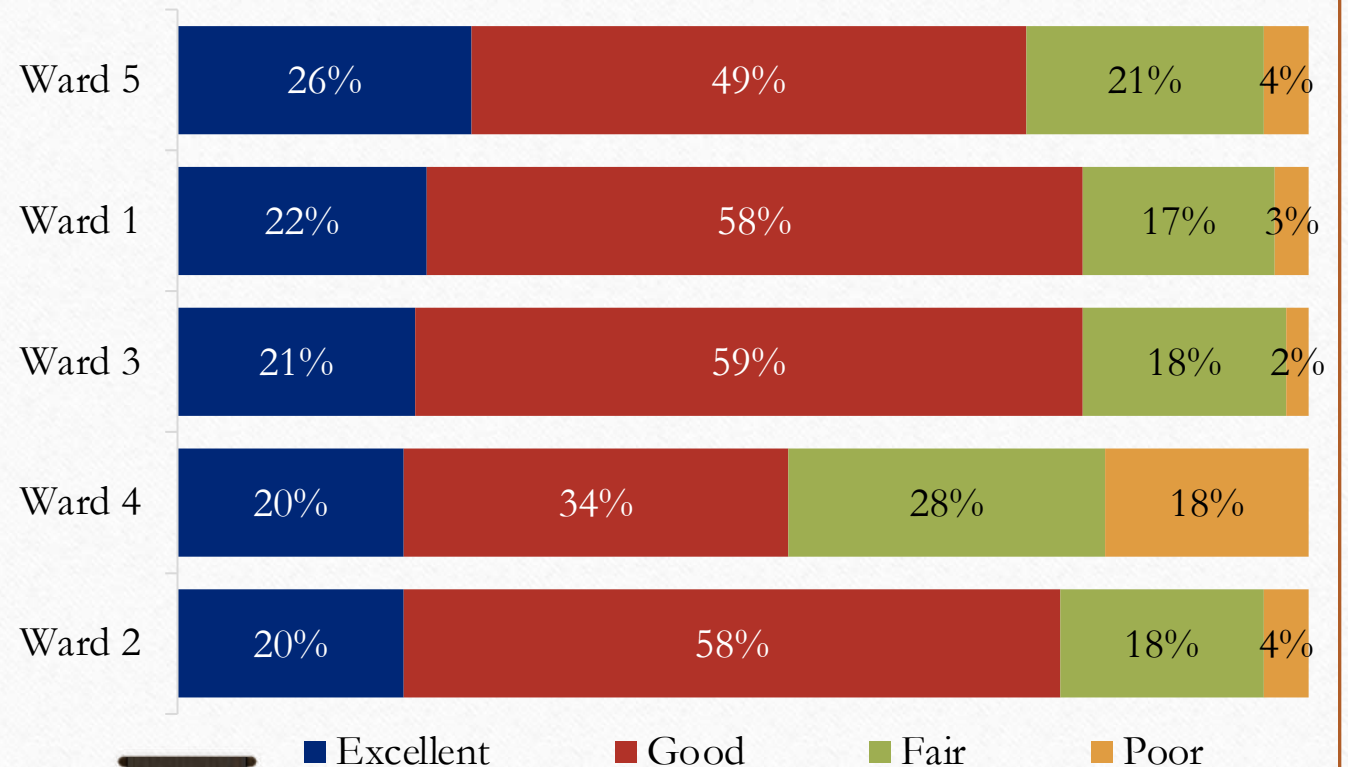
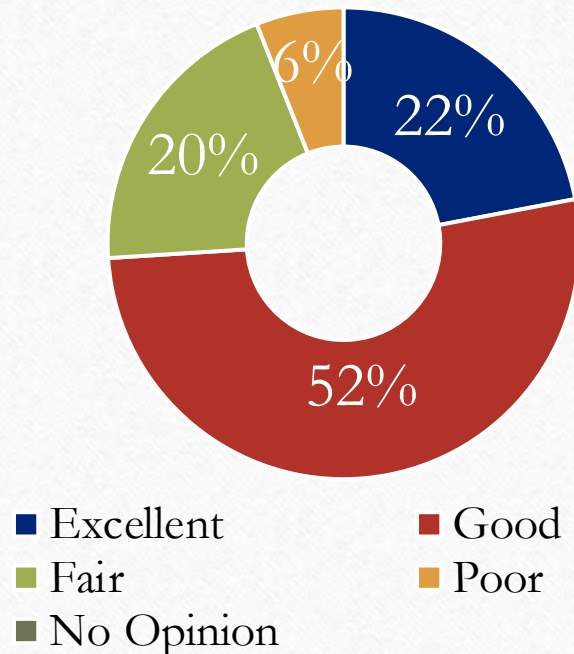
Excellent & Good Combined 74%



# Quality of Life Opinion Measurements

How would you rate the City of Glenwood Springs on the overall quality of life?

Excellent & Good Combined 74%

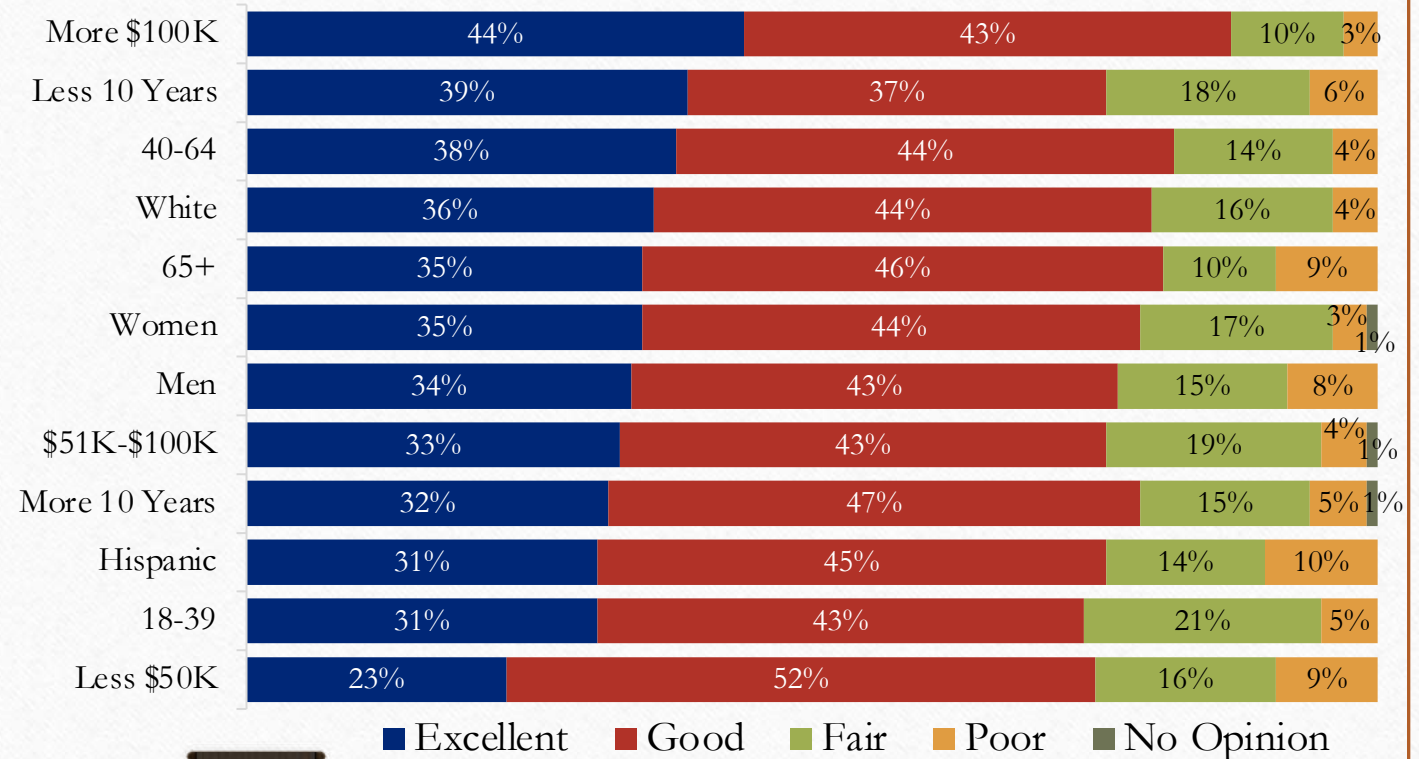
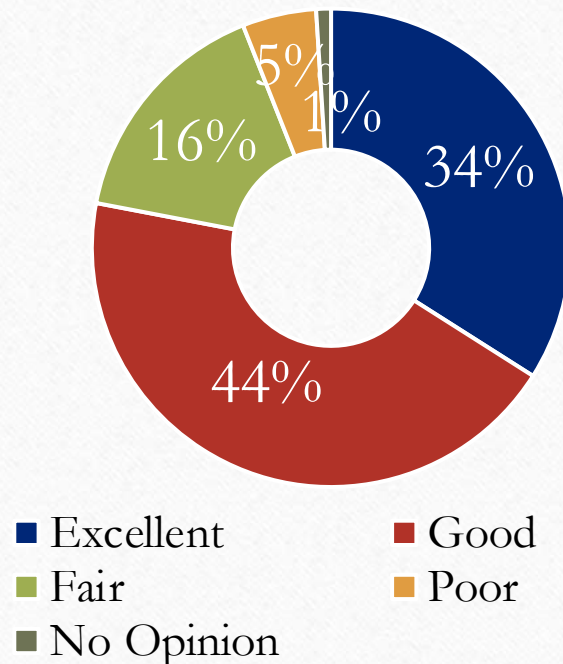




# Quality of Life Opinion Measurements

## How would you rate your neighborhood as a place to live?

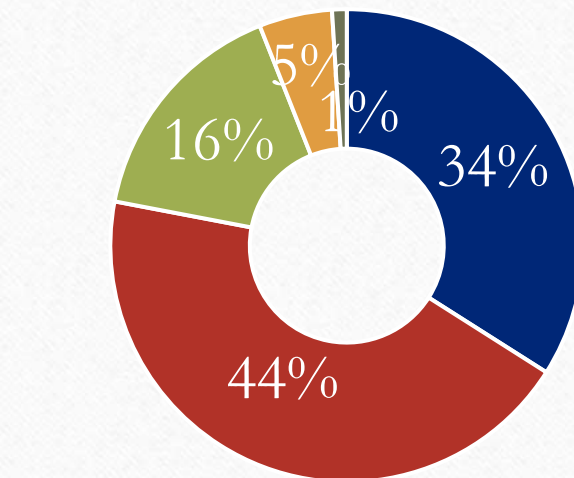
Excellent & Good Combined 78%



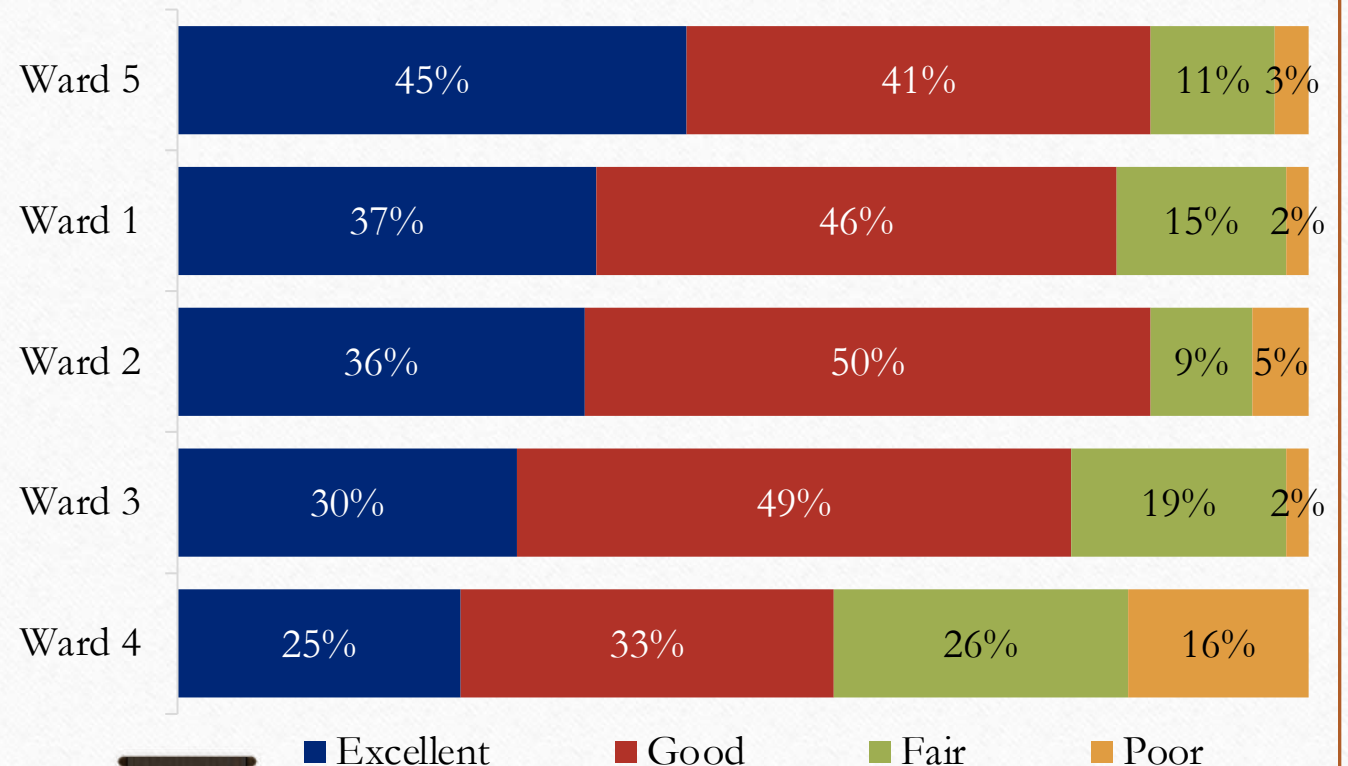
# Quality of Life Opinion Measurements

How would you rate your neighborhood as a place to live?

Excellent & Good Combined 78%



■ Excellent  
■ Fair  
■ No Opinion  
■ Good  
■ Poor

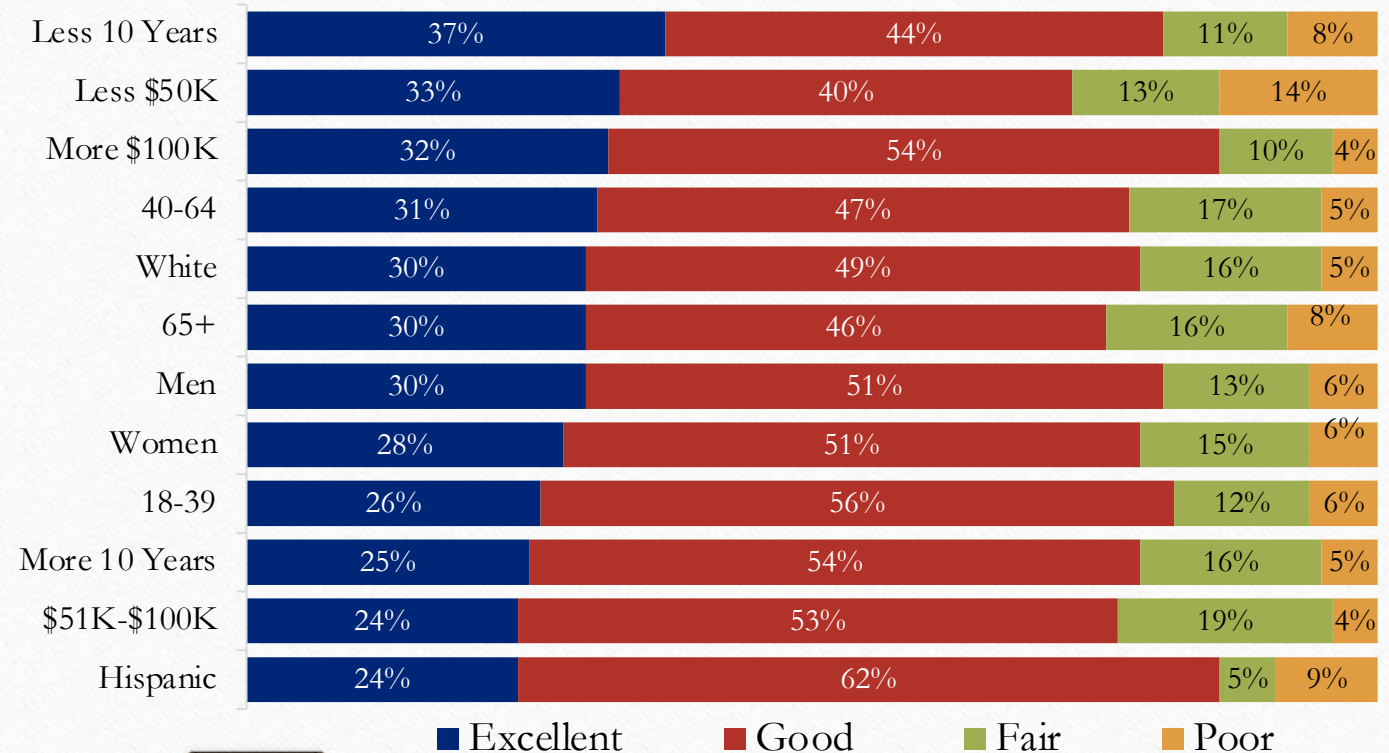
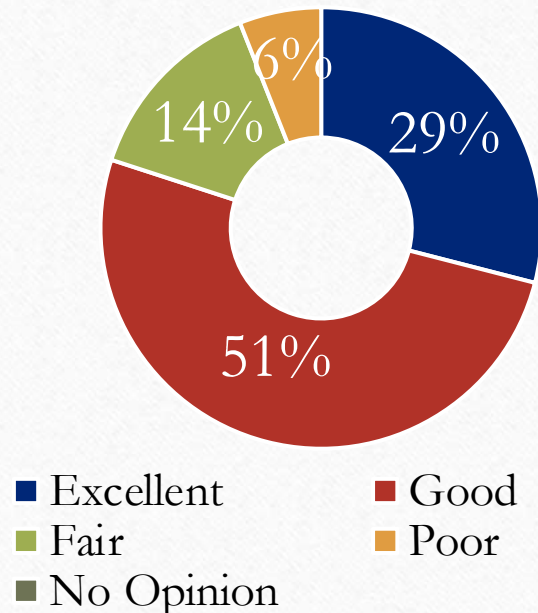




# Quality of Life Opinion Measurements

## How would you rate Glenwood Springs as a place to live?

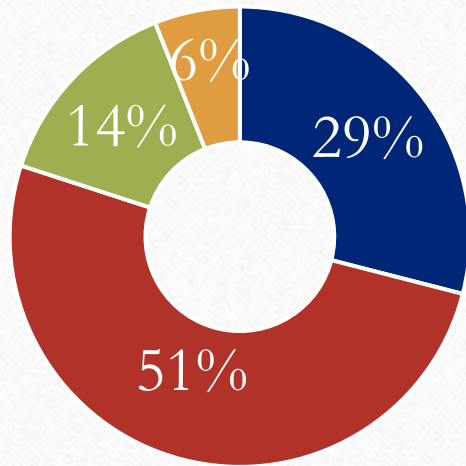
Excellent & Good Combined 80%



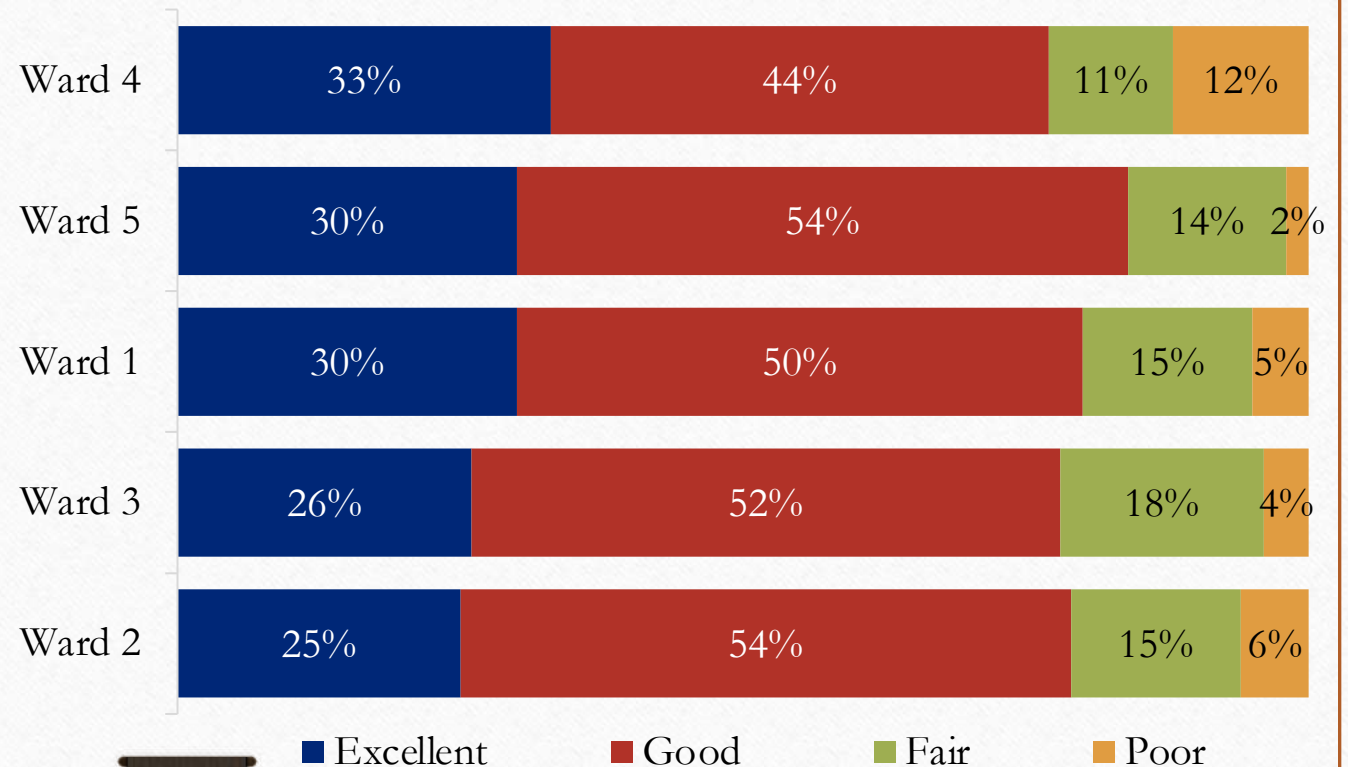
# Quality of Life Opinion Measurements

## How would you rate Glenwood Springs as a place to live?

Excellent & Good Combined 80%



■ Excellent  
 ■ Fair  
 ■ No Opinion  
 ■ Good  
 ■ Poor



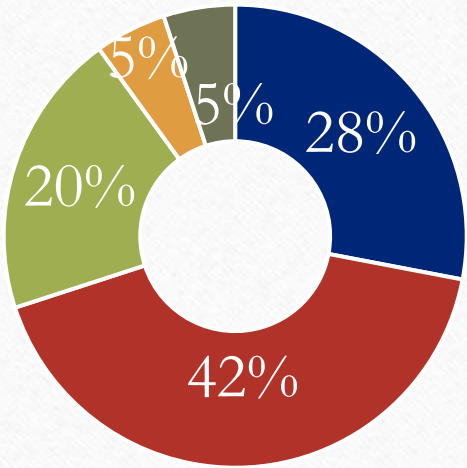
■ Excellent  
 ■ Good  
 ■ Fair  
 ■ Poor



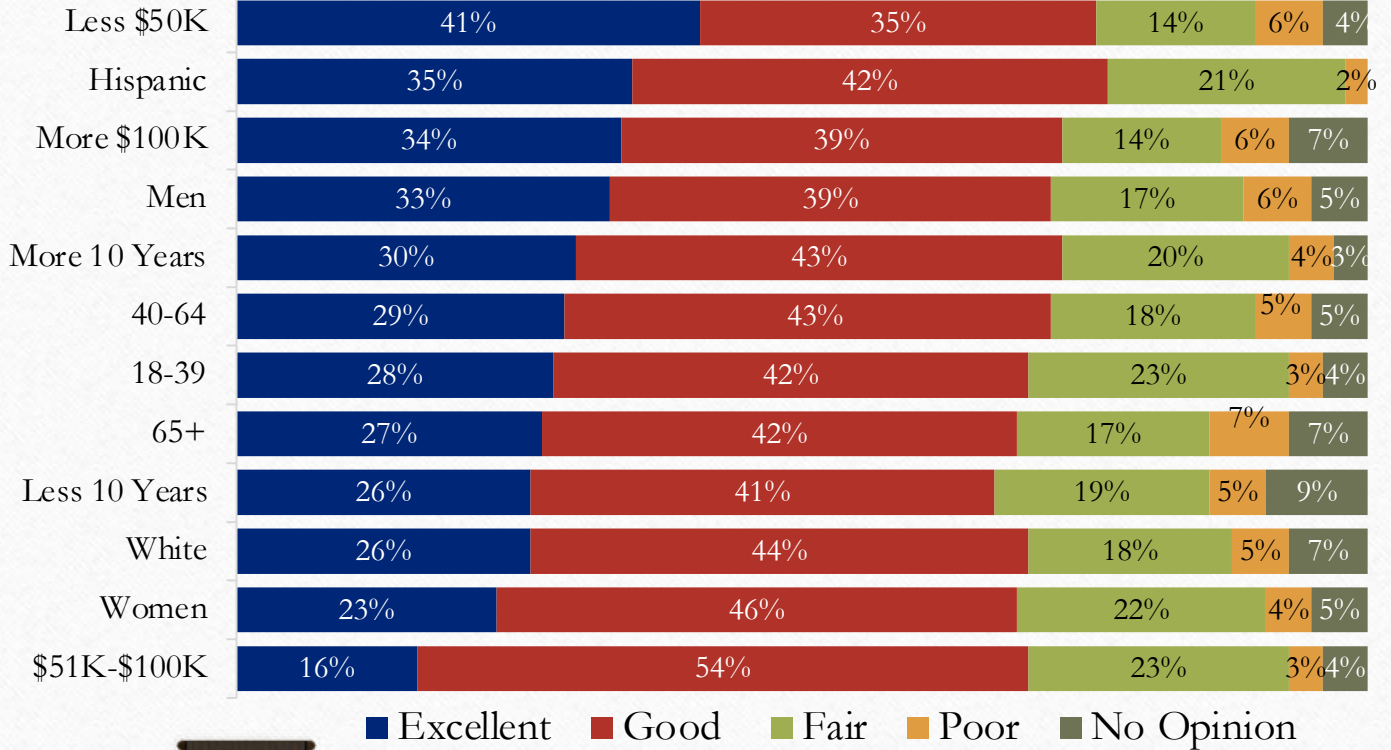
# Quality of Life Opinion Measurements

## How would you rate Glenwood Springs as a place to raise a family?

Excellent & Good Combined 70%



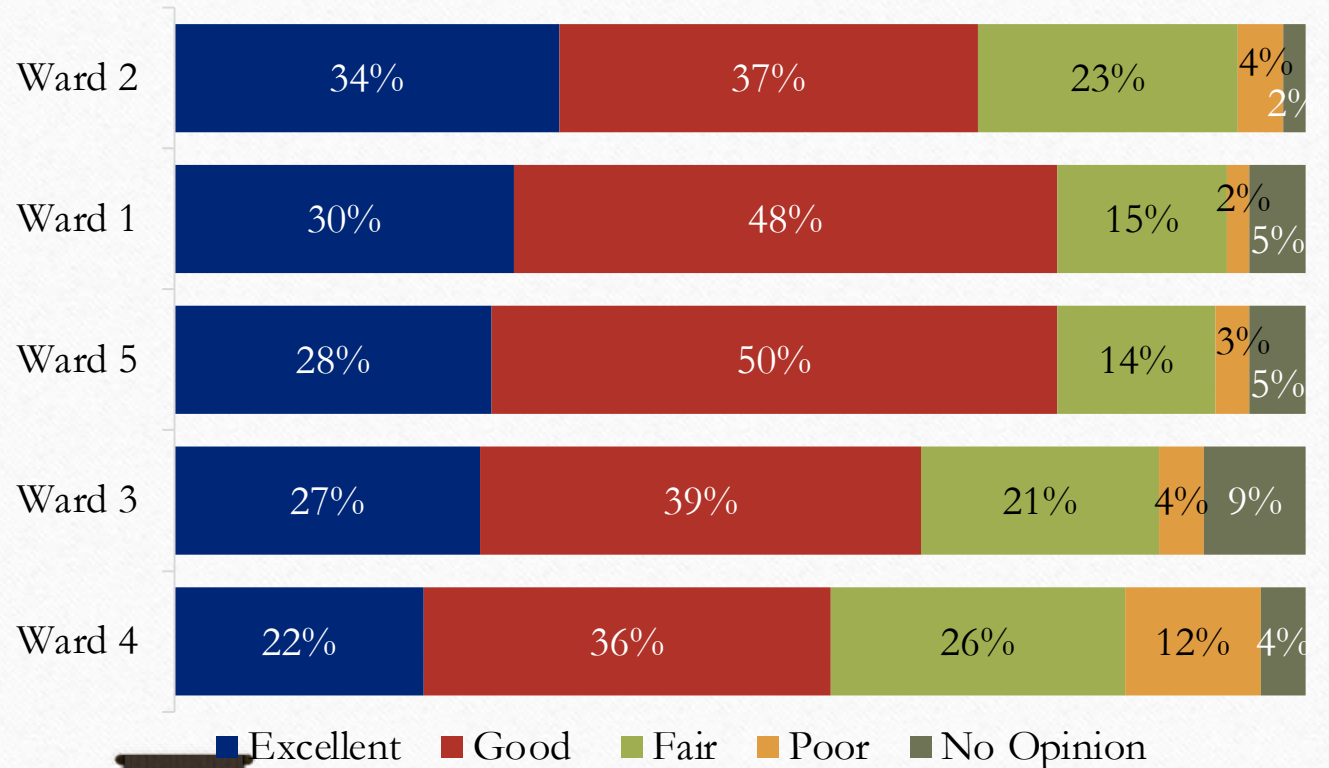
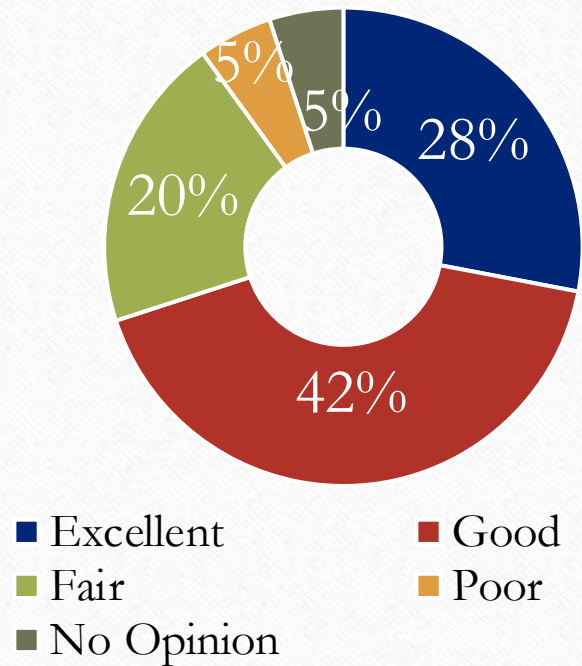
■ Excellent  
■ Fair  
■ No Opinion  
■ Good  
■ Poor



# Quality of Life Opinion Measurements

## How would you rate Glenwood Springs as a place to raise a family?

Excellent & Good Combined 70%

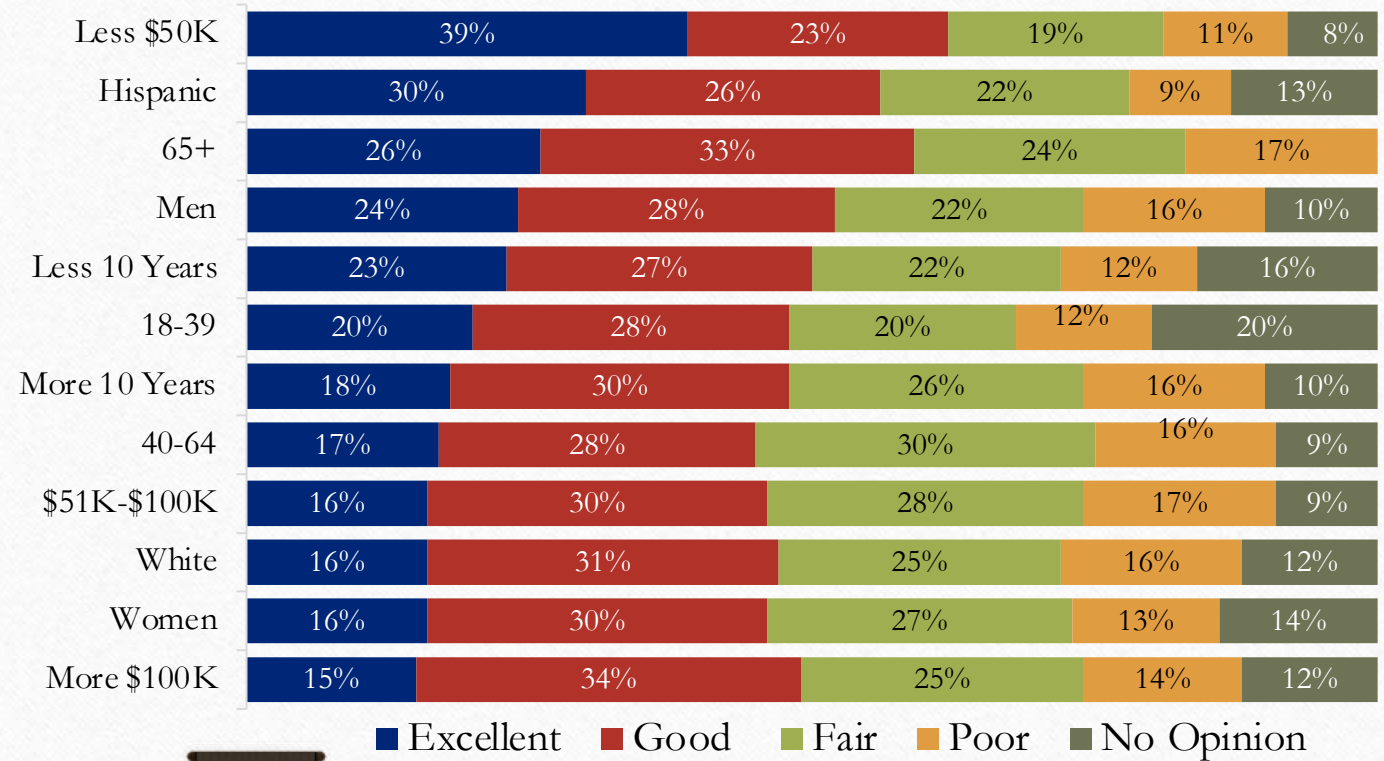
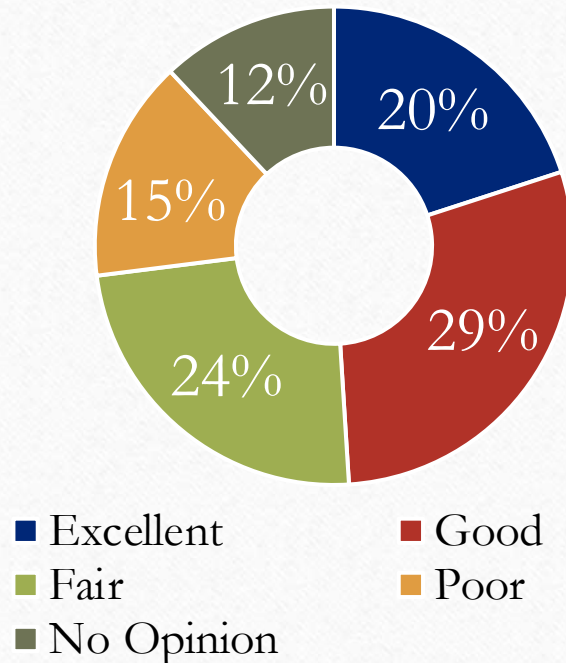




# Quality of Life Opinion Measurements

How would you rate Glenwood Springs as a place to retire?

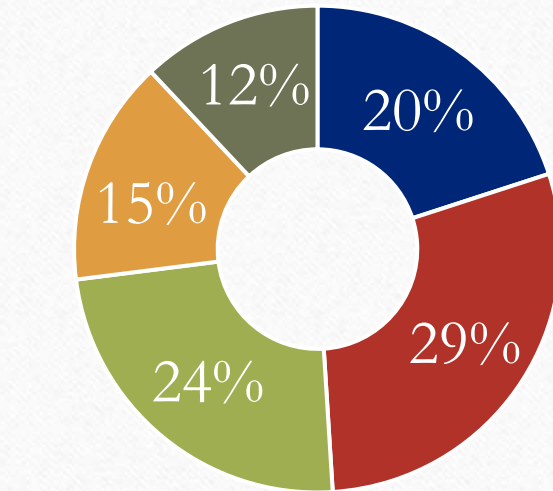
Excellent & Good Combined 49%



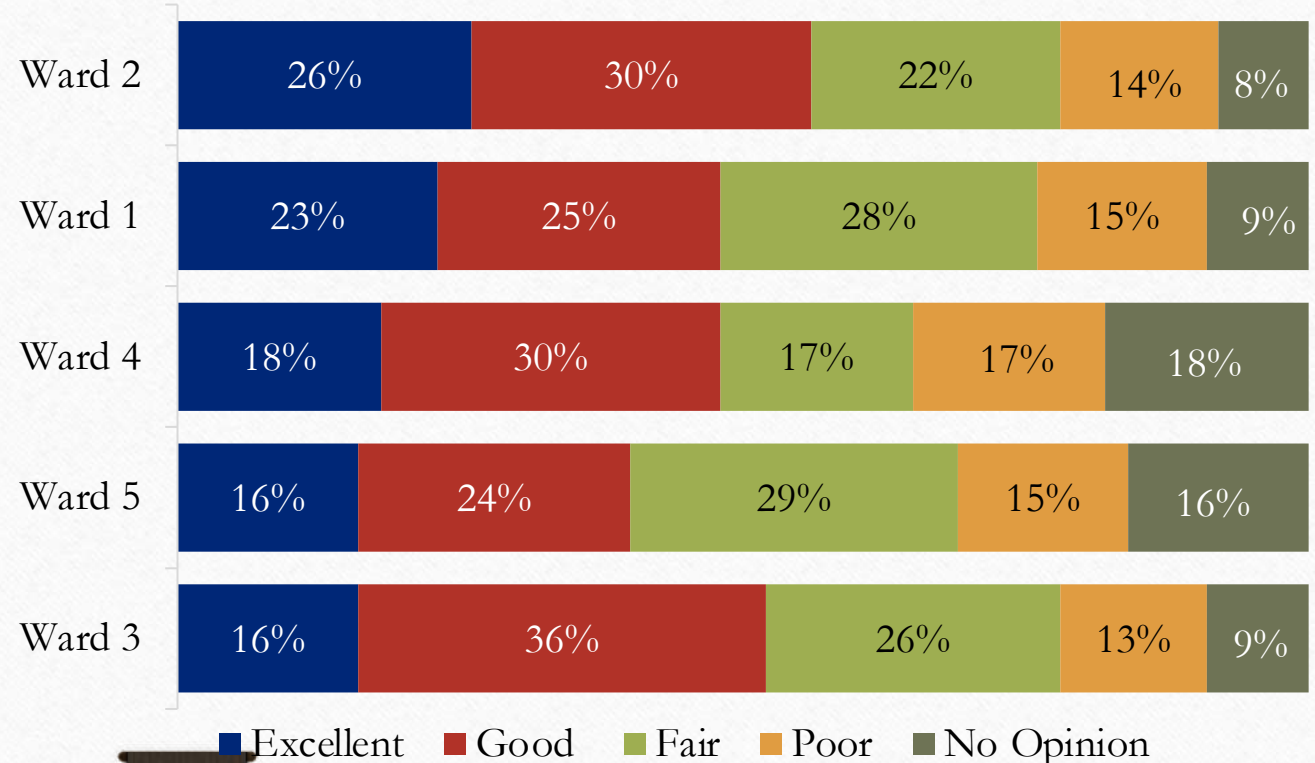
# Quality of Life Opinion Measurements

How would you rate Glenwood Springs as a place to retire?

Excellent & Good Combined 49%



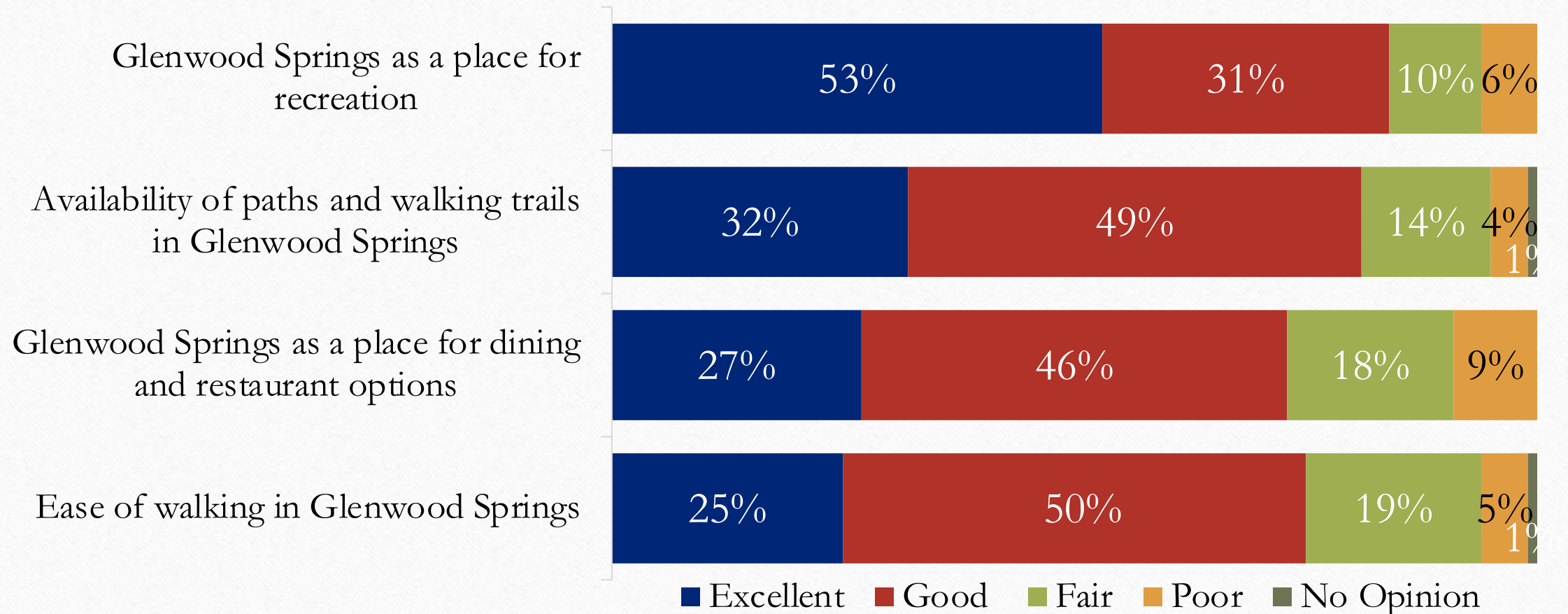
■ Excellent  
■ Fair  
■ No Opinion  
■ Good  
■ Poor



■ Excellent ■ Good ■ Fair ■ Poor ■ No Opinion

# Quality of Life Opinion Measurements

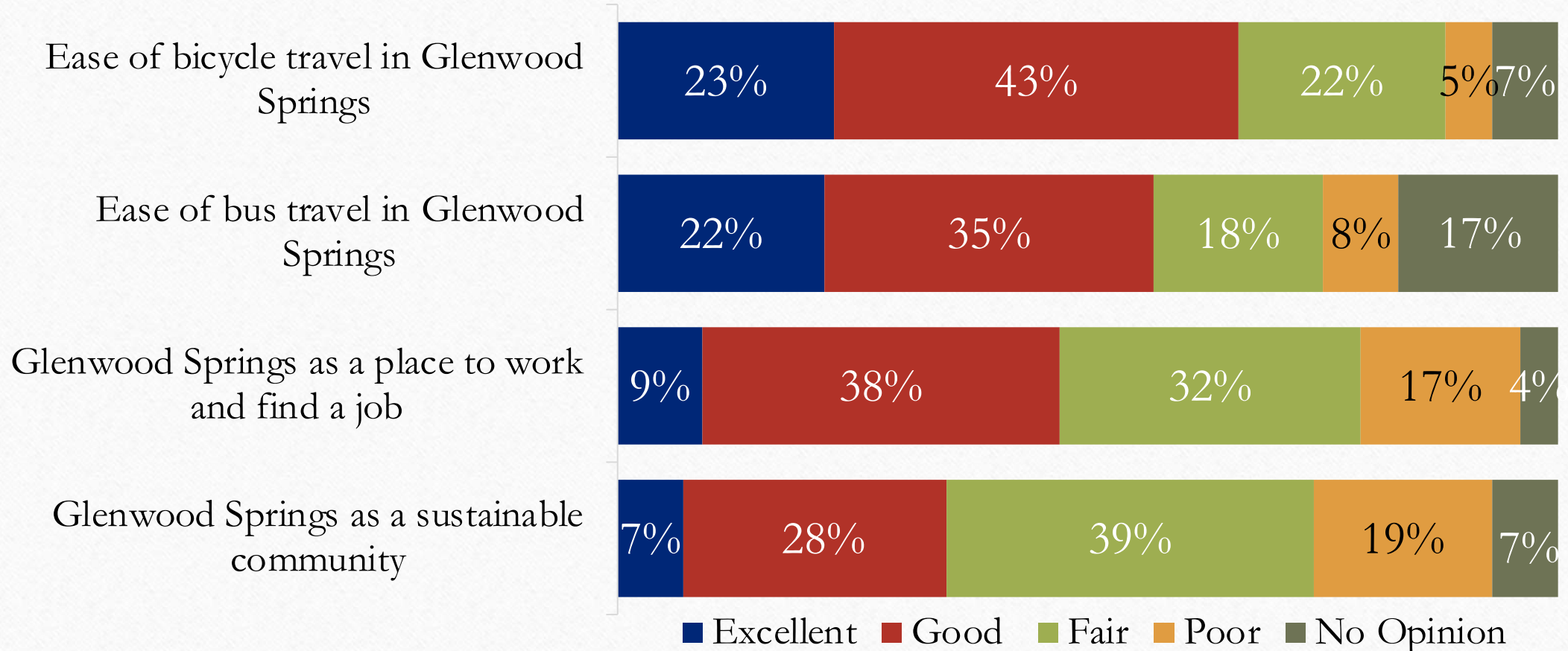
How would you rate the City of Glenwood Springs on the following quality of life aspects?





# Quality of Life Opinion Measurements

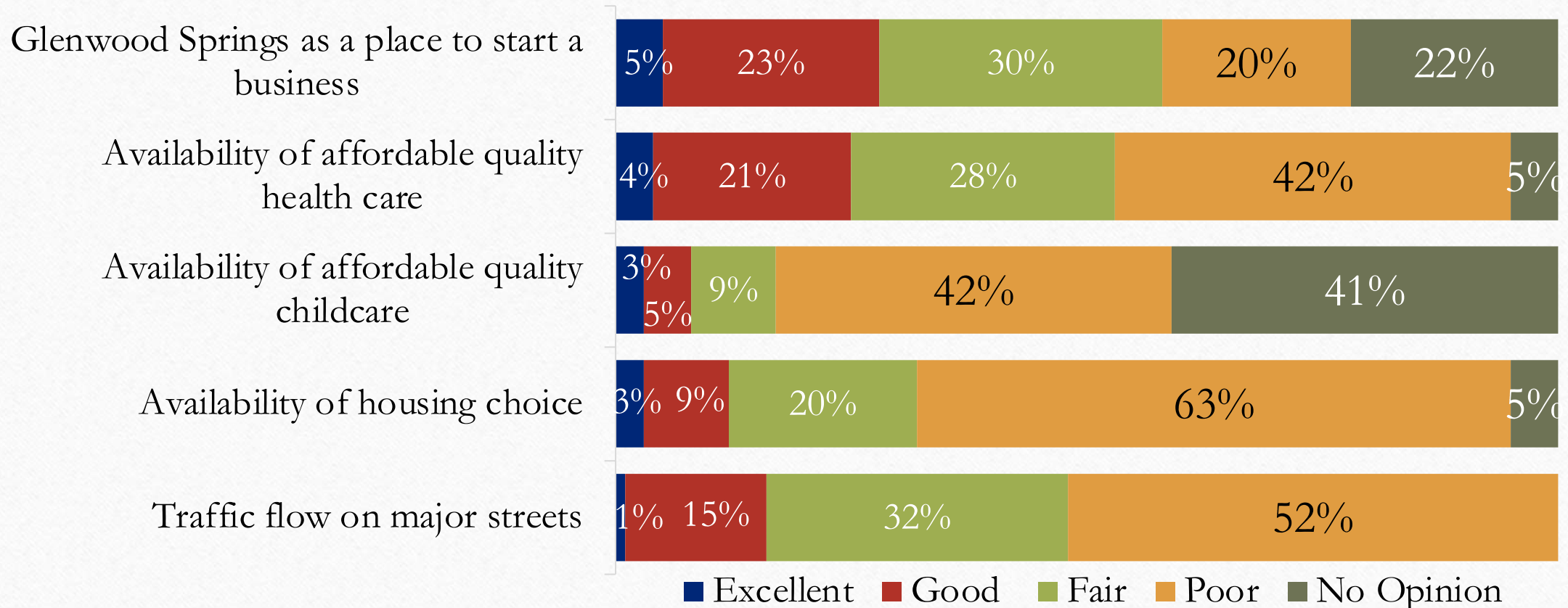
How would you rate the City of Glenwood Springs on the following quality of life aspects?





# Quality of Life Opinion Measurements

How would you rate the City of Glenwood Springs on the following quality of life aspects?



# City of Glenwood Springs Community Survey

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## Resident Satisfaction of “Day to Day” City Services

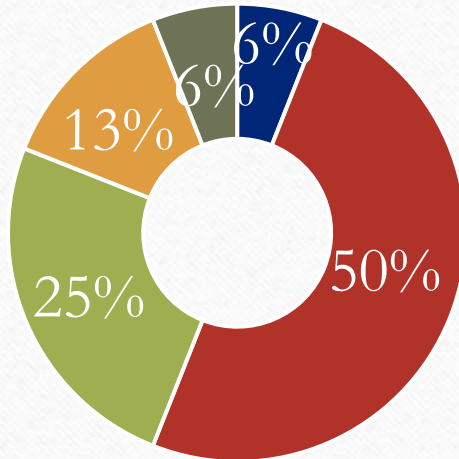




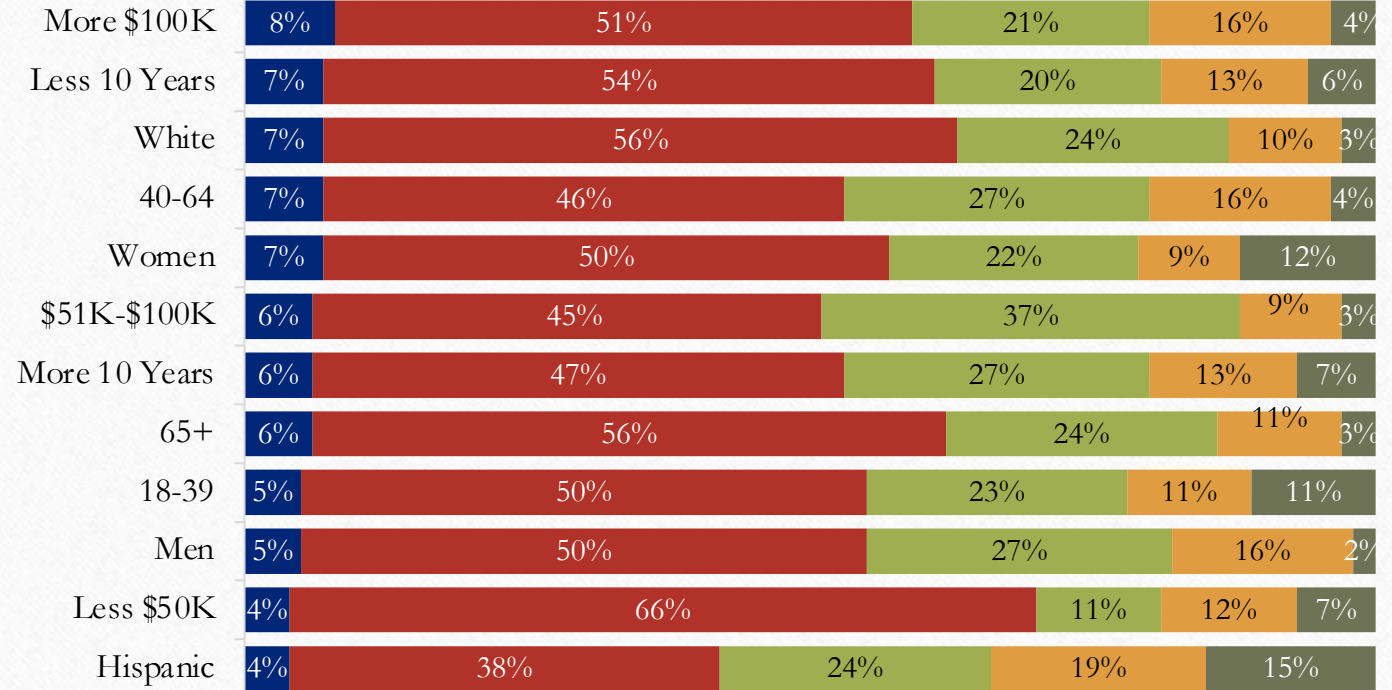
# Resident Satisfaction of City Services

Please indicate your level of satisfaction with the overall value of services for the taxes paid to the City of Glenwood Springs.

Extremely & Somewhat Combined 56%



■ Extremely Satisfied  
 ■ Somewhat Satisfied  
 ■ Not Satisfied  
 ■ Extremely Dissatisfied

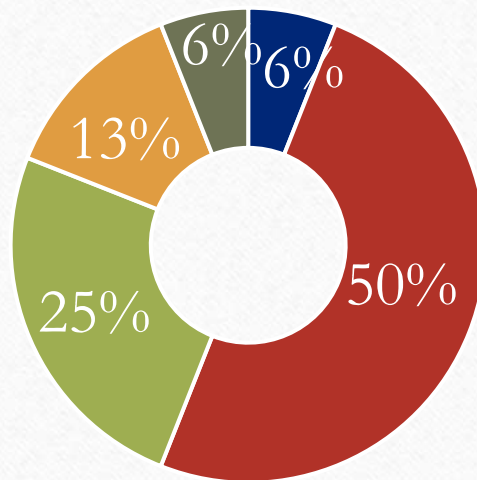


■ Extremely Satisfied    ■ Somewhat Satisfied    ■ Not Satisfied  
 ■ Extremely Dissatisfied    ■ No Opinion

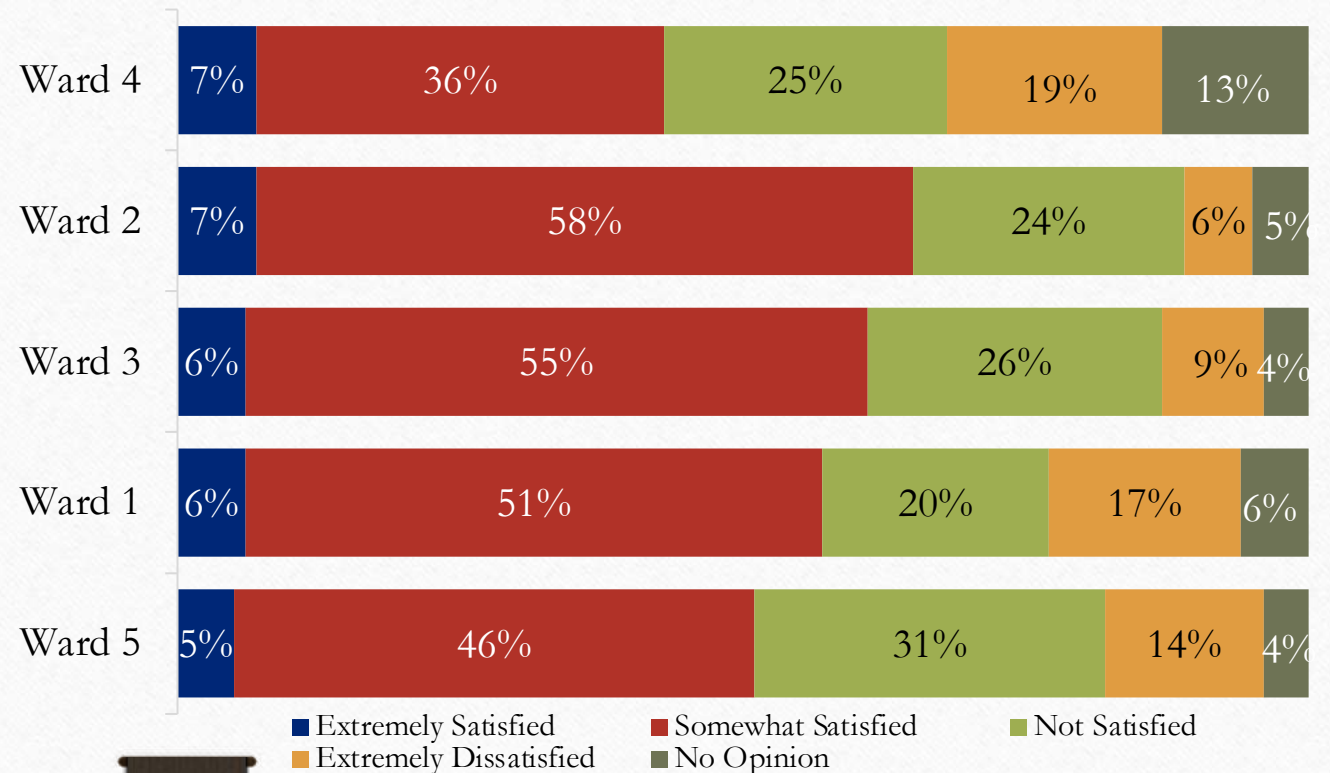
# Resident Satisfaction of City Services

Please indicate your level of satisfaction with the overall value of services for the taxes paid to the City of Glenwood Springs.

Extremely & Somewhat Combined 56%



- Extremely Satisfied
- Somewhat Satisfied
- Not Satisfied
- Extremely Dissatisfied

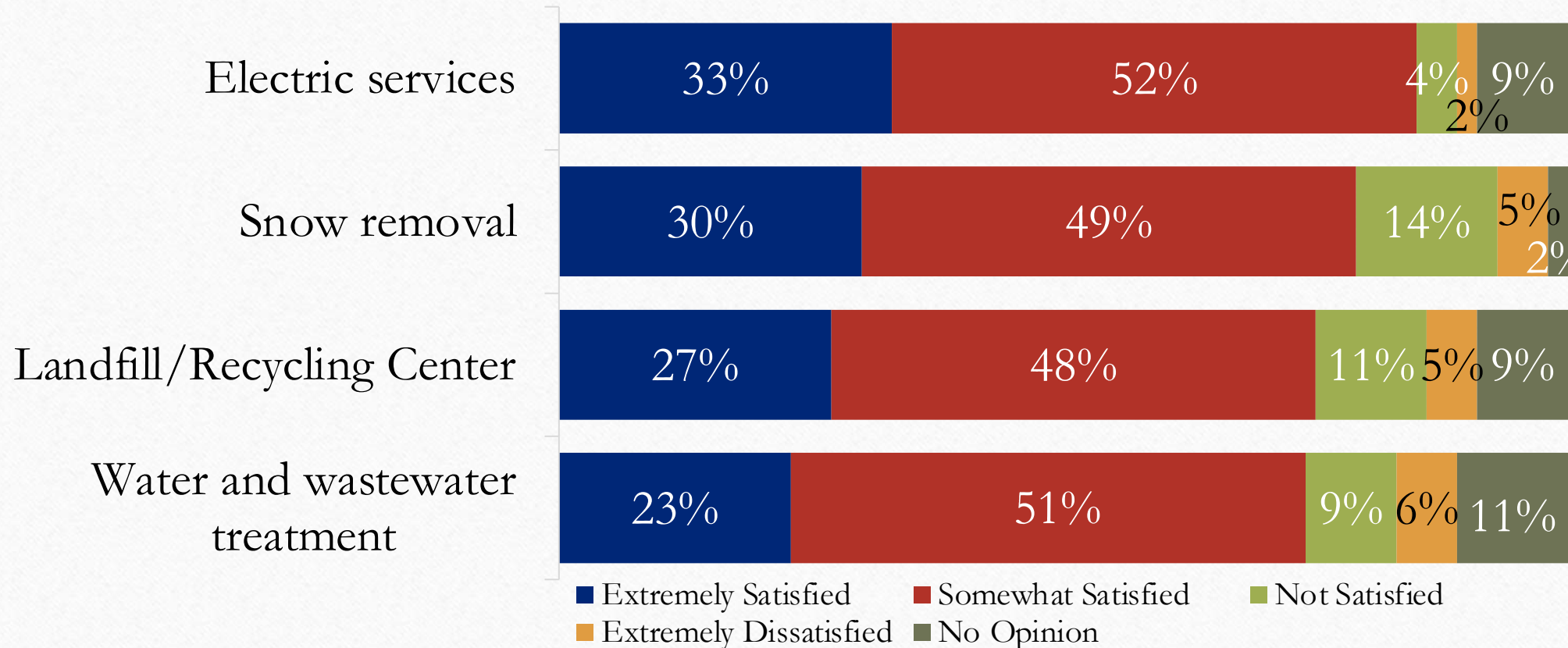


- Extremely Satisfied
- Somewhat Satisfied
- Not Satisfied
- Extremely Dissatisfied
- No Opinion



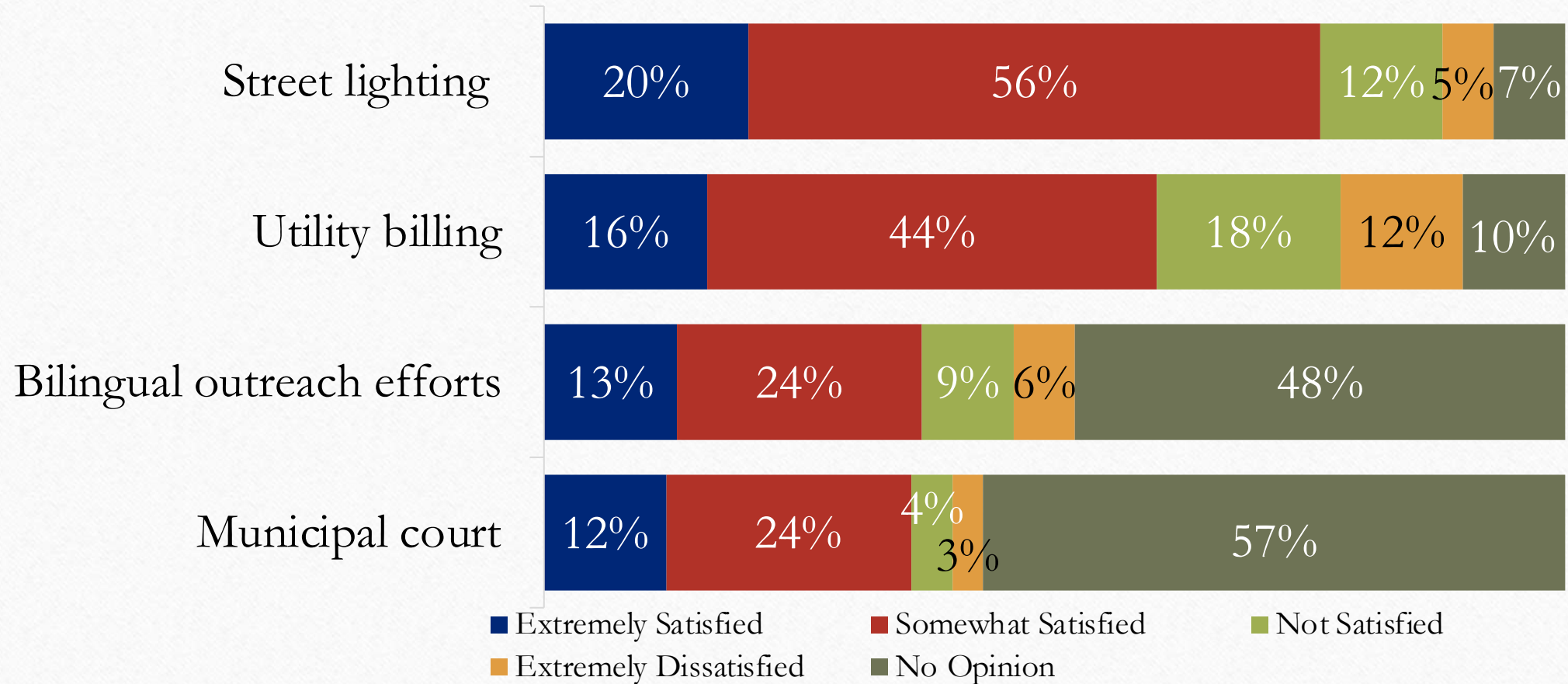
# Resident Satisfaction of City Services

Please indicate your level of satisfaction with the following City services.



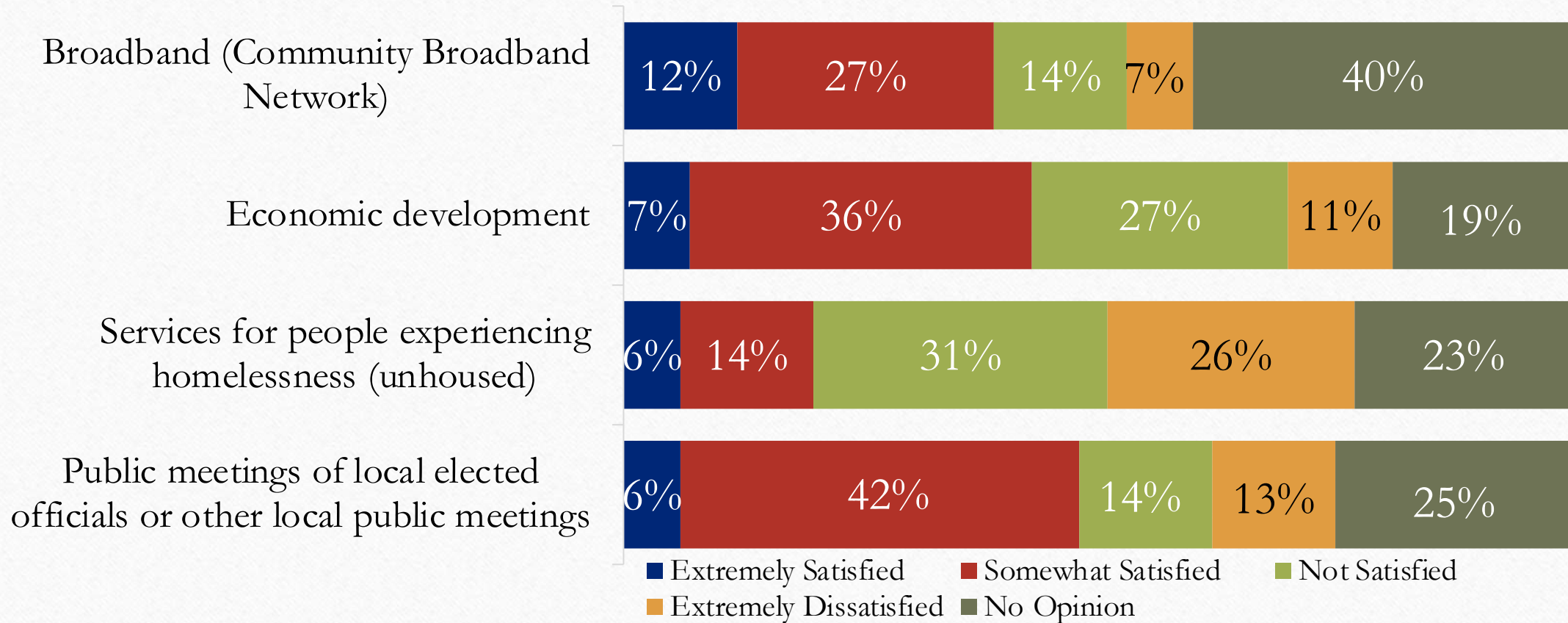
# Resident Satisfaction of City Services

Please indicate your level of satisfaction with the following City services.



# Resident Satisfaction of City Services

Please indicate your level of satisfaction with the following City services.

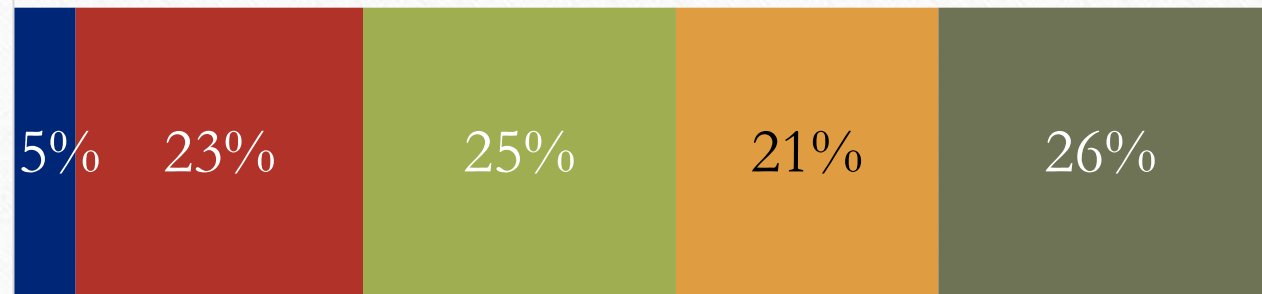




# Resident Satisfaction of City Services

Please indicate your level of satisfaction with the following City services.

Residential and commercial  
permitting, land planning and  
development



Street repair



■ Extremely Satisfied    ■ Somewhat Satisfied    ■ Not Satisfied  
■ Extremely Dissatisfied    ■ No Opinion



# City of Glenwood Springs Community Survey

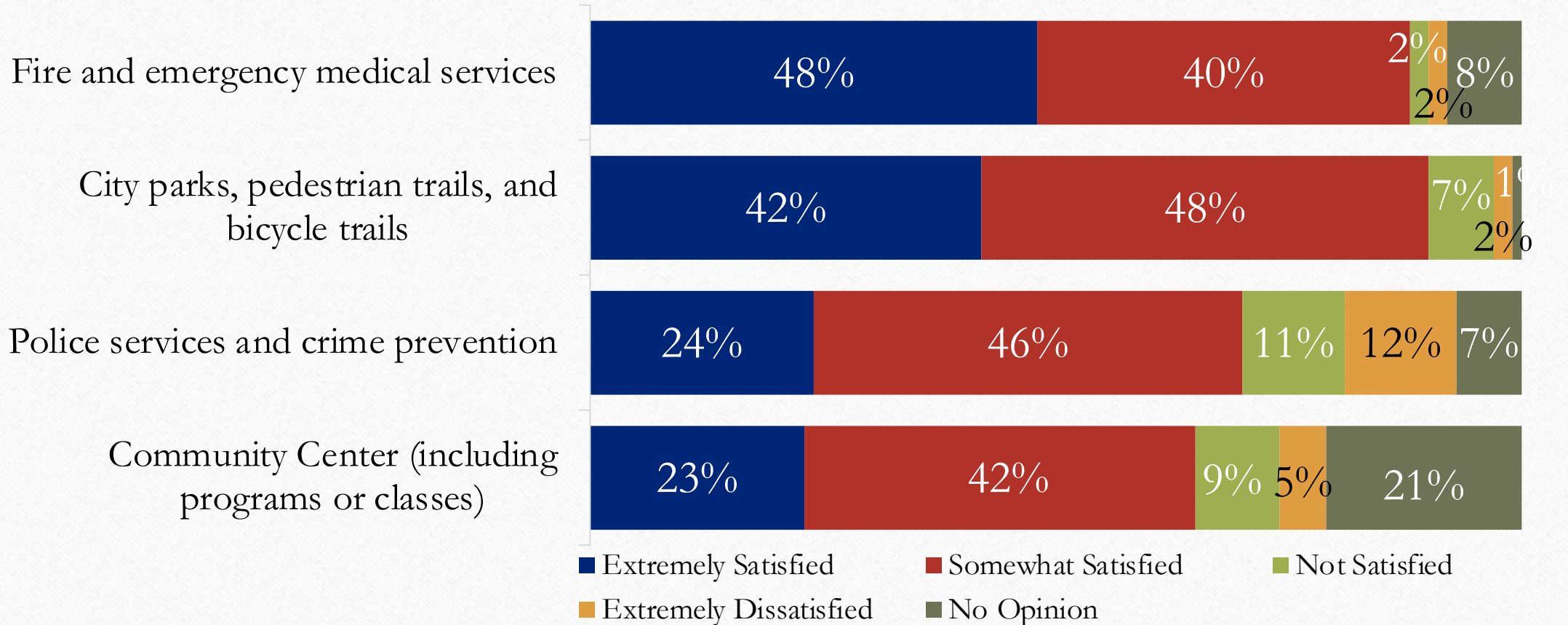
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Resident Satisfaction of  
Public Safety, Parks & Community City  
Services



# Resident Satisfaction of City Services

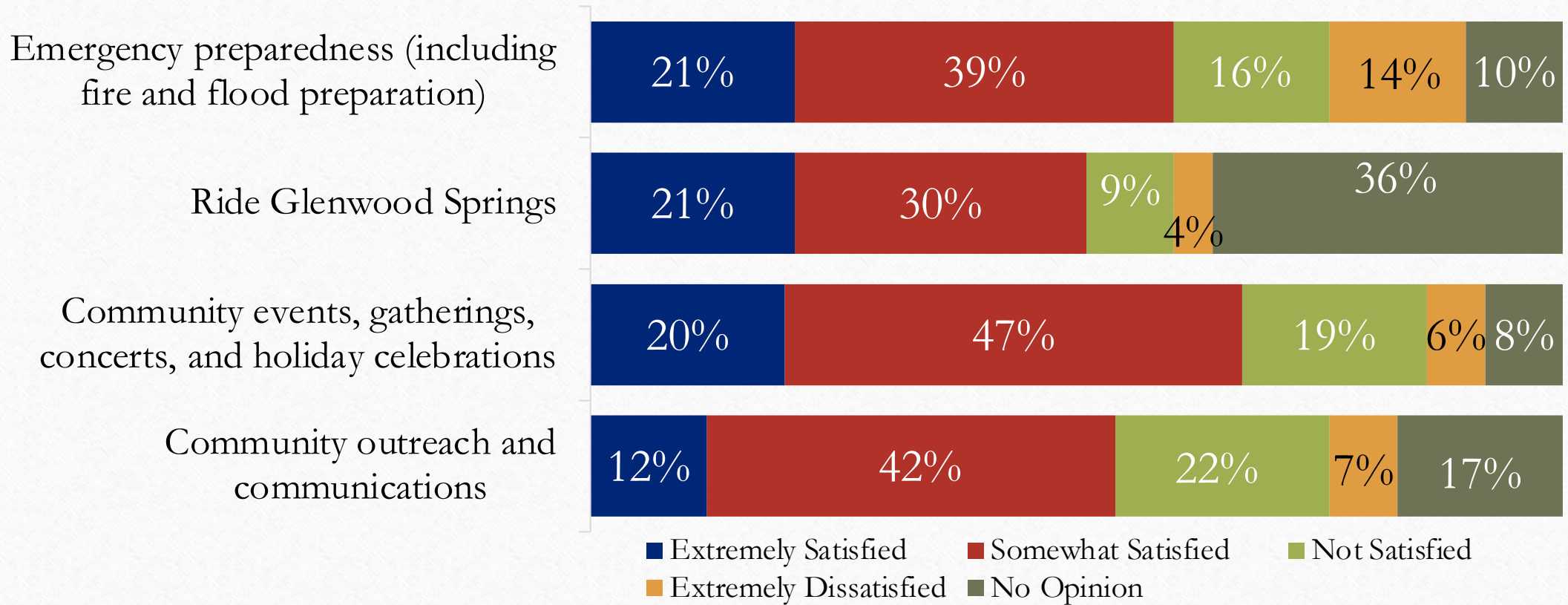
Please indicate your level of satisfaction with the following City services.





# Resident Satisfaction of City Services

Please indicate your level of satisfaction with the following City services.



# City of Glenwood Springs Community Survey

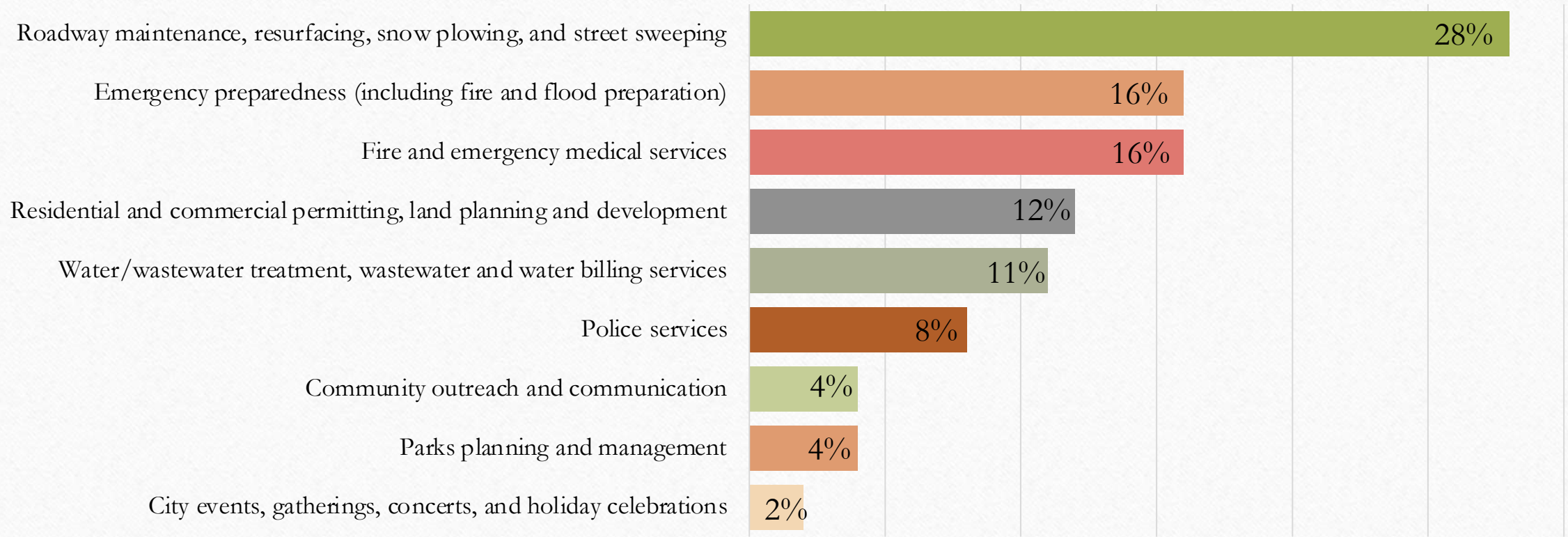
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## Budget Priorities





The City of Glenwood Springs each year makes budget decisions allocating taxpayer dollars toward town services and programs. With that in mind, please rank the following budget items in the order of priority that you would like to see. Ranking a budget item #1 indicates your top priority and ranking a budget item #9 indicates your least or last priority. **Ranked by #1 Choice**



# City of Glenwood Springs Community Survey

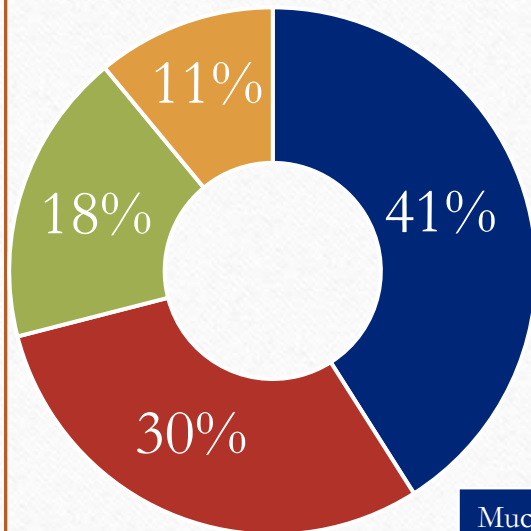
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## Opinion of Residential and Commercial Development



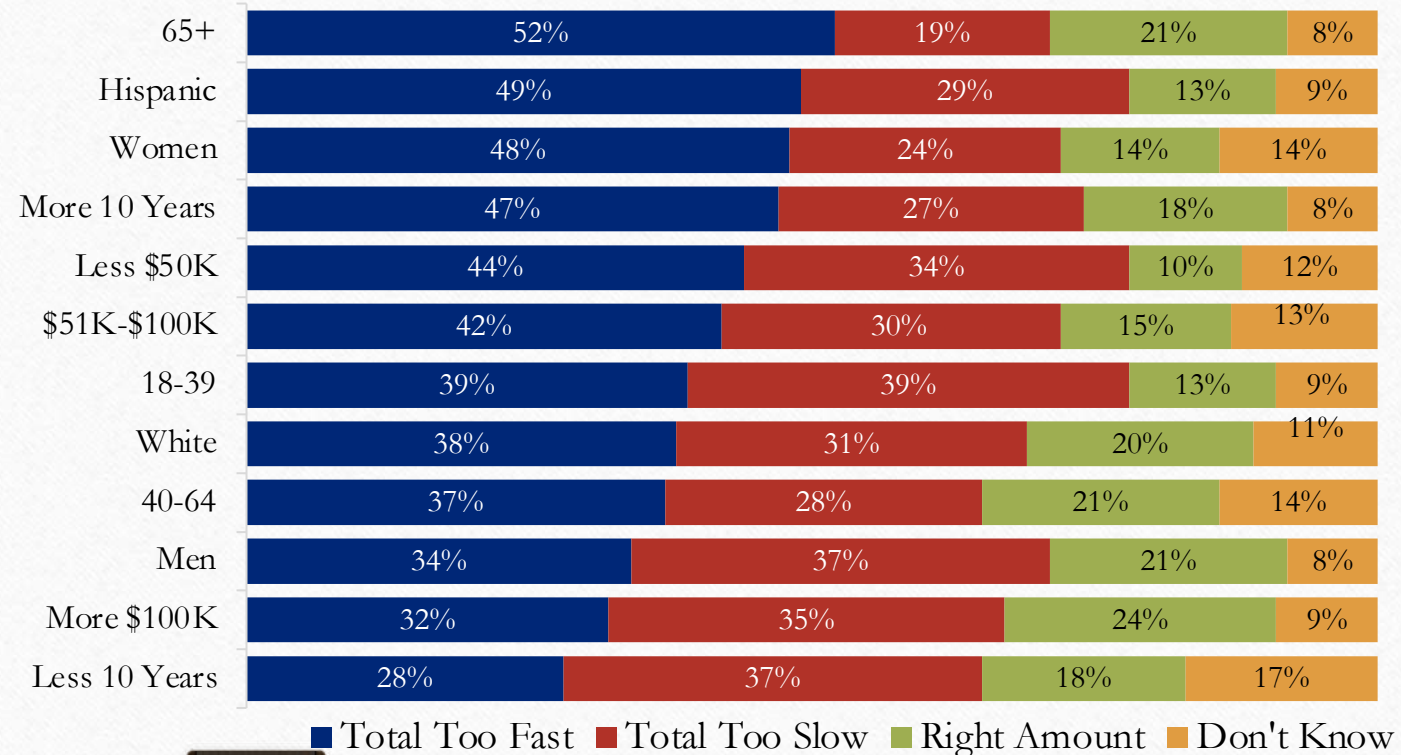


# How would you rate the speed of the development of **new housing for sale** over the past five years in Glenwood Springs?

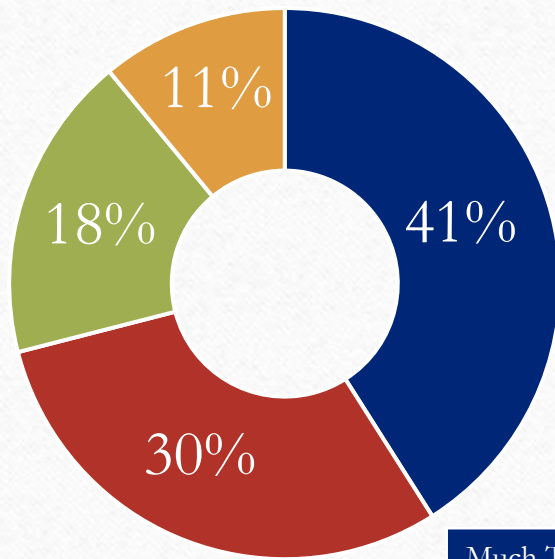


■ Total Too Fast  
■ Total Too Slow  
■ Right Amount  
■ No Opinion

|                   |     |
|-------------------|-----|
| Much Too Fast     | 22% |
| Somewhat Too Fast | 19% |
| Much Too Slow     | 12% |
| Somewhat Too Slow | 18% |

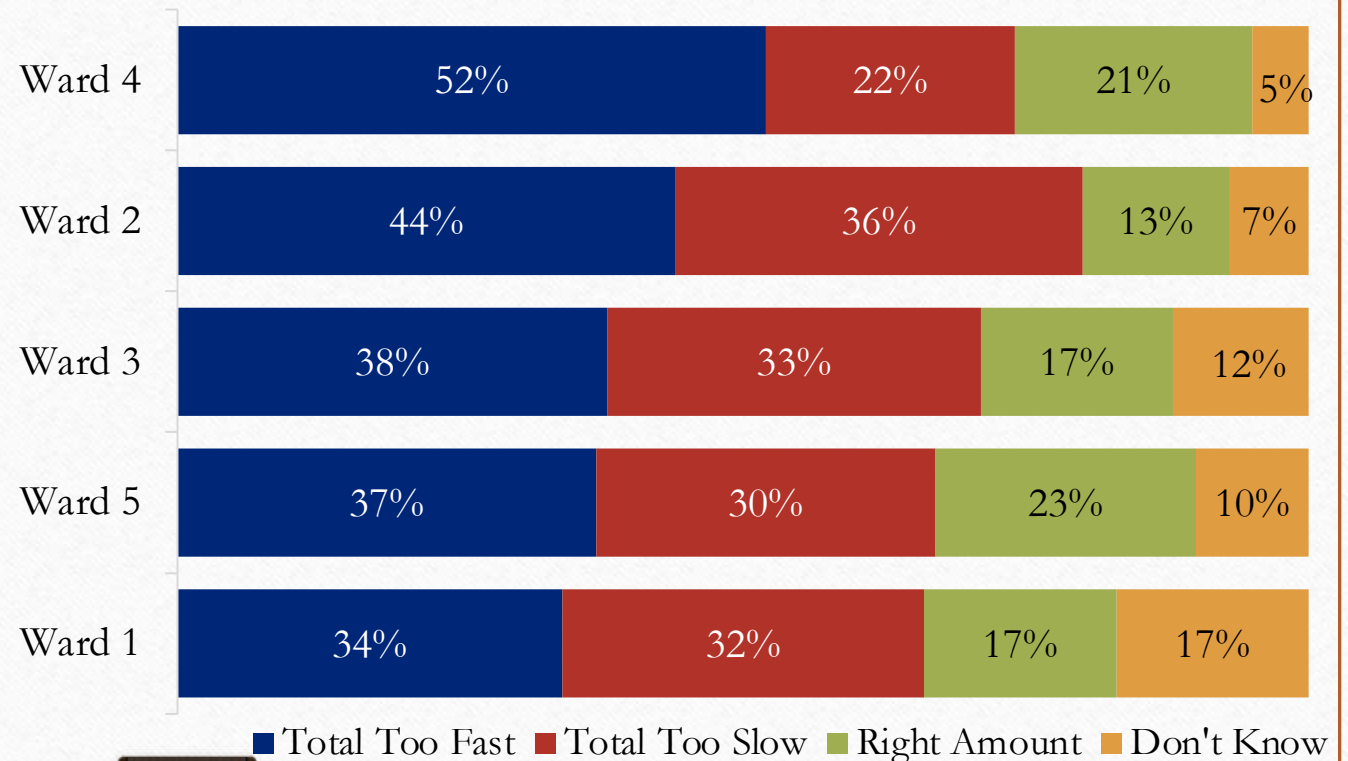


# How would you rate the speed of the development of **new housing for sale** over the past five years in Glenwood Springs?



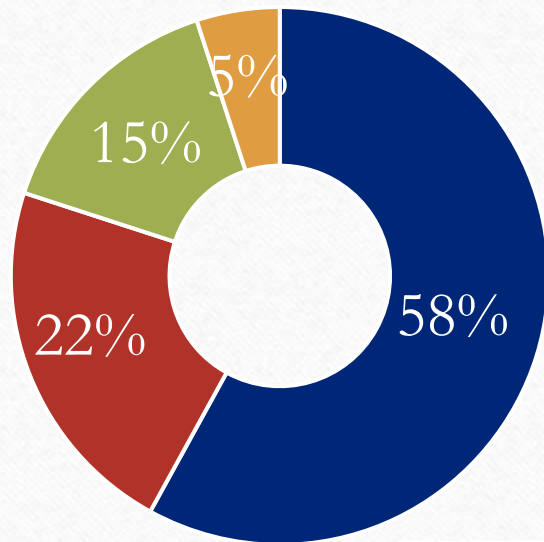
■ Total Too Fast  
 ■ Total Too Slow  
 ■ Right Amount  
 ■ No Opinion

|                   |     |
|-------------------|-----|
| Much Too Fast     | 22% |
| Somewhat Too Fast | 19% |
| Much Too Slow     | 12% |
| Somewhat Too Slow | 18% |



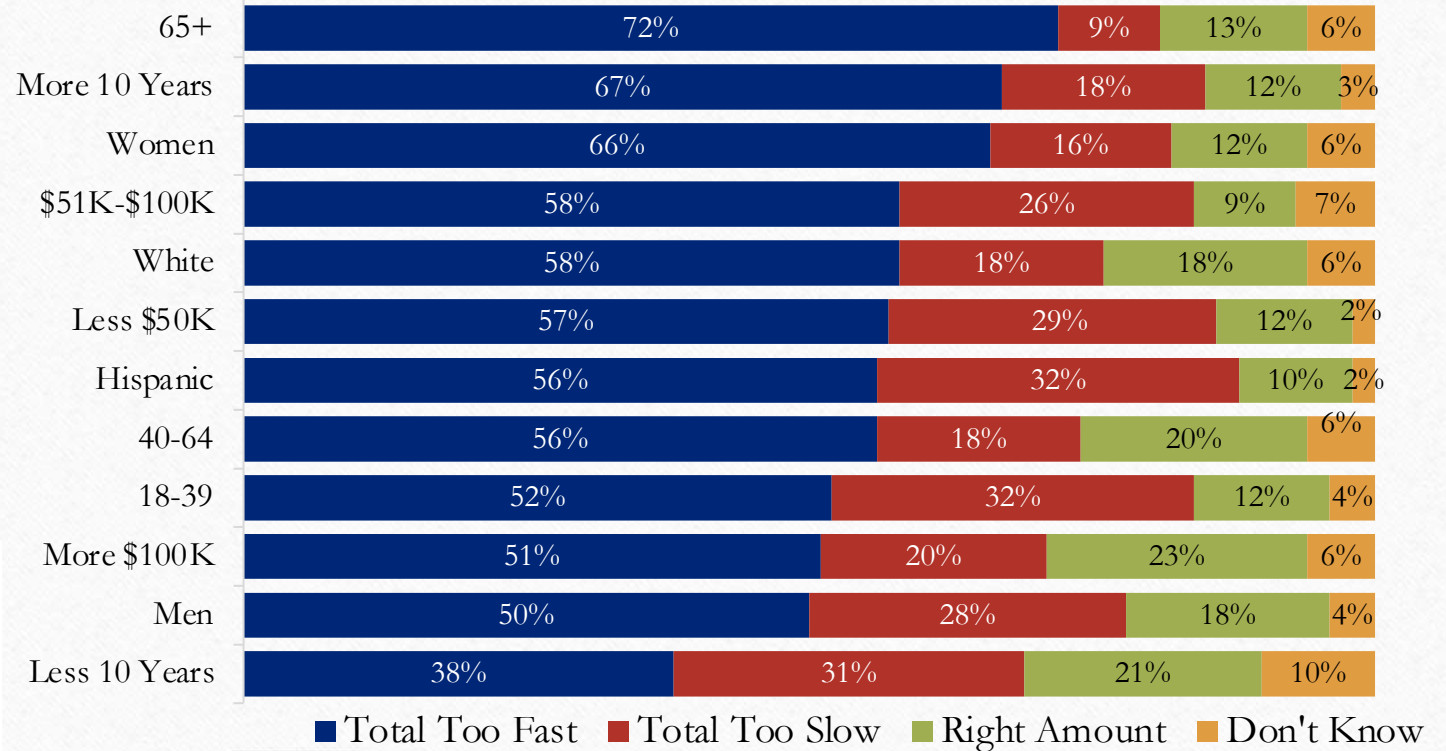


# How would you rate the speed of the development of **new apartments** over the past five years in Glenwood Springs?

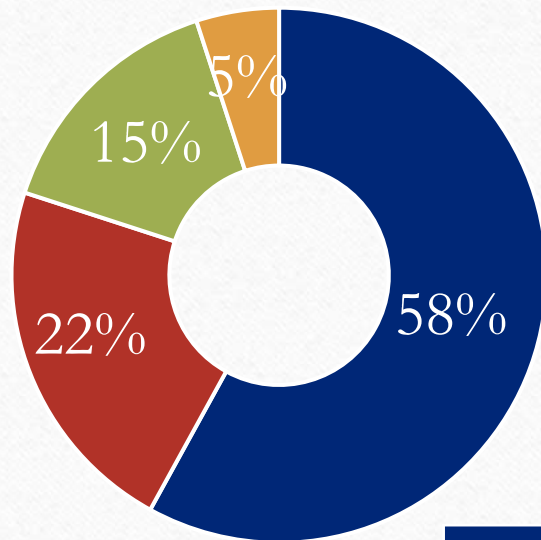


■ Total Too Fast  
■ Total Too Slow  
■ Right Amount  
■ No Opinion

|                   |     |
|-------------------|-----|
| Much Too Fast     | 41% |
| Somewhat Too Fast | 17% |
| Much Too Slow     | 11% |
| Somewhat Too Slow | 11% |

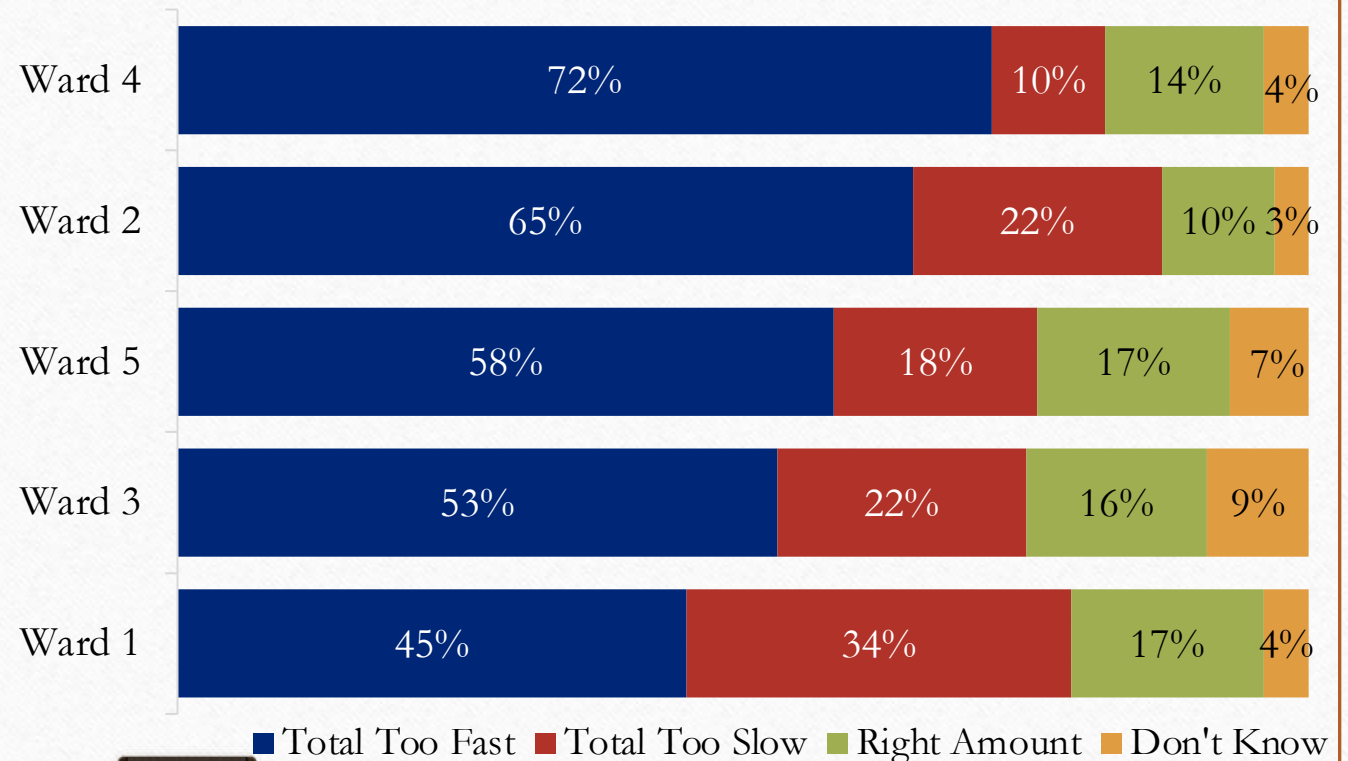


# How would you rate the speed of the development of **new apartments** over the past five years in Glenwood Springs?



■ Total Too Fast  
 ■ Total Too Slow  
 ■ Right Amount  
 ■ No Opinion

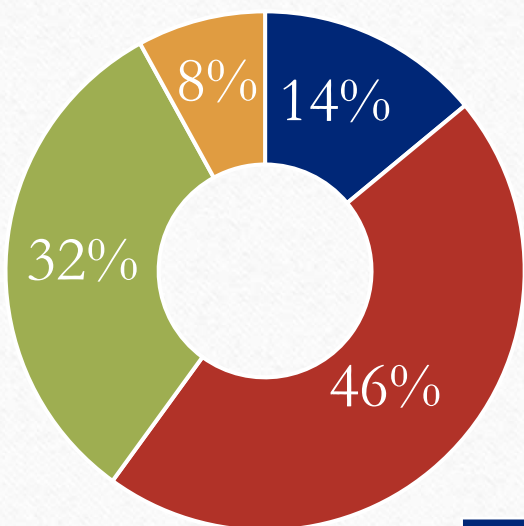
|                   |     |
|-------------------|-----|
| Much Too Fast     | 41% |
| Somewhat Too Fast | 17% |
| Much Too Slow     | 11% |
| Somewhat Too Slow | 11% |



■ Total Too Fast ■ Total Too Slow ■ Right Amount ■ Don't Know

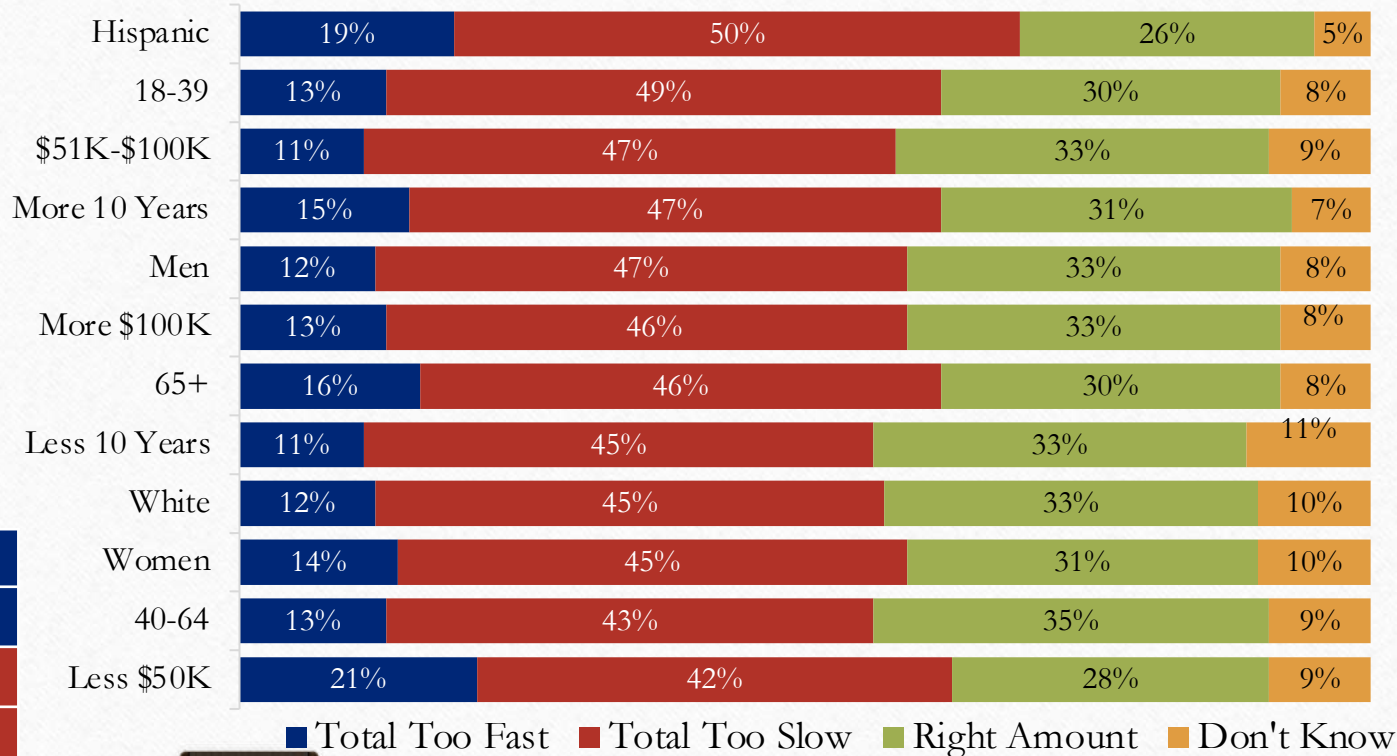


# How would you rate the speed of **retail and commercial growth** over the past five years in Glenwood Springs?

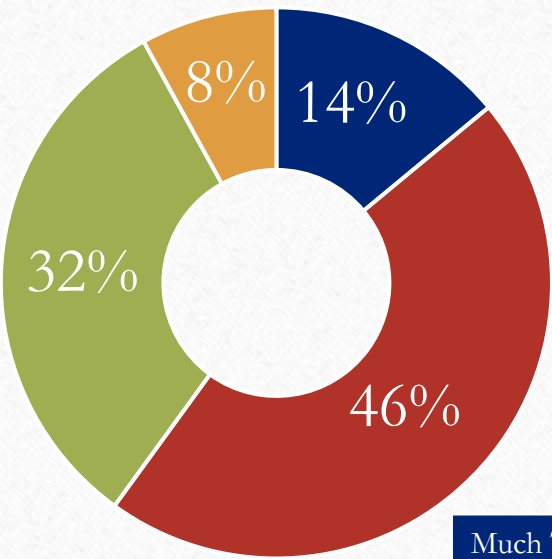


■ Total Too Fast  
■ Total Too Slow  
■ Right Amount  
■ No Opinion

|                   |     |
|-------------------|-----|
| Much Too Fast     | 7%  |
| Somewhat Too Fast | 7%  |
| Much Too Slow     | 15% |
| Somewhat Too Slow | 31% |

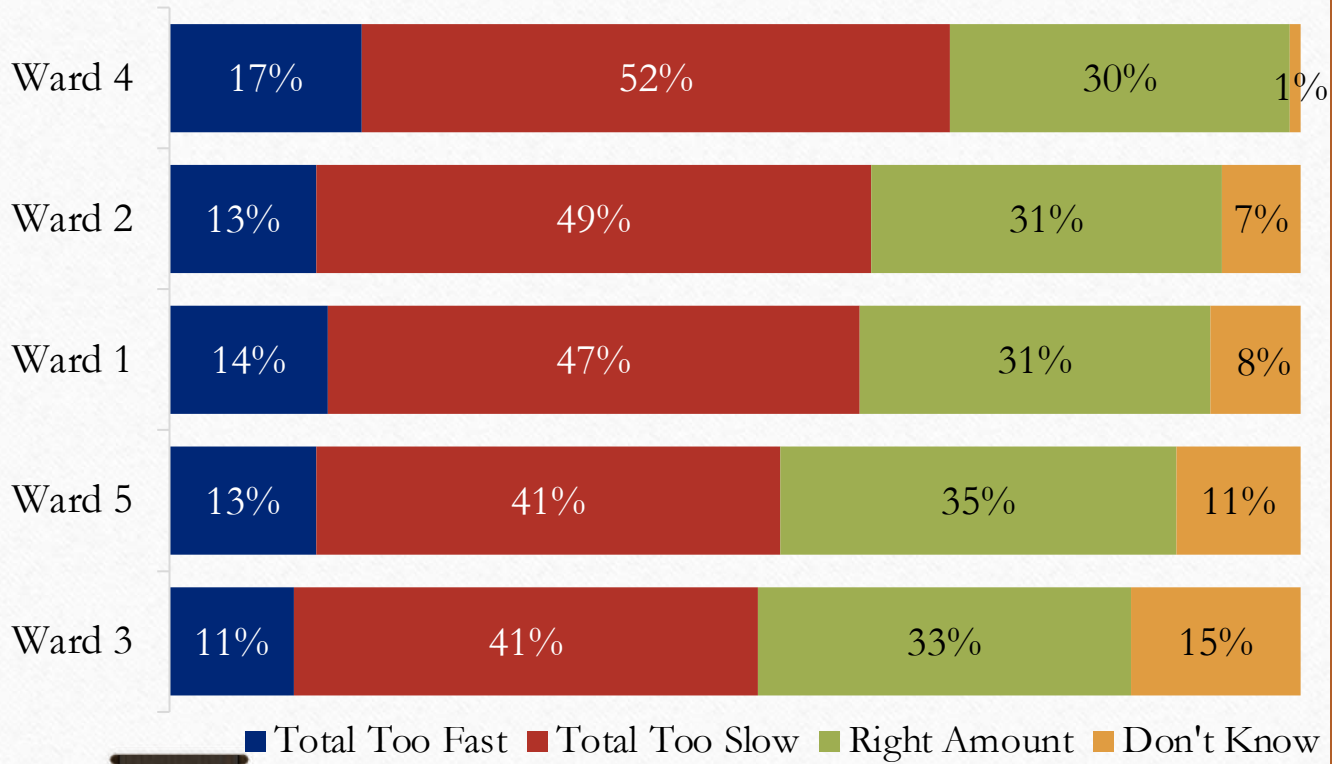


# How would you rate the speed of **retail and commercial growth** over the past five years in Glenwood Springs?



■ Total Too Fast  
■ Total Too Slow  
■ Right Amount  
■ No Opinion

|                   |     |
|-------------------|-----|
| Much Too Fast     | 7%  |
| Somewhat Too Fast | 7%  |
| Much Too Slow     | 15% |
| Somewhat Too Slow | 31% |

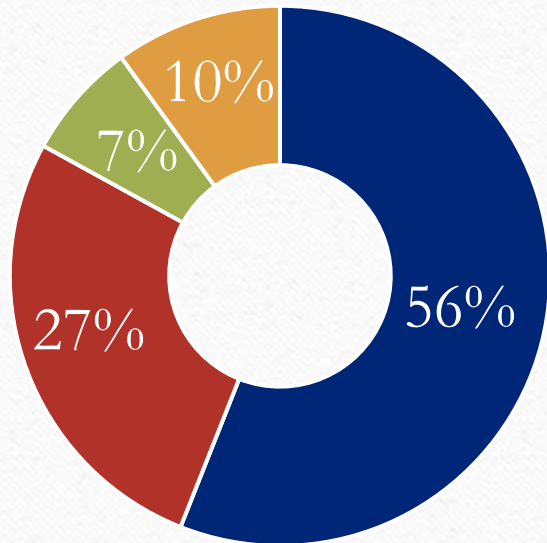


■ Total Too Fast  
 ■ Total Too Slow  
 ■ Right Amount  
 ■ Don't Know

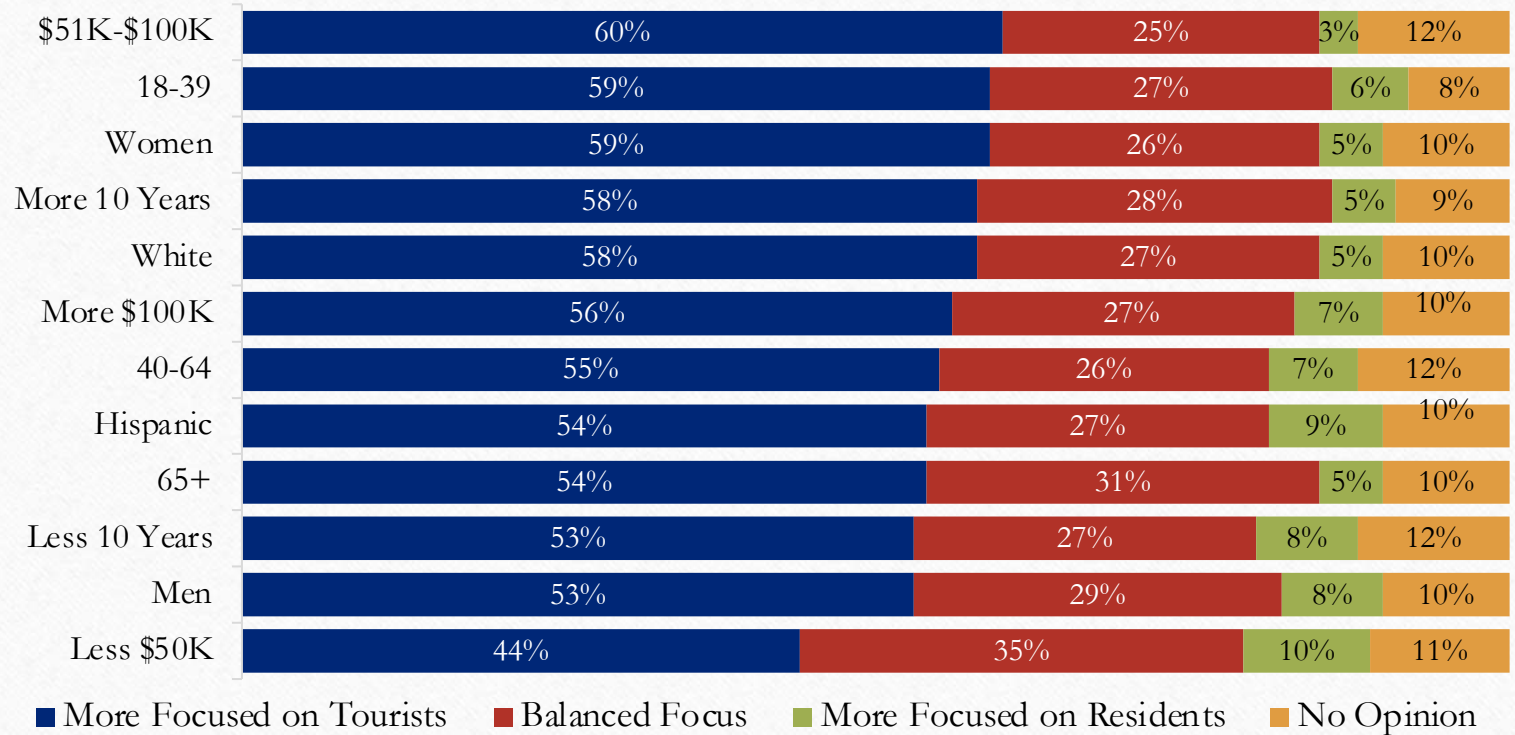




# How do you rate city government's focus on residents versus tourists?

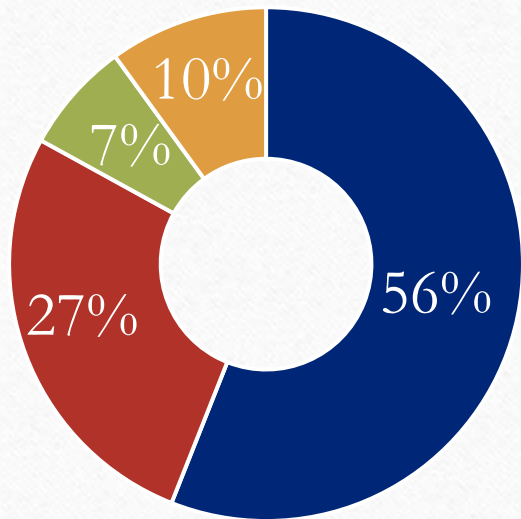


- City More Focused on Tourists
- City Has a Balanced Focus
- City is More Focused on Residents
- No Opinion

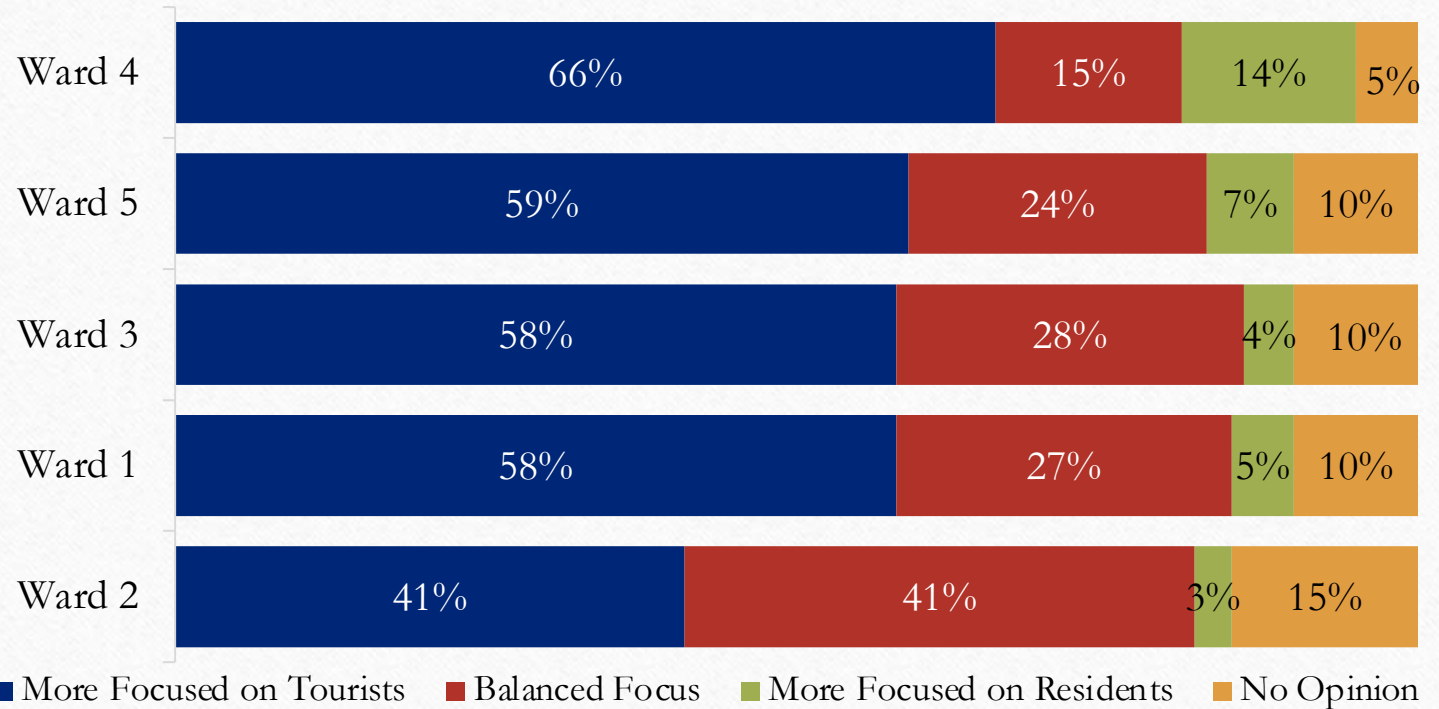


- More Focused on Tourists
- Balanced Focus
- More Focused on Residents
- No Opinion

# How do you rate city government's focus on residents versus tourists?



- City More Focused on Tourists
- City Has a Balanced Focus
- City More Focused on Residents
- No Opinion



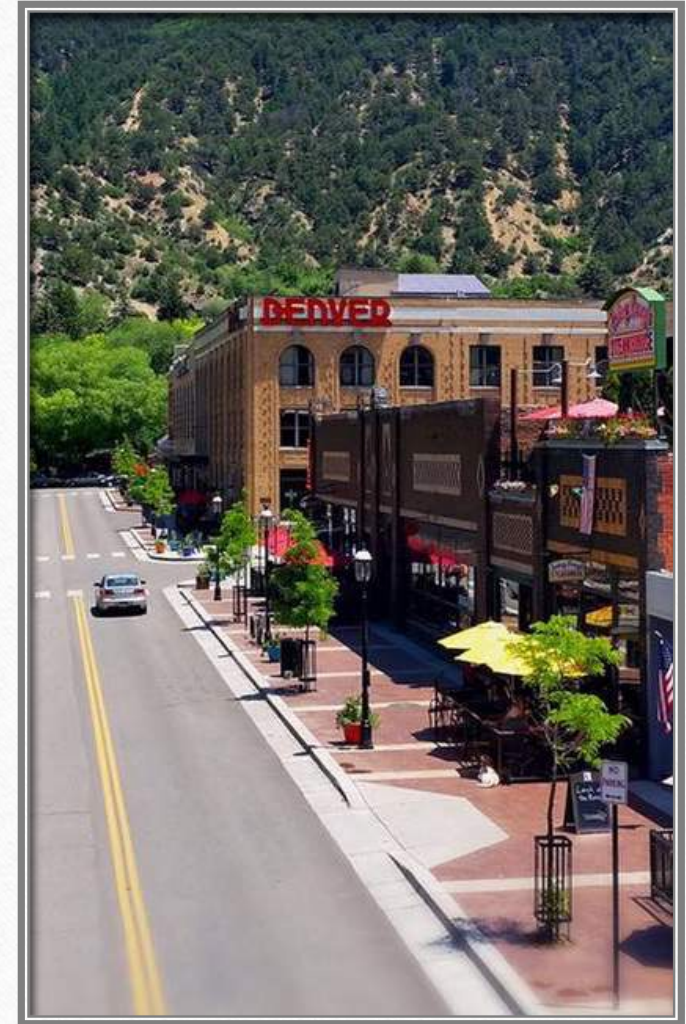
- More Focused on Tourists
- Balanced Focus
- More Focused on Residents
- No Opinion



# City of Glenwood Springs Community Survey

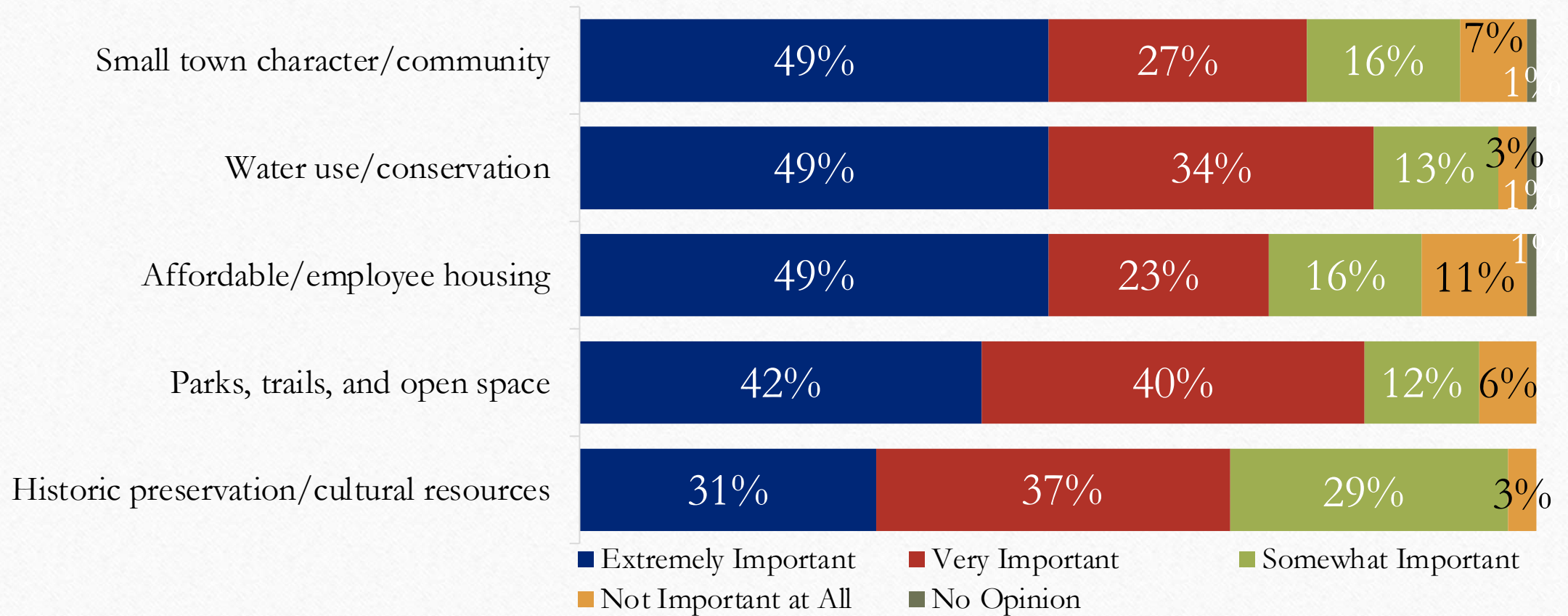
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## Importance of Land Use and Planning Issues



# Importance of Land Use and Planning Issues

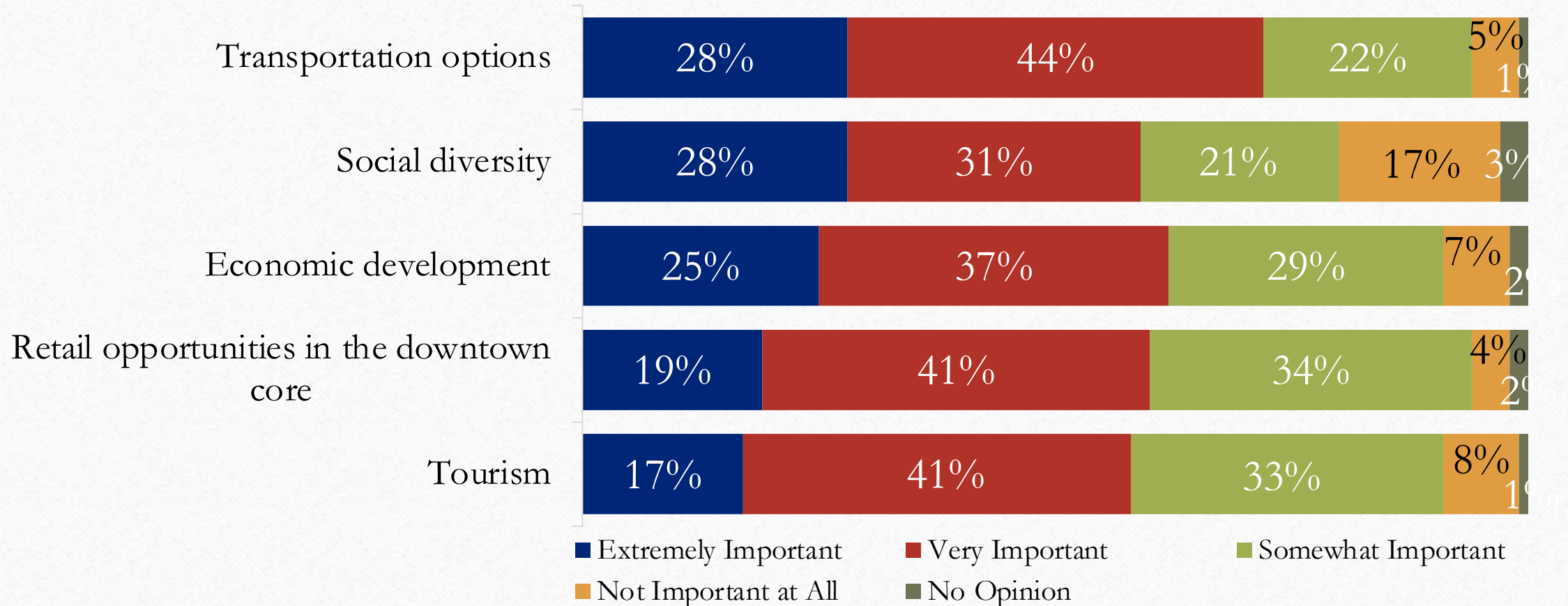
Please indicate the importance of the following land use and planning issues.





# Importance of Land Use and Planning Issues

Please indicate the importance of the following land use and planning issues.



# City of Glenwood Springs Community Survey

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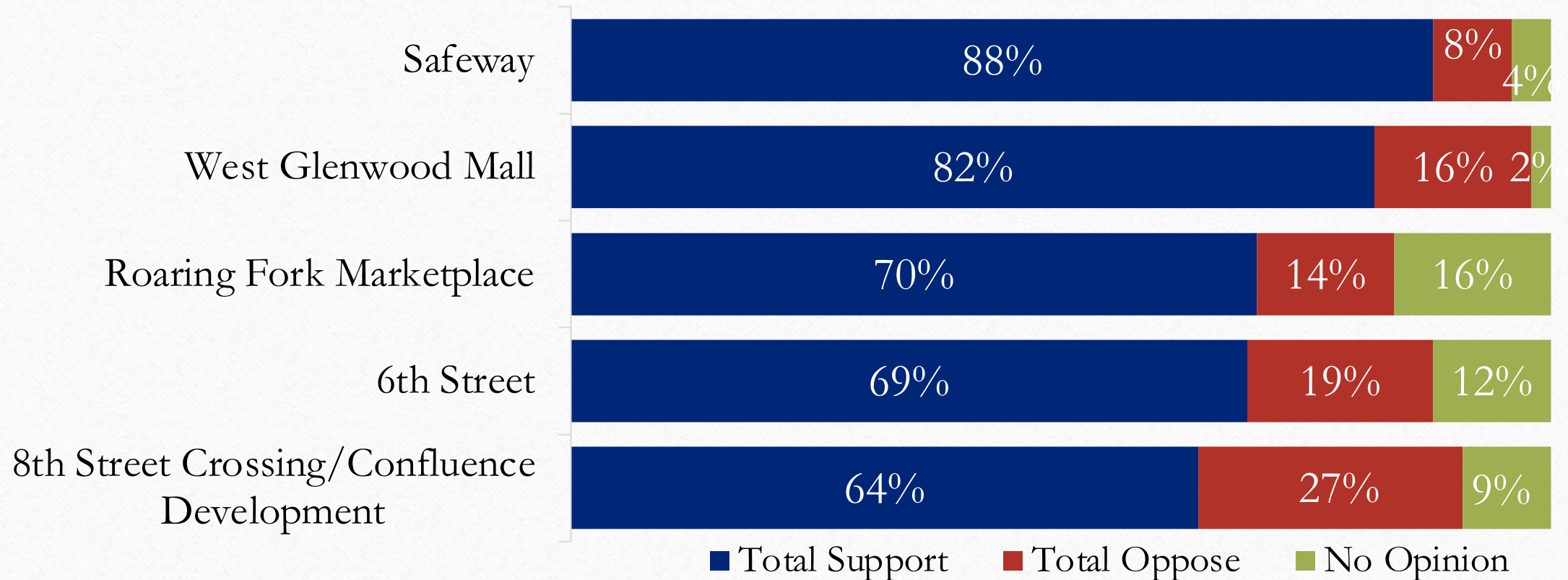
## Opinion of Potential Redevelopment in Retail and Commercial Areas





# Opinion of Retail and Commercial Redevelopment

Do you support or oppose the potential redevelopment of the following retail and commercial areas in Glenwood Springs?



# City of Glenwood Springs Community Survey

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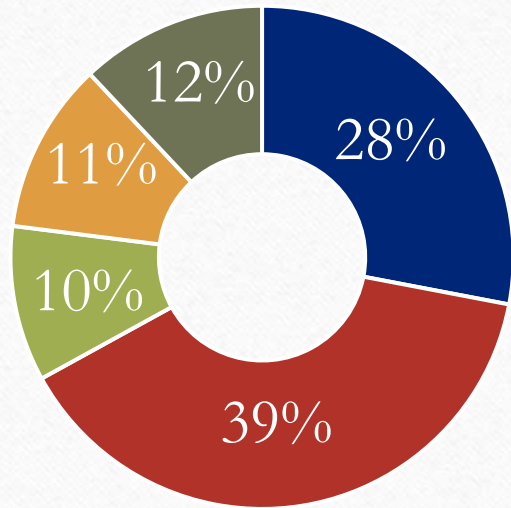
## Police and Public Safety Questions



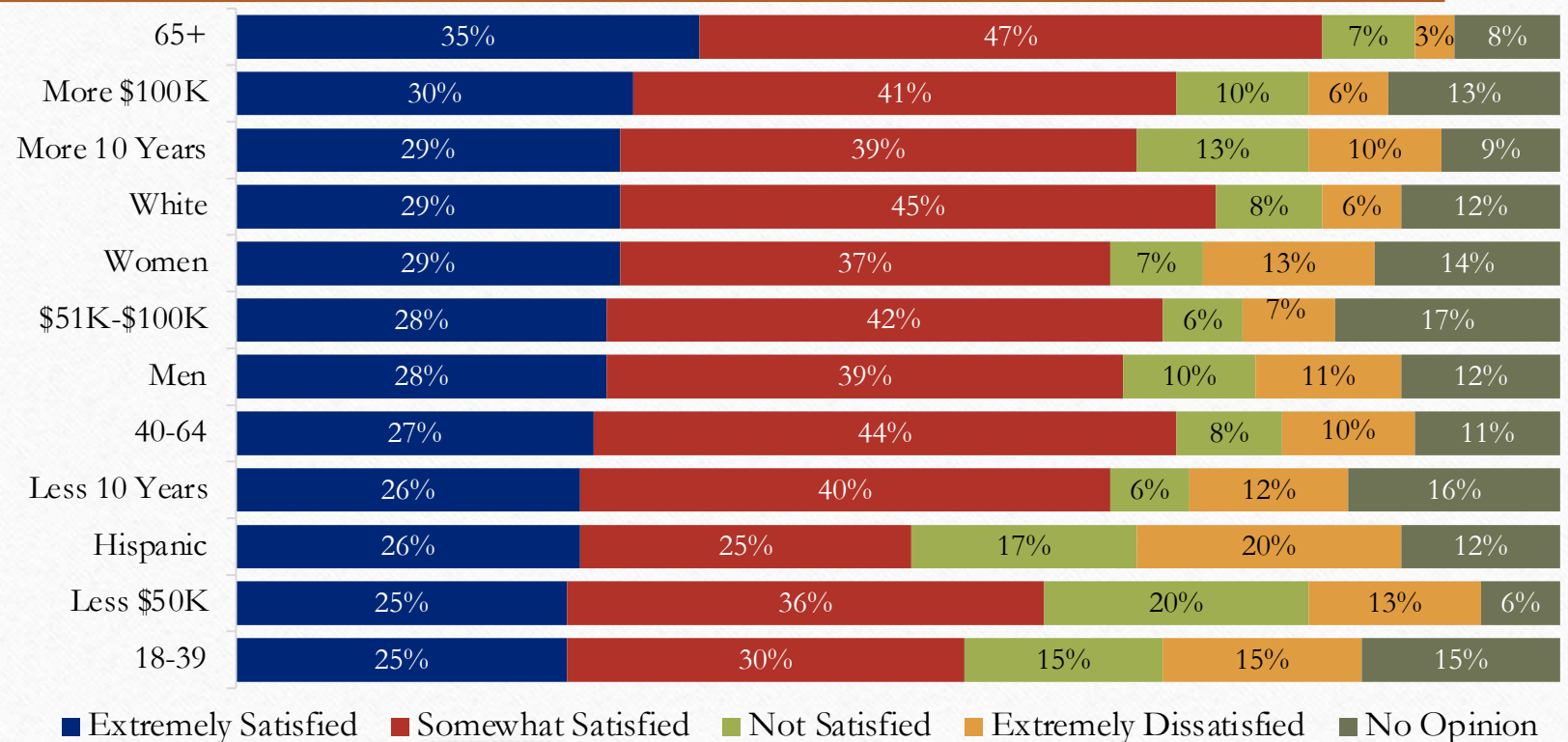


# Police and Public Safety Questions

Please indicate your level of satisfaction with the following aspects of public safety in Glenwood Springs.  
**The overall performance of the Glenwood Springs Police Department**



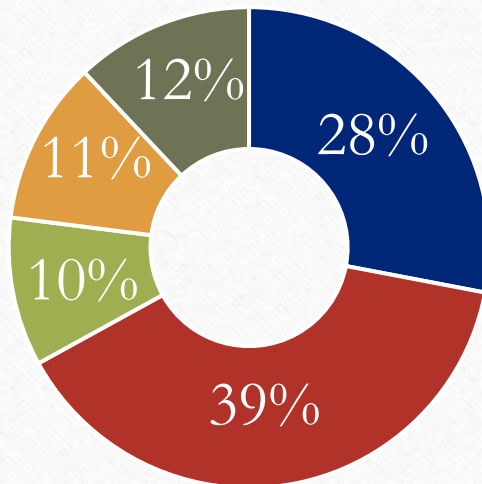
■ Extremely Satisfied  
 ■ Somewhat Satisfied  
 ■ Not Satisfied  
 ■ Extremely Dissatisfied  
 ■ No Opinion



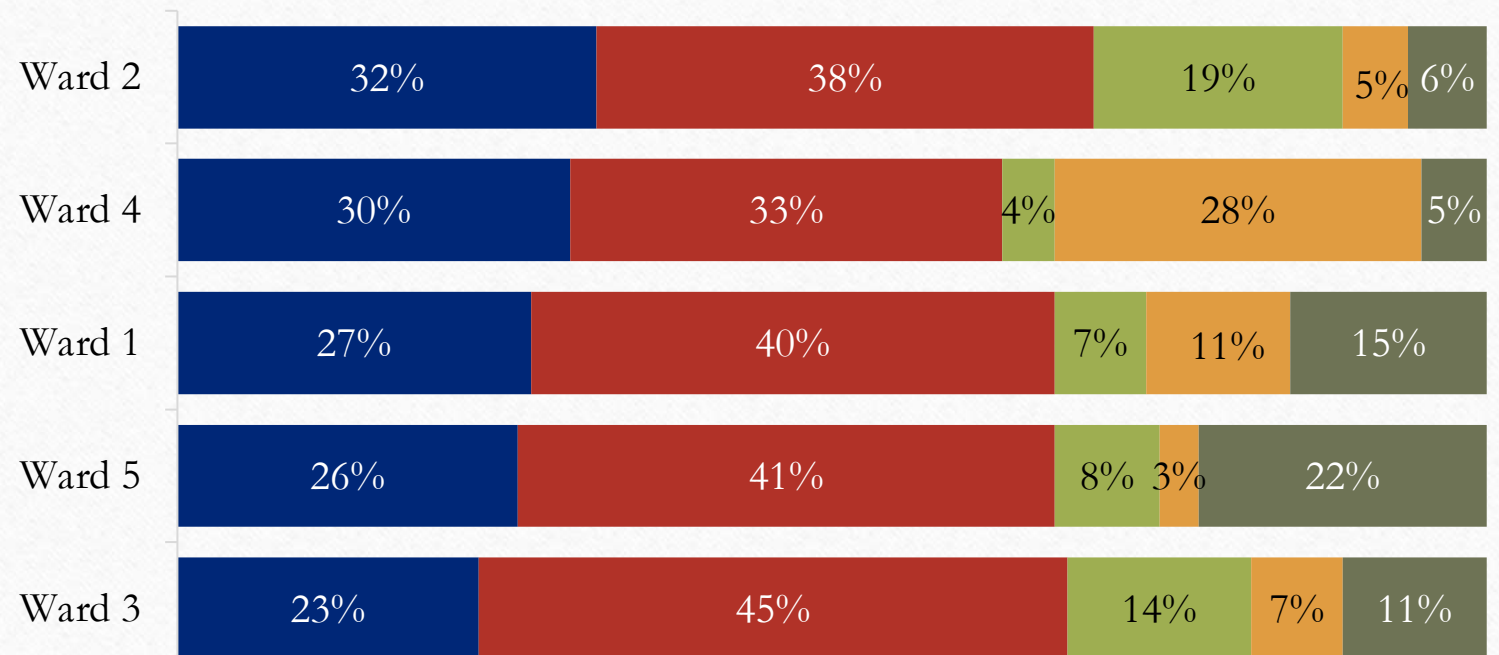
# Police and Public Safety Questions

Please indicate your level of satisfaction with the following aspects of public safety in Glenwood Springs.

## The overall performance of the Glenwood Springs Police Department



- Extremely Satisfied
- Somewhat Satisfied
- Not Satisfied
- Extremely Dissatisfied
- No Opinion



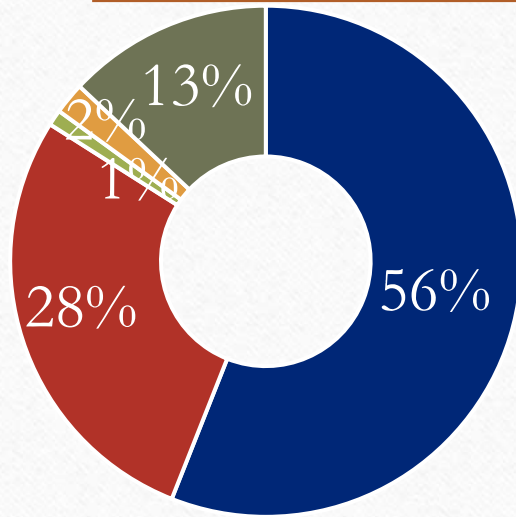
- Extremely Satisfied
- Somewhat Satisfied
- Not Satisfied
- Extremely Dissatisfied
- No Opinion



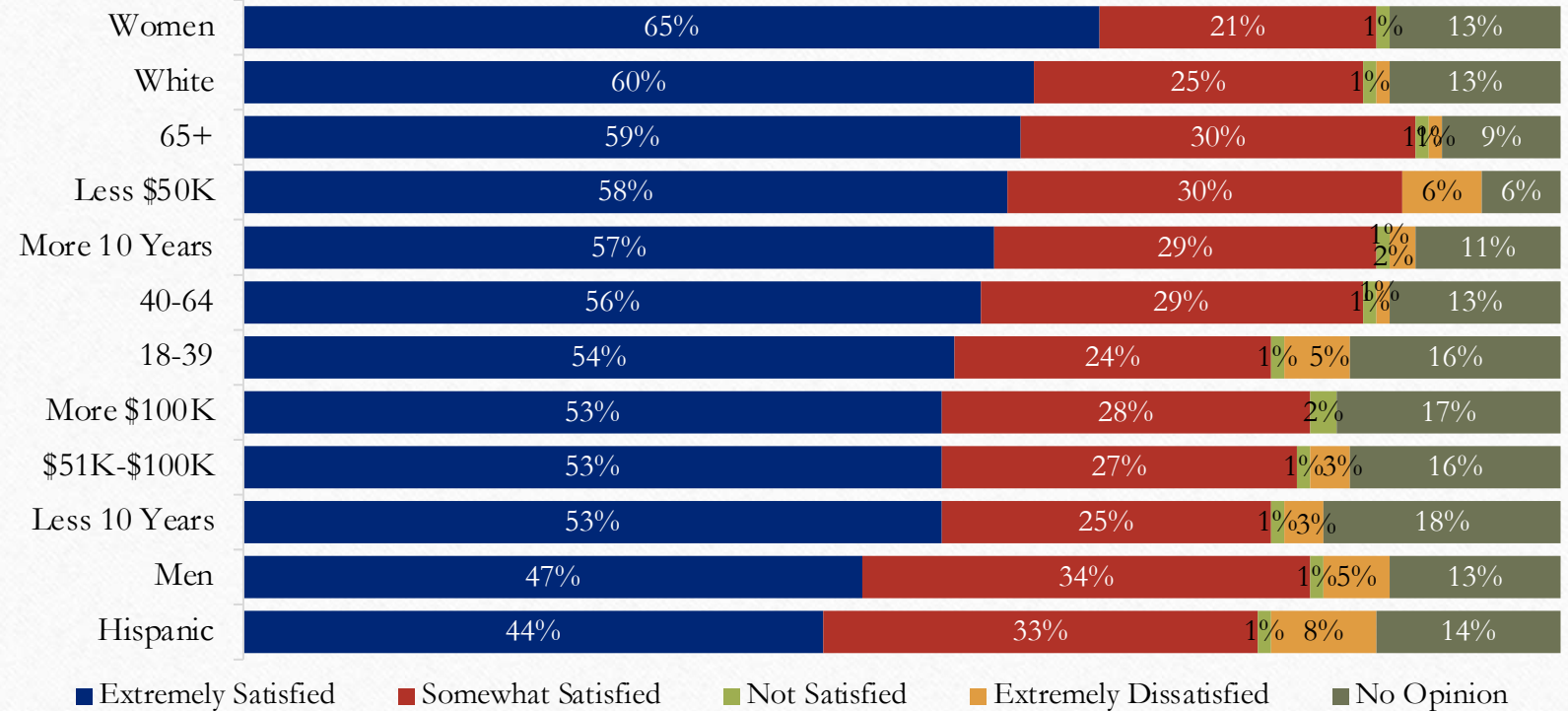
# Police and Public Safety Questions

Please indicate your level of satisfaction with the following aspects of public safety in Glenwood Springs.

## The overall performance of the Glenwood Springs Fire Department



- Extremely Satisfied
- Somewhat Satisfied
- Not Satisfied
- Extremely Dissatisfied
- No Opinion

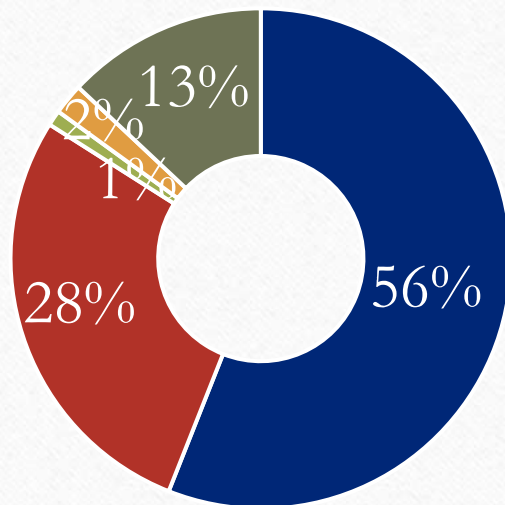


- Extremely Satisfied
- Somewhat Satisfied
- Not Satisfied
- Extremely Dissatisfied
- No Opinion

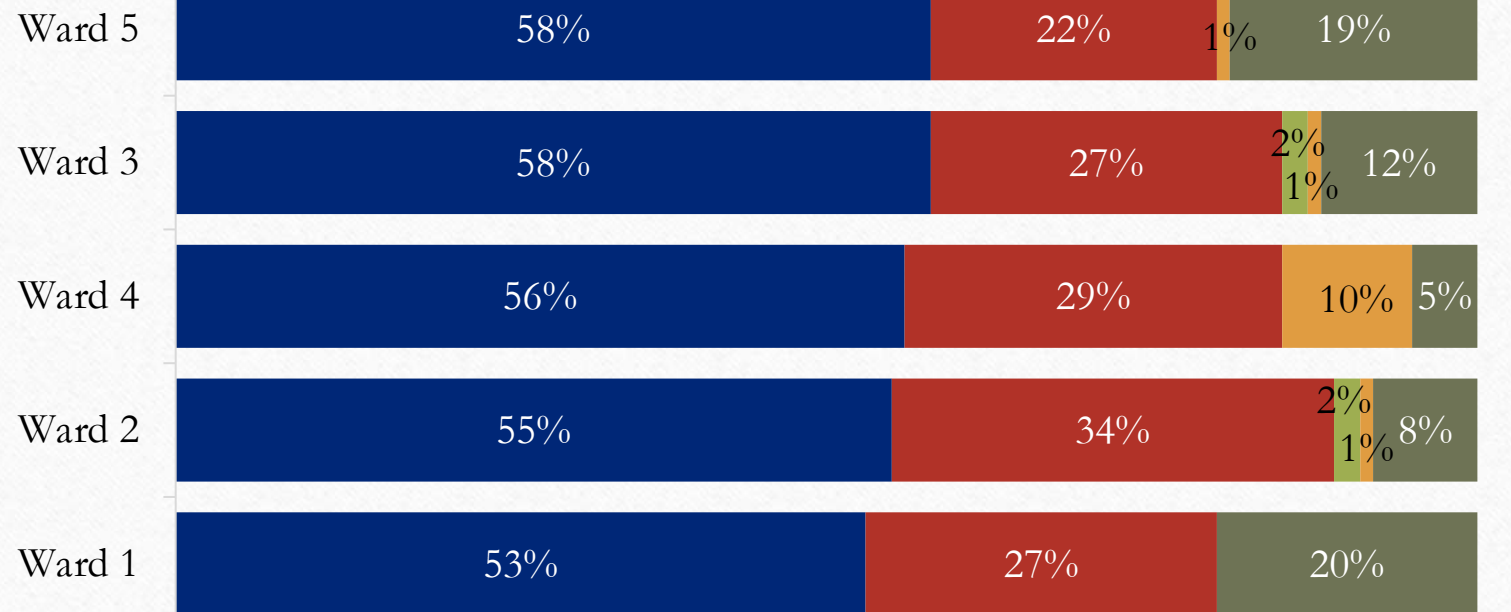
# Police and Public Safety Questions

Please indicate your level of satisfaction with the following aspects of public safety in Glenwood Springs.

## The overall performance of the Glenwood Springs Fire Department



■ Extremely Satisfied  
 ■ Somewhat Satisfied  
 ■ Not Satisfied  
 ■ Extremely Dissatisfied  
 ■ No Opinion

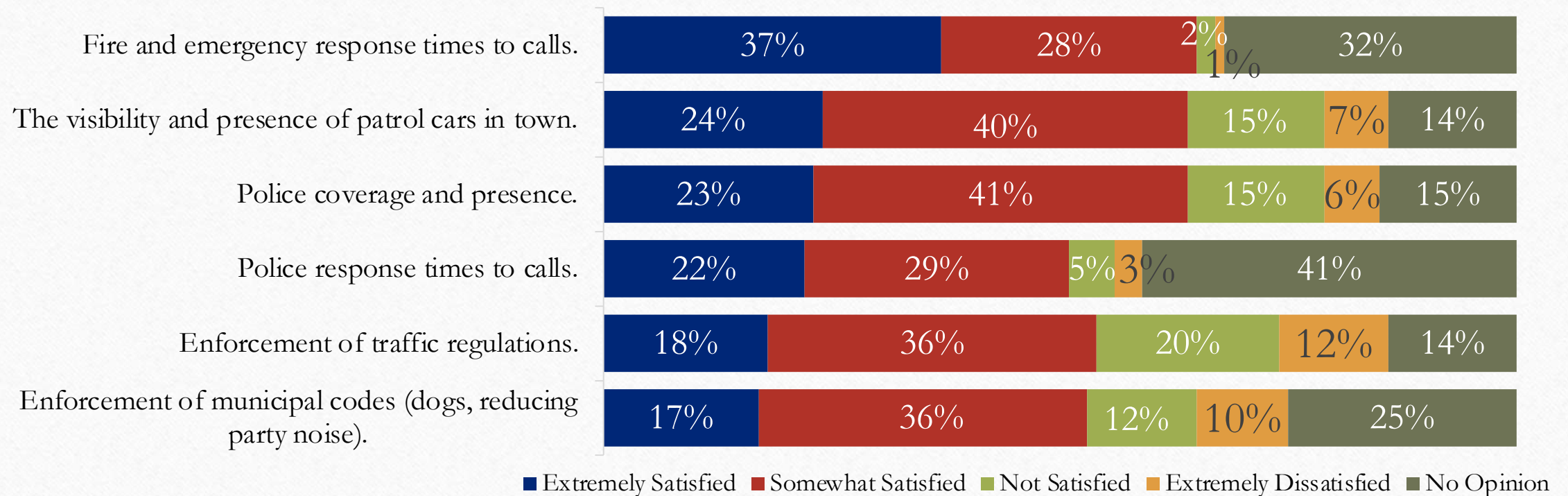


■ Extremely Satisfied   ■ Somewhat Satisfied   ■ Not Satisfied   ■ Extremely Dissatisfied   ■ No Opinion

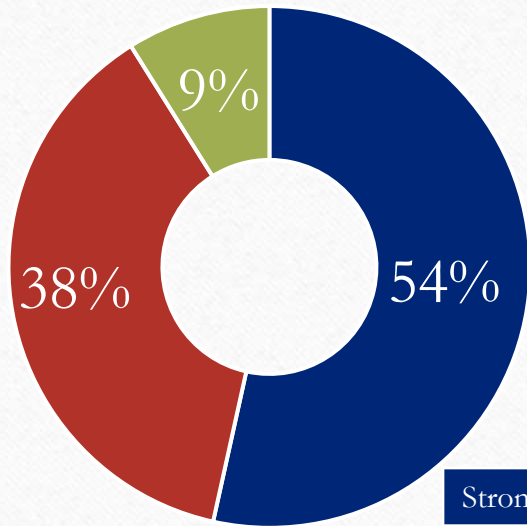


# Police and Public Safety Questions

Please indicate your level of satisfaction with the following aspects of public safety in Glenwood Springs.

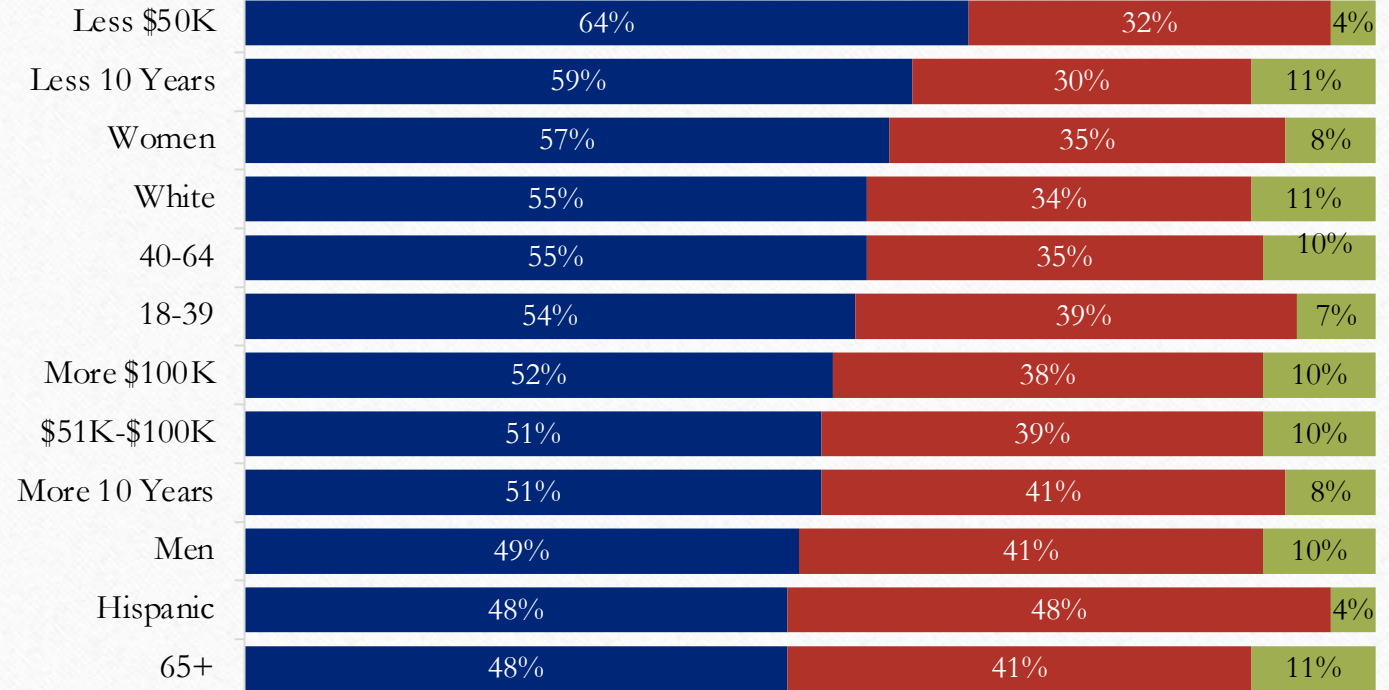


Do you agree or disagree with the following statement?  
 “The City of Glenwood Springs is well prepared to respond to an emergency situation such as a wildfire or flood.”



■ Total Agree  
 ■ Total Disagree  
 ■ Unsure or No Opinion

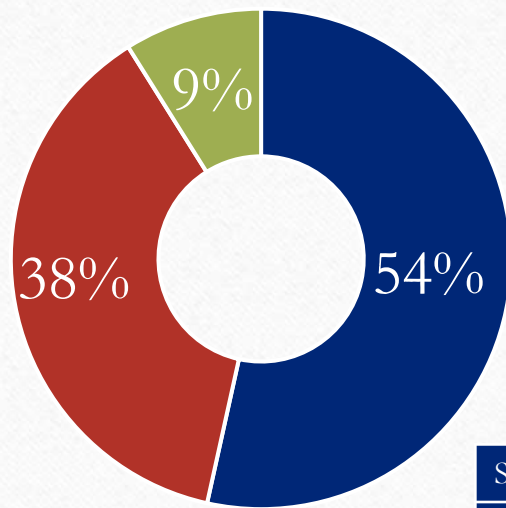
|                   |     |
|-------------------|-----|
| Strongly Agree    | 16% |
| Somewhat Agree    | 38% |
| Strongly Disagree | 21% |
| Somewhat Disagree | 17% |



■ Total Agree ■ Total Disagree ■ Unsure or No Opinion

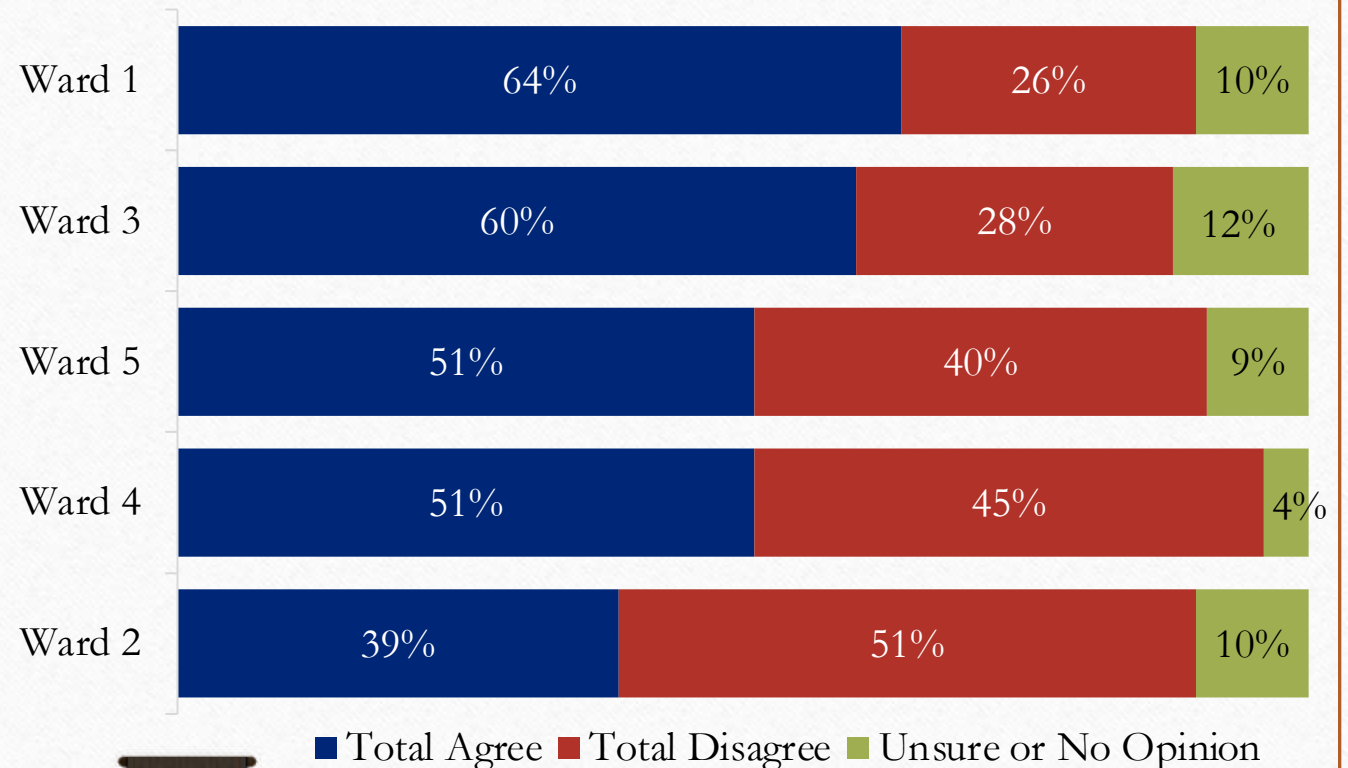


Do you agree or disagree with the following statement?  
 “The City of Glenwood Springs is well prepared to respond to an emergency situation such as a wildfire or flood.”



■ Total Agree  
 ■ Total Disagree  
 ■ Unsure or No Opinion

|                   |     |
|-------------------|-----|
| Strongly Agree    | 16% |
| Somewhat Agree    | 38% |
| Strongly Disagree | 21% |
| Somewhat Disagree | 17% |



# City of Glenwood Springs Community Survey

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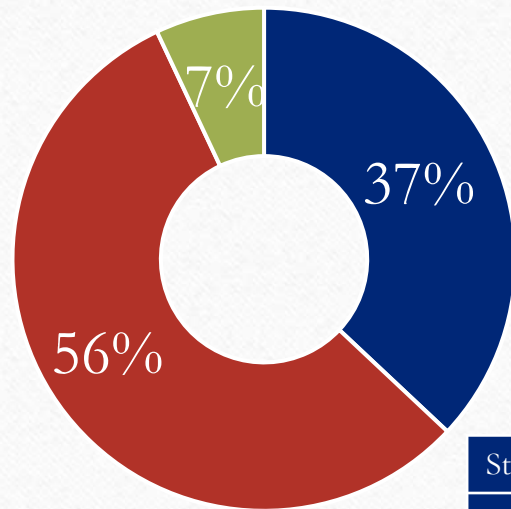
## Questions About City Communications





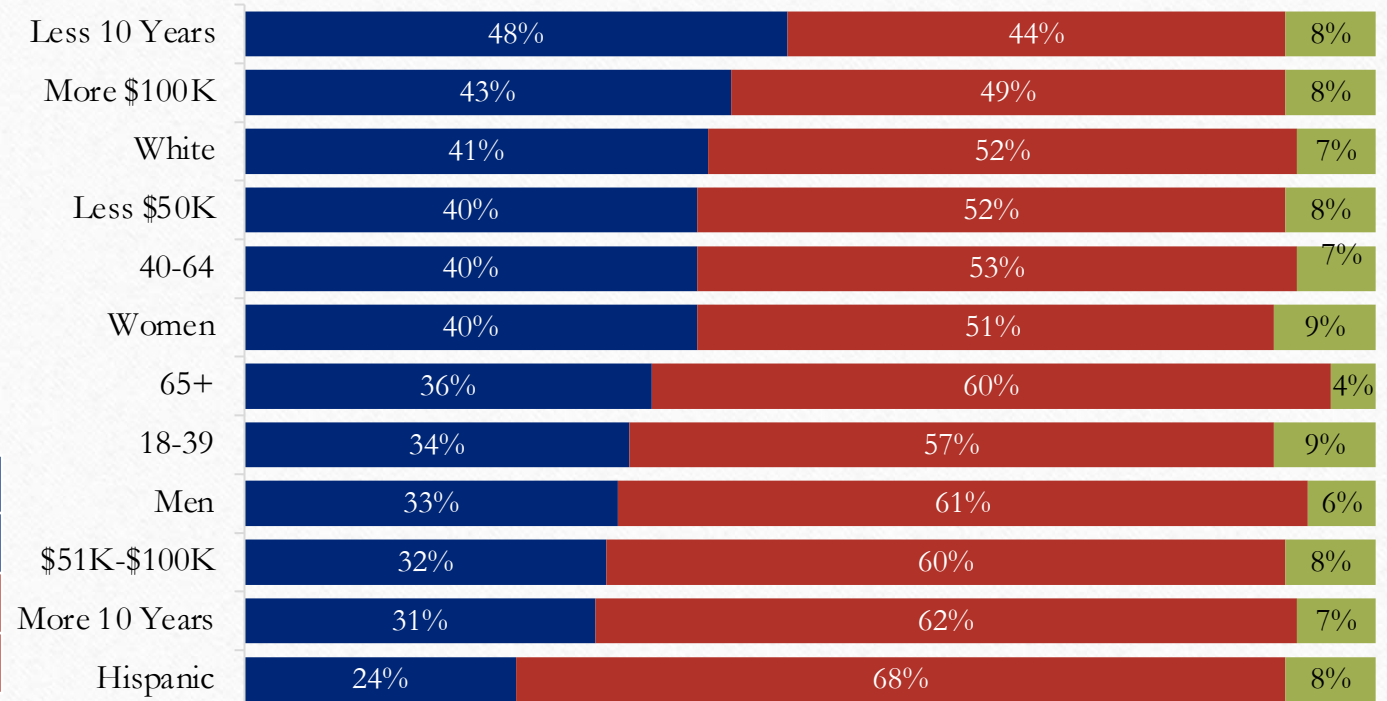
# Do you agree or disagree with the following statement?

## “The City of Glenwood Springs takes resident input into consideration when making decisions.”



■ Total Agree  
■ Total Disagree  
■ Unsure or No Opinion

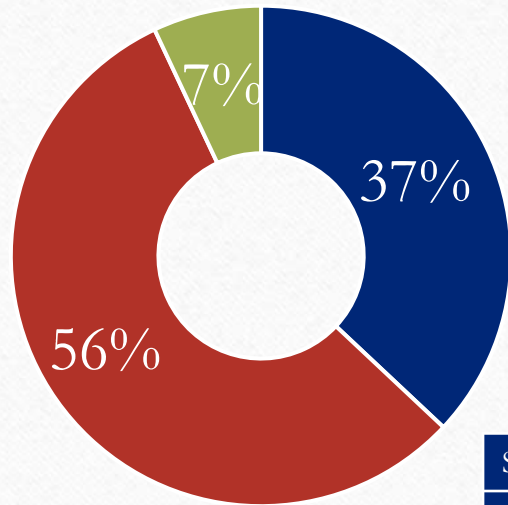
|                   |     |
|-------------------|-----|
| Strongly Agree    | 7%  |
| Somewhat Agree    | 30% |
| Strongly Disagree | 30% |
| Somewhat Disagree | 26% |



■ Total Agree    ■ Total Disagree    ■ Unsure or No Opinion

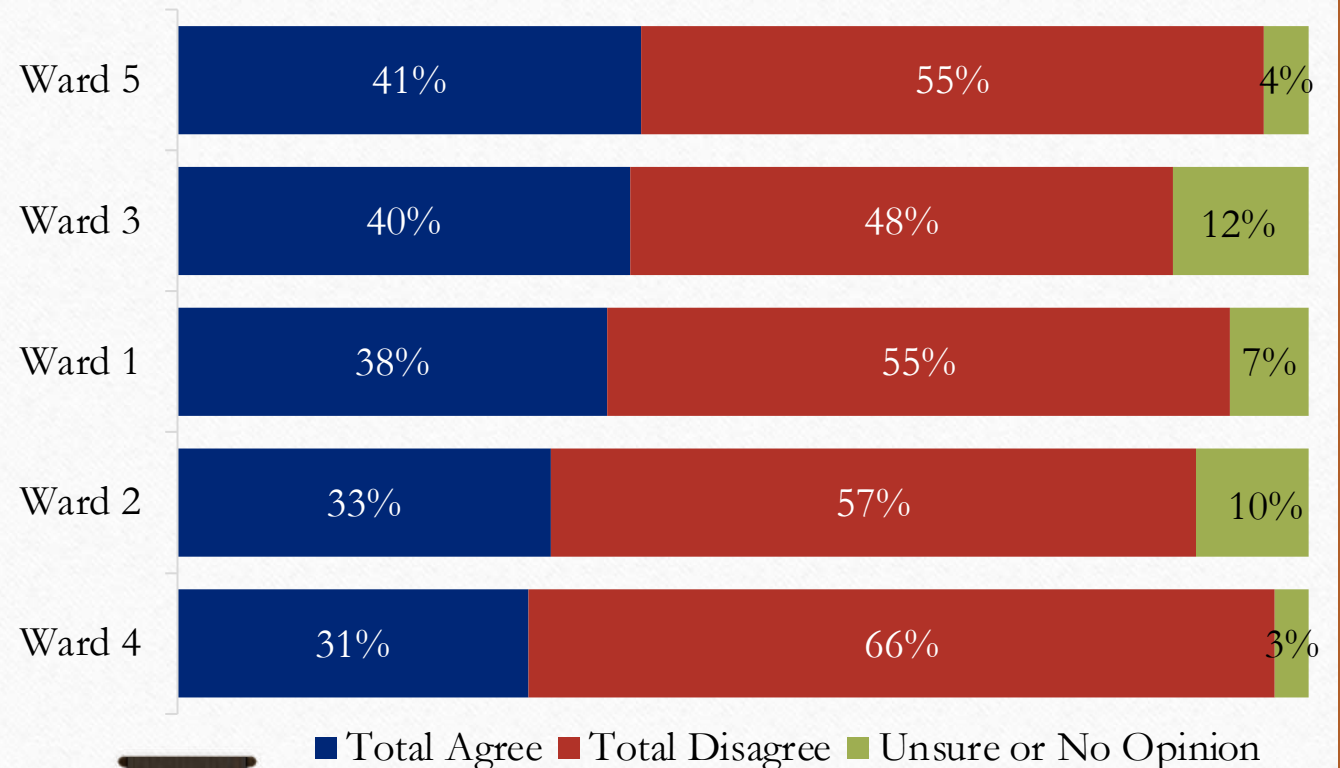
# Do you agree or disagree with the following statement?

## “The City of Glenwood Springs takes resident input into consideration when making decisions.”



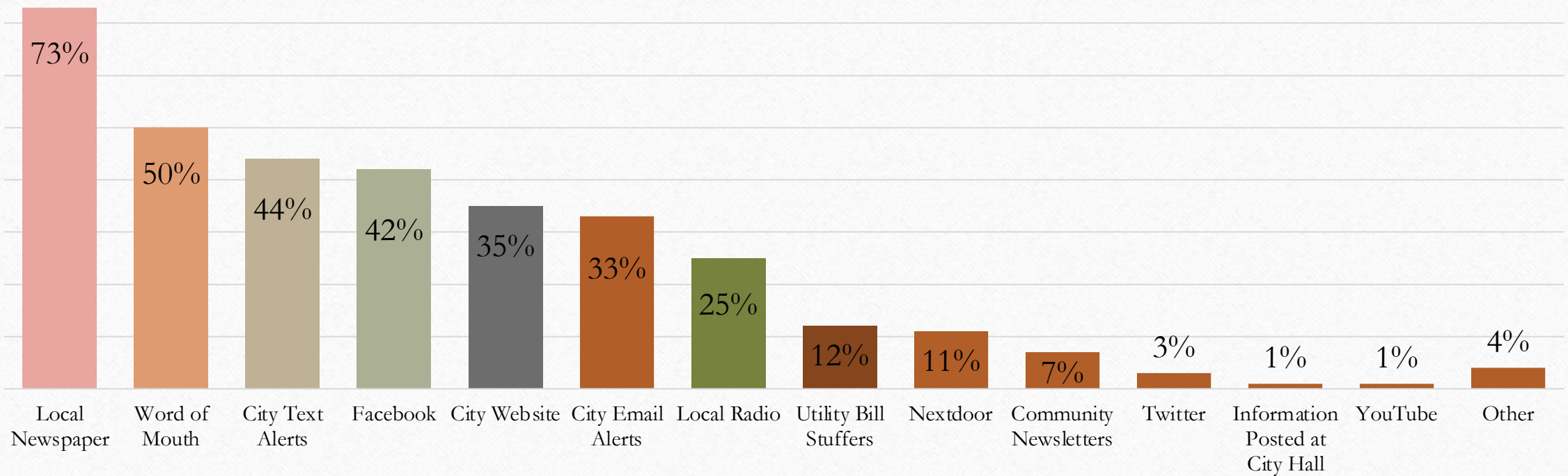
■ Total Agree  
■ Total Disagree  
■ Unsure or No Opinion

|                   |     |
|-------------------|-----|
| Strongly Agree    | 7%  |
| Somewhat Agree    | 30% |
| Strongly Disagree | 30% |
| Somewhat Disagree | 26% |





# How are you currently receiving information about the City of Glenwood Springs? (Choose all that apply)



# Opinions of How City Can Improve Information Dissemination and Public Engagement

How can the city improve their efforts to disseminate information and provide opportunities for public engagement?

## Common Themes

Post meeting announcements in the local paper & write a regular column

Text and email notifications

Use social media more

Repetition of announcements using multiple media channels

“Radio, mail out the information on important issues they are working on. Also email this information to residents. Listen when people talk to them at meetings.” -**Female, 65-74, resident 20 years, Ward 1**

“There is plenty of opportunity to participate if one wants to. The city is doing a good job of getting the information out there.” – **Male, 50-54, resident 20 years, Ward 1**

“Hold meetings, meet and greet at locations that people gather. Extended Table Two Rivers Community Center Parks.” – **Female, 65-74, resident 20 years, Ward 2**

“Reach out to local Spanish speakers through school and church.” – **Male, 50-54, resident 16-20 years, Ward 3**

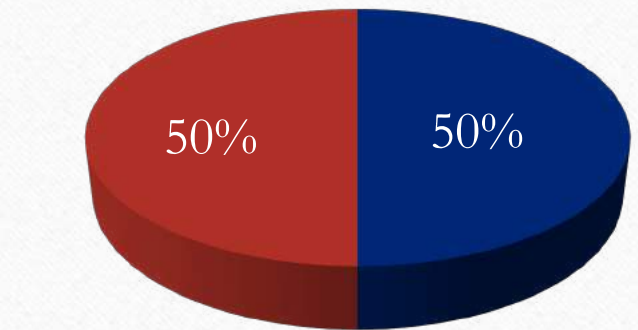
“I am an older resident and think you should have a column in the post independent.” – **Female, 55-64, resident 16-20 years, Ward 3**





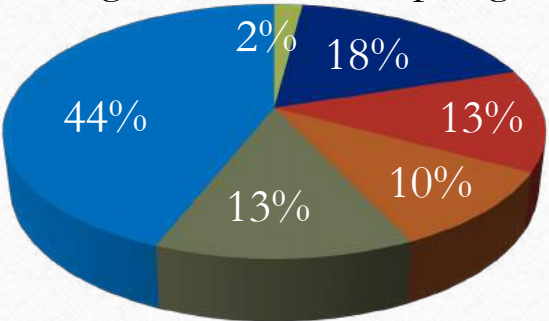
# Survey Demographics

Living in Glenwood Springs

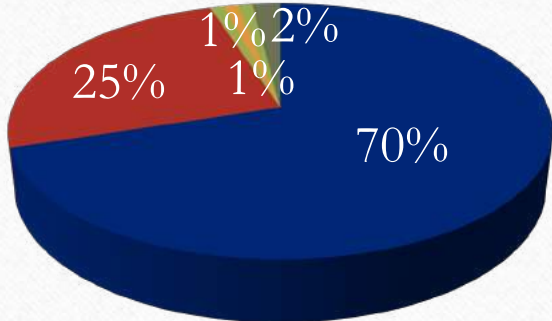


■ Female  
■ Non-Binary

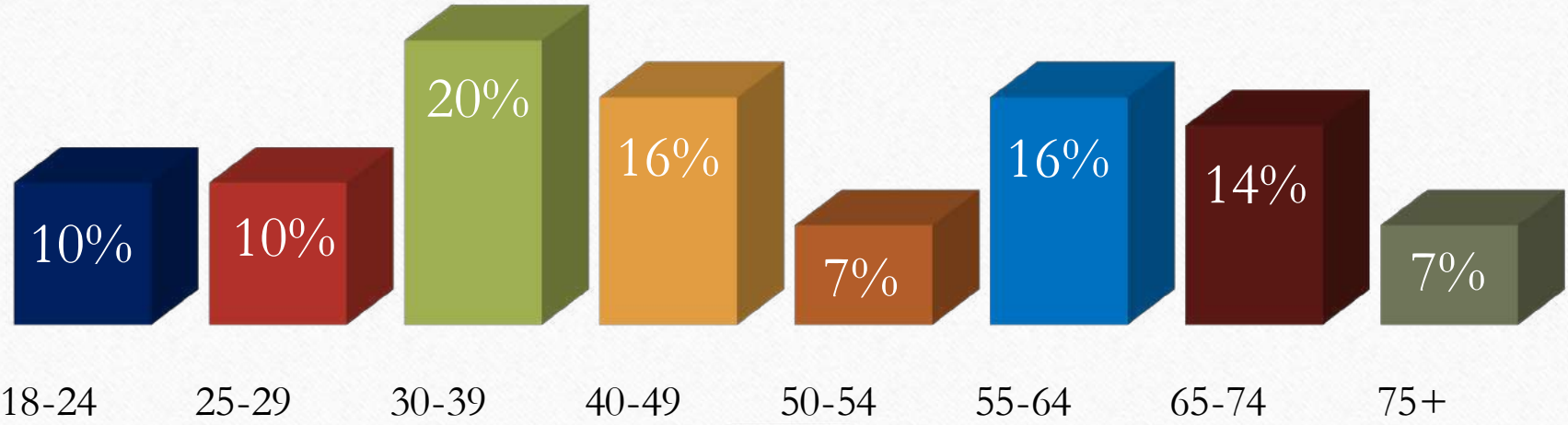
■ Male  
■ Identify Differently



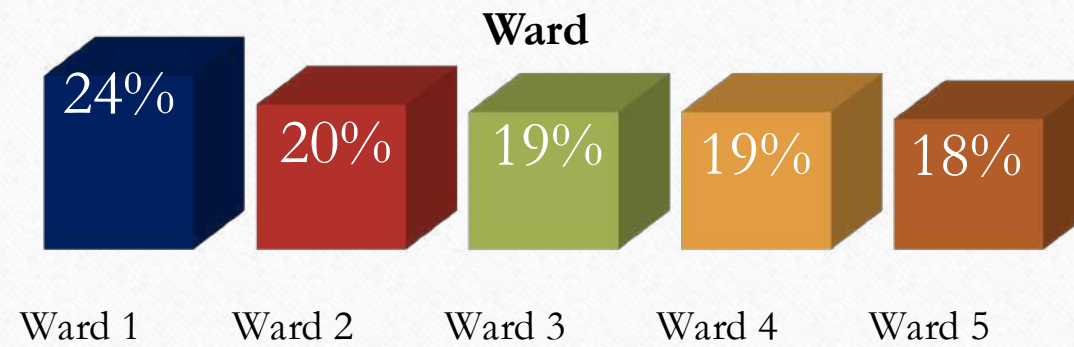
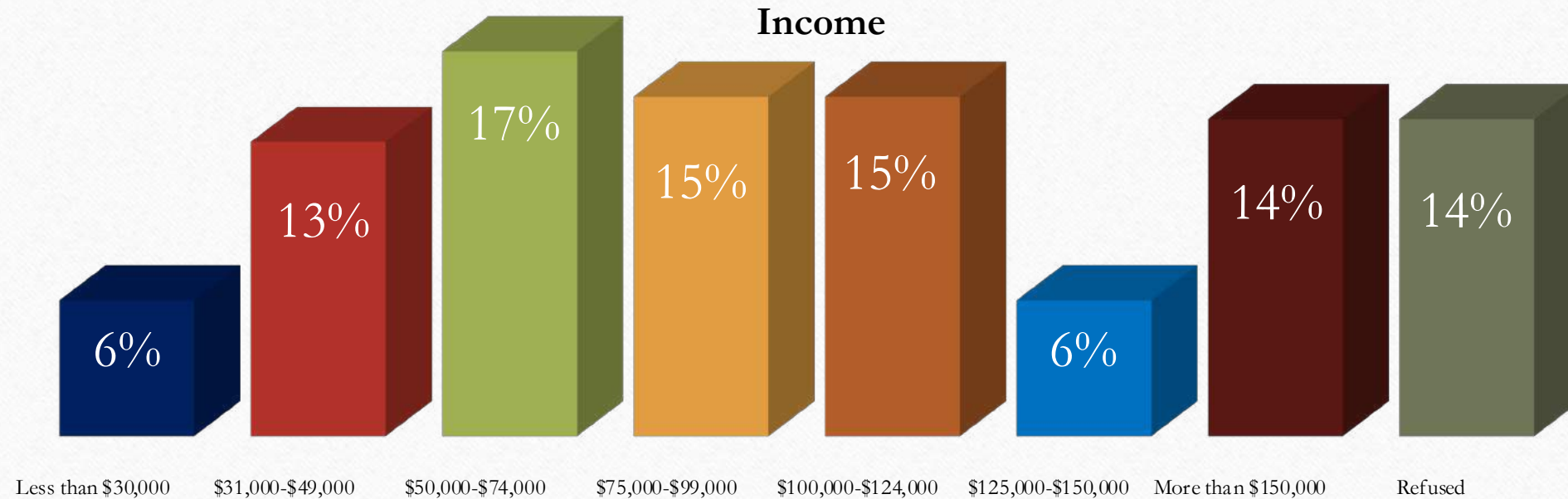
■ Less than a Year  
■ 6-10 Years  
■ 16-20 Years  
■ 1-5 Years  
■ 11-15 Years  
■ More than 20 Years



■ White, Non-Hispanic  
■ Black, African American  
■ Multiple Races  
■ Hispanic, All Races  
■ Asian, Asian American  
■ Other



# Survey Demographics







David Flaherty | Courtney Sievers | Ryan Winger  
1685 Boxelder Street, Suite 300 | Louisville, CO 80027  
[www.MagellanStrategies.com](http://www.MagellanStrategies.com) | 303-861-8585



September 29<sup>th</sup>, 2021

Memorandum

To: Jenn Ooton, City of Glenwood Springs

Fr: Magellan Strategies

Re: City of Glenwood Springs Community Survey Summary

This is a summary of an online survey of 861 respondents 18 and older who live in the City of Glenwood Springs, Colorado. The interviews were conducted from September 7<sup>th</sup> to September 22<sup>nd</sup>, 2021. This survey has a margin of error of +/- 3.15% at the 95% confidence interval. The survey data is weighted to be representative of the demographics of Glenwood Springs, CO.

Survey Objective

The objectives of this community survey were to measure and understand the opinions of Glenwood Springs residents regarding city services, programs, priorities, and quality of life aspects.

Resident Top Issues, Priorities & Problems

When asked to describe the top issues, priorities, or problems that residents want the City to address in the next year years, the most common responses focused on issues related to population growth. Specifically, affordable housing, traffic congestion and road maintenance were the top issues mentioned.

### Resident Top Issues, Priorities & Problems

Please describe the top issues, priorities, or problems that you think the City of Glenwood Springs should address in the next three years.

| Common Themes                                      |
|----------------------------------------------------|
| Affordable Housing                                 |
| Traffic, Congestion, Road Maintenance              |
| Population Growth, Glenwood Springs is Too Crowded |
| Homelessness                                       |
| Building a South Bridge                            |
| Childcare, Kids Programs                           |

“Affordable housing is the most important priority that the city should have. We need more housing overall, more housing subsidies and limits on predatory renting practices.” -Female, 25-29, resident 1-5 years, Ward 1

“Infrastructure in west Glenwood, roads need to be priority and an emergency plan in the case of disasters. Roads throughout the city need work.” -Female, 65-74, resident 1-5 Years, Ward 2

“The population is growing too rapidly. It makes traffic back up and depletes our only grocery store.” -Female, 30-39, resident 20 Years, Ward 2

“Over population, development, neighborhood street repair.” -Male, 40-49, resident 6-10 Years, Ward 3

“1. Affordable housing (through regulation of Airbnb, encouraging long term ADUs, or funding new projects). 2. Traffic (South Bridge is a good start) 3. Equitable Internet access for all (opening municipal fiber to residential)” -Male, 40-49, resident 1-5 Years, Ward 5

City of Glenwood Springs Community Survey, 861n, +/-3.15% MoE, September 2021



## Quality of Life Opinion Measurements

The survey found solid ratings for the City of Glenwood Springs on several different broad quality of life measurements, including:

- 80% rate the City as an Excellent (29%) or Good (51%) place to live.
- 74% rate the overall quality of life as Excellent (22%) or Good (52%).
- 70% rate the City as an Excellent (28%) or Good (42%) place to raise a family.

The highest rated measurement was for Glenwood Springs as a place for recreation, as 53% rated the city Excellent and another 31% responded with Good.

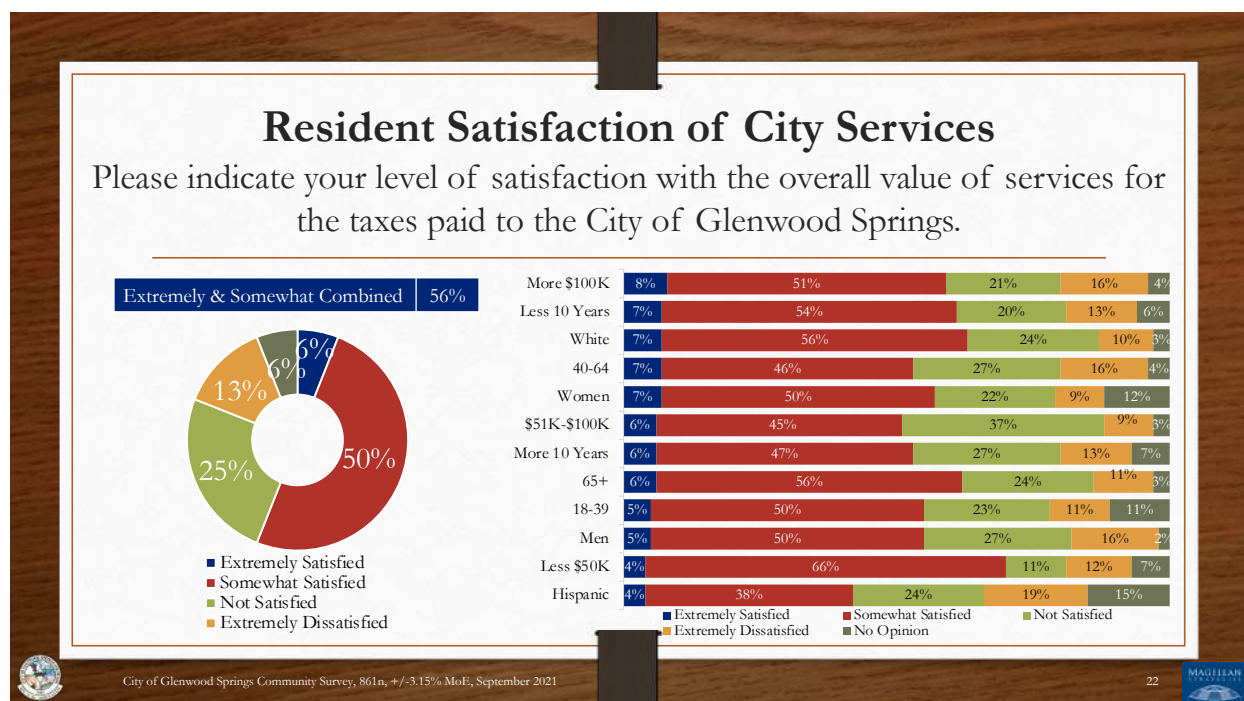
The City received its lowest ratings on the following quality of life measurements:

- 12% rate the availability of housing choice as Excellent (3%) or Good (9%).
- 16% rate the traffic flow on major streets as Excellent (1%) or Good (15%).

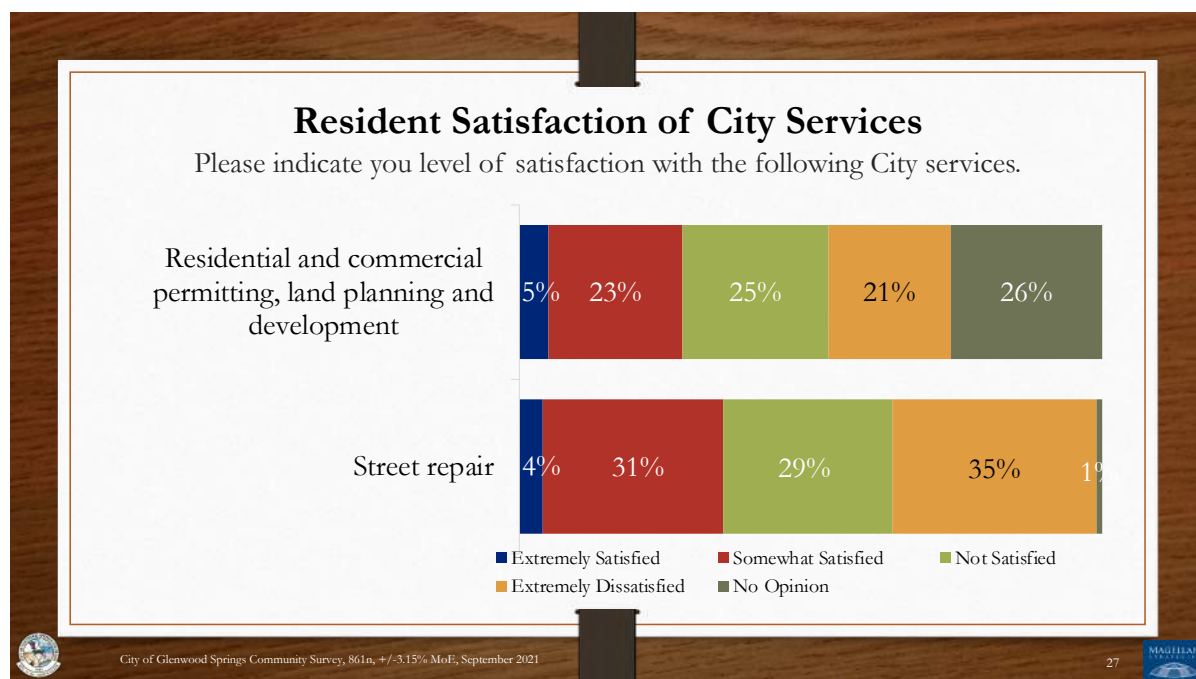
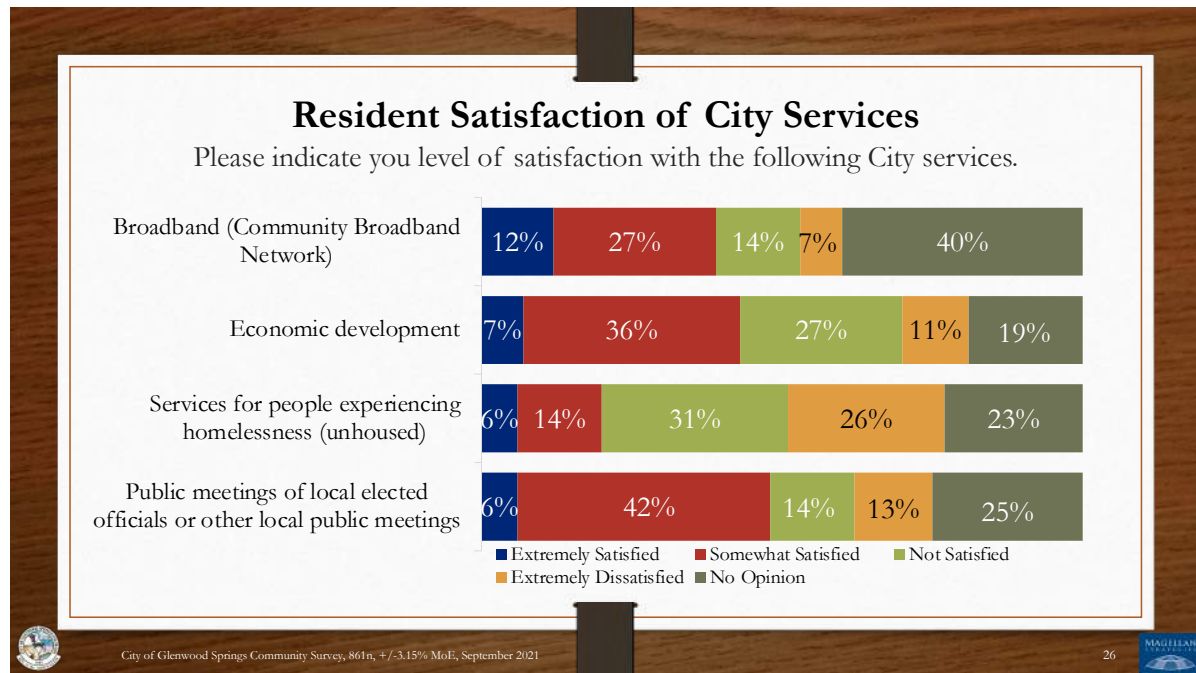
These ratings are consistent with the “Top Issue” verbatim responses, as residents clearly view affordable housing and traffic/roads-related issues as areas where the City could improve.

## Resident Satisfaction with City Services

Respondents were also asked to indicate their level of satisfaction with the overall value of services for the taxes paid to the City of Glenwood Springs. While not as high as the ratings on the broad quality of life questions, this was still a strong measurement as 56% of respondents are either Extremely (6%) or Somewhat Satisfied (50%).

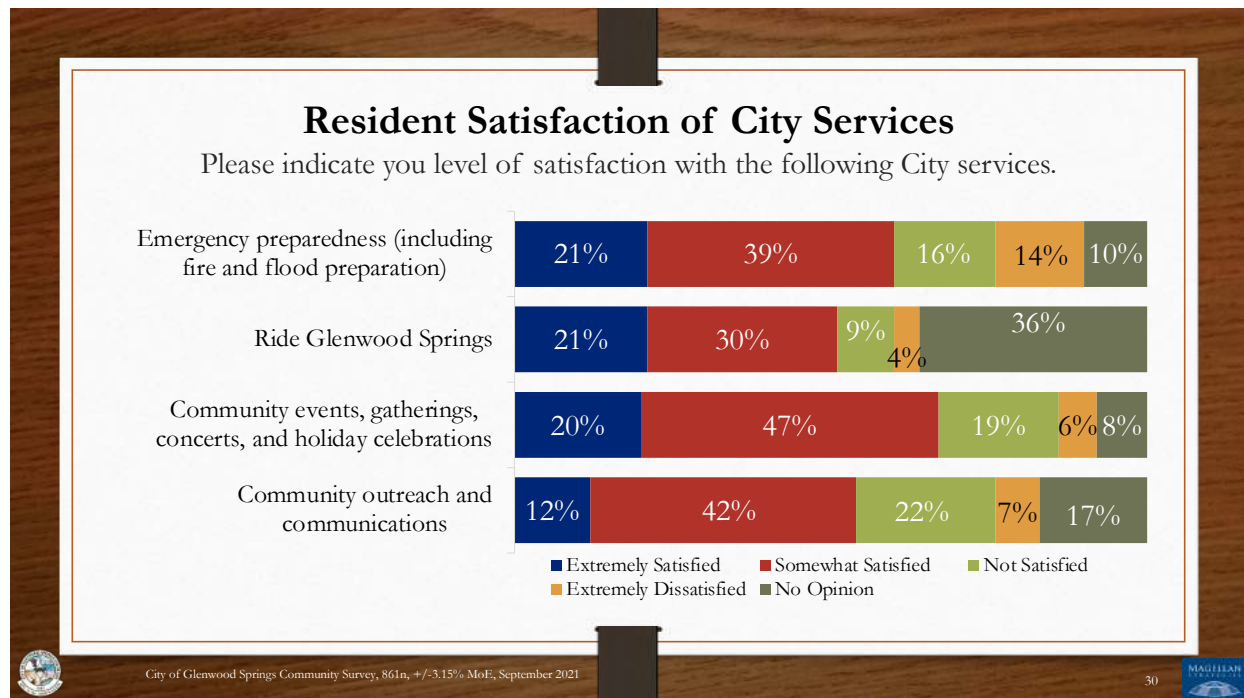
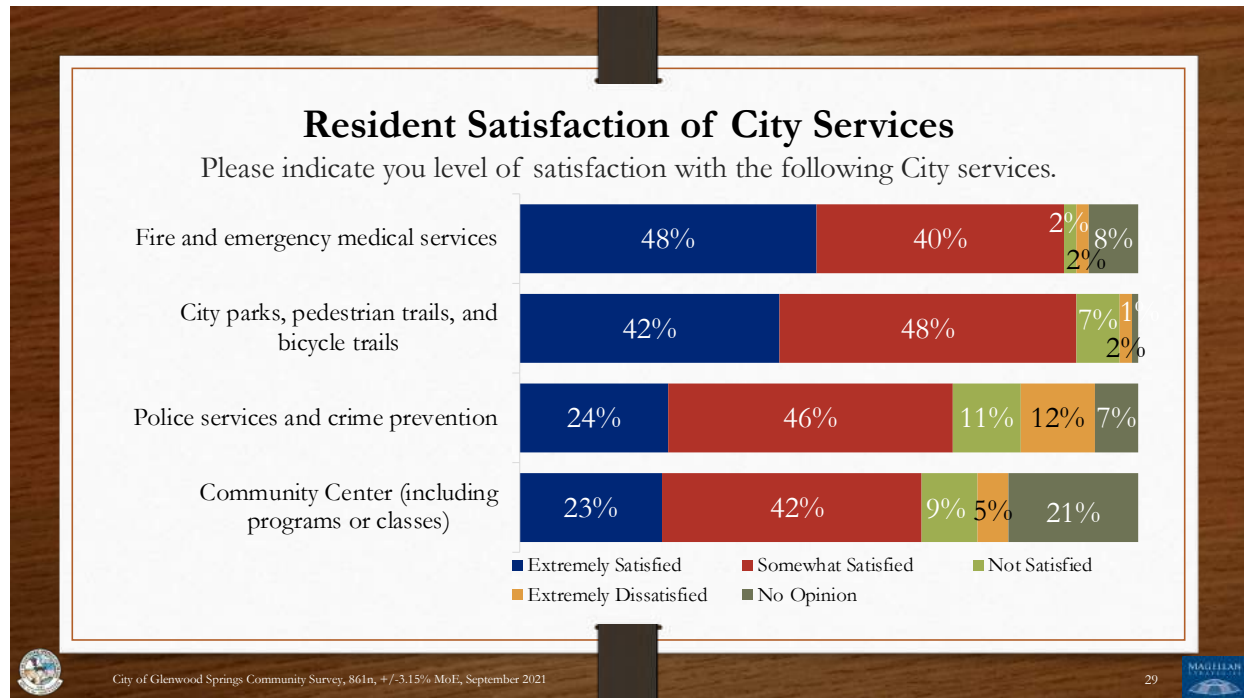


In many cases there was less satisfaction when asked about specific city services, though often that was because a higher percentage did not have an opinion. However, a majority of 57% of respondents are either Not Satisfied or Extremely Dissatisfied with the City's services for people experiencing homelessness (unhoused), and 64% are either Not Satisfied (29%) or Extremely Dissatisfied (35%) with street repair in the City. Again, there is a connection here between these two issues and the top issues mentioned in the verbatim question at the beginning of the survey.



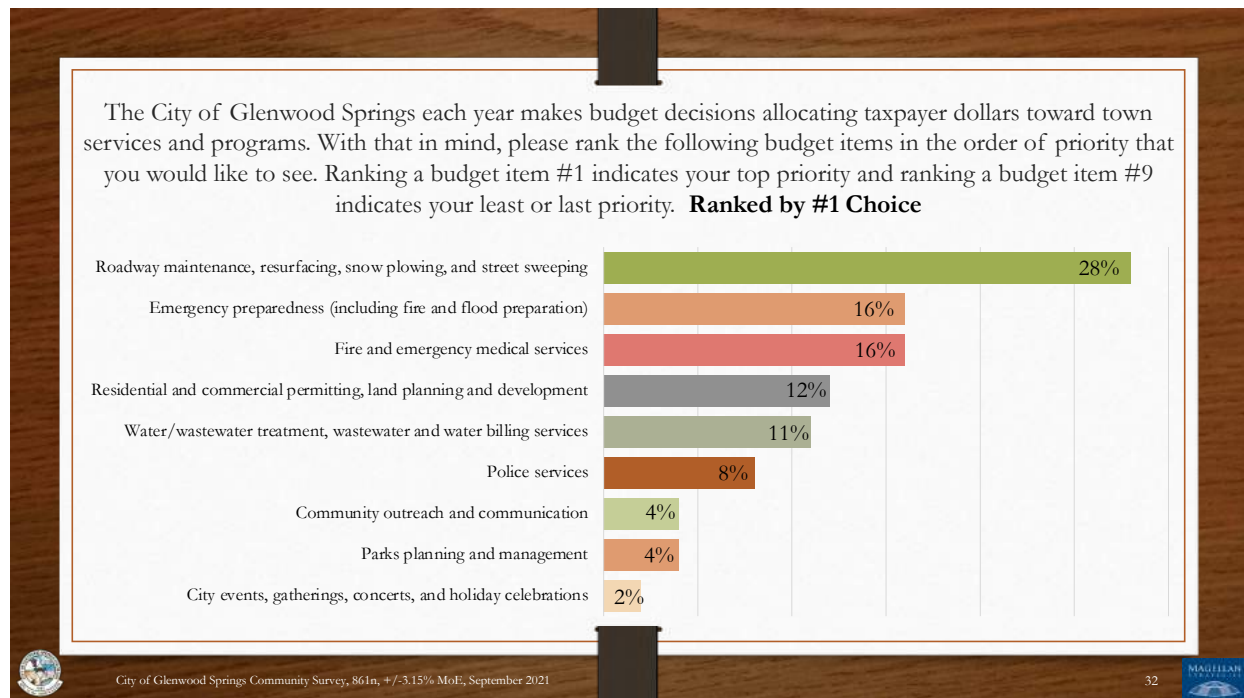
## Resident Satisfaction with Public Safety, Recreation Services and Events/Outreach

There was generally a higher level of satisfaction when respondents were asked specifically about police services, fire and emergency medical services, parks/trails, the Community Center, and community events and outreach.



## City Budget Priorities

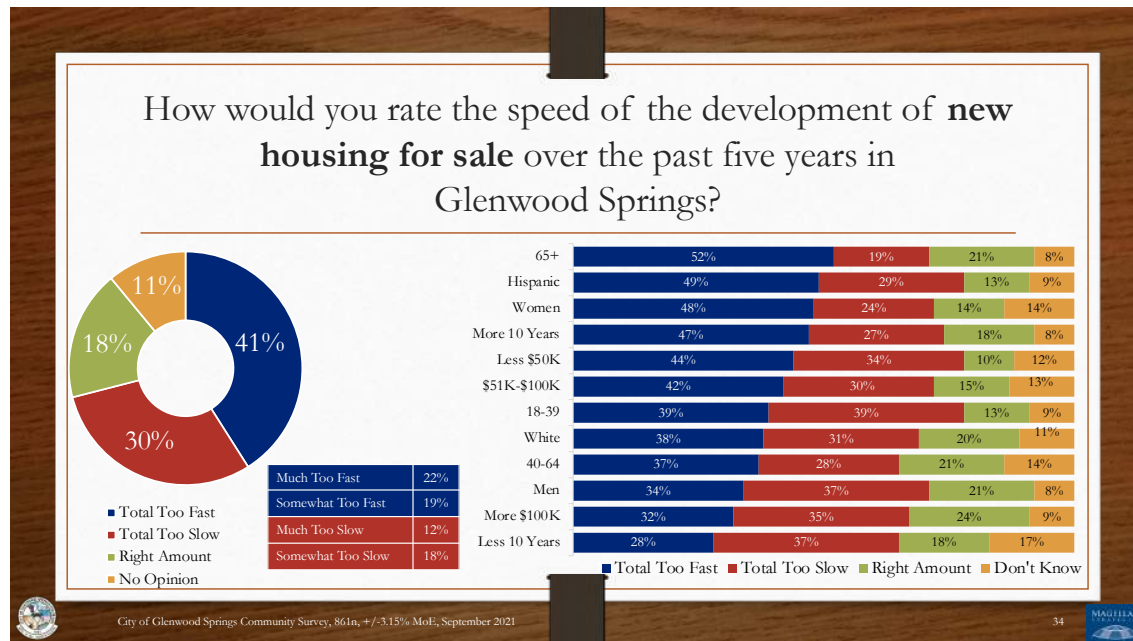
When asked to ranking their top City budget priorities from a list of nine items, “Roadway maintenance, resurfacing, slow plowing and street sweeping” was the clear #1 choice, as 28% of respondents chose that as their top priority. However, when the responses for “Emergency preparedness” and “Fire and emergency medical services” are combined, 32% of respondents rank one of those as their top priority, so clearly there is a desire for the City to address that broad issue as well.



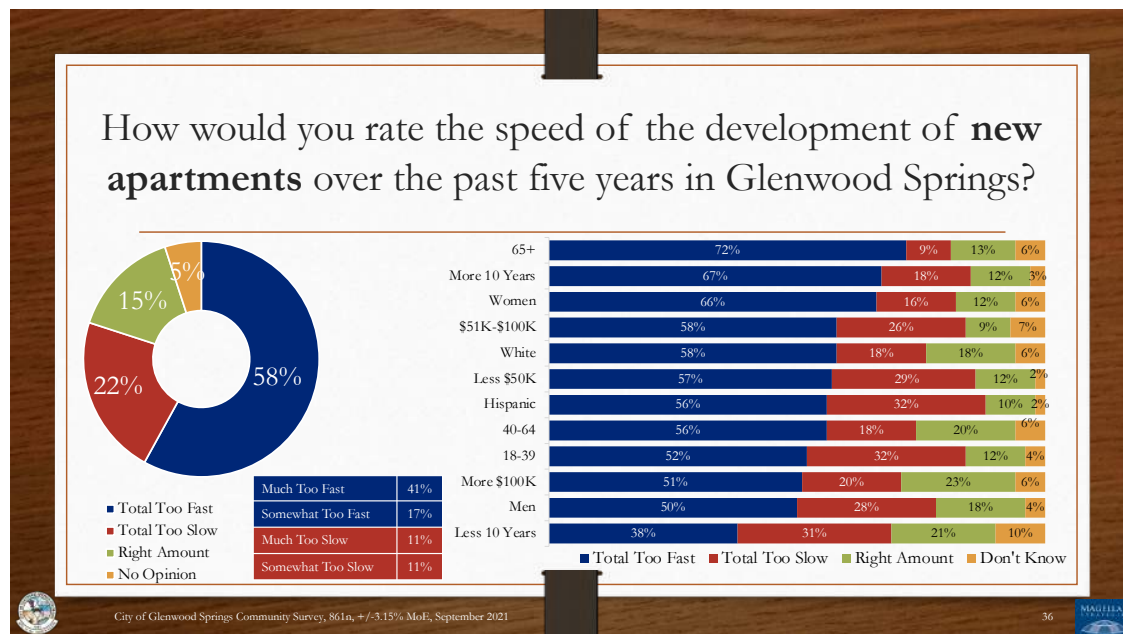


## Opinion of Residential and Commercial Development

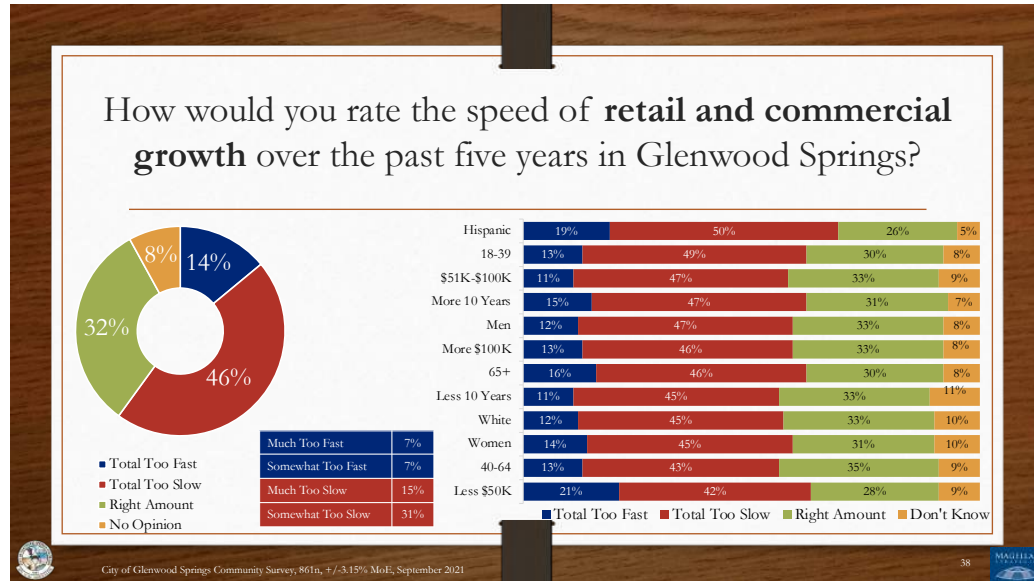
Respondents were asked a series of questions regarding the speed of development in Glenwood Springs over the past five years. On the development of new housing for sale, opinion is relatively split, though a plurality of 41% of respondents believe that it has been too fast.



There is more agreement on the speed of the development of new apartments, as a clear majority of 58% of respondents believe that it has been too fast, including a significant 41% who answered “much too fast”.

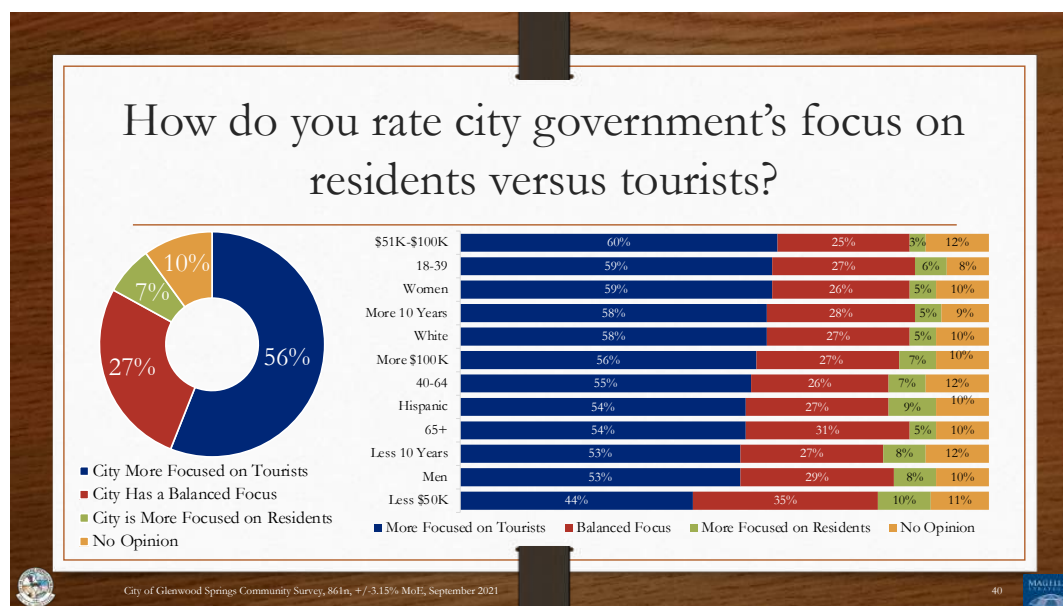


A question about retail and commercial growth reveals that nearly half (46%) of respondents believe it has been too slow, while another 32% believe that there has been the “right amount” of retail and commercial growth and only 14% believe it has been too fast.



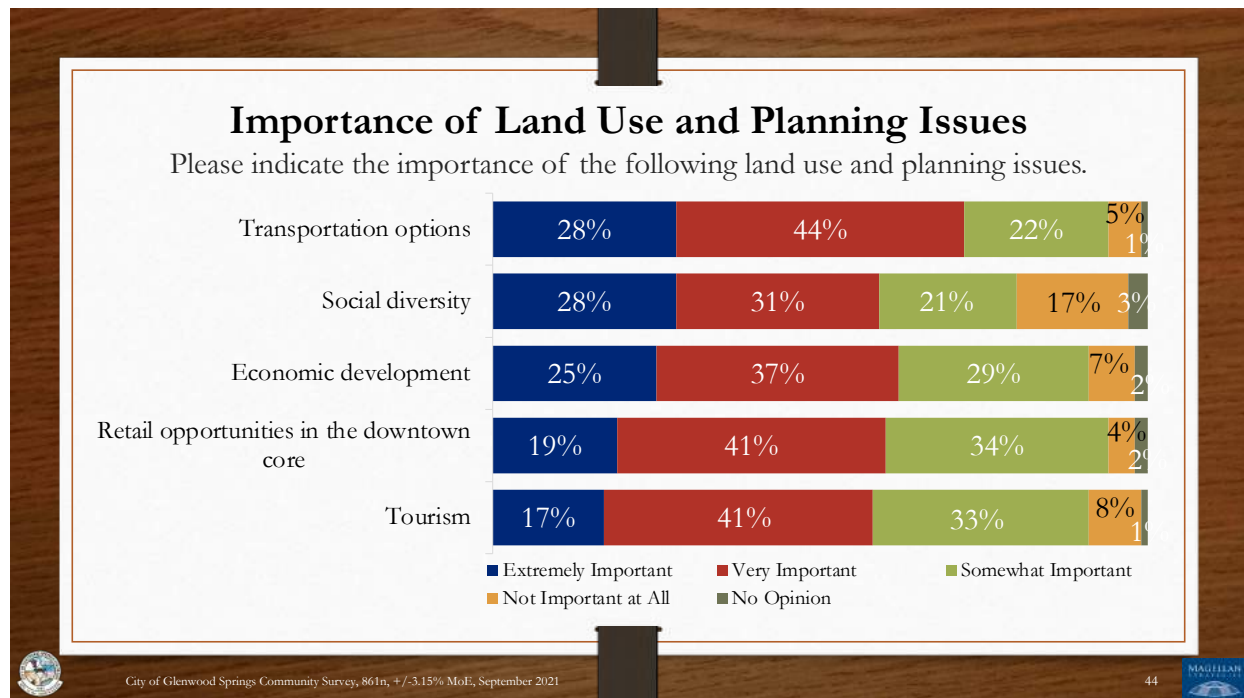
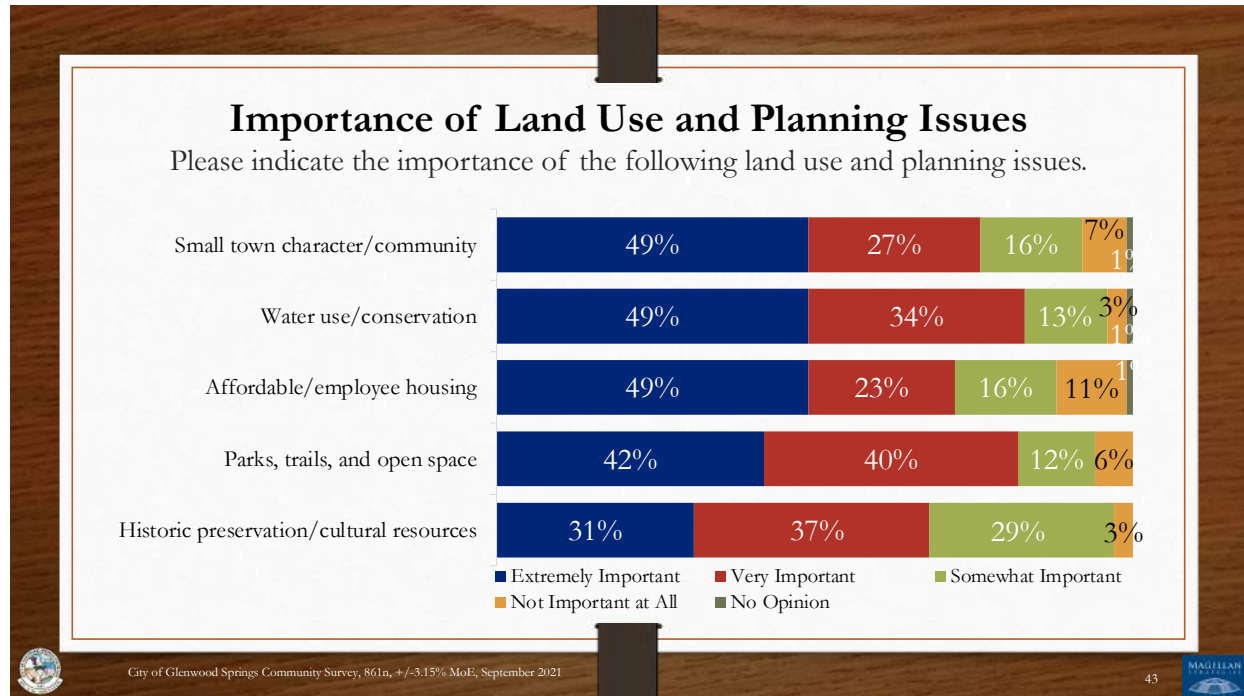
## City Focus on Residents Versus Tourists

With this unique question, we measured how respondents perceive and rate the City's focus on residents versus tourists. A clear majority of 57% of respondents believe that the City is more focused on tourists than residents, while only 7% believe the opposite. A third group of 27% of respondents believe that the City has a balanced focus between the two groups.



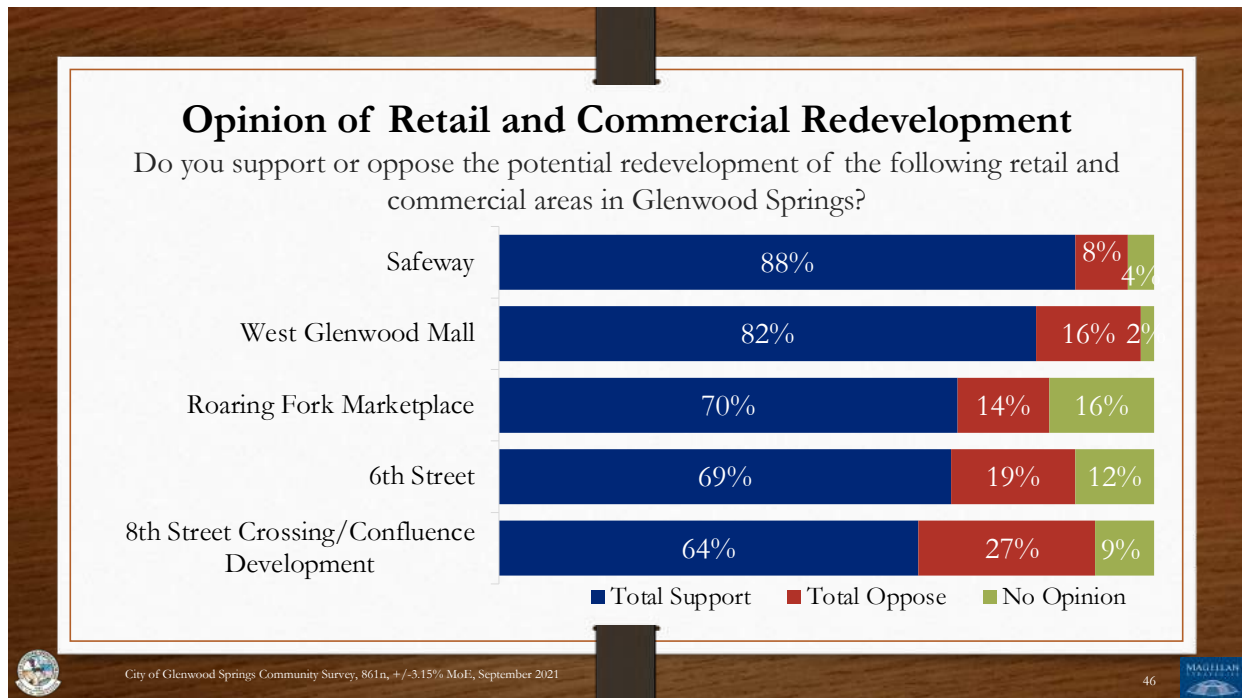
## Importance of Specific Land Use and Planning Issues

The below tables show how respondents rated the importance of various land use and planning issues. While all of the listed options were relatively important to respondents, those with the highest level of importance were: small town character and community, water use and conservation, and affordable/employee housing.



## Potential Redevelopment in Retail and Commercial Areas

Respondents were asked whether they support or oppose the potential redevelopment of specific retail and commercial areas in Glenwood Springs. While a clear majority supported each of the five potential projects, redevelopment of Safeway was overwhelmingly popular at 88% support, followed by redevelopment of the West Glenwood Mall at 82%.



## Police, Public Safety and Emergency Preparedness Questions

Overall, a majority of respondents are satisfied with the performance of the Glenwood Springs Police Department (28% Extremely / 39% Somewhat Satisfied) and especially the Glenwood Springs Fire Department (56% Extremely / 28% Somewhat Satisfied). Satisfaction is lower when asked about more specific aspects of police and fire service, but there are no real areas of concern.

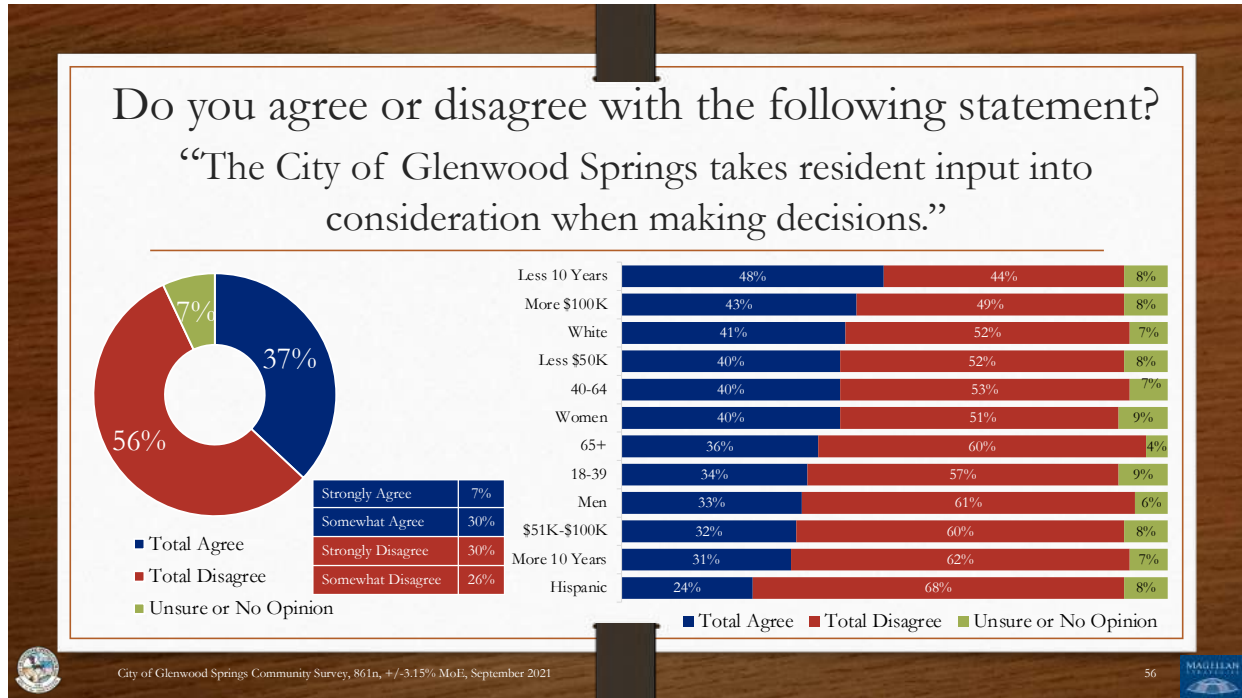
However, opinion is somewhat more divided on the question of whether the City is well prepared to respond to an emergency situation such as a wildfire or flood. While a majority of 54% of respondents agree with that statement, a sizable minority of 38% disagree, including 21% who strongly disagree. This suggests that some residents would benefit from communications regarding the City's preparations in the event of an emergency.





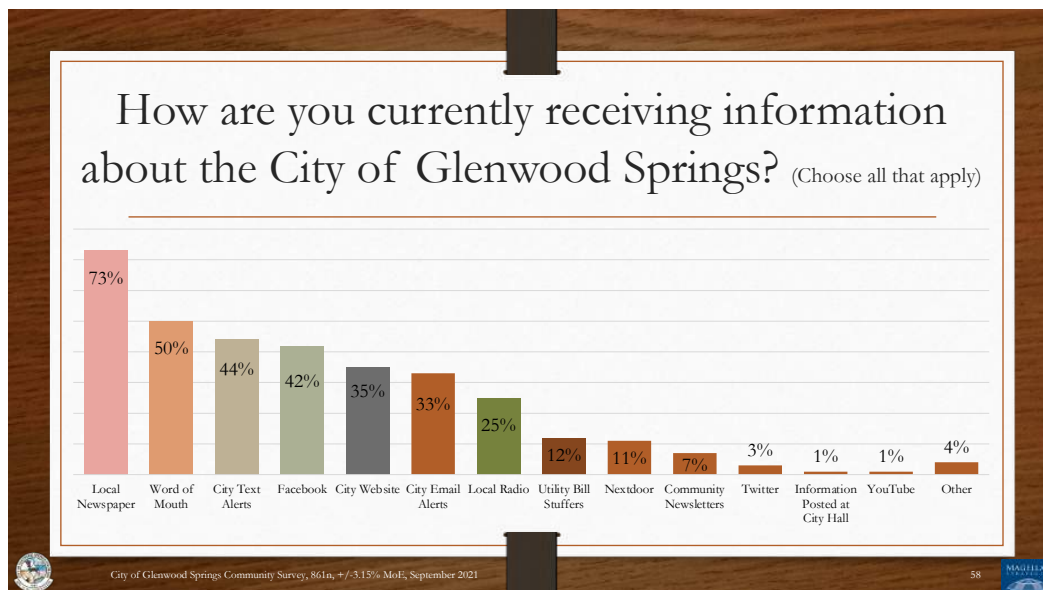
## Questions About City Communications

Respondents were asked whether they agree or disagree with the following statement: "The City of Glenwood Springs takes resident input into consideration when making decisions." A majority of 56% of respondents disagree with the statement, while 37% agree.



## Sources of Information about the City of Glenwood Springs

Finally, respondents were asked to select from a list of options how they are currently receiving information about the City of Glenwood Springs. The following graph shows the ranked responses.



## About Magellan Strategies

Magellan Strategies is a national full-service opinion polling and survey research firm. We have provided polling services to municipalities, school districts, local governments, ballot issue campaigns, candidates, government relations firms, and trade associations since 2006.





# Magellan Strategies

## City of Glenwood Springs 2021 Community Survey

### Topline Results

Magellan Strategies are pleased to present the topline results of an online survey of 861 respondents 18 and older who live in the City of Glenwood Springs, Colorado. The interviews were conducted from September 7<sup>th</sup> to 22<sup>nd</sup>, 2021. This survey has a margin of error of +/- 3.15% at the 95 percent confidence interval. The survey data was weighted to be representative of the demographics of Glenwood Springs, CO.

*S1. Before we begin, could you please verify for us that you are at least 18 years old and a resident of Glenwood Springs, Colorado?*

Yes..... 100%

#### **Glenwood Springs Resident Top Issue Priority**

*T1. Please describe the top issues, priorities, or problems that you think the City of Glenwood Springs should address in the next three years.*

*\*Verbatim responses attached in separate document.*

#### **Quality of Life Questions**

*How would you rate the City of Glenwood Springs on the following quality of life aspects?*

*T2. Overall quality of life in Glenwood Springs*

Excellent and Good Combined ..... 74%

Excellent ..... 22%

Good ..... 52%

Fair ..... 20%

Poor ..... 6%

No Opinion ..... 0%

*T3. Your neighborhood as a place to live*

|                                   |     |
|-----------------------------------|-----|
| Excellent and Good Combined ..... | 78% |
| Excellent .....                   | 34% |
| Good .....                        | 44% |
| Fair .....                        | 16% |
| Poor .....                        | 5%  |
| No Opinion .....                  | 1%  |

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*T4. Glenwood Springs as a place to live*

|                                   |     |
|-----------------------------------|-----|
| Excellent and Good Combined ..... | 80% |
| Excellent .....                   | 29% |
| Good .....                        | 51% |
| Fair .....                        | 14% |
| Poor .....                        | 6%  |
| No Opinion .....                  | 0%  |

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*T5. Glenwood Springs as a place to raise a family*

|                                   |     |
|-----------------------------------|-----|
| Excellent and Good Combined ..... | 70% |
| Excellent .....                   | 28% |
| Good .....                        | 42% |
| Fair .....                        | 20% |
| Poor .....                        | 5%  |
| No Opinion .....                  | 5%  |

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*T6. Glenwood Springs as a place to retire*

|                                   |     |
|-----------------------------------|-----|
| Excellent and Good Combined ..... | 49% |
| Excellent .....                   | 20% |
| Good .....                        | 29% |
| Fair .....                        | 24% |
| Poor .....                        | 15% |
| No Opinion .....                  | 12% |

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*T7. Glenwood Springs as a place to work and find a job*

Excellent and Good Combined ..... 47%

Excellent ..... 9%

Good ..... 38%

Fair ..... 32%

Poor ..... 17%

No Opinion ..... 4%

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*T8. Glenwood Springs as a place for dining and restaurant options*

Excellent and Good Combined ..... 73%

Excellent ..... 27%

Good ..... 46%

Fair ..... 18%

Poor ..... 9%

No Opinion ..... 0%

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*T9. Glenwood Springs as a place to start a business*

Excellent and Good Combined ..... 28%

Excellent ..... 5%

Good ..... 23%

Fair ..... 30%

Poor ..... 20%

No Opinion ..... 22%

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*T10. Ease of bus travel in Glenwood Springs*

Excellent and Good Combined ..... 57%

Excellent ..... 22%

Good ..... 35%

Fair ..... 18%

Poor ..... 8%

No Opinion ..... 17%

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*T11. Ease of bicycle travel in Glenwood Springs*

|                                   |     |
|-----------------------------------|-----|
| Excellent and Good Combined ..... | 66% |
| Excellent .....                   | 23% |
| Good .....                        | 43% |
| Fair .....                        | 22% |
| Poor .....                        | 5%  |
| No Opinion .....                  | 7%  |

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*T12. Ease of walking Glenwood Springs*

|                                   |     |
|-----------------------------------|-----|
| Excellent and Good Combined ..... | 75% |
| Excellent .....                   | 25% |
| Good .....                        | 50% |
| Fair .....                        | 19% |
| Poor .....                        | 5%  |
| No Opinion .....                  | 1%  |

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*T13. Availability of paths and walking trails in Glenwood Springs*

|                                   |     |
|-----------------------------------|-----|
| Excellent and Good Combined ..... | 81% |
| Excellent .....                   | 32% |
| Good .....                        | 49% |
| Fair .....                        | 14% |
| Poor .....                        | 4%  |
| No Opinion .....                  | 1%  |

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*T14. Traffic flow on major streets*

|                                   |     |
|-----------------------------------|-----|
| Excellent and Good Combined ..... | 16% |
| Excellent .....                   | 1%  |
| Good .....                        | 15% |
| Fair .....                        | 32% |
| Poor .....                        | 52% |
| No Opinion .....                  | 0%  |

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*T15. Availability of housing choice*

|                                   |     |
|-----------------------------------|-----|
| Excellent and Good Combined ..... | 12% |
| Excellent .....                   | 3%  |
| Good .....                        | 9%  |
| Fair .....                        | 20% |
| Poor .....                        | 63% |
| No Opinion .....                  | 5%  |

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*T16. Availability of affordable quality childcare*

|                                   |     |
|-----------------------------------|-----|
| Excellent and Good Combined ..... | 7%  |
| Excellent .....                   | 3%  |
| Good .....                        | 5%  |
| Fair .....                        | 9%  |
| Poor .....                        | 42% |
| No Opinion .....                  | 41% |

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*T17. Availability of affordable quality health care*

|                                   |     |
|-----------------------------------|-----|
| Excellent and Good Combined ..... | 25% |
| Excellent .....                   | 4%  |
| Good .....                        | 21% |
| Fair .....                        | 28% |
| Poor .....                        | 42% |
| No Opinion .....                  | 5%  |

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*T18. Glenwood Springs as a place for recreation*

|                                   |     |
|-----------------------------------|-----|
| Excellent and Good Combined ..... | 84% |
| Excellent .....                   | 53% |
| Good .....                        | 31% |
| Fair .....                        | 10% |
| Poor .....                        | 6%  |
| No Opinion .....                  | 0%  |

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*T19. Glenwood Springs as a sustainable community*

|                                   |     |
|-----------------------------------|-----|
| Excellent and Good Combined ..... | 35% |
| Excellent .....                   | 7%  |
| Good .....                        | 28% |
| Fair .....                        | 39% |
| Poor .....                        | 19% |
| No Opinion .....                  | 7%  |

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***Satisfaction with City Services***

*Please indicate your level of satisfaction with the following City services.*

*T20. Overall value of services for the taxes paid to the City of Glenwood Springs*

|                                      |     |
|--------------------------------------|-----|
| Extremely and Somewhat Combined..... | 56% |
| Extremely Satisfied .....            | 6%  |
| Somewhat Satisfied .....             | 50% |
| Not Satisfied .....                  | 25% |
| Extremely Dissatisfied .....         | 13% |
| No Opinion .....                     | 6%  |

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*T21. Utility billing*

|                                      |     |
|--------------------------------------|-----|
| Extremely and Somewhat Combined..... | 60% |
| Extremely Satisfied .....            | 16% |
| Somewhat Satisfied .....             | 44% |
| Not Satisfied .....                  | 18% |
| Extremely Dissatisfied .....         | 12% |
| No Opinion .....                     | 10% |

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*T22. Public meetings of local elected officials or other local public meetings*

|                                      |     |
|--------------------------------------|-----|
| Extremely and Somewhat Combined..... | 48% |
| Extremely Satisfied .....            | 6%  |
| Somewhat Satisfied .....             | 42% |
| Not Satisfied .....                  | 14% |
| Extremely Dissatisfied .....         | 13% |
| No Opinion .....                     | 25% |

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*T23. Water and wastewater treatment*

Extremely and Somewhat Combined..... 74%

Extremely Satisfied ..... 23%

Somewhat Satisfied ..... 51%

Not Satisfied ..... 9%

Extremely Dissatisfied ..... 6%

No Opinion ..... 11%

---

*T24. Street repair*

Extremely and Somewhat Combined..... 35%

Extremely Satisfied ..... 4%

Somewhat Satisfied ..... 31%

Not Satisfied ..... 29%

Extremely Dissatisfied ..... 35%

No Opinion ..... 1%

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*T25. Snow removal*

Extremely and Somewhat Combined..... 79%

Extremely Satisfied ..... 30%

Somewhat Satisfied ..... 49%

Not Satisfied ..... 14%

Extremely Dissatisfied ..... 5%

No Opinion ..... 2%

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*T26. Street lighting*

Extremely and Somewhat Combined..... 76%

Extremely Satisfied ..... 20%

Somewhat Satisfied ..... 56%

Not Satisfied ..... 12%

Extremely Dissatisfied ..... 5%

No Opinion ..... 7%

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*T27. Landfill/Recycling Center*

Extremely and Somewhat Combined..... 75%

Extremely Satisfied ..... 27%

Somewhat Satisfied ..... 48%

Not Satisfied ..... 11%

Extremely Dissatisfied ..... 5%

No Opinion ..... 9%

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*T28. Electric services*

Extremely and Somewhat Combined..... 85%

Extremely Satisfied ..... 33%

Somewhat Satisfied ..... 52%

Not Satisfied ..... 4%

Extremely Dissatisfied ..... 2%

No Opinion ..... 9%

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*T29. Broadband (Community Broadband Network)*

Extremely and Somewhat Combined..... 39%

Extremely Satisfied ..... 12%

Somewhat Satisfied ..... 27%

Not Satisfied ..... 14%

Extremely Dissatisfied ..... 7%

No Opinion ..... 40%

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*T30. Ride Glenwood Springs*

Extremely and Somewhat Combined..... 51%

Extremely Satisfied ..... 21%

Somewhat Satisfied ..... 30%

Not Satisfied ..... 9%

Extremely Dissatisfied ..... 4%

No Opinion ..... 36%

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*T31. City parks, pedestrian trails, and bicycle trails*

Extremely and Somewhat Combined..... 90%

Extremely Satisfied ..... 42%

Somewhat Satisfied ..... 48%

Not Satisfied ..... 7%

Extremely Dissatisfied ..... 2%

No Opinion ..... 1%

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*T32. Community Center (including programs or classes)*

Extremely and Somewhat Combined..... 65%

Extremely Satisfied ..... 23%

Somewhat Satisfied ..... 42%

Not Satisfied ..... 9%

Extremely Dissatisfied ..... 5%

No Opinion ..... 21%

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*T33. Community outreach and communications*

Extremely and Somewhat Combined..... 54%

Extremely Satisfied ..... 12%

Somewhat Satisfied ..... 42%

Not Satisfied ..... 22%

Extremely Dissatisfied ..... 7%

No Opinion ..... 17%

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*T34. Bilingual outreach efforts*

Extremely and Somewhat Combined..... 37%

Extremely Satisfied ..... 13%

Somewhat Satisfied ..... 24%

Not Satisfied ..... 9%

Extremely Dissatisfied ..... 6%

No Opinion ..... 48%

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*T35. Community events, gatherings, concerts, and holiday celebrations*

Extremely and Somewhat Combined..... 67%

Extremely Satisfied ..... 20%

Somewhat Satisfied ..... 47%

Not Satisfied ..... 19%

Extremely Dissatisfied ..... 6%

No Opinion ..... 8%

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*T36. Residential and commercial permitting, land planning and development*

Extremely and Somewhat Combined..... 28%

Extremely Satisfied ..... 5%

Somewhat Satisfied ..... 23%

Not Satisfied ..... 25%

Extremely Dissatisfied ..... 21%

No Opinion ..... 26%

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*T37. Economic development*

Extremely and Somewhat Combined..... 43%

Extremely Satisfied ..... 7%

Somewhat Satisfied ..... 36%

Not Satisfied ..... 27%

Extremely Dissatisfied ..... 11%

No Opinion ..... 19%

---

*T38. Police services and crime prevention*

Extremely and Somewhat Combined..... 70%

Extremely Satisfied ..... 24%

Somewhat Satisfied ..... 46%

Not Satisfied ..... 11%

Extremely Dissatisfied ..... 12%

No Opinion ..... 7%

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*T39. Fire and emergency medical services*

Extremely and Somewhat Combined..... 88%

Extremely Satisfied ..... 48%

Somewhat Satisfied ..... 40%

Not Satisfied ..... 2%

Extremely Dissatisfied ..... 2%

No Opinion ..... 8%

---

*T40. Emergency preparedness (including fire and flood preparation)*

Extremely and Somewhat Combined..... 60%

Extremely Satisfied ..... 21%

Somewhat Satisfied ..... 39%

Not Satisfied ..... 16%

Extremely Dissatisfied ..... 14%

No Opinion ..... 10%

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*T41. Municipal court*

Extremely and Somewhat Combined..... 36%

Extremely Satisfied ..... 12%

Somewhat Satisfied ..... 24%

Not Satisfied ..... 4%

Extremely Dissatisfied ..... 3%

No Opinion ..... 57%

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*T42. Services for people experiencing homelessness (unhoused)*

Extremely and Somewhat Combined..... 20%

Extremely Satisfied ..... 6%

Somewhat Satisfied ..... 14%

Not Satisfied ..... 31%

Extremely Dissatisfied ..... 26%

No Opinion ..... 23%

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### **City Budget Priorities**

*T43. The City of Glenwood Springs each year makes budget decisions allocating taxpayer dollars toward town services and programs. With that in mind, please rank the following budget items in the order of priority that you would like to see. Ranking a budget item #1 indicates your top priority and ranking a budget item #9 indicates your least or last priority.*

#### **Roadway maintenance, resurfacing, snow plowing, and street sweeping**

|                 |     |
|-----------------|-----|
| Ranked #1 ..... | 28% |
| Ranked #2 ..... | 18% |
| Ranked #3 ..... | 17% |
| Ranked #4 ..... | 12% |
| Ranked #5 ..... | 9%  |
| Ranked #6 ..... | 6%  |
| Ranked #7 ..... | 2%  |
| Ranked #8 ..... | 6%  |
| Ranked #9 ..... | 2%  |

#### **Parks planning and management**

|                 |     |
|-----------------|-----|
| Ranked #1 ..... | 4%  |
| Ranked #2 ..... | 4%  |
| Ranked #3 ..... | 8%  |
| Ranked #4 ..... | 8%  |
| Ranked #5 ..... | 14% |
| Ranked #6 ..... | 15% |
| Ranked #7 ..... | 18% |
| Ranked #8 ..... | 19% |
| Ranked #9 ..... | 10% |

#### **Police services**

|                 |     |
|-----------------|-----|
| Ranked #1 ..... | 8%  |
| Ranked #2 ..... | 13% |
| Ranked #3 ..... | 10% |
| Ranked #4 ..... | 14% |
| Ranked #5 ..... | 13% |
| Ranked #6 ..... | 9%  |
| Ranked #7 ..... | 9%  |
| Ranked #8 ..... | 8%  |
| Ranked #9 ..... | 16% |



Fire and emergency medical services

|                 |     |
|-----------------|-----|
| Ranked #1 ..... | 16% |
| Ranked #2 ..... | 22% |
| Ranked #3 ..... | 15% |
| Ranked #4 ..... | 12% |
| Ranked #5 ..... | 8%  |
| Ranked #6 ..... | 10% |
| Ranked #7 ..... | 8%  |
| Ranked #8 ..... | 5%  |
| Ranked #9 ..... | 4%  |

Emergency preparedness (including fire and flood preparation)

|                 |     |
|-----------------|-----|
| Ranked #1 ..... | 16% |
| Ranked #2 ..... | 17% |
| Ranked #3 ..... | 16% |
| Ranked #4 ..... | 14% |
| Ranked #5 ..... | 13% |
| Ranked #6 ..... | 9%  |
| Ranked #7 ..... | 7%  |
| Ranked #8 ..... | 5%  |
| Ranked #9 ..... | 3%  |

Water/wastewater treatment, wastewater, and water billing services

|                 |     |
|-----------------|-----|
| Ranked #1 ..... | 11% |
| Ranked #2 ..... | 10% |
| Ranked #3 ..... | 16% |
| Ranked #4 ..... | 17% |
| Ranked #5 ..... | 14% |
| Ranked #6 ..... | 10% |
| Ranked #7 ..... | 9%  |
| Ranked #8 ..... | 7%  |
| Ranked #9 ..... | 6%  |

Residential and commercial permitting, land planning and development

|                 |     |
|-----------------|-----|
| Ranked #1 ..... | 12% |
| Ranked #2 ..... | 9%  |
| Ranked #3 ..... | 7%  |
| Ranked #4 ..... | 9%  |
| Ranked #5 ..... | 10% |
| Ranked #6 ..... | 13% |
| Ranked #7 ..... | 13% |
| Ranked #8 ..... | 12% |
| Ranked #9 ..... | 15% |



Community outreach and communication

|                 |     |
|-----------------|-----|
| Ranked #1 ..... | 4%  |
| Ranked #2 ..... | 3%  |
| Ranked #3 ..... | 5%  |
| Ranked #4 ..... | 7%  |
| Ranked #5 ..... | 11% |
| Ranked #6 ..... | 13% |
| Ranked #7 ..... | 18% |
| Ranked #8 ..... | 19% |
| Ranked #9 ..... | 20% |

City events, gatherings, concerts, and holiday celebrations

|                 |     |
|-----------------|-----|
| Ranked #1 ..... | 2%  |
| Ranked #2 ..... | 5%  |
| Ranked #3 ..... | 5%  |
| Ranked #4 ..... | 6%  |
| Ranked #5 ..... | 9%  |
| Ranked #6 ..... | 14% |
| Ranked #7 ..... | 16% |
| Ranked #8 ..... | 20% |
| Ranked #9 ..... | 23% |

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**Rate of Residential and Commercial Development**

*T44. How would you rate the speed of the development of new housing for sale over the past five years in Glenwood Springs?*

|                         |     |
|-------------------------|-----|
| Total Too Slow .....    | 30% |
| Total Too Fast .....    | 41% |
| Right Amount .....      | 18% |
| Don't Know .....        | 11% |
| Much Too Slow .....     | 12% |
| Somewhat Too Slow ..... | 18% |
| Somewhat Too Fast ..... | 19% |
| Much Too Fast .....     | 22% |

---





*T45. How would you rate the speed of the development of new apartments over the past five years in Glenwood Springs?*

Total Too Slow..... 22%  
Total Too Fast ..... 58%  
Right Amount..... 15%  
Don't Know ..... 5%

Much Too Slow ..... 11%  
Somewhat Too Slow ..... 11%

Somewhat Too Fast..... 17%  
Much Too Fast..... 41%

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*T46. How would you rate the speed of retail and commercial growth over the past five years in Glenwood Springs?*

Total Too Slow..... 46%  
Total Too Fast ..... 14%  
Right Amount..... 32%  
Don't Know ..... 8%

Much Too Slow ..... 15%  
Somewhat Too Slow ..... 31%

Somewhat Too Fast..... 7%  
Much Too Fast..... 7%

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*T47. How do you rate city government's focus on residents versus tourists?*

City is more focused on tourists than residents ..... 56%  
City has a balanced focus ..... 27%  
City is more focused on residents than tourists ..... 7%

No Opinion ..... 10%

---



**Importance of Land Use/Planning Issues**

*Please indicate the importance of the following land use and planning issues.*

*T48. Affordable/employee housing*

Extremely and Very Combined..... 72%

Extremely Important..... 49%

Very Important..... 23%

Somewhat Important..... 16%

Not Important at All ..... 11%

No Opinion ..... 1%

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*T49. Retail opportunities in the downtown core*

Extremely and Very Combined..... 60%

Extremely Important..... 19%

Very Important..... 41%

Somewhat Important..... 34%

Not Important at All ..... 4%

No Opinion ..... 2%

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*T50. Water use/conservation*

Extremely and Very Combined..... 83%

Extremely Important..... 49%

Very Important..... 34%

Somewhat Important..... 13%

Not Important at All ..... 3%

No Opinion ..... 1%

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*T51. Economic development*

Extremely and Very Combined..... 62%

Extremely Important..... 25%

Very Important..... 37%

Somewhat Important..... 29%

Not Important at All ..... 7%

No Opinion ..... 2%

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*T52. Small town character/community*

Extremely and Very Combined..... 76%

Extremely Important..... 49%

Very Important..... 27%

Somewhat Important..... 16%

Not Important at All ..... 7%

No Opinion ..... 1%

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*T53. Tourism*

Extremely and Very Combined..... 58%

Extremely Important..... 17%

Very Important..... 41%

Somewhat Important..... 33%

Not Important at All ..... 8%

No Opinion ..... 1%

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*T54. Social diversity*

Extremely and Very Combined..... 59%

Extremely Important..... 28%

Very Important..... 31%

Somewhat Important..... 21%

Not Important at All ..... 17%

No Opinion ..... 3%

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*T55. Transportation options*

Extremely and Very Combined..... 72%

Extremely Important..... 28%

Very Important..... 44%

Somewhat Important..... 22%

Not Important at All ..... 5%

No Opinion ..... 1%

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*T56. Parks, trails, and open space*

Extremely and Very Combined..... 82%

Extremely Important..... 42%

Very Important..... 40%

Somewhat Important..... 12%

Not Important at All ..... 6%

No Opinion ..... 0%

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*T57. Historic preservation/cultural resources*

Extremely and Very Combined..... 68%

Extremely Important..... 31%

Very Important..... 37%

Somewhat Important..... 29%

Not Important at All ..... 3%

No Opinion ..... 0%

---

**Redevelopment**

*T58. Do you support or oppose the potential redevelopment of the following retail and commercial areas in Glenwood Springs?*

*8<sup>th</sup> Street Crossing/Confluence Development (former wastewater treatment site on 7<sup>th</sup> Street)*

Total Support ..... 64%

Total Oppose ..... 27%

No Opinion ..... 9%

Strongly Support ..... 34%

Somewhat Support..... 30%

Somewhat Oppose..... 9%

Strongly Oppose ..... 18%

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*6<sup>th</sup> Street*

Total Support ..... 69%  
Total Oppose ..... 19%  
No Opinion ..... 12%

Strongly Support ..... 39%  
Somewhat Support..... 30%

Somewhat Oppose..... 8%  
Strongly Oppose ..... 11%

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*Safeway*

Total Support ..... 88%  
Total Oppose ..... 8%  
No Opinion ..... 4%

Strongly Support ..... 72%  
Somewhat Support..... 16%

Somewhat Oppose..... 2%  
Strongly Oppose ..... 6%

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*Roaring Fork Marketplace*

Total Support ..... 70%  
Total Oppose ..... 14%  
No Opinion ..... 16%

Strongly Support ..... 38%  
Somewhat Support..... 32%

Somewhat Oppose..... 6%  
Strongly Oppose ..... 8%

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*West Glenwood Mall*

Total Support ..... 82%  
Total Oppose ..... 16%  
No Opinion ..... 2%

Strongly Support ..... 64%  
Somewhat Support ..... 18%

Somewhat Oppose ..... 4%  
Strongly Oppose ..... 12%

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**Police and Public Safety Questions**

*Please indicate your level of satisfaction with the following aspects of public safety in Glenwood Springs.*

*T59. The overall performance of the Glenwood Springs Police Department.*

Extremely and Somewhat Combined ..... 67%  
  
Extremely Satisfied ..... 28%  
Somewhat Satisfied ..... 39%  
Not Satisfied ..... 10%  
Extremely Dissatisfied ..... 11%  
No Opinion ..... 12%

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*T60. The visibility and presence of patrol cars*

Extremely and Somewhat Combined ..... 64%  
  
Extremely Satisfied ..... 24%  
Somewhat Satisfied ..... 40%  
Not Satisfied ..... 15%  
Extremely Dissatisfied ..... 7%  
No Opinion ..... 14%

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*T61. Police coverage and presence*

Extremely and Somewhat Combined..... 64%

Extremely Satisfied ..... 23%

Somewhat Satisfied ..... 41%

Not Satisfied ..... 15%

Extremely Dissatisfied ..... 6%

No Opinion ..... 15%

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*T62. Police response times to calls*

Extremely and Somewhat Combined..... 51%

Extremely Satisfied ..... 22%

Somewhat Satisfied ..... 29%

Not Satisfied ..... 5%

Extremely Dissatisfied ..... 3%

No Opinion ..... 41%

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*T63. Enforcement of traffic regulations*

Extremely and Somewhat Combined..... 54%

Extremely Satisfied ..... 18%

Somewhat Satisfied ..... 36%

Not Satisfied ..... 20%

Extremely Dissatisfied ..... 12%

No Opinion ..... 14%

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*T64. Enforcement of municipal codes (dogs, reducing party noise).*

Extremely and Somewhat Combined..... 53%

Extremely Satisfied ..... 17%

Somewhat Satisfied ..... 36%

Not Satisfied ..... 12%

Extremely Dissatisfied ..... 10%

No Opinion ..... 25%

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*T65. The overall performance of the Glenwood Springs Fire Department.*

Extremely and Somewhat Combined..... 84%

Extremely Satisfied ..... 56%

Somewhat Satisfied ..... 28%

Not Satisfied ..... 1%

Extremely Dissatisfied ..... 2%

No Opinion ..... 13%

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*T66. Fire and emergency response times to calls*

Extremely and Somewhat Combined..... 65%

Extremely Satisfied ..... 37%

Somewhat Satisfied ..... 28%

Not Satisfied ..... 2%

Extremely Dissatisfied ..... 1%

No Opinion ..... 32%

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*T67. Do you agree or disagree with the following statement? The City of Glenwood Springs is well prepared to respond to an emergency situation such as a wildfire or flood.*

Total Agree ..... 54%

Total Disagree..... 38%

Unsure/No Opinion ..... 9%

Strongly Agree ..... 16%

Somewhat Agree..... 38%

Strongly Disagree..... 21%

Somewhat Disagree ..... 17%

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### **Questions About City Communications**

*T68. Do you agree or disagree with the following statement? The City of Glenwood Springs takes resident input into consideration when making decisions.*

|                         |     |
|-------------------------|-----|
| Total Agree .....       | 37% |
| Total Disagree.....     | 56% |
| Unsure/No Opinion ..... | 7%  |
| Strongly Agree .....    | 7%  |
| Somewhat Agree.....     | 30% |
| Strongly Disagree.....  | 30% |
| Somewhat Disagree ..... | 26% |

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*T69. How are you currently receiving information about the City of Glenwood Springs? Select all that apply.*

|                                       |     |
|---------------------------------------|-----|
| Local Newspaper .....                 | 73% |
| Word of Mouth .....                   | 50% |
| City Text Alerts .....                | 44% |
| Facebook .....                        | 42% |
| City Website .....                    | 35% |
| City Email Alerts .....               | 33% |
| Local Radio.....                      | 25% |
| Utility Bill Stuffers.....            | 12% |
| Nextdoor .....                        | 11% |
| Community Newsletters.....            | 7%  |
| Twitter .....                         | 3%  |
| Information Posted at City Hall ..... | 1%  |
| YouTube .....                         | 1%  |
| Other .....                           | 4%  |

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*T70. How can the city improve their efforts to disseminate information and provide opportunities for public engagement?*

*\*Verbatim responses attached in separate document.*

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### **Additional Feedback**

*T71. How can the city improve their efforts to disseminate information and provide opportunities for public engagement?*

*\*Verbatim responses attached in separate document.*

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### **Demographic Questions**

*The following questions are for statistical purposes only.*

*D1. How long have you lived in Glenwood Springs?*

|                         |     |
|-------------------------|-----|
| Less than a Year.....   | 2%  |
| 1 to 5 Years.....       | 18% |
| 6 to 10 Years.....      | 13% |
| 11 to 15 Years.....     | 10% |
| 16 to 20 Years.....     | 13% |
| More than 20 Years..... | 44% |

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*D2. Are you between the ages of:*

|                  |     |
|------------------|-----|
| 18-24.....       | 10% |
| 25-29.....       | 10% |
| 30-39.....       | 20% |
| 40-49.....       | 16% |
| 50-54.....       | 7%  |
| 55-64.....       | 16% |
| 65-74.....       | 14% |
| 75 or Older..... | 7%  |

---

*D3. Last year, what was your total family income before taxes?*

|                          |     |
|--------------------------|-----|
| Less than \$30,000.....  | 6%  |
| \$31,000-\$49,000.....   | 13% |
| \$50,000-\$74,000.....   | 17% |
| \$75,000-\$99,000.....   | 15% |
| \$100,000-\$124,000..... | 15% |
| \$125,000-\$150,000..... | 6%  |
| More than \$150,000..... | 14% |
| Refused.....             | 14% |

---



*D4. Which race or ethnicity do you most identify with?*

|                                          |     |
|------------------------------------------|-----|
| White, Non-Hispanic.....                 | 70% |
| Hispanic, All Races.....                 | 25% |
| Black or African American.....           | 1%  |
| Asian or Asian American.....             | 1%  |
| American Indian or Alaskan Native.....   | 0%  |
| Multiple Races, Non-Hispanic.....        | 1%  |
| Native Hawaiian or Pacific Islander..... | 0%  |
| Race or ethnicity not listed.....        | 2%  |

---

*D5. Are you:*

|                               |     |
|-------------------------------|-----|
| Male .....                    | 50% |
| Female.....                   | 50% |
| You Identify Differently..... | 0%  |

---

*D6. To ensure that we have a statistically representative sample of the Glenwood Springs community, could you please verify that you are at least 18 years old and indicate which neighborhood or area of town you live in?*

|              |     |
|--------------|-----|
| Ward 1 ..... | 24% |
| Ward 2 ..... | 20% |
| Ward 3 ..... | 19% |
| Ward 4 ..... | 19% |
| Ward 5 ..... | 18% |

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**Survey Data Collection Methodology**

This survey was conducted by sending an MMS text message to 3,478 residents in the City of Glenwood Springs, CO. Data collection also included a link posted on the City's website and social media profiles and a QR code posted at City Hall and the Community Center. The survey response data was weighted to reflect the demographics of the City of Glenwood Springs.

The interviews were conducted from September 7<sup>th</sup> to 22<sup>nd</sup>, 2021. This survey has a margin of error of +/- 3.15% at the 95 percent confidence interval. Any questions regarding the survey findings or methodology should be directed to David Flaherty or Ryan Winger. They can be reached by phone at 303-861-8585 or by email at [DFlaherty@magellanstrategies.com](mailto:DFlaherty@magellanstrategies.com) or [RWinger@magellanstrategies.com](mailto:RWinger@magellanstrategies.com).

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Table 1

S1. Before we begin, could you please verify that you are at least 18 years old and a resident of Glenwood Springs, Colorado?

|       | GENDER |       |        | GENZ AND MILLENNIALS |            |          |          | GEN X      |          |          | BOOMERS AND SILENT |          |          |          | CONSOLIDATED AGE |       |         | RACE ETHNICITY |           |       |
|-------|--------|-------|--------|----------------------|------------|----------|----------|------------|----------|----------|--------------------|----------|----------|----------|------------------|-------|---------|----------------|-----------|-------|
|       | TOTAL  | MEN   | WO MEN | GENZ 18-24           | MILL 25-39 | MILL MEN | MILL WOM | GENX 40-54 | GENX MEN | GENX WOM | BOOM 55-74         | BOOM MEN | BOOM WOM | SLNT 75+ | 18-39            | 40-64 | 65 PLUS | WHI TE         | HISP ANIC | OTH   |
| TOTAL | 861    | 435   | 424    | 86                   | 258        | 127      | 131      | 198        | 106      | 91       | 258                | 131      | 127      | 60       | 344              | 336   | 181     | 603            | 215       | 43    |
|       | 100.0  | 100.0 | 100.0  | 100.0                | 100.0      | 100.0    | 100.0    | 100.0      | 100.0    | 100.0    | 100.0              | 100.0    | 100.0    | 100.0    | 100.0            | 100.0 | 100.0   | 100.0          | 100.0     | 100.0 |
| Yes   | 861    | 435   | 424    | 86                   | 258        | 127      | 131      | 198        | 106      | 91       | 258                | 131      | 127      | 60       | 344              | 336   | 181     | 603            | 215       | 43    |
|       | 100.0  | 100.0 | 100.0  | 100.0                | 100.0      | 100.0    | 100.0    | 100.0      | 100.0    | 100.0    | 100.0              | 100.0    | 100.0    | 100.0    | 100.0            | 100.0 | 100.0   | 100.0          | 100.0     | 100.0 |

Table 1

S1. Before we begin, could you please verify that you are at least 18 years old and a resident of Glenwood Springs, Colorado?

|       | LIVED IN GLENWOOD SPRINGS |           |       |       |       |       |         |         |         | INCOME   |         |         |          |           |           |           | CONSOLIDATED INCOME |          |           | FOCUS ON RESIDENTS VS TOURISTS |          |          |
|-------|---------------------------|-----------|-------|-------|-------|-------|---------|---------|---------|----------|---------|---------|----------|-----------|-----------|-----------|---------------------|----------|-----------|--------------------------------|----------|----------|
|       | TOTAL                     | LESS YEAR | 1 5   | 6 10  | 11 15 | 16 20 | MORE 20 | LESS 10 | MORE 10 | LESS 30K | 31K 50K | 50K 75K | 75K 100K | 100K 125K | 125K 150K | MORE 150K | LESS 50K            | 51K 100K | MORE 100K | RESI DENT                      | BAL ANCE | TOUR IST |
| TOTAL | 861                       | 15        | 154   | 111   | 93    | 111   | 377     | 280     | 581     | 47       | 108     | 147     | 133      | 130       | 55        | 124       | 155                 | 280      | 309       | 56                             | 236      | 484      |
|       | 100.0                     | 100.0     | 100.0 | 100.0 | 100.0 | 100.0 | 100.0   | 100.0   | 100.0   | 100.0    | 100.0   | 100.0   | 100.0    | 100.0     | 100.0     | 100.0     | 100.0               | 100.0    | 100.0     | 100.0                          | 100.0    | 100.0    |
| Yes   | 861                       | 15        | 154   | 111   | 93    | 111   | 377     | 280     | 581     | 47       | 108     | 147     | 133      | 130       | 55        | 124       | 155                 | 280      | 309       | 56                             | 236      | 484      |
|       | 100.0                     | 100.0     | 100.0 | 100.0 | 100.0 | 100.0 | 100.0   | 100.0   | 100.0   | 100.0    | 100.0   | 100.0   | 100.0    | 100.0     | 100.0     | 100.0     | 100.0               | 100.0    | 100.0     | 100.0                          | 100.0    | 100.0    |



Table 1

S1. Before we begin, could you please verify that you are at least 18 years old and a resident of Glenwood Springs, Colorado?

|       |              | DEVELOPMENT OF NEW<br>HOUSING FOR SALE |              |              | DEVELOPMENT OF NEW<br>APARTMENTS |              |              | RATE OF RETAIL AND<br>COMMERICAL GROWTH |              |              | WARD         |              |              |              |              |
|-------|--------------|----------------------------------------|--------------|--------------|----------------------------------|--------------|--------------|-----------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
|       | TOTAL        | TOO<br>SLOW                            | RGHT<br>AMNT | TOO<br>FAST  | TOO<br>SLOW                      | RGHT<br>AMNT | TOO<br>FAST  | TOO<br>SLOW                             | RGHT<br>AMNT | TOO<br>FAST  | WARD<br>1    | WARD<br>2    | WARD<br>3    | WARD<br>4    | WARD<br>5    |
| TOTAL | 861<br>100.0 | 262<br>100.0                           | 155<br>100.0 | 353<br>100.0 | 190<br>100.0                     | 130<br>100.0 | 498<br>100.0 | 396<br>100.0                            | 274<br>100.0 | 116<br>100.0 | 207<br>100.0 | 172<br>100.0 | 164<br>100.0 | 164<br>100.0 | 155<br>100.0 |
| Yes   | 861<br>100.0 | 262<br>100.0                           | 155<br>100.0 | 353<br>100.0 | 190<br>100.0                     | 130<br>100.0 | 498<br>100.0 | 396<br>100.0                            | 274<br>100.0 | 116<br>100.0 | 207<br>100.0 | 172<br>100.0 | 164<br>100.0 | 164<br>100.0 | 155<br>100.0 |

Table 2

How would you rate the City of Glenwood Springs on the following quality of life aspects?

T2. [QUALITY OF LIFE] Overall quality of life in Glenwood Springs

|               | GENDER |       |        | GENZ AND MILLENNIALS |            |          |          | GEN X      |          |          | BOOMERS AND SILENT |          |          |          | CONSOLIDATED AGE |       |         | RACE ETHNICITY |           |       |
|---------------|--------|-------|--------|----------------------|------------|----------|----------|------------|----------|----------|--------------------|----------|----------|----------|------------------|-------|---------|----------------|-----------|-------|
|               | TOTAL  | MEN   | WO MEN | GENZ 18-24           | MILL 25-39 | MILL MEN | MILL WOM | GENX 40-54 | GENX MEN | GENX WOM | BOOM 55-74         | BOOM MEN | BOOM WOM | SLNT 75+ | 18-39            | 40-64 | 65 PLUS | WHI TE         | HISP ANIC | OTH   |
| TOTAL         | 861    | 435   | 424    | 86                   | 258        | 127      | 131      | 198        | 106      | 91       | 258                | 131      | 127      | 60       | 344              | 336   | 181     | 603            | 215       | 43    |
|               | 100.0  | 100.0 | 100.0  | 100.0                | 100.0      | 100.0    | 100.0    | 100.0      | 100.0    | 100.0    | 100.0              | 100.0    | 100.0    | 100.0    | 100.0            | 100.0 | 100.0   | 100.0          | 100.0     | 100.0 |
| Excellent     | 636    | 339   | 295    | 46                   | 187        | 94       | 92       | 153        | 81       | 71       | 204                | 104      | 100      | 45       | 233              | 267   | 136     | 483            | 129       | 24    |
| Good Combined | 73.8   | 77.9  | 69.6   | 53.6                 | 72.3       | 73.8     | 70.6     | 77.4       | 76.7     | 78.3     | 79.1               | 79.1     | 78.9     | 75.3     | 67.6             | 79.6  | 75.0    | 80.2           | 60.0      | 54.8  |
| Excellent     | 188    | 97    | 90     | 7                    | 54         | 25       | 29       | 50         | 30       | 20       | 54                 | 27       | 27       | 23       | 60               | 86    | 42      | 148            | 30        | 10    |
|               | 21.8   | 22.4  | 21.2   | 7.6                  | 20.8       | 19.6     | 22.0     | 25.5       | 28.3     | 21.8     | 21.1               | 20.7     | 21.3     | 38.2     | 17.5             | 25.5  | 23.4    | 24.5           | 14.0      | 24.0  |
| Good          | 448    | 241   | 205    | 40                   | 133        | 69       | 64       | 103        | 51       | 51       | 150                | 77       | 73       | 22       | 173              | 182   | 93      | 336            | 99        | 13    |
|               | 52.0   | 55.5  | 48.5   | 46.1                 | 51.5       | 54.2     | 48.7     | 52.0       | 48.5     | 56.6     | 58.0               | 58.4     | 57.6     | 37.1     | 50.2             | 54.1  | 51.6    | 55.7           | 46.0      | 30.9  |
| Fair          | 174    | 62    | 112    | 36                   | 53         | 19       | 35       | 35         | 18       | 16       | 43                 | 20       | 23       | 7        | 89               | 56    | 30      | 90             | 67        | 17    |
|               | 20.3   | 14.2  | 26.5   | 41.3                 | 20.7       | 14.6     | 26.7     | 17.7       | 17.2     | 18.1     | 16.6               | 15.2     | 18.0     | 12.4     | 25.9             | 16.6  | 16.3    | 15.0           | 31.1      | 40.1  |
| Poor          | 51     | 35    | 16     | 4                    | 18         | 15       | 3        | 10         | 6        | 3        | 11                 | 7        | 4        | 7        | 22               | 13    | 16      | 29             | 19        | 2     |
|               | 5.9    | 7.9   | 3.8    | 5.0                  | 7.0        | 11.6     | 2.6      | 4.9        | 6.1      | 3.5      | 4.4                | 5.6      | 3.1      | 12.3     | 6.5              | 3.8   | 8.6     | 4.9            | 9.0       | 5.1   |
| No Opinion    |        |       |        |                      |            |          |          |            |          |          |                    |          |          |          |                  |       |         |                |           |       |

Table 2

How would you rate the City of Glenwood Springs on the following quality of life aspects?

T2. [QUALITY OF LIFE] Overall quality of life in Glenwood Springs

|               | LIVED IN GLENWOOD SPRINGS |           |       |       |       |       |         |         |         | INCOME   |         |         |          |           |           |           | CONSOLIDATED INCOME |          |           | FOCUS ON RESIDENTS VS TOURISTS |          |          |
|---------------|---------------------------|-----------|-------|-------|-------|-------|---------|---------|---------|----------|---------|---------|----------|-----------|-----------|-----------|---------------------|----------|-----------|--------------------------------|----------|----------|
|               | TOTAL                     | LESS YEAR | 1 5   | 6 10  | 11 15 | 16 20 | MORE 20 | LESS 10 | MORE 10 | LESS 30K | 31K 50K | 50K 75K | 75K 100K | 100K 125K | 125K 150K | MORE 150K | LESS 50K            | 51K 100K | MORE 100K | RESI DENT                      | BAL ANCE | TOUR IST |
| TOTAL         | 861                       | 15        | 154   | 111   | 93    | 111   | 377     | 280     | 581     | 47       | 108     | 147     | 133      | 130       | 55        | 124       | 155                 | 280      | 309       | 56                             | 236      | 484      |
|               | 100.0                     | 100.0     | 100.0 | 100.0 | 100.0 | 100.0 | 100.0   | 100.0   | 100.0   | 100.0    | 100.0   | 100.0   | 100.0    | 100.0     | 100.0     | 100.0     | 100.0               | 100.0    | 100.0     | 100.0                          | 100.0    | 100.0    |
| Excellent     | 636                       | 13        | 117   | 89    | 71    | 86    | 259     | 219     | 416     | 29       | 83      | 107     | 99       | 93        | 46        | 111       | 112                 | 206      | 250       | 41                             | 215      | 314      |
| Good Combined | 73.8                      | 91.4      | 75.9  | 80.3  | 76.5  | 77.9  | 68.6    | 78.4    | 71.6    | 60.2     | 77.6    | 72.3    | 74.6     | 71.3      | 84.2      | 89.8      | 72.2                | 73.4     | 81.0      | 72.9                           | 91.1     | 64.9     |
| Excellent     | 188                       | 8         | 39    | 28    | 24    | 20    | 70      | 75      | 113     | 11       | 15      | 25      | 27       | 30        | 12        | 44        | 26                  | 52       | 86        | 25                             | 78       | 61       |
|               | 21.8                      | 52.6      | 25.4  | 25.4  | 25.3  | 17.7  | 18.5    | 26.8    | 19.4    | 23.1     | 14.2    | 17.2    | 20.3     | 23.1      | 22.3      | 35.5      | 16.9                | 18.6     | 27.9      | 45.4                           | 33.3     | 12.6     |
| Good          | 448                       | 6         | 78    | 61    | 48    | 67    | 189     | 144     | 303     | 18       | 68      | 81      | 72       | 63        | 34        | 67        | 86                  | 153      | 164       | 15                             | 136      | 253      |
|               | 52.0                      | 38.8      | 50.5  | 54.9  | 51.2  | 60.2  | 50.1    | 51.6    | 52.2    | 37.1     | 63.3    | 55.2    | 54.3     | 48.3      | 61.9      | 54.3      | 55.3                | 54.8     | 53.1      | 27.5                           | 57.8     | 52.3     |
| Fair          | 174                       | 1         | 23    | 16    | 15    | 19    | 99      | 41      | 134     | 9        | 11      | 38      | 31       | 28        | 9         | 10        | 20                  | 69       | 47        | 5                              | 21       | 132      |
|               | 20.3                      | 8.6       | 15.0  | 14.8  | 16.4  | 17.2  | 26.3    | 14.6    | 23.0    | 19.5     | 10.1    | 25.9    | 23.0     | 21.3      | 15.8      | 8.3       | 13.0                | 24.5     | 15.1      | 9.5                            | 8.9      | 27.2     |
| Poor          | 51                        |           | 14    | 5     | 7     | 6     | 19      | 20      | 31      | 10       | 13      | 3       | 3        | 10        |           | 2         | 23                  | 6        | 12        | 10                             |          | 38       |
|               | 5.9                       |           | 9.1   | 4.9   | 7.1   | 5.0   | 5.1     | 7.0     | 5.4     | 20.3     | 12.3    | 1.8     | 2.4      | 7.4       |           | 1.9       | 14.8                | 2.1      | 3.9       | 17.6                           |          | 7.9      |
| No Opinion    |                           |           |       |       |       |       |         |         |         |          |         |         |          |           |           |           |                     |          |           |                                |          |          |

Table 2

How would you rate the City of Glenwood Springs on the following quality of life aspects?

T2. [QUALITY OF LIFE] Overall quality of life in Glenwood Springs

|               | DEVELOPMENT OF NEW<br>HOUSING FOR SALE |              |              |              | DEVELOPMENT OF NEW<br>APARTMENTS |              |              | RATE OF RETAIL AND<br>COMMERICAL GROWTH |              |              | WARD         |              |              |              |              |
|---------------|----------------------------------------|--------------|--------------|--------------|----------------------------------|--------------|--------------|-----------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
|               | TOTAL                                  | TOO<br>SLOW  | RGHT<br>AMNT | TOO<br>FAST  | TOO<br>SLOW                      | RGHT<br>AMNT | TOO<br>FAST  | TOO<br>SLOW                             | RGHT<br>AMNT | TOO<br>FAST  | WARD<br>1    | WARD<br>2    | WARD<br>3    | WARD<br>4    | WARD<br>5    |
| TOTAL         | 861<br>100.0                           | 262<br>100.0 | 155<br>100.0 | 353<br>100.0 | 190<br>100.0                     | 130<br>100.0 | 498<br>100.0 | 396<br>100.0                            | 274<br>100.0 | 116<br>100.0 | 207<br>100.0 | 172<br>100.0 | 164<br>100.0 | 164<br>100.0 | 155<br>100.0 |
| Excellent     | 636                                    | 200          | 128          | 232          | 147                              | 112          | 340          | 264                                     | 233          | 77           | 166          | 135          | 131          | 89           | 116          |
| Good Combined | 73.8                                   | 76.3         | 82.4         | 65.8         | 77.5                             | 86.1         | 68.3         | 66.6                                    | 84.8         | 66.2         | 80.3         | 78.1         | 79.9         | 54.4         | 74.6         |
| Excellent     | 188<br>21.8                            | 51<br>19.6   | 54<br>34.6   | 58<br>16.4   | 35<br>18.3                       | 45<br>34.5   | 96<br>19.2   | 58<br>14.5                              | 88<br>32.3   | 24<br>20.2   | 45<br>21.9   | 35<br>20.3   | 34<br>20.9   | 33<br>20.3   | 40<br>26.1   |
| Good          | 448<br>52.0                            | 148<br>56.8  | 74<br>47.8   | 175<br>49.5  | 112<br>59.2                      | 67<br>51.6   | 244<br>49.1  | 206<br>52.1                             | 144<br>52.6  | 54<br>46.0   | 121<br>58.4  | 100<br>57.9  | 96<br>59.0   | 56<br>34.0   | 75<br>48.6   |
| Fair          | 174<br>20.3                            | 53<br>20.3   | 21<br>13.8   | 88<br>24.8   | 35<br>18.2                       | 15<br>11.5   | 120<br>24.1  | 109<br>27.5                             | 36<br>13.3   | 21<br>18.5   | 35<br>16.9   | 31<br>18.1   | 30<br>18.1   | 46<br>27.9   | 33<br>21.3   |
| Poor          | 51<br>5.9                              | 9<br>3.4     | 6<br>3.8     | 33<br>9.3    | 8<br>4.3                         | 3<br>2.4     | 38<br>7.6    | 23<br>5.9                               | 5<br>1.9     | 18<br>15.3   | 6<br>2.8     | 6<br>3.7     | 3<br>2.1     | 29<br>17.8   | 6<br>4.0     |
| No Opinion    |                                        |              |              |              |                                  |              |              |                                         |              |              |              |              |              |              |              |



Table 3

T3. [QUALITY OF LIFE] Your neighborhood as a place to live

|               | GENDER |       |        | GENZ AND MILLENNIALS |            |          |          | GEN X      |          |          | BOOMERS AND SILENT |          |          |          | CONSOLIDATED AGE |       |         | RACE ETHNICITY |           |       |
|---------------|--------|-------|--------|----------------------|------------|----------|----------|------------|----------|----------|--------------------|----------|----------|----------|------------------|-------|---------|----------------|-----------|-------|
|               | TOTAL  | MEN   | WO MEN | GENZ 18-24           | MILL 25-39 | MILL MEN | MILL WOM | GENX 40-54 | GENX MEN | GENX WOM | BOOM 55-74         | BOOM MEN | BOOM WOM | SLNT 75+ | 18-39            | 40-64 | 65 PLUS | WHI TE         | HISP ANIC | OTH   |
| TOTAL         | 861    | 435   | 424    | 86                   | 258        | 127      | 131      | 198        | 106      | 91       | 258                | 131      | 127      | 60       | 344              | 336   | 181     | 603            | 215       | 43    |
|               | 100.0  | 100.0 | 100.0  | 100.0                | 100.0      | 100.0    | 100.0    | 100.0      | 100.0    | 100.0    | 100.0              | 100.0    | 100.0    | 100.0    | 100.0            | 100.0 | 100.0   | 100.0          | 100.0     | 100.0 |
| Excellent     | 674    | 335   | 336    | 51                   | 203        | 97       | 105      | 162        | 83       | 78       | 208                | 100      | 108      | 49       | 254              | 275   | 145     | 483            | 162       | 29    |
| Good Combined | 78.2   | 77.0  | 79.4   | 59.8                 | 78.5       | 76.2     | 80.6     | 81.8       | 78.7     | 85.4     | 80.7               | 75.9     | 85.6     | 81.3     | 73.8             | 81.8  | 80.0    | 80.1           | 75.4      | 66.4  |
| Excellent     | 296    | 146   | 149    | 19                   | 86         | 41       | 44       | 76         | 42       | 33       | 95                 | 49       | 46       | 21       | 105              | 127   | 64      | 217            | 66        | 14    |
|               | 34.4   | 33.5  | 35.2   | 22.1                 | 33.3       | 32.5     | 33.9     | 38.2       | 39.9     | 35.9     | 36.9               | 37.6     | 36.0     | 34.1     | 30.5             | 37.9  | 35.5    | 36.0           | 30.6      | 31.6  |
| Good          | 377    | 189   | 187    | 32                   | 117        | 56       | 61       | 86         | 41       | 45       | 113                | 50       | 63       | 28       | 149              | 147   | 81      | 266            | 96        | 15    |
|               | 43.8   | 43.5  | 44.2   | 37.7                 | 45.2       | 43.7     | 46.7     | 43.6       | 38.8     | 49.5     | 43.8               | 38.4     | 49.5     | 47.2     | 43.3             | 43.9  | 44.6    | 44.1           | 44.8      | 34.8  |
| Fair          | 138    | 64    | 73     | 35                   | 39         | 18       | 21       | 25         | 16       | 9        | 34                 | 19       | 15       | 5        | 74               | 46    | 18      | 94             | 31        | 13    |
|               | 16.0   | 14.8  | 17.2   | 40.2                 | 15.1       | 14.4     | 15.9     | 12.5       | 15.2     | 9.5      | 13.1               | 14.6     | 11.6     | 8.6      | 21.4             | 13.7  | 9.9     | 15.6           | 14.4      | 29.6  |
| Poor          | 46     | 34    | 12     |                      | 16         | 12       | 4        | 10         | 6        | 3        | 15                 | 11       | 4        | 6        | 16               | 14    | 17      | 24             | 20        | 2     |
|               | 5.4    | 7.9   | 2.8    |                      | 6.1        | 9.4      | 2.9      | 4.9        | 6.1      | 3.3      | 5.7                | 8.6      | 2.8      | 10.1     | 4.6              | 4.0   | 9.5     | 4.0            | 9.5       | 4.1   |
| No Opinion    | 4      | 1     | 2      |                      | 1          |          | 1        | 2          |          | 2        | 1                  | 1        |          |          | 1                | 2     | 1       | 2              | 2         |       |
|               | 0.4    | 0.3   | 0.6    |                      | 0.3        |          | 0.6      | 0.8        |          | 1.8      | 0.4                | 0.9      |          |          | 0.2              | 0.5   | 0.6     | 0.3            | 0.8       |       |

Table 3

T3. [QUALITY OF LIFE] Your neighborhood as a place to live

|               | LIVED IN GLENWOOD SPRINGS |           |       |       |       |       |         |         |         | INCOME   |         |         |          |           |           |           | CONSOLIDATED INCOME |          |           | FOCUS ON RESIDENTS VS TOURISTS |          |          |
|---------------|---------------------------|-----------|-------|-------|-------|-------|---------|---------|---------|----------|---------|---------|----------|-----------|-----------|-----------|---------------------|----------|-----------|--------------------------------|----------|----------|
|               | TOTAL                     | LESS YEAR | 1 5   | 6 10  | 11 15 | 16 20 | MORE 20 | LESS 10 | MORE 10 | LESS 30K | 31K 50K | 50K 75K | 75K 100K | 100K 125K | 125K 150K | MORE 150K | LESS 50K            | 51K 100K | MORE 100K | RESI DENT                      | BAL ANCE | TOUR IST |
| TOTAL         | 861                       | 15        | 154   | 111   | 93    | 111   | 377     | 280     | 581     | 47       | 108     | 147     | 133      | 130       | 55        | 124       | 155                 | 280      | 309       | 56                             | 236      | 484      |
|               | 100.0                     | 100.0     | 100.0 | 100.0 | 100.0 | 100.0 | 100.0   | 100.0   | 100.0   | 100.0    | 100.0   | 100.0   | 100.0    | 100.0     | 100.0     | 100.0     | 100.0               | 100.0    | 100.0     | 100.0                          | 100.0    | 100.0    |
| Excellent     | 674                       | 12        | 112   | 88    | 78    | 88    | 296     | 212     | 461     | 33       | 84      | 118     | 96       | 107       | 49        | 112       | 117                 | 214      | 268       | 41                             | 211      | 360      |
| Good Combined | 78.2                      | 82.3      | 73.0  | 79.2  | 83.4  | 78.9  | 78.4    | 76.0    | 79.3    | 68.5     | 78.2    | 79.9    | 72.3     | 81.8      | 90.5      | 90.7      | 75.2                | 76.3     | 86.9      | 72.7                           | 89.6     | 74.3     |
| Excellent     | 296                       | 9         | 58    | 40    | 38    | 38    | 113     | 108     | 189     | 11       | 26      | 60      | 33       | 54        | 26        | 56        | 36                  | 93       | 137       | 35                             | 94       | 137      |
|               | 34.4                      | 63.0      | 38.1  | 36.0  | 40.7  | 34.0  | 29.9    | 38.5    | 32.4    | 22.7     | 23.7    | 40.8    | 24.6     | 41.6      | 48.1      | 45.5      | 23.4                | 33.1     | 44.3      | 62.7                           | 39.8     | 28.3     |
| Good          | 377                       | 3         | 54    | 48    | 40    | 50    | 183     | 105     | 272     | 22       | 59      | 57      | 63       | 52        | 23        | 56        | 80                  | 121      | 131       | 6                              | 117      | 223      |
|               | 43.8                      | 19.3      | 35.0  | 43.2  | 42.7  | 44.9  | 48.5    | 37.4    | 46.9    | 45.8     | 54.5    | 39.0    | 47.7     | 40.2      | 42.4      | 45.2      | 51.9                | 43.1     | 42.6      | 9.9                            | 49.8     | 46.0     |
| Fair          | 138                       | 3         | 30    | 18    | 12    | 15    | 60      | 50      | 87      | 13       | 11      | 23      | 29       | 15        | 5         | 10        | 24                  | 52       | 30        | 5                              | 23       | 93       |
|               | 16.0                      | 17.7      | 19.4  | 16.0  | 12.7  | 13.7  | 16.0    | 18.0    | 15.0    | 27.8     | 10.3    | 15.6    | 21.9     | 11.4      | 8.3       | 8.5       | 15.7                | 18.6     | 9.7       | 9.8                            | 9.7      | 19.1     |
| Poor          | 46                        |           | 12    | 5     | 4     | 7     | 19      | 17      | 29      | 2        | 12      | 4       | 8        | 9         | 1         | 1         | 14                  | 12       | 11        | 10                             |          | 30       |
|               | 5.4                       |           | 7.6   | 4.8   | 3.9   | 5.9   | 5.1     | 6.1     | 5.1     | 3.6      | 11.5    | 2.9     | 5.7      | 6.8       | 1.2       | 0.8       | 9.1                 | 4.2      | 3.4       | 17.6                           |          | 6.1      |
| No Opinion    | 4                         |           |       |       |       | 2     | 2       |         | 4       |          |         |         | 2        |           |           |           |                     | 2        |           |                                | 2        | 2        |
|               | 0.4                       |           |       |       |       | 1.5   | 0.5     |         | 0.6     |          |         | 1.6     |          |           |           |           |                     | 0.9      |           |                                | 0.7      | 0.4      |

Table 3

T3. [QUALITY OF LIFE] Your neighborhood as a place to live

|               | DEVELOPMENT OF NEW HOUSING FOR SALE |              |              |              | DEVELOPMENT OF NEW APARTMENTS |              |              | RATE OF RETAIL AND COMMERCIAL GROWTH |              |              | WARD         |              |              |              |              |
|---------------|-------------------------------------|--------------|--------------|--------------|-------------------------------|--------------|--------------|--------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
|               | TOTAL                               | TOO SLOW     | RGHT AMNT    | TOO FAST     | TOO SLOW                      | RGHT AMNT    | TOO FAST     | TOO SLOW                             | RGHT AMNT    | TOO FAST     | WARD 1       | WARD 2       | WARD 3       | WARD 4       | WARD 5       |
| TOTAL         | 861<br>100.0                        | 262<br>100.0 | 155<br>100.0 | 353<br>100.0 | 190<br>100.0                  | 130<br>100.0 | 498<br>100.0 | 396<br>100.0                         | 274<br>100.0 | 116<br>100.0 | 207<br>100.0 | 172<br>100.0 | 164<br>100.0 | 164<br>100.0 | 155<br>100.0 |
| Excellent     | 674                                 | 211          | 131          | 252          | 155                           | 106          | 377          | 287                                  | 241          | 83           | 172          | 147          | 128          | 94           | 133          |
| Good Combined | 78.2                                | 80.8         | 84.4         | 71.5         | 81.8                          | 81.6         | 75.7         | 72.4                                 | 88.1         | 71.6         | 83.2         | 85.1         | 78.0         | 57.6         | 85.9         |
| Excellent     | 296<br>34.4                         | 78<br>29.7   | 61<br>39.1   | 119<br>33.8  | 62<br>32.6                    | 60<br>46.1   | 161<br>32.4  | 118<br>29.8                          | 117<br>42.9  | 37<br>31.6   | 77<br>37.2   | 61<br>35.5   | 48<br>29.5   | 40<br>24.4   | 70<br>45.3   |
| Good          | 377<br>43.8                         | 134<br>51.1  | 70<br>45.3   | 133<br>37.6  | 93<br>49.3                    | 46<br>35.6   | 216<br>43.4  | 169<br>42.6                          | 124<br>45.2  | 47<br>40.1   | 95<br>46.1   | 85<br>49.6   | 79<br>48.5   | 54<br>33.2   | 63<br>40.6   |
| Fair          | 138<br>16.0                         | 43<br>16.3   | 14<br>9.3    | 73<br>20.6   | 30<br>15.6                    | 22<br>16.8   | 80<br>16.0   | 81<br>20.5                           | 30<br>11.1   | 17<br>14.7   | 31<br>14.8   | 16<br>9.2    | 31<br>19.0   | 43<br>26.3   | 17<br>10.9   |
| Poor          | 46<br>5.4                           | 8<br>2.9     | 8<br>5.3     | 26<br>7.4    | 5<br>2.6                      | 0.3          | 39<br>7.9    | 26<br>6.6                            | 2<br>0.9     | 15<br>12.7   | 3<br>1.6     | 8<br>4.8     | 4<br>2.2     | 26<br>16.1   | 5<br>3.2     |
| No Opinion    | 4<br>0.4                            |              | 2<br>1.1     | 2<br>0.5     |                               | 2<br>1.3     | 2<br>0.4     | 2<br>0.6                             |              | 1<br>1.0     | 1<br>0.4     | 2<br>1.0     | 1<br>0.7     |              |              |

Table 4

T4. [QUALITY OF LIFE] Glenwood Springs as a place to live

|               | GENDER |       |        | GENZ AND MILLENNIALS |            |          |          | GEN X      |          |          | BOOMERS AND SILENT |          |          |          | CONSOLIDATED AGE |       |         | RACE ETHNICITY |           |       |
|---------------|--------|-------|--------|----------------------|------------|----------|----------|------------|----------|----------|--------------------|----------|----------|----------|------------------|-------|---------|----------------|-----------|-------|
|               | TOTAL  | MEN   | WO MEN | GENZ 18-24           | MILL 25-39 | MILL MEN | MILL WOM | GENX 40-54 | GENX MEN | GENX WOM | BOOM 55-74         | BOOM MEN | BOOM WOM | SLNT 75+ | 18-39            | 40-64 | 65 PLUS | WHI TE         | HISP ANIC | OTH   |
| TOTAL         | 861    | 435   | 424    | 86                   | 258        | 127      | 131      | 198        | 106      | 91       | 258                | 131      | 127      | 60       | 344              | 336   | 181     | 603            | 215       | 43    |
|               | 100.0  | 100.0 | 100.0  | 100.0                | 100.0      | 100.0    | 100.0    | 100.0      | 100.0    | 100.0    | 100.0              | 100.0    | 100.0    | 100.0    | 100.0            | 100.0 | 100.0   | 100.0          | 100.0     | 100.0 |
| Excellent     | 684    | 349   | 333    | 79                   | 204        | 110      | 94       | 155        | 80       | 74       | 200                | 100      | 100      | 45       | 284              | 263   | 138     | 475            | 185       | 24    |
| Good Combined | 79.5   | 80.4  | 78.5   | 92.0                 | 79.1       | 86.5     | 71.8     | 78.1       | 75.3     | 81.4     | 77.6               | 76.0     | 79.1     | 75.5     | 82.4             | 78.2  | 76.3    | 78.8           | 86.1      | 54.8  |
| Excellent     | 247    | 128   | 118    | 7                    | 83         | 44       | 38       | 56         | 31       | 24       | 80                 | 37       | 42       | 22       | 89               | 104   | 54      | 181            | 52        | 14    |
|               | 28.7   | 29.5  | 27.8   | 7.6                  | 32.1       | 35.0     | 29.4     | 28.1       | 29.6     | 25.9     | 31.0               | 28.4     | 33.5     | 36.9     | 26.0             | 30.8  | 30.0    | 30.0           | 24.2      | 32.6  |
| Good          | 437    | 221   | 215    | 73                   | 122        | 66       | 55       | 99         | 48       | 50       | 120                | 63       | 58       | 23       | 194              | 159   | 84      | 294            | 133       | 10    |
|               | 50.8   | 50.9  | 50.7   | 84.5                 | 47.0       | 51.6     | 42.4     | 50.0       | 45.7     | 55.4     | 46.6               | 47.7     | 45.6     | 38.6     | 56.4             | 47.4  | 46.3    | 48.8           | 61.9      | 22.2  |
| Fair          | 124    | 59    | 65     | 4                    | 35         | 14       | 22       | 35         | 20       | 15       | 39                 | 18       | 21       | 11       | 40               | 56    | 29      | 97             | 11        | 17    |
|               | 14.5   | 13.6  | 15.3   | 5.0                  | 13.6       | 10.7     | 16.6     | 17.7       | 18.6     | 16.6     | 15.1               | 13.5     | 16.7     | 18.2     | 11.5             | 16.6  | 16.1    | 16.1           | 5.0       | 39.2  |
| Poor          | 51     | 26    | 25     | 3                    | 19         | 4        | 15       | 8          | 6        | 2        | 18                 | 14       | 4        | 4        | 21               | 17    | 14      | 30             | 19        | 3     |
|               | 6.0    | 6.0   | 6.0    | 2.9                  | 7.2        | 2.8      | 11.6     | 4.2        | 6.1      | 2.0      | 7.0                | 10.4     | 3.5      | 6.3      | 6.2              | 4.9   | 7.6     | 5.0            | 8.8       | 6.0   |
| No Opinion    | 1      |       | 1      |                      |            |          |          |            |          |          | 1                  |          | 1        |          |                  | 1     |         | 1              |           |       |
|               | 0.1    |       | 0.2    |                      |            |          |          |            |          |          | 0.3                |          | 0.7      |          |                  | 0.3   |         | 0.1            |           |       |



Table 4

T4. [QUALITY OF LIFE] Glenwood Springs as a place to live

|               | LIVED IN GLENWOOD SPRINGS |           |       |       |       |       |         |         |         | INCOME   |         |         |          |           |           |           | CONSOLIDATED INCOME |          |           | FOCUS ON RESIDENTS VS TOURISTS |          |          |
|---------------|---------------------------|-----------|-------|-------|-------|-------|---------|---------|---------|----------|---------|---------|----------|-----------|-----------|-----------|---------------------|----------|-----------|--------------------------------|----------|----------|
|               | TOTAL                     | LESS YEAR | 1 5   | 6 10  | 11 15 | 16 20 | MORE 20 | LESS 10 | MORE 10 | LESS 30K | 31K 50K | 50K 75K | 75K 100K | 100K 125K | 125K 150K | MORE 150K | LESS 50K            | 51K 100K | MORE 100K | RESI DENT                      | BAL ANCE | TOUR IST |
| TOTAL         | 861                       | 15        | 154   | 111   | 93    | 111   | 377     | 280     | 581     | 47       | 108     | 147     | 133      | 130       | 55        | 124       | 155                 | 280      | 309       | 56                             | 236      | 484      |
|               | 100.0                     | 100.0     | 100.0 | 100.0 | 100.0 | 100.0 | 100.0   | 100.0   | 100.0   | 100.0    | 100.0   | 100.0   | 100.0    | 100.0     | 100.0     | 100.0     | 100.0               | 100.0    | 100.0     | 100.0                          | 100.0    | 100.0    |
| Excellent     | 684                       | 15        | 123   | 88    | 72    | 91    | 296     | 226     | 458     | 29       | 85      | 120     | 96       | 106       | 47        | 112       | 114                 | 217      | 265       | 51                             | 219      | 344      |
| Good Combined | 79.5                      | 100.0     | 79.9  | 79.3  | 76.9  | 81.9  | 78.5    | 80.7    | 78.9    | 60.2     | 79.1    | 81.8    | 72.3     | 81.4      | 85.6      | 90.9      | 73.3                | 77.3     | 86.0      | 92.2                           | 93.1     | 71.2     |
| Excellent     | 247                       | 8         | 58    | 37    | 28    | 31    | 85      | 103     | 144     | 14       | 37      | 34      | 33       | 37        | 17        | 43        | 51                  | 67       | 98        | 40                             | 96       | 81       |
|               | 28.7                      | 52.2      | 37.9  | 33.2  | 29.6  | 28.3  | 22.6    | 36.8    | 24.8    | 29.6     | 34.5    | 23.0    | 25.0     | 28.7      | 31.3      | 35.0      | 33.0                | 24.0     | 31.7      | 72.4                           | 40.7     | 16.7     |
| Good          | 437                       | 7         | 64    | 51    | 44    | 59    | 211     | 123     | 314     | 14       | 48      | 87      | 63       | 69        | 30        | 69        | 62                  | 149      | 168       | 11                             | 123      | 264      |
|               | 50.8                      | 47.8      | 41.9  | 46.1  | 47.3  | 53.6  | 55.9    | 43.9    | 54.0    | 30.6     | 44.6    | 58.7    | 47.3     | 52.7      | 54.3      | 56.0      | 40.3                | 53.3     | 54.3      | 19.8                           | 52.4     | 54.5     |
| Fair          | 124                       |           | 21    | 11    | 18    | 15    | 59      | 32      | 92      | 7        | 13      | 23      | 30       | 15        | 8         | 9         | 20                  | 53       | 32        | 4                              | 16       | 93       |
|               | 14.5                      |           | 13.5  | 10.3  | 19.6  | 13.6  | 15.6    | 11.5    | 15.9    | 14.2     | 12.1    | 15.9    | 22.6     | 11.4      | 14.4      | 7.2       | 12.7                | 19.1     | 10.3      | 7.8                            | 6.8      | 19.1     |
| Poor          | 51                        |           | 10    | 12    | 3     | 5     | 21      | 22      | 30      | 11       | 9       | 3       | 7        | 9         |           | 2         | 21                  | 10       | 12        |                                | 0.1      | 46       |
|               | 6.0                       |           | 6.7   | 10.4  | 3.6   | 4.4   | 5.7     | 7.8     | 5.1     | 23.8     | 8.8     | 2.4     | 5.1      | 7.1       |           | 1.9       | 13.4                | 3.6      | 3.8       |                                |          | 9.5      |
| No Opinion    | 1                         |           |       |       |       |       | 1       |         | 1       | 1        |         |         |          |           |           |           | 1                   |          |           |                                |          | 1        |
|               | 0.1                       |           |       |       |       |       | 0.2     |         | 0.1     | 1.8      |         |         |          |           |           |           | 0.6                 |          |           |                                |          | 0.2      |

Table 4

T4. [QUALITY OF LIFE] Glenwood Springs as a place to live

|               | DEVELOPMENT OF NEW HOUSING FOR SALE |              |              |              | DEVELOPMENT OF NEW APARTMENTS |              |              | RATE OF RETAIL AND COMMERCIAL GROWTH |              |              | WARD         |              |              |              |              |
|---------------|-------------------------------------|--------------|--------------|--------------|-------------------------------|--------------|--------------|--------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
|               | TOTAL                               | TOO SLOW     | RGHT AMNT    | TOO FAST     | TOO SLOW                      | RGHT AMNT    | TOO FAST     | TOO SLOW                             | RGHT AMNT    | TOO FAST     | WARD 1       | WARD 2       | WARD 3       | WARD 4       | WARD 5       |
| TOTAL         | 861<br>100.0                        | 262<br>100.0 | 155<br>100.0 | 353<br>100.0 | 190<br>100.0                  | 130<br>100.0 | 498<br>100.0 | 396<br>100.0                         | 274<br>100.0 | 116<br>100.0 | 207<br>100.0 | 172<br>100.0 | 164<br>100.0 | 164<br>100.0 | 155<br>100.0 |
| Excellent     | 684                                 | 210          | 134          | 268          | 156                           | 117          | 374          | 298                                  | 238          | 86           | 165          | 136          | 128          | 126          | 130          |
| Good Combined | 79.5                                | 80.3         | 86.5         | 76.0         | 82.3                          | 90.0         | 75.2         | 75.3                                 | 87.0         | 73.9         | 79.8         | 78.9         | 78.3         | 76.8         | 83.7         |
| Excellent     | 247<br>28.7                         | 59<br>22.5   | 66<br>42.5   | 87<br>24.5   | 34<br>18.0                    | 63<br>48.3   | 137<br>27.6  | 72<br>18.2                           | 114<br>41.4  | 40<br>34.8   | 61<br>29.5   | 44<br>25.3   | 43<br>26.0   | 53<br>32.7   | 47<br>30.1   |
| Good          | 437<br>50.8                         | 151<br>57.8  | 68<br>44.0   | 181<br>51.4  | 122<br>64.3                   | 54<br>41.8   | 237<br>47.6  | 226<br>57.0                          | 125<br>45.6  | 46<br>39.1   | 104<br>50.3  | 92<br>53.6   | 86<br>52.3   | 72<br>44.1   | 83<br>53.7   |
| Fair          | 124<br>14.5                         | 41<br>15.7   | 17<br>11.0   | 53<br>14.9   | 24<br>12.4                    | 12<br>9.5    | 84<br>16.8   | 64<br>16.2                           | 29<br>10.6   | 25<br>21.4   | 31<br>14.9   | 25<br>14.7   | 30<br>18.1   | 17<br>10.4   | 22<br>13.9   |
| Poor          | 51<br>6.0                           | 11<br>4.0    | 4<br>2.5     | 31<br>8.9    | 10<br>5.3                     | 1<br>0.5     | 39<br>7.8    | 34<br>8.5                            | 6<br>2.1     | 6<br>4.8     | 11<br>5.3    | 11<br>6.4    | 6<br>3.5     | 20<br>12.2   | 4<br>2.3     |
| No Opinion    | 1<br>0.1                            |              |              | 1<br>0.2     |                               |              | 1<br>0.2     |                                      | 1<br>0.3     |              |              |              |              | 1<br>0.5     |              |

Table 5

T5. [QUALITY OF LIFE] Glenwood Springs as a place to raise a family

|               | GENDER |       |        | GENZ AND MILLENNIALS |            |          |          | GEN X      |          |          | BOOMERS AND SILENT |          |          |          | CONSOLIDATED AGE |       |         | RACE ETHNICITY |           |       |
|---------------|--------|-------|--------|----------------------|------------|----------|----------|------------|----------|----------|--------------------|----------|----------|----------|------------------|-------|---------|----------------|-----------|-------|
|               | TOTAL  | MEN   | WO MEN | GENZ 18-24           | MILL 25-39 | MILL MEN | MILL WOM | GENX 40-54 | GENX MEN | GENX WOM | BOOM 55-74         | BOOM MEN | BOOM WOM | SLNT 75+ | 18-39            | 40-64 | 65 PLUS | WHI TE         | HISP ANIC | OTH   |
| TOTAL         | 861    | 435   | 424    | 86                   | 258        | 127      | 131      | 198        | 106      | 91       | 258                | 131      | 127      | 60       | 344              | 336   | 181     | 603            | 215       | 43    |
|               | 100.0  | 100.0 | 100.0  | 100.0                | 100.0      | 100.0    | 100.0    | 100.0      | 100.0    | 100.0    | 100.0              | 100.0    | 100.0    | 100.0    | 100.0            | 100.0 | 100.0   | 100.0          | 100.0     | 100.0 |
| Excellent     | 606    | 313   | 291    | 59                   | 182        | 95       | 86       | 144        | 74       | 69       | 175                | 84       | 90       | 46       | 240              | 240   | 126     | 421            | 164       | 21    |
| Good Combined | 70.3   | 72.0  | 68.7   | 68.1                 | 70.3       | 74.8     | 66.2     | 72.9       | 70.1     | 76.2     | 67.6               | 64.1     | 71.0     | 77.0     | 69.8             | 71.3  | 69.6    | 69.8           | 76.1      | 49.0  |
| Excellent     | 243    | 143   | 99     | 34                   | 64         | 36       | 28       | 60         | 34       | 25       | 67                 | 33       | 34       | 19       | 98               | 97    | 49      | 155            | 75        | 14    |
|               | 28.3   | 33.0  | 23.3   | 39.4                 | 24.7       | 28.2     | 21.3     | 30.1       | 31.9     | 27.7     | 26.1               | 25.2     | 26.9     | 30.9     | 28.3             | 28.8  | 27.1    | 25.7           | 34.6      | 32.7  |
| Good          | 362    | 170   | 192    | 25                   | 118        | 59       | 59       | 85         | 40       | 44       | 107                | 51       | 56       | 28       | 143              | 143   | 77      | 266            | 89        | 7     |
|               | 42.1   | 39.0  | 45.4   | 28.8                 | 45.7       | 46.5     | 44.9     | 42.8       | 38.2     | 48.5     | 41.5               | 39.0     | 44.1     | 46.1     | 41.5             | 42.5  | 42.4    | 44.2           | 41.5      | 16.2  |
| Fair          | 170    | 76    | 94     | 23                   | 55         | 22       | 33       | 38         | 23       | 15       | 44                 | 24       | 20       | 10       | 78               | 61    | 31      | 106            | 46        | 18    |
|               | 19.8   | 17.5  | 22.2   | 26.8                 | 21.3       | 17.2     | 25.3     | 19.3       | 21.7     | 16.7     | 17.1               | 18.5     | 15.8     | 16.0     | 22.7             | 18.2  | 17.1    | 17.6           | 21.3      | 42.1  |
| Poor          | 41     | 25    | 16     | 4                    | 8          | 5        | 3        | 9          | 6        | 3        | 19                 | 13       | 6        | 1        | 12               | 17    | 12      | 33             | 6         | 3     |
|               | 4.8    | 5.7   | 3.8    | 5.0                  | 3.0        | 3.9      | 2.2      | 4.5        | 5.6      | 3.0      | 7.2                | 9.6      | 4.8      | 2.3      | 3.5              | 5.1   | 6.5     | 5.4            | 2.6       | 7.0   |
| No Opinion    | 44     | 21    | 22     |                      | 14         | 5        | 8        | 7          | 3        | 4        | 21                 | 10       | 11       | 3        | 14               | 18    | 12      | 43             |           | 1     |
|               | 5.1    | 4.9   | 5.3    |                      | 5.4        | 4.2      | 6.2      | 3.3        | 2.6      | 4.1      | 8.1                | 7.8      | 8.4      | 4.7      | 4.0              | 5.3   | 6.8     | 7.2            |           | 1.9   |

Table 5

T5. [QUALITY OF LIFE] Glenwood Springs as a place to raise a family

|               | LIVED IN GLENWOOD SPRINGS |           |       |       |       |       |         |         |         | INCOME   |         |         |          |           |           |           | CONSOLIDATED INCOME |          |           | FOCUS ON RESIDENTS VS TOURISTS |          |          |
|---------------|---------------------------|-----------|-------|-------|-------|-------|---------|---------|---------|----------|---------|---------|----------|-----------|-----------|-----------|---------------------|----------|-----------|--------------------------------|----------|----------|
|               | TOTAL                     | LESS YEAR | 1 5   | 6 10  | 11 15 | 16 20 | MORE 20 | LESS 10 | MORE 10 | LESS 30K | 31K 50K | 50K 75K | 75K 100K | 100K 125K | 125K 150K | MORE 150K | LESS 50K            | 51K 100K | MORE 100K | RESI DENT                      | BAL ANCE | TOUR IST |
| TOTAL         | 861                       | 15        | 154   | 111   | 93    | 111   | 377     | 280     | 581     | 47       | 108     | 147     | 133      | 130       | 55        | 124       | 155                 | 280      | 309       | 56                             | 236      | 484      |
|               | 100.0                     | 100.0     | 100.0 | 100.0 | 100.0 | 100.0 | 100.0   | 100.0   | 100.0   | 100.0    | 100.0   | 100.0   | 100.0    | 100.0     | 100.0     | 100.0     | 100.0               | 100.0    | 100.0     | 100.0                          | 100.0    | 100.0    |
| Excellent     | 606                       | 11        | 107   | 69    | 67    | 84    | 269     | 186     | 420     | 28       | 90      | 109     | 88       | 94        | 40        | 94        | 118                 | 197      | 228       | 48                             | 196      | 309      |
| Good Combined | 70.3                      | 72.8      | 69.4  | 61.8  | 71.4  | 75.8  | 71.3    | 66.5    | 72.2    | 58.5     | 84.0    | 74.2    | 66.1     | 72.2      | 73.1      | 75.9      | 76.2                | 70.4     | 73.8      | 85.6                           | 83.4     | 63.8     |
| Excellent     | 243                       | 5         | 43    | 24    | 28    | 32    | 111     | 72      | 172     | 14       | 50      | 21      | 24       | 45        | 15        | 46        | 64                  | 46       | 106       | 39                             | 107      | 75       |
|               | 28.3                      | 35.4      | 27.7  | 21.5  | 30.5  | 28.8  | 29.5    | 25.6    | 29.5    | 29.8     | 46.1    | 14.5    | 18.4     | 34.5      | 28.0      | 37.2      | 41.1                | 16.3     | 34.4      | 70.1                           | 45.6     | 15.6     |
| Good          | 362                       | 6         | 64    | 45    | 38    | 52    | 158     | 114     | 248     | 14       | 41      | 88      | 63       | 49        | 25        | 48        | 54                  | 151      | 122       | 9                              | 89       | 233      |
|               | 42.1                      | 37.4      | 41.7  | 40.3  | 40.9  | 47.0  | 41.8    | 40.9    | 42.6    | 28.7     | 37.9    | 59.7    | 47.7     | 37.6      | 45.1      | 38.7      | 35.1                | 54.0     | 39.4      | 15.5                           | 37.8     | 48.2     |
| Fair          | 170                       |           | 26    | 27    | 19    | 21    | 77      | 53      | 117     | 13       | 8       | 30      | 35       | 15        | 9         | 18        | 22                  | 65       | 43        | 6                              | 19       | 124      |
|               | 19.8                      |           | 17.0  | 24.3  | 20.2  | 18.9  | 20.5    | 19.0    | 20.1    | 27.9     | 7.8     | 20.5    | 26.5     | 11.9      | 16.0      | 14.9      | 14.0                | 23.3     | 13.8      | 9.9                            | 8.1      | 25.7     |
| Poor          | 41                        |           | 7     | 7     | 3     | 1     | 23      | 15      | 26      | 5        | 3       | 1       | 6        | 14        | 1         | 3         | 9                   | 6        | 18        | 1                              | 3        | 35       |
|               | 4.8                       |           | 4.9   | 6.5   | 2.9   | 0.5   | 6.1     | 5.3     | 4.5     | 11.5     | 3.0     | 0.4     | 4.4      | 10.6      | 2.2       | 2.5       | 5.6                 | 2.3      | 5.9       | 1.1                            | 1.3      | 7.3      |
| No Opinion    | 44                        | 4         | 13    | 8     | 5     | 5     | 8       | 26      | 18      | 1        | 6       | 7       | 4        | 7         | 5         | 8         | 7                   | 11       | 20        | 2                              | 17       | 15       |
|               | 5.1                       | 27.2      | 8.7   | 7.4   | 5.5   | 4.7   | 2.1     | 9.2     | 3.2     | 2.1      | 5.2     | 4.9     | 3.0      | 5.4       | 8.7       | 6.8       | 4.2                 | 4.0      | 6.5       | 3.4                            | 7.2      | 3.2      |



Table 5

T5. [QUALITY OF LIFE] Glenwood Springs as a place to raise a family

|               | DEVELOPMENT OF NEW<br>HOUSING FOR SALE |              |              |              | DEVELOPMENT OF NEW<br>APARTMENTS |              |              | RATE OF RETAIL AND<br>COMMERICAL GROWTH |              |              | WARD         |              |              |              |              |
|---------------|----------------------------------------|--------------|--------------|--------------|----------------------------------|--------------|--------------|-----------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
|               | TOTAL                                  | TOO<br>SLOW  | RGHT<br>AMNT | TOO<br>FAST  | TOO<br>SLOW                      | RGHT<br>AMNT | TOO<br>FAST  | TOO<br>SLOW                             | RGHT<br>AMNT | TOO<br>FAST  | WARD<br>1    | WARD<br>2    | WARD<br>3    | WARD<br>4    | WARD<br>5    |
| TOTAL         | 861<br>100.0                           | 262<br>100.0 | 155<br>100.0 | 353<br>100.0 | 190<br>100.0                     | 130<br>100.0 | 498<br>100.0 | 396<br>100.0                            | 274<br>100.0 | 116<br>100.0 | 207<br>100.0 | 172<br>100.0 | 164<br>100.0 | 164<br>100.0 | 155<br>100.0 |
| Excellent     | 606                                    | 190          | 113          | 238          | 146                              | 96           | 334          | 250                                     | 218          | 86           | 160          | 122          | 107          | 94           | 122          |
| Good Combined | 70.3                                   | 72.8         | 72.7         | 67.5         | 76.9                             | 73.7         | 67.1         | 63.1                                    | 79.6         | 74.2         | 77.6         | 71.0         | 65.3         | 57.7         | 78.5         |
| Excellent     | 243<br>28.3                            | 94<br>35.8   | 48<br>30.8   | 81<br>23.0   | 75<br>39.6                       | 45<br>34.9   | 116<br>23.2  | 91<br>22.9                              | 91<br>33.1   | 41<br>35.2   | 62<br>30.0   | 58<br>33.9   | 44<br>26.7   | 36<br>21.8   | 44<br>28.1   |
| Good          | 362<br>42.1                            | 97<br>37.1   | 65<br>41.9   | 157<br>44.5  | 71<br>37.3                       | 50<br>38.8   | 218<br>43.9  | 160<br>40.2                             | 127<br>46.5  | 45<br>39.1   | 98<br>47.6   | 64<br>37.2   | 63<br>38.6   | 59<br>35.9   | 78<br>50.4   |
| Fair          | 170<br>19.8                            | 48<br>18.5   | 28<br>18.2   | 80<br>22.7   | 28<br>14.8                       | 24<br>18.3   | 115<br>23.2  | 101<br>25.4                             | 38<br>14.0   | 21<br>17.9   | 32<br>15.3   | 39<br>22.6   | 35<br>21.5   | 43<br>26.3   | 21<br>13.8   |
| Poor          | 41<br>4.8                              | 11<br>4.2    | 2<br>1.3     | 25<br>7.2    | 7<br>3.7                         | 1<br>0.5     | 30<br>6.1    | 23<br>5.9                               | 7<br>2.7     | 8<br>6.9     | 4<br>1.9     | 6<br>3.7     | 6<br>3.8     | 20<br>12.1   | 5<br>3.2     |
| No Opinion    | 44<br>5.1                              | 12<br>4.5    | 12<br>7.9    | 9<br>2.5     | 9<br>4.6                         | 10<br>7.5    | 18<br>3.6    | 22<br>5.6                               | 10<br>3.7    | 1<br>1.0     | 11<br>5.2    | 5<br>2.6     | 15<br>9.5    | 6<br>3.8     | 7<br>4.5     |

Table 6

T6. [QUALITY OF LIFE] Glenwood Springs as a place to retire

|               | GENDER |       |        | GENZ AND MILLENNIALS |            |          |          | GEN X      |          |          | BOOMERS AND SILENT |          |          |          | CONSOLIDATED AGE |       |         | RACE ETHNICITY |           |       |
|---------------|--------|-------|--------|----------------------|------------|----------|----------|------------|----------|----------|--------------------|----------|----------|----------|------------------|-------|---------|----------------|-----------|-------|
|               | TOTAL  | MEN   | WO MEN | GENZ 18-24           | MILL 25-39 | MILL MEN | MILL WOM | GENX 40-54 | GENX MEN | GENX WOM | BOOM 55-74         | BOOM MEN | BOOM WOM | SLNT 75+ | 18-39            | 40-64 | 65 PLUS | WHI TE         | HISP ANIC | OTH   |
| TOTAL         | 861    | 435   | 424    | 86                   | 258        | 127      | 131      | 198        | 106      | 91       | 258                | 131      | 127      | 60       | 344              | 336   | 181     | 603            | 215       | 43    |
|               | 100.0  | 100.0 | 100.0  | 100.0                | 100.0      | 100.0    | 100.0    | 100.0      | 100.0    | 100.0    | 100.0              | 100.0    | 100.0    | 100.0    | 100.0            | 100.0 | 100.0   | 100.0          | 100.0     | 100.0 |
| Excellent     | 419    | 225   | 192    | 32                   | 131        | 61       | 70       | 87         | 48       | 38       | 128                | 65       | 62       | 40       | 163              | 151   | 105     | 286            | 120       | 13    |
| Good Combined | 48.6   | 51.7  | 45.4   | 37.2                 | 50.7       | 48.0     | 53.5     | 44.2       | 45.7     | 42.1     | 49.6               | 49.9     | 49.3     | 66.4     | 47.3             | 44.8  | 58.1    | 47.4           | 55.9      | 29.3  |
| Excellent     | 171    | 104   | 66     | 22                   | 45         | 29       | 16       | 28         | 13       | 15       | 55                 | 29       | 26       | 19       | 68               | 57    | 46      | 99             | 64        | 7     |
|               | 19.8   | 23.9  | 15.5   | 25.9                 | 17.5       | 23.1     | 12.2     | 14.3       | 12.1     | 16.2     | 21.4               | 21.9     | 20.6     | 32.3     | 19.6             | 16.8  | 25.7    | 16.5           | 29.9      | 15.8  |
| Good          | 248    | 121   | 127    | 10                   | 86         | 32       | 54       | 59         | 36       | 23       | 73                 | 37       | 36       | 21       | 95               | 94    | 59      | 186            | 56        | 6     |
|               | 28.8   | 27.9  | 29.9   | 11.2                 | 33.2       | 24.9     | 41.3     | 29.9       | 33.6     | 25.8     | 28.3               | 27.9     | 28.7     | 34.1     | 27.7             | 28.0  | 32.5    | 30.9           | 26.0      | 13.5  |
| Fair          | 212    | 97    | 115    | 22                   | 46         | 17       | 29       | 49         | 24       | 25       | 86                 | 45       | 41       | 8        | 68               | 99    | 44      | 150            | 48        | 14    |
|               | 24.6   | 22.2  | 27.1   | 25.6                 | 18.0       | 13.6     | 21.9     | 24.9       | 22.9     | 27.6     | 33.3               | 34.4     | 32.1     | 13.6     | 19.9             | 29.6  | 24.4    | 24.8           | 22.4      | 32.7  |
| Poor          | 128    | 70    | 58     | 4                    | 38         | 23       | 16       | 35         | 17       | 18       | 38                 | 20       | 18       | 12       | 43               | 55    | 30      | 97             | 20        | 11    |
|               | 14.9   | 16.1  | 13.7   | 5.0                  | 14.9       | 17.9     | 12.0     | 17.7       | 15.6     | 19.9     | 14.8               | 15.2     | 14.5     | 20.0     | 12.4             | 16.3  | 16.8    | 16.1           | 9.2       | 26.4  |
| No Opinion    | 102    | 44    | 59     | 28                   | 42         | 26       | 16       | 26         | 17       | 10       | 6                  | 1        | 5        |          | 70               | 31    | 1       | 71             | 27        | 5     |
|               | 11.9   | 10.0  | 13.9   | 32.2                 | 16.4       | 20.5     | 12.5     | 13.3       | 15.8     | 10.5     | 2.3                | 0.5      | 4.1      |          | 20.4             | 9.2   | 0.6     | 11.7           | 12.5      | 11.5  |

Table 6

T6. [QUALITY OF LIFE] Glenwood Springs as a place to retire

|               | LIVED IN GLENWOOD SPRINGS |           |       |       |       |       |         |         |         | INCOME   |         |         |          |           |           |           | CONSOLIDATED INCOME |          |           | FOCUS ON RESIDENTS VS TOURISTS |          |          |
|---------------|---------------------------|-----------|-------|-------|-------|-------|---------|---------|---------|----------|---------|---------|----------|-----------|-----------|-----------|---------------------|----------|-----------|--------------------------------|----------|----------|
|               | TOTAL                     | LESS YEAR | 1 5   | 6 10  | 11 15 | 16 20 | MORE 20 | LESS 10 | MORE 10 | LESS 30K | 31K 50K | 50K 75K | 75K 100K | 100K 125K | 125K 150K | MORE 150K | LESS 50K            | 51K 100K | MORE 100K | RESI DENT                      | BAL ANCE | TOUR IST |
| TOTAL         | 861                       | 15        | 154   | 111   | 93    | 111   | 377     | 280     | 581     | 47       | 108     | 147     | 133      | 130       | 55        | 124       | 155                 | 280      | 309       | 56                             | 236      | 484      |
|               | 100.0                     | 100.0     | 100.0 | 100.0 | 100.0 | 100.0 | 100.0   | 100.0   | 100.0   | 100.0    | 100.0   | 100.0   | 100.0    | 100.0     | 100.0     | 100.0     | 100.0               | 100.0    | 100.0     | 100.0                          | 100.0    | 100.0    |
| Excellent     | 419                       | 8         | 82    | 48    | 42    | 63    | 175     | 139     | 280     | 25       | 71      | 64      | 62       | 56        | 28        | 66        | 96                  | 127      | 150       | 51                             | 165      | 164      |
| Good Combined | 48.6                      | 56.8      | 53.6  | 43.5  | 45.0  | 56.8  | 46.3    | 49.7    | 48.1    | 52.8     | 65.7    | 43.5    | 47.0     | 43.0      | 51.5      | 53.6      | 61.8                | 45.2     | 48.7      | 90.6                           | 70.0     | 34.0     |
| Excellent     | 171                       | 4         | 48    | 12    | 16    | 19    | 72      | 63      | 107     | 10       | 50      | 23      | 20       | 17        | 9         | 20        | 61                  | 43       | 47        | 38                             | 76       | 45       |
|               | 19.8                      | 25.3      | 31.1  | 10.7  | 17.6  | 17.3  | 19.0    | 22.7    | 18.4    | 21.5     | 46.8    | 15.7    | 15.2     | 13.4      | 17.1      | 16.1      | 39.1                | 15.5     | 15.1      | 68.4                           | 32.2     | 9.3      |
| Good          | 248                       | 5         | 35    | 36    | 26    | 44    | 103     | 76      | 173     | 15       | 20      | 41      | 42       | 39        | 19        | 46        | 35                  | 83       | 104       | 12                             | 89       | 120      |
|               | 28.8                      | 31.5      | 22.5  | 32.7  | 27.4  | 39.5  | 27.3    | 27.0    | 29.7    | 31.3     | 19.0    | 27.8    | 31.7     | 29.6      | 34.4      | 37.5      | 22.7                | 29.7     | 33.6      | 22.2                           | 37.8     | 24.7     |
| Fair          | 212                       |           | 29    | 32    | 30    | 24    | 97      | 61      | 151     | 11       | 18      | 46      | 34       | 34        | 12        | 31        | 29                  | 80       | 77        | 3                              | 37       | 149      |
|               | 24.6                      |           | 18.7  | 28.7  | 32.4  | 21.5  | 25.8    | 21.7    | 26.0    | 24.1     | 16.3    | 31.3    | 25.4     | 25.8      | 22.8      | 24.8      | 18.7                | 28.5     | 24.9      | 4.8                            | 15.9     | 30.9     |
| Poor          | 128                       |           | 17    | 16    | 9     | 13    | 72      | 33      | 95      | 9        | 9       | 20      | 28       | 22        | 7         | 15        | 18                  | 47       | 44        | 1                              | 13       | 103      |
|               | 14.9                      |           | 10.8  | 14.8  | 10.1  | 11.9  | 19.2    | 11.8    | 16.4    | 18.1     | 8.5     | 13.4    | 20.8     | 16.9      | 12.3      | 12.1      | 11.5                | 16.9     | 14.2      | 0.9                            | 5.6      | 21.2     |
| No Opinion    | 102                       | 6         | 26    | 15    | 12    | 11    | 33      | 47      | 55      | 2        | 10      | 17      | 9        | 19        | 7         | 12        | 12                  | 26       | 38        | 2                              | 20       | 67       |
|               | 11.9                      | 43.2      | 17.0  | 13.1  | 12.6  | 9.7   | 8.7     | 16.8    | 9.5     | 5.0      | 9.4     | 11.8    | 6.8      | 14.3      | 13.3      | 9.6       | 8.0                 | 9.5      | 12.2      | 3.8                            | 8.5      | 13.9     |

Table 6

T6. [QUALITY OF LIFE] Glenwood Springs as a place to retire

|               | DEVELOPMENT OF NEW<br>HOUSING FOR SALE |             |              | DEVELOPMENT OF NEW<br>APARTMENTS |             |              | RATE OF RETAIL AND<br>COMMERICAL GROWTH |             |              | WARD        |           |           |           |           |           |
|---------------|----------------------------------------|-------------|--------------|----------------------------------|-------------|--------------|-----------------------------------------|-------------|--------------|-------------|-----------|-----------|-----------|-----------|-----------|
|               |                                        |             |              |                                  |             |              |                                         |             |              |             |           |           |           |           |           |
|               | TOTAL                                  | TOO<br>SLOW | RGHT<br>AMNT | TOO<br>FAST                      | TOO<br>SLOW | RGHT<br>AMNT | TOO<br>FAST                             | TOO<br>SLOW | RGHT<br>AMNT | TOO<br>FAST | WARD<br>1 | WARD<br>2 | WARD<br>3 | WARD<br>4 | WARD<br>5 |
| TOTAL         | 861                                    | 262         | 155          | 353                              | 190         | 130          | 498                                     | 396         | 274          | 116         | 207       | 172       | 164       | 164       | 155       |
|               | 100.0                                  | 100.0       | 100.0        | 100.0                            | 100.0       | 100.0        | 100.0                                   | 100.0       | 100.0        | 100.0       | 100.0     | 100.0     | 100.0     | 100.0     | 100.0     |
| Excellent     | 419                                    | 126         | 77           | 163                              | 92          | 76           | 226                                     | 166         | 158          | 66          | 99        | 96        | 85        | 78        | 60        |
| Good Combined | 48.6                                   | 48.3        | 49.4         | 46.3                             | 48.6        | 58.6         | 45.3                                    | 42.0        | 57.5         | 57.0        | 48.1      | 55.7      | 51.8      | 47.7      | 39.0      |
|               |                                        |             |              |                                  |             |              |                                         |             |              |             |           |           |           |           |           |
| Excellent     | 171                                    | 52          | 29           | 67                               | 54          | 28           | 83                                      | 51          | 67           | 41          | 48        | 44        | 26        | 29        | 24        |
|               | 19.8                                   | 19.7        | 18.5         | 18.9                             | 28.8        | 21.7         | 16.7                                    | 12.8        | 24.5         | 35.1        | 23.0      | 25.7      | 15.6      | 17.7      | 15.6      |
| Good          | 248                                    | 75          | 48           | 96                               | 38          | 48           | 143                                     | 116         | 90           | 25          | 52        | 52        | 59        | 49        | 36        |
|               | 28.8                                   | 28.5        | 30.9         | 27.3                             | 19.9        | 36.9         | 28.7                                    | 29.2        | 33.0         | 21.8        | 25.1      | 30.0      | 36.2      | 30.0      | 23.5      |
| Fair          | 212                                    | 56          | 45           | 92                               | 39          | 25           | 138                                     | 108         | 67           | 19          | 57        | 39        | 43        | 28        | 46        |
|               | 24.6                                   | 21.2        | 28.9         | 26.0                             | 20.8        | 19.0         | 27.8                                    | 27.2        | 24.3         | 16.1        | 27.8      | 22.5      | 26.0      | 16.8      | 29.4      |
| Poor          | 128                                    | 42          | 20           | 59                               | 30          | 10           | 84                                      | 72          | 29           | 21          | 31        | 24        | 21        | 29        | 24        |
|               | 14.9                                   | 15.9        | 12.9         | 16.8                             | 15.7        | 7.9          | 17.0                                    | 18.1        | 10.5         | 18.2        | 14.9      | 14.0      | 12.7      | 17.5      | 15.3      |
| No Opinion    | 102                                    | 38          | 14           | 39                               | 28          | 19           | 49                                      | 51          | 21           | 10          | 19        | 13        | 15        | 29        | 25        |
|               | 11.9                                   | 14.6        | 8.7          | 10.9                             | 14.9        | 14.5         | 9.9                                     | 12.8        | 7.6          | 8.7         | 9.2       | 7.8       | 9.4       | 17.9      | 16.2      |



Table 7

T7. [QUALITY OF LIFE] Glenwood Springs as a place to work and find a job

|               | GENDER |       |        | GENZ AND MILLENNIALS |            |          |          | GEN X      |          |          | BOOMERS AND SILENT |          |          |          | CONSOLIDATED AGE |       |         | RACE ETHNICITY |           |       |
|---------------|--------|-------|--------|----------------------|------------|----------|----------|------------|----------|----------|--------------------|----------|----------|----------|------------------|-------|---------|----------------|-----------|-------|
|               | TOTAL  | MEN   | WO MEN | GENZ 18-24           | MILL 25-39 | MILL MEN | MILL WOM | GENX 40-54 | GENX MEN | GENX WOM | BOOM 55-74         | BOOM MEN | BOOM WOM | SLNT 75+ | 18-39            | 40-64 | 65 PLUS | WHI TE         | HISP ANIC | OTH   |
| TOTAL         | 861    | 435   | 424    | 86                   | 258        | 127      | 131      | 198        | 106      | 91       | 258                | 131      | 127      | 60       | 344              | 336   | 181     | 603            | 215       | 43    |
|               | 100.0  | 100.0 | 100.0  | 100.0                | 100.0      | 100.0    | 100.0    | 100.0      | 100.0    | 100.0    | 100.0              | 100.0    | 100.0    | 100.0    | 100.0            | 100.0 | 100.0   | 100.0          | 100.0     | 100.0 |
| Excellent     | 400    | 186   | 213    | 29                   | 127        | 54       | 73       | 96         | 47       | 50       | 129                | 66       | 63       | 19       | 156              | 171   | 73      | 297            | 83        | 20    |
| Good Combined | 46.5   | 42.8  | 50.3   | 34.2                 | 49.0       | 42.5     | 55.6     | 48.7       | 44.0     | 54.7     | 50.0               | 50.5     | 49.4     | 30.8     | 45.3             | 50.9  | 40.6    | 49.3           | 38.6      | 45.9  |
| Excellent     | 78     | 33    | 44     |                      | 21         | 7        | 15       | 23         | 11       | 12       | 29                 | 14       | 15       | 4        | 21               | 39    | 17      | 62             | 12        | 4     |
|               | 9.0    | 7.6   | 10.4   |                      | 8.2        | 5.3      | 11.1     | 11.5       | 10.4     | 12.9     | 11.3               | 10.4     | 12.0     | 7.3      | 6.2              | 11.7  | 9.5     | 10.2           | 5.7       | 8.6   |
| Good          | 323    | 153   | 169    | 29                   | 105        | 47       | 58       | 74         | 36       | 38       | 100                | 53       | 47       | 14       | 135              | 132   | 56      | 236            | 71        | 16    |
|               | 37.5   | 35.3  | 39.9   | 34.2                 | 40.8       | 37.2     | 44.5     | 37.2       | 33.5     | 41.8     | 38.7               | 40.1     | 37.4     | 23.5     | 39.1             | 39.2  | 31.1    | 39.1           | 33.0      | 37.3  |
| Fair          | 278    | 132   | 144    | 50                   | 63         | 26       | 37       | 61         | 37       | 23       | 79                 | 38       | 41       | 25       | 113              | 101   | 64      | 179            | 87        | 12    |
|               | 32.3   | 30.5  | 33.9   | 57.6                 | 24.6       | 20.6     | 28.1     | 30.8       | 34.7     | 25.7     | 30.5               | 29.0     | 32.1     | 41.2     | 32.8             | 30.1  | 35.1    | 29.7           | 40.4      | 27.3  |
| Poor          | 148    | 95    | 52     | 7                    | 63         | 44       | 18       | 38         | 21       | 17       | 31                 | 15       | 16       | 9        | 70               | 56    | 22      | 95             | 43        | 10    |
|               | 17.2   | 21.9  | 12.4   | 8.2                  | 24.3       | 34.7     | 14.2     | 19.4       | 19.9     | 19.0     | 11.9               | 11.3     | 12.6     | 15.2     | 20.2             | 16.7  | 12.2    | 15.7           | 20.0      | 24.4  |
| No Opinion    | 35     | 21    | 14     |                      | 6          | 3        | 3        | 2          | 2        | 1        | 20                 | 12       | 7        | 8        | 6                | 8     | 22      | 32             | 2         | 1     |
|               | 4.1    | 4.7   | 3.4    |                      | 2.2        | 2.2      | 2.2      | 1.1        | 1.5      | 0.6      | 7.6                | 9.2      | 5.9      | 12.8     | 1.6              | 2.3   | 12.0    | 5.3            | 1.0       | 2.4   |

Table 7

T7. [QUALITY OF LIFE] Glenwood Springs as a place to work and find a job

|               | LIVED IN GLENWOOD SPRINGS |           |       |       |       |       |         |         |         | INCOME   |         |         |          |           |           |           | CONSOLIDATED INCOME |          |           | FOCUS ON RESIDENTS VS TOURISTS |          |          |
|---------------|---------------------------|-----------|-------|-------|-------|-------|---------|---------|---------|----------|---------|---------|----------|-----------|-----------|-----------|---------------------|----------|-----------|--------------------------------|----------|----------|
|               | TOTAL                     | LESS YEAR | 1 5   | 6 10  | 11 15 | 16 20 | MORE 20 | LESS 10 | MORE 10 | LESS 30K | 31K 50K | 50K 75K | 75K 100K | 100K 125K | 125K 150K | MORE 150K | LESS 50K            | 51K 100K | MORE 100K | RESI DENT                      | BAL ANCE | TOUR IST |
| TOTAL         | 861                       | 15        | 154   | 111   | 93    | 111   | 377     | 280     | 581     | 47       | 108     | 147     | 133      | 130       | 55        | 124       | 155                 | 280      | 309       | 56                             | 236      | 484      |
|               | 100.0                     | 100.0     | 100.0 | 100.0 | 100.0 | 100.0 | 100.0   | 100.0   | 100.0   | 100.0    | 100.0   | 100.0   | 100.0    | 100.0     | 100.0     | 100.0     | 100.0               | 100.0    | 100.0     | 100.0                          | 100.0    | 100.0    |
| Excellent     | 400                       | 5         | 57    | 60    | 43    | 64    | 172     | 122     | 279     | 15       | 41      | 77      | 60       | 62        | 34        | 70        | 56                  | 137      | 166       | 30                             | 122      | 216      |
| Good Combined | 46.5                      | 32.3      | 37.3  | 53.5  | 45.7  | 57.3  | 45.7    | 43.5    | 47.9    | 31.7     | 37.8    | 52.2    | 45.5     | 47.5      | 62.5      | 56.7      | 35.9                | 49.0     | 53.9      | 53.1                           | 51.9     | 44.7     |
| Excellent     | 78                        | 1         | 9     | 21    | 11    | 8     | 28      | 31      | 47      | 5        | 14      | 8       | 10       | 7         | 7         | 16        | 19                  | 18       | 30        | 10                             | 38       | 25       |
|               | 9.0                       | 3.9       | 6.1   | 18.5  | 11.5  | 7.4   | 7.5     | 10.9    | 8.1     | 10.1     | 12.9    | 5.4     | 7.8      | 5.5       | 13.2      | 12.9      | 12.0                | 6.5      | 9.8       | 18.5                           | 16.1     | 5.2      |
| Good          | 323                       | 4         | 48    | 39    | 32    | 55    | 144     | 91      | 231     | 10       | 27      | 69      | 50       | 55        | 27        | 54        | 37                  | 119      | 136       | 19                             | 84       | 191      |
|               | 37.5                      | 28.4      | 31.2  | 35.1  | 34.1  | 49.8  | 38.3    | 32.6    | 39.8    | 21.5     | 24.9    | 46.8    | 37.7     | 42.1      | 49.3      | 43.9      | 23.9                | 42.5     | 44.1      | 34.6                           | 35.8     | 39.4     |
| Fair          | 278                       | 5         | 45    | 30    | 29    | 26    | 143     | 80      | 198     | 25       | 42      | 33      | 46       | 36        | 12        | 37        | 66                  | 79       | 85        | 9                              | 85       | 156      |
|               | 32.3                      | 35.4      | 29.2  | 26.9  | 31.4  | 23.0  | 37.9    | 28.6    | 34.0    | 52.1     | 38.6    | 22.4    | 35.0     | 27.6      | 22.8      | 30.0      | 42.7                | 28.4     | 27.7      | 16.6                           | 36.1     | 32.3     |
| Poor          | 148                       |           | 46    | 17    | 18    | 18    | 49      | 63      | 85      | 6        | 22      | 33      | 24       | 24        | 7         | 11        | 29                  | 57       | 42        | 16                             | 16       | 101      |
|               | 17.2                      |           | 29.7  | 15.5  | 19.7  | 16.1  | 13.0    | 22.5    | 14.6    | 13.4     | 20.6    | 22.4    | 18.4     | 18.6      | 12.8      | 8.9       | 18.4                | 20.5     | 13.7      | 28.3                           | 6.7      | 20.8     |
| No Opinion    | 35                        | 5         | 6     | 4     | 3     | 4     | 13      | 15      | 20      | 1        | 3       | 4       | 2        | 8         | 1         | 5         | 5                   | 6        | 15        | 1                              | 12       | 11       |
|               | 4.1                       | 32.3      | 3.8   | 4.0   | 3.2   | 3.6   | 3.4     | 5.4     | 3.4     | 2.8      | 3.0     | 3.0     | 1.2      | 6.3       | 1.9       | 4.4       | 2.9                 | 2.1      | 4.8       | 2.0                            | 5.3      | 2.3      |

Table 7

T7. [QUALITY OF LIFE] Glenwood Springs as a place to work and find a job

|               | DEVELOPMENT OF NEW<br>HOUSING FOR SALE |              |              |              | DEVELOPMENT OF NEW<br>APARTMENTS |              |              | RATE OF RETAIL AND<br>COMMERICAL GROWTH |              |              | WARD         |              |              |              |              |
|---------------|----------------------------------------|--------------|--------------|--------------|----------------------------------|--------------|--------------|-----------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
|               | TOTAL                                  | TOO<br>SLOW  | RGHT<br>AMNT | TOO<br>FAST  | TOO<br>SLOW                      | RGHT<br>AMNT | TOO<br>FAST  | TOO<br>SLOW                             | RGHT<br>AMNT | TOO<br>FAST  | WARD<br>1    | WARD<br>2    | WARD<br>3    | WARD<br>4    | WARD<br>5    |
| TOTAL         | 861<br>100.0                           | 262<br>100.0 | 155<br>100.0 | 353<br>100.0 | 190<br>100.0                     | 130<br>100.0 | 498<br>100.0 | 396<br>100.0                            | 274<br>100.0 | 116<br>100.0 | 207<br>100.0 | 172<br>100.0 | 164<br>100.0 | 164<br>100.0 | 155<br>100.0 |
| Excellent     | 400                                    | 108          | 97           | 154          | 75                               | 68           | 242          | 151                                     | 163          | 55           | 90           | 74           | 78           | 70           | 89           |
| Good Combined | 46.5                                   | 41.4         | 62.5         | 43.7         | 39.5                             | 52.6         | 48.6         | 38.0                                    | 59.5         | 47.6         | 43.5         | 42.9         | 47.4         | 42.7         | 57.4         |
| Excellent     | 78<br>9.0                              | 16<br>6.2    | 20<br>12.6   | 31<br>8.7    | 8<br>4.0                         | 19<br>14.7   | 48<br>9.6    | 18<br>4.5                               | 35<br>12.6   | 22<br>18.9   | 21<br>10.2   | 15<br>8.4    | 14<br>8.6    | 17<br>10.5   | 11<br>7.0    |
| Good          | 323<br>37.5                            | 92<br>35.1   | 78<br>50.0   | 124<br>35.0  | 67<br>35.5                       | 49<br>37.9   | 194<br>39.0  | 133<br>33.6                             | 128<br>46.8  | 33<br>28.7   | 69<br>33.3   | 59<br>34.5   | 63<br>38.8   | 53<br>32.2   | 78<br>50.5   |
| Fair          | 278<br>32.3                            | 95<br>36.4   | 41<br>26.4   | 112<br>31.8  | 64<br>33.7                       | 44<br>33.6   | 159<br>31.9  | 152<br>38.3                             | 72<br>26.4   | 36<br>31.0   | 55<br>26.7   | 66<br>38.4   | 41<br>25.0   | 71<br>43.4   | 45<br>28.8   |
| Poor          | 148<br>17.2                            | 55<br>21.0   | 13<br>8.7    | 70<br>19.8   | 50<br>26.3                       | 14<br>10.9   | 77<br>15.4   | 85<br>21.4                              | 27<br>9.9    | 21<br>18.2   | 51<br>24.8   | 22<br>12.6   | 36<br>22.3   | 21<br>12.8   | 18<br>11.4   |
| No Opinion    | 35<br>4.1                              | 3<br>1.3     | 4<br>2.4     | 17<br>4.7    | 1<br>0.5                         | 4<br>2.8     | 21<br>4.1    | 9<br>2.3                                | 12<br>4.3    | 4<br>3.2     | 10<br>5.0    | 11<br>6.2    | 9<br>5.3     | 2<br>1.1     | 4<br>2.3     |

Table 8

T8. [QUALITY OF LIFE] Glenwood Springs as a place for dining and restaurant options

|               | GENDER |       |        | GENZ AND MILLENNIALS |            |          |          | GEN X      |          |          | BOOMERS AND SILENT |          |          |          | CONSOLIDATED AGE |       |         | RACE ETHNICITY |           |       |
|---------------|--------|-------|--------|----------------------|------------|----------|----------|------------|----------|----------|--------------------|----------|----------|----------|------------------|-------|---------|----------------|-----------|-------|
|               | TOTAL  | MEN   | WO MEN | GENZ 18-24           | MILL 25-39 | MILL MEN | MILL WOM | GENX 40-54 | GENX MEN | GENX WOM | BOOM 55-74         | BOOM MEN | BOOM WOM | SLNT 75+ | 18-39            | 40-64 | 65 PLUS | WHI TE         | HISP ANIC | OTH   |
| TOTAL         | 861    | 435   | 424    | 86                   | 258        | 127      | 131      | 198        | 106      | 91       | 258                | 131      | 127      | 60       | 344              | 336   | 181     | 603            | 215       | 43    |
|               | 100.0  | 100.0 | 100.0  | 100.0                | 100.0      | 100.0    | 100.0    | 100.0      | 100.0    | 100.0    | 100.0              | 100.0    | 100.0    | 100.0    | 100.0            | 100.0 | 100.0   | 100.0          | 100.0     | 100.0 |
| Excellent     | 621    | 317   | 303    | 31                   | 208        | 109      | 98       | 140        | 75       | 64       | 199                | 93       | 105      | 45       | 239              | 243   | 140     | 461            | 133       | 28    |
| Good Combined | 72.2   | 72.8  | 71.5   | 35.8                 | 80.4       | 85.7     | 75.3     | 70.5       | 70.4     | 70.6     | 76.9               | 70.7     | 83.2     | 74.0     | 69.3             | 72.3  | 77.4    | 76.5           | 61.6      | 64.2  |
| Excellent     | 230    | 111   | 117    | 7                    | 79         | 43       | 36       | 54         | 29       | 24       | 76                 | 30       | 45       | 14       | 86               | 96    | 47      | 160            | 59        | 11    |
|               | 26.7   | 25.6  | 27.6   | 8.3                  | 30.6       | 33.8     | 27.7     | 27.1       | 27.2     | 26.6     | 29.3               | 22.9     | 35.7     | 23.2     | 25.0             | 28.7  | 25.9    | 26.5           | 27.2      | 26.3  |
| Good          | 392    | 205   | 186    | 24                   | 129        | 66       | 62       | 86         | 46       | 40       | 123                | 63       | 60       | 31       | 152              | 146   | 93      | 301            | 74        | 16    |
|               | 45.5   | 47.2  | 43.9   | 27.5                 | 49.8       | 51.9     | 47.6     | 43.4       | 43.2     | 44.0     | 47.6               | 47.7     | 47.6     | 50.7     | 44.2             | 43.6  | 51.5    | 50.0           | 34.3      | 37.9  |
| Fair          | 158    | 72    | 86     | 22                   | 35         | 14       | 21       | 42         | 19       | 23       | 48                 | 31       | 17       | 10       | 58               | 69    | 31      | 108            | 42        | 8     |
|               | 18.3   | 16.5  | 20.3   | 26.1                 | 13.6       | 11.4     | 15.8     | 21.2       | 17.8     | 25.3     | 18.5               | 23.5     | 13.3     | 17.4     | 16.7             | 20.5  | 17.2    | 17.9           | 19.5      | 18.6  |
| Poor          | 80     | 45    | 35     | 33                   | 16         | 4        | 12       | 16         | 12       | 4        | 11                 | 6        | 4        | 5        | 48               | 24    | 8       | 32             | 41        | 7     |
|               | 9.3    | 10.3  | 8.3    | 38.1                 | 6.0        | 2.9      | 8.9      | 8.1        | 11.4     | 4.1      | 4.1                | 4.8      | 3.4      | 8.6      | 14.0             | 7.0   | 4.6     | 5.4            | 18.9      | 16.1  |
| No Opinion    | 2      | 2     |        |                      |            |          |          | 0.2        | 0.4      |          | 1                  | 1        |          |          |                  | 0.1   | 1       | 1              |           | 1.1   |
|               | 0.2    | 0.4   |        |                      |            |          |          |            |          |          | 0.5                | 1.1      |          |          |                  |       | 0.8     | 0.2            |           |       |



Table 8

T8. [QUALITY OF LIFE] Glenwood Springs as a place for dining and restaurant options

|               | LIVED IN GLENWOOD SPRINGS |           |       |       |       |       |         |         |         | INCOME   |         |         |          |           |           |           | CONSOLIDATED INCOME |          |           | FOCUS ON RESIDENTS VS TOURISTS |          |          |
|---------------|---------------------------|-----------|-------|-------|-------|-------|---------|---------|---------|----------|---------|---------|----------|-----------|-----------|-----------|---------------------|----------|-----------|--------------------------------|----------|----------|
|               | TOTAL                     | LESS YEAR | 1 5   | 6 10  | 11 15 | 16 20 | MORE 20 | LESS 10 | MORE 10 | LESS 30K | 31K 50K | 50K 75K | 75K 100K | 100K 125K | 125K 150K | MORE 150K | LESS 50K            | 51K 100K | MORE 100K | RESI DENT                      | BAL ANCE | TOUR IST |
| TOTAL         | 861                       | 15        | 154   | 111   | 93    | 111   | 377     | 280     | 581     | 47       | 108     | 147     | 133      | 130       | 55        | 124       | 155                 | 280      | 309       | 56                             | 236      | 484      |
|               | 100.0                     | 100.0     | 100.0 | 100.0 | 100.0 | 100.0 | 100.0   | 100.0   | 100.0   | 100.0    | 100.0   | 100.0   | 100.0    | 100.0     | 100.0     | 100.0     | 100.0               | 100.0    | 100.0     | 100.0                          | 100.0    | 100.0    |
| Excellent     | 621                       | 11        | 120   | 80    | 64    | 91    | 254     | 212     | 409     | 34       | 73      | 101     | 100      | 104       | 42        | 101       | 107                 | 201      | 247       | 48                             | 176      | 336      |
| Good Combined | 72.2                      | 77.9      | 78.2  | 72.2  | 68.8  | 82.3  | 67.3    | 75.8    | 70.4    | 71.0     | 68.2    | 68.7    | 75.3     | 80.0      | 77.2      | 81.6      | 69.0                | 71.8     | 80.2      | 85.3                           | 74.7     | 69.4     |
| Excellent     | 230                       | 5         | 44    | 37    | 30    | 28    | 86      | 86      | 143     | 15       | 47      | 35      | 30       | 22        | 17        | 39        | 63                  | 65       | 79        | 35                             | 74       | 98       |
|               | 26.7                      | 36.2      | 28.8  | 33.0  | 31.6  | 25.2  | 22.8    | 30.9    | 24.7    | 32.6     | 44.0    | 23.4    | 22.9     | 16.7      | 31.9      | 31.9      | 40.5                | 23.2     | 25.5      | 62.2                           | 31.6     | 20.3     |
| Good          | 392                       | 6         | 76    | 44    | 35    | 63    | 168     | 126     | 266     | 18       | 26      | 67      | 70       | 83        | 25        | 61        | 44                  | 136      | 169       | 13                             | 102      | 238      |
|               | 45.5                      | 41.7      | 49.4  | 39.2  | 37.2  | 57.1  | 44.6    | 44.9    | 45.8    | 38.4     | 24.2    | 45.3    | 52.3     | 63.3      | 45.4      | 49.7      | 28.5                | 48.6     | 54.7      | 23.1                           | 43.2     | 49.1     |
| Fair          | 158                       | 2         | 20    | 21    | 25    | 16    | 73      | 43      | 115     | 1        | 10      | 27      | 27       | 21        | 11        | 16        | 12                  | 54       | 48        | 6                              | 36       | 98       |
|               | 18.3                      | 15.5      | 13.0  | 18.7  | 26.6  | 14.8  | 19.5    | 15.4    | 19.7    | 3.1      | 9.5     | 18.1    | 20.4     | 16.1      | 20.5      | 12.9      | 7.6                 | 19.2     | 15.6      | 10.7                           | 15.2     | 20.3     |
| Poor          | 80                        | 1         | 13    | 10    | 4     | 3     | 48      | 24      | 56      | 12       | 24      | 19      | 5        | 5         | 1         | 6         | 36                  | 25       | 12        | 2                              | 24       | 48       |
|               | 9.3                       | 6.6       | 8.5   | 9.1   | 4.6   | 2.9   | 12.8    | 8.6     | 9.6     | 26.0     | 22.3    | 13.2    | 3.9      | 3.9       | 2.3       | 4.9       | 23.4                | 8.8      | 4.0       | 3.9                            | 10.0     | 9.9      |
| No Opinion    | 2                         |           | 0.3   |       |       |       | 1       | 0.2     | 1       |          |         |         | 0.3      |           |           | 1         |                     | 0.2      | 1         |                                |          | 2        |
|               | 0.2                       |           |       |       |       |       | 0.4     |         | 0.2     |          |         |         |          |           |           | 0.6       |                     |          | 0.2       |                                |          | 0.4      |

Table 8

T8. [QUALITY OF LIFE] Glenwood Springs as a place for dining and restaurant options

|               | DEVELOPMENT OF NEW<br>HOUSING FOR SALE |              |              |              | DEVELOPMENT OF NEW<br>APARTMENTS |              |              | RATE OF RETAIL AND<br>COMMERICAL GROWTH |              |              | WARD         |              |              |              |              |
|---------------|----------------------------------------|--------------|--------------|--------------|----------------------------------|--------------|--------------|-----------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
|               |                                        |              |              |              |                                  |              |              |                                         |              |              |              |              |              |              |              |
|               | TOTAL                                  | TOO<br>SLOW  | RGHT<br>AMNT | TOO<br>FAST  | TOO<br>SLOW                      | RGHT<br>AMNT | TOO<br>FAST  | TOO<br>SLOW                             | RGHT<br>AMNT | TOO<br>FAST  | WARD<br>1    | WARD<br>2    | WARD<br>3    | WARD<br>4    | WARD<br>5    |
| TOTAL         | 861<br>100.0                           | 262<br>100.0 | 155<br>100.0 | 353<br>100.0 | 190<br>100.0                     | 130<br>100.0 | 498<br>100.0 | 396<br>100.0                            | 274<br>100.0 | 116<br>100.0 | 207<br>100.0 | 172<br>100.0 | 164<br>100.0 | 164<br>100.0 | 155<br>100.0 |
| Excellent     | 621                                    | 196          | 118          | 244          | 138                              | 103          | 351          | 250                                     | 230          | 87           | 172          | 108          | 126          | 104          | 111          |
| Good Combined | 72.2                                   | 74.8         | 75.7         | 69.1         | 73.1                             | 79.3         | 70.4         | 63.2                                    | 83.8         | 74.5         | 83.4         | 62.6         | 77.1         | 63.4         | 71.9         |
|               |                                        |              |              |              |                                  |              |              |                                         |              |              |              |              |              |              |              |
| Excellent     | 230<br>26.7                            | 63<br>24.2   | 38<br>24.5   | 95<br>26.9   | 49<br>26.1                       | 38<br>29.5   | 134<br>27.0  | 58<br>14.7                              | 101<br>37.0  | 52<br>44.6   | 73<br>35.1   | 42<br>24.6   | 44<br>26.7   | 39<br>23.5   | 32<br>20.9   |
| Good          | 392<br>45.5                            | 133<br>50.7  | 80<br>51.2   | 149<br>42.1  | 89<br>47.0                       | 65<br>49.7   | 216<br>43.4  | 192<br>48.5                             | 128<br>46.8  | 35<br>29.9   | 100<br>48.3  | 65<br>38.0   | 82<br>50.4   | 65<br>39.9   | 79<br>50.9   |
| Fair          | 158<br>18.3                            | 33<br>12.6   | 29<br>18.4   | 77<br>22.0   | 19<br>10.1                       | 21<br>16.2   | 107<br>21.5  | 81<br>20.3                              | 39<br>14.2   | 26<br>22.4   | 26<br>12.5   | 36<br>20.9   | 28<br>16.8   | 46<br>27.8   | 23<br>14.7   |
| Poor          | 80<br>9.3                              | 33<br>12.6   | 9<br>5.8     | 30<br>8.4    | 31<br>16.5                       | 6<br>4.5     | 39<br>7.9    | 66<br>16.5                              | 4<br>1.6     | 4<br>3.1     | 8<br>4.1     | 28<br>16.1   | 10<br>6.1    | 14<br>8.5    | 20<br>13.0   |
| No Opinion    | 2<br>0.2                               |              |              | 2<br>0.5     | 1<br>0.4                         |              | 1<br>0.2     |                                         | 1<br>0.4     |              |              | 1<br>0.4     |              | 0.3          | 1<br>0.5     |

Table 9

T9. [QUALITY OF LIFE] Glenwood Springs as a place to start a business

|               | GENDER |       |        | GENZ AND MILLENNIALS |            |          |          | GEN X      |          |          | BOOMERS AND SILENT |          |          |          | CONSOLIDATED AGE |       |         | RACE ETHNICITY |           |       |
|---------------|--------|-------|--------|----------------------|------------|----------|----------|------------|----------|----------|--------------------|----------|----------|----------|------------------|-------|---------|----------------|-----------|-------|
|               | TOTAL  | MEN   | WO MEN | GENZ 18-24           | MILL 25-39 | MILL MEN | MILL WOM | GENX 40-54 | GENX MEN | GENX WOM | BOOM 55-74         | BOOM MEN | BOOM WOM | SLNT 75+ | 18-39            | 40-64 | 65 PLUS | WHI TE         | HISP ANIC | OTH   |
| TOTAL         | 861    | 435   | 424    | 86                   | 258        | 127      | 131      | 198        | 106      | 91       | 258                | 131      | 127      | 60       | 344              | 336   | 181     | 603            | 215       | 43    |
|               | 100.0  | 100.0 | 100.0  | 100.0                | 100.0      | 100.0    | 100.0    | 100.0      | 100.0    | 100.0    | 100.0              | 100.0    | 100.0    | 100.0    | 100.0            | 100.0 | 100.0   | 100.0          | 100.0     | 100.0 |
| Excellent     | 242    | 127   | 114    | 3                    | 81         | 41       | 40       | 68         | 37       | 31       | 80                 | 42       | 38       | 10       | 83               | 112   | 47      | 173            | 61        | 8     |
| Good Combined | 28.1   | 29.3  | 27.0   | 3.0                  | 31.3       | 32.0     | 30.7     | 34.3       | 35.3     | 33.6     | 31.0               | 32.0     | 30.1     | 17.1     | 24.2             | 33.2  | 25.9    | 28.6           | 28.3      | 19.2  |
| Excellent     | 43     | 17    | 26     |                      | 15         | 6        | 10       | 7          | 3        | 4        | 19                 | 8        | 11       | 2        | 15               | 18    | 10      | 31             | 11        | 1     |
|               | 5.0    | 3.8   | 6.2    |                      | 6.0        | 4.3      | 7.6      | 3.7        | 3.0      | 4.6      | 7.3                | 6.1      | 8.6      | 2.6      | 4.5              | 5.4   | 5.3     | 5.1            | 5.3       | 2.3   |
| Good          | 199    | 111   | 88     | 3                    | 65         | 35       | 30       | 61         | 34       | 26       | 61                 | 34       | 27       | 9        | 68               | 93    | 37      | 142            | 50        | 7     |
|               | 23.1   | 25.4  | 20.8   | 3.0                  | 25.3       | 27.6     | 23.2     | 30.6       | 32.3     | 29.0     | 23.7               | 26.0     | 21.5     | 14.5     | 19.7             | 27.8  | 20.6    | 23.5           | 23.1      | 16.9  |
| Fair          | 255    | 150   | 104    | 38                   | 57         | 27       | 31       | 59         | 34       | 24       | 76                 | 41       | 36       | 24       | 96               | 100   | 60      | 189            | 51        | 15    |
|               | 29.6   | 34.4  | 24.6   | 44.5                 | 22.2       | 20.9     | 23.4     | 29.9       | 32.4     | 26.5     | 29.5               | 30.9     | 28.1     | 39.9     | 27.8             | 29.7  | 32.9    | 31.4           | 23.6      | 35.0  |
| Poor          | 172    | 84    | 86     | 15                   | 69         | 36       | 33       | 44         | 23       | 20       | 36                 | 19       | 16       | 7        | 84               | 64    | 23      | 98             | 63        | 11    |
|               | 19.9   | 19.4  | 20.3   | 17.4                 | 26.9       | 28.3     | 25.3     | 22.2       | 21.7     | 22.5     | 13.9               | 14.6     | 12.9     | 12.3     | 24.5             | 19.1  | 12.8    | 16.2           | 29.2      | 26.0  |
| No Opinion    | 193    | 74    | 119    | 30                   | 51         | 24       | 27       | 27         | 11       | 16       | 66                 | 29       | 37       | 18       | 81               | 60    | 51      | 144            | 40        | 9     |
|               | 22.4   | 17.0  | 28.0   | 35.0                 | 19.7       | 18.9     | 20.6     | 13.7       | 10.6     | 17.5     | 25.6               | 22.4     | 28.9     | 30.7     | 23.5             | 17.9  | 28.4    | 23.8           | 18.8      | 19.8  |

Table 9

T9. [QUALITY OF LIFE] Glenwood Springs as a place to start a business

|               | LIVED IN GLENWOOD SPRINGS |           |       |       |       |       |         |         |         | INCOME   |         |         |          |           |           |           | CONSOLIDATED INCOME |          |           | FOCUS ON RESIDENTS VS TOURISTS |          |          |
|---------------|---------------------------|-----------|-------|-------|-------|-------|---------|---------|---------|----------|---------|---------|----------|-----------|-----------|-----------|---------------------|----------|-----------|--------------------------------|----------|----------|
|               | TOTAL                     | LESS YEAR | 1 5   | 6 10  | 11 15 | 16 20 | MORE 20 | LESS 10 | MORE 10 | LESS 30K | 31K 50K | 50K 75K | 75K 100K | 100K 125K | 125K 150K | MORE 150K | LESS 50K            | 51K 100K | MORE 100K | RESI DENT                      | BAL ANCE | TOUR IST |
| TOTAL         | 861                       | 15        | 154   | 111   | 93    | 111   | 377     | 280     | 581     | 47       | 108     | 147     | 133      | 130       | 55        | 124       | 155                 | 280      | 309       | 56                             | 236      | 484      |
|               | 100.0                     | 100.0     | 100.0 | 100.0 | 100.0 | 100.0 | 100.0   | 100.0   | 100.0   | 100.0    | 100.0   | 100.0   | 100.0    | 100.0     | 100.0     | 100.0     | 100.0               | 100.0    | 100.0     | 100.0                          | 100.0    | 100.0    |
| Excellent     | 242                       | 3         | 35    | 32    | 32    | 36    | 103     | 71      | 171     | 12       | 25      | 35      | 33       | 53        | 16        | 43        | 37                  | 68       | 112       | 10                             | 90       | 118      |
| Good Combined | 28.1                      | 22.0      | 23.1  | 29.0  | 34.1  | 32.1  | 27.4    | 25.4    | 29.4    | 25.9     | 23.0    | 24.0    | 24.8     | 41.0      | 28.6      | 35.1      | 23.9                | 24.4     | 36.4      | 18.7                           | 38.2     | 24.4     |
| Excellent     | 43                        | 1         | 13    | 6     | 5     | 5     | 12      | 20      | 23      | 4        | 6       | 3       | 7        | 8         | 2         | 10        | 10                  | 10       | 21        | 0.9                            | 23       | 16       |
|               | 5.0                       | 3.9       | 8.6   | 5.7   | 5.8   | 4.8   | 3.3     | 7.2     | 4.0     | 8.7      | 5.7     | 2.2     | 5.0      | 6.0       | 4.4       | 8.4       | 6.6                 | 3.5      | 6.7       |                                | 9.9      | 3.4      |
| Good          | 199                       | 3         | 22    | 26    | 26    | 30    | 91      | 51      | 148     | 8        | 19      | 32      | 26       | 46        | 13        | 33        | 27                  | 58       | 92        | 10                             | 67       | 102      |
|               | 23.1                      | 18.1      | 14.5  | 23.3  | 28.3  | 27.3  | 24.1    | 18.2    | 25.4    | 17.2     | 17.3    | 21.8    | 19.8     | 35.0      | 24.2      | 26.7      | 17.3                | 20.8     | 29.7      | 17.8                           | 28.3     | 21.0     |
| Fair          | 255                       | 3         | 38    | 30    | 17    | 40    | 126     | 72      | 183     | 15       | 43      | 43      | 44       | 32        | 14        | 38        | 58                  | 86       | 84        | 6                              | 79       | 152      |
|               | 29.6                      | 22.5      | 24.7  | 27.3  | 18.7  | 36.0  | 33.4    | 25.6    | 31.5    | 30.9     | 40.3    | 28.9    | 32.9     | 24.5      | 25.5      | 30.8      | 37.4                | 30.8     | 27.2      | 10.4                           | 33.4     | 31.4     |
| Poor          | 172                       |           | 49    | 20    | 23    | 21    | 59      | 69      | 102     | 7        | 21      | 43      | 35       | 10        | 8         | 18        | 29                  | 78       | 36        | 35                             | 13       | 109      |
|               | 19.9                      |           | 31.8  | 18.3  | 24.3  | 18.6  | 15.6    | 24.8    | 17.6    | 15.1     | 20.0    | 29.1    | 26.1     | 7.7       | 14.7      | 14.4      | 18.5                | 27.7     | 11.6      | 63.4                           | 5.6      | 22.5     |
| No Opinion    | 193                       | 8         | 31    | 28    | 21    | 15    | 89      | 68      | 125     | 13       | 18      | 27      | 21       | 35        | 17        | 24        | 31                  | 48       | 76        | 4                              | 54       | 105      |
|               | 22.4                      | 55.5      | 20.3  | 25.4  | 22.9  | 13.3  | 23.5    | 24.2    | 21.5    | 28.1     | 16.8    | 18.0    | 16.2     | 26.7      | 31.3      | 19.7      | 20.2                | 17.1     | 24.7      | 7.6                            | 22.9     | 21.8     |



Table 9

T9. [QUALITY OF LIFE] Glenwood Springs as a place to start a business

|               | DEVELOPMENT OF NEW<br>HOUSING FOR SALE |             |              | DEVELOPMENT OF NEW<br>APARTMENTS |             |              | RATE OF RETAIL AND<br>COMMERICAL GROWTH |             |              | WARD        |           |           |           |           |           |
|---------------|----------------------------------------|-------------|--------------|----------------------------------|-------------|--------------|-----------------------------------------|-------------|--------------|-------------|-----------|-----------|-----------|-----------|-----------|
|               |                                        |             |              |                                  |             |              |                                         |             |              |             |           |           |           |           |           |
|               | TOTAL                                  | TOO<br>SLOW | RGHT<br>AMNT | TOO<br>FAST                      | TOO<br>SLOW | RGHT<br>AMNT | TOO<br>FAST                             | TOO<br>SLOW | RGHT<br>AMNT | TOO<br>FAST | WARD<br>1 | WARD<br>2 | WARD<br>3 | WARD<br>4 | WARD<br>5 |
| TOTAL         | 861                                    | 262         | 155          | 353                              | 190         | 130          | 498                                     | 396         | 274          | 116         | 207       | 172       | 164       | 164       | 155       |
|               | 100.0                                  | 100.0       | 100.0        | 100.0                            | 100.0       | 100.0        | 100.0                                   | 100.0       | 100.0        | 100.0       | 100.0     | 100.0     | 100.0     | 100.0     | 100.0     |
| Excellent     | 242                                    | 86          | 58           | 77                               | 60          | 57           | 119                                     | 99          | 109          | 21          | 60        | 46        | 53        | 34        | 49        |
| Good Combined | 28.1                                   | 32.9        | 37.1         | 21.8                             | 31.4        | 43.9         | 23.8                                    | 24.9        | 39.6         | 18.0        | 29.2      | 26.6      | 32.3      | 20.8      | 31.5      |
|               |                                        |             |              |                                  |             |              |                                         |             |              |             |           |           |           |           |           |
| Excellent     | 43                                     | 9           | 10           | 15                               | 11          | 10           | 21                                      | 10          | 26           | 5           | 10        | 11        | 11        | 5         | 6         |
|               | 5.0                                    | 3.6         | 6.7          | 4.3                              | 6.0         | 8.0          | 4.3                                     | 2.6         | 9.3          | 4.7         | 4.8       | 6.2       | 6.8       | 3.3       | 3.9       |
| Good          | 199                                    | 76          | 47           | 62                               | 48          | 47           | 97                                      | 88          | 83           | 16          | 50        | 35        | 42        | 29        | 43        |
|               | 23.1                                   | 29.3        | 30.3         | 17.5                             | 25.4        | 35.8         | 19.5                                    | 22.2        | 30.3         | 13.4        | 24.4      | 20.4      | 25.5      | 17.5      | 27.6      |
| Fair          | 255                                    | 91          | 48           | 88                               | 59          | 36           | 146                                     | 126         | 72           | 32          | 53        | 60        | 53        | 48        | 41        |
|               | 29.6                                   | 34.8        | 30.6         | 25.1                             | 31.1        | 27.6         | 29.3                                    | 31.9        | 26.3         | 27.3        | 25.7      | 34.7      | 32.2      | 29.4      | 26.7      |
| Poor          | 172                                    | 41          | 17           | 102                              | 37          | 14           | 115                                     | 80          | 35           | 49          | 49        | 30        | 25        | 35        | 33        |
|               | 19.9                                   | 15.6        | 10.7         | 29.0                             | 19.5        | 10.7         | 23.2                                    | 20.3        | 12.8         | 41.9        | 23.7      | 17.2      | 15.5      | 21.5      | 21.0      |
| No Opinion    | 193                                    | 44          | 33           | 85                               | 34          | 23           | 118                                     | 91          | 58           | 15          | 44        | 37        | 33        | 46        | 32        |
|               | 22.4                                   | 16.8        | 21.6         | 24.1                             | 17.9        | 17.8         | 23.7                                    | 23.0        | 21.2         | 12.8        | 21.5      | 21.6      | 20.0      | 28.3      | 20.7      |

Table 10

T10. [QUALITY OF LIFE] Ease of bus travel in Glenwood Springs

|               | GENDER |       |           | GENZ AND MILLENNIALS |               |             |             | GEN X         |             |             | BOOMERS AND SILENT |             |             |             | CONSOLIDATED AGE |       |            | RACE ETHNICITY |              |       |
|---------------|--------|-------|-----------|----------------------|---------------|-------------|-------------|---------------|-------------|-------------|--------------------|-------------|-------------|-------------|------------------|-------|------------|----------------|--------------|-------|
|               | TOTAL  | MEN   | WO<br>MEN | GENZ<br>18-24        | MILL<br>25-39 | MILL<br>MEN | MILL<br>WOM | GENX<br>40-54 | GENX<br>MEN | GENX<br>WOM | BOOM<br>55-74      | BOOM<br>MEN | BOOM<br>WOM | SLNT<br>75+ | 18-39            | 40-64 | 65<br>PLUS | WHI<br>TE      | HISP<br>ANIC | OTH   |
| TOTAL         | 861    | 435   | 424       | 86                   | 258           | 127         | 131         | 198           | 106         | 91          | 258                | 131         | 127         | 60          | 344              | 336   | 181        | 603            | 215          | 43    |
|               | 100.0  | 100.0 | 100.0     | 100.0                | 100.0         | 100.0       | 100.0       | 100.0         | 100.0       | 100.0       | 100.0              | 100.0       | 100.0       | 100.0       | 100.0            | 100.0 | 100.0      | 100.0          | 100.0        | 100.0 |
| Excellent     | 492    | 232   | 258       | 75                   | 147           | 65          | 81          | 100           | 52          | 46          | 133                | 62          | 71          | 38          | 221              | 174   | 97         | 310            | 162          | 20    |
| Good Combined | 57.2   | 53.4  | 60.8      | 86.6                 | 56.7          | 51.0        | 62.1        | 50.2          | 49.1        | 51.1        | 51.6               | 46.9        | 56.3        | 63.6        | 64.2             | 51.9  | 53.4       | 51.4           | 75.2         | 46.9  |
| Excellent     | 187    | 97    | 89        | 43                   | 50            | 23          | 27          | 33            | 19          | 14          | 47                 | 23          | 24          | 14          | 93               | 65    | 30         | 94             | 83           | 10    |
|               | 21.7   | 22.3  | 20.9      | 49.9                 | 19.3          | 17.9        | 20.4        | 16.8          | 17.5        | 15.6        | 18.1               | 17.5        | 18.6        | 23.6        | 26.9             | 19.3  | 16.5       | 15.6           | 38.8         | 22.5  |
| Good          | 305    | 135   | 169       | 32                   | 97            | 42          | 54          | 66            | 34          | 32          | 86                 | 39          | 48          | 24          | 128              | 110   | 67         | 216            | 79           | 11    |
|               | 35.4   | 31.1  | 39.9      | 36.7                 | 37.4          | 33.1        | 41.7        | 33.4          | 31.6        | 35.5        | 33.4               | 29.4        | 37.7        | 40.0        | 37.3             | 32.7  | 37.0       | 35.8           | 36.5         | 24.4  |
| Fair          | 158    | 90    | 68        | 10                   | 54            | 30          | 24          | 48            | 27          | 21          | 40                 | 24          | 16          | 7           | 63               | 69    | 26         | 113            | 32           | 13    |
|               | 18.4   | 20.7  | 16.2      | 11.2                 | 20.8          | 23.2        | 18.5        | 24.2          | 25.1        | 23.3        | 15.6               | 18.5        | 12.6        | 11.3        | 18.4             | 20.7  | 14.1       | 18.7           | 15.0         | 31.1  |
| Poor          | 66     | 40    | 25        | 2                    | 21            | 14          | 7           | 19            | 13          | 6           | 17                 | 9           | 9           | 6           | 23               | 27    | 15         | 57             | 6            | 3     |
|               | 7.6    | 9.2   | 6.0       | 2.2                  | 8.3           | 11.1        | 5.6         | 9.7           | 12.0        | 7.1         | 6.7                | 6.6         | 6.7         | 9.8         | 6.8              | 8.0   | 8.5        | 9.5            | 2.8          | 5.8   |
| No Opinion    | 145    | 73    | 72        |                      | 37            | 19          | 18          | 32            | 15          | 17          | 68                 | 37          | 31          | 9           | 37               | 65    | 43         | 123            | 15           | 7     |
|               | 16.8   | 16.7  | 17.0      |                      | 14.2          | 14.7        | 13.8        | 15.9          | 13.8        | 18.4        | 26.2               | 27.9        | 24.3        | 15.4        | 10.6             | 19.4  | 23.9       | 20.4           | 6.9          | 16.2  |

Table 10

T10. [QUALITY OF LIFE] Ease of bus travel in Glenwood Springs

|               | LIVED IN GLENWOOD SPRINGS |           |       |       |       |       |         |         |         | INCOME   |         |         |          |           |           |           | CONSOLIDATED INCOME |          |           | FOCUS ON RESIDENTS VS TOURISTS |          |          |
|---------------|---------------------------|-----------|-------|-------|-------|-------|---------|---------|---------|----------|---------|---------|----------|-----------|-----------|-----------|---------------------|----------|-----------|--------------------------------|----------|----------|
|               | TOTAL                     | LESS YEAR | 1 5   | 6 10  | 11 15 | 16 20 | MORE 20 | LESS 10 | MORE 10 | LESS 30K | 31K 50K | 50K 75K | 75K 100K | 100K 125K | 125K 150K | MORE 150K | LESS 50K            | 51K 100K | MORE 100K | RESI DENT                      | BAL ANCE | TOUR IST |
| TOTAL         | 861                       | 15        | 154   | 111   | 93    | 111   | 377     | 280     | 581     | 47       | 108     | 147     | 133      | 130       | 55        | 124       | 155                 | 280      | 309       | 56                             | 236      | 484      |
|               | 100.0                     | 100.0     | 100.0 | 100.0 | 100.0 | 100.0 | 100.0   | 100.0   | 100.0   | 100.0    | 100.0   | 100.0   | 100.0    | 100.0     | 100.0     | 100.0     | 100.0               | 100.0    | 100.0     | 100.0                          | 100.0    | 100.0    |
| Excellent     | 492                       | 9         | 83    | 62    | 57    | 60    | 220     | 155     | 338     | 38       | 86      | 82      | 72       | 65        | 35        | 49        | 124                 | 154      | 149       | 49                             | 140      | 253      |
| Good Combined | 57.2                      | 62.4      | 54.2  | 55.8  | 61.6  | 54.4  | 58.3    | 55.3    | 58.1    | 81.0     | 79.5    | 55.7    | 54.0     | 49.5      | 64.9      | 39.5      | 80.0                | 54.9     | 48.2      | 87.6                           | 59.5     | 52.4     |
| Excellent     | 187                       | 7         | 26    | 20    | 25    | 12    | 96      | 53      | 134     | 14       | 50      | 20      | 16       | 19        | 14        | 20        | 64                  | 36       | 52        | 35                             | 61       | 72       |
|               | 21.7                      | 49.3      | 17.2  | 17.6  | 27.3  | 11.0  | 25.5    | 19.1    | 23.0    | 29.8     | 46.3    | 13.5    | 11.9     | 14.6      | 25.1      | 16.0      | 41.2                | 12.7     | 17.0      | 62.9                           | 25.7     | 14.9     |
| Good          | 305                       | 2         | 57    | 42    | 32    | 48    | 123     | 101     | 204     | 24       | 36      | 62      | 56       | 46        | 22        | 29        | 60                  | 118      | 96        | 14                             | 80       | 181      |
|               | 35.4                      | 13.1      | 37.0  | 38.1  | 34.3  | 43.4  | 32.7    | 36.2    | 35.0    | 51.2     | 33.2    | 42.2    | 42.1     | 34.9      | 39.9      | 23.5      | 38.7                | 42.1     | 31.2      | 24.7                           | 33.8     | 37.4     |
| Fair          | 158                       | 1         | 31    | 16    | 20    | 27    | 62      | 48      | 110     | 3        | 12      | 34      | 24       | 27        | 9         | 26        | 16                  | 58       | 62        | 3                              | 40       | 101      |
|               | 18.4                      | 8.7       | 19.9  | 14.8  | 21.7  | 24.8  | 16.5    | 17.3    | 18.9    | 6.9      | 11.5    | 22.7    | 18.3     | 21.0      | 17.1      | 20.8      | 10.1                | 20.6     | 20.2      | 6.3                            | 17.0     | 20.8     |
| Poor          | 66                        | 1         | 11    | 12    | 7     | 7     | 27      | 24      | 42      | 2        | 5       | 11      | 11       | 10        | 2         | 13        | 7                   | 22       | 25        | 2                              | 12       | 48       |
|               | 7.6                       | 8.6       | 7.0   | 10.4  | 8.0   | 6.6   | 7.2     | 8.5     | 7.2     | 3.9      | 4.7     | 7.2     | 8.3      | 8.0       | 2.8       | 10.6      | 4.5                 | 7.7      | 8.1       | 3.4                            | 5.2      | 9.9      |
| No Opinion    | 145                       | 3         | 29    | 21    | 8     | 16    | 68      | 53      | 92      | 4        | 5       | 21      | 26       | 28        | 8         | 36        | 8                   | 47       | 72        | 2                              | 43       | 82       |
|               | 16.8                      | 20.2      | 18.8  | 19.0  | 8.7   | 14.2  | 18.0    | 19.0    | 15.8    | 8.1      | 4.3     | 14.4    | 19.4     | 21.5      | 15.1      | 29.1      | 5.5                 | 16.8     | 23.4      | 2.8                            | 18.3     | 17.0     |

Table 10

T10. [QUALITY OF LIFE] Ease of bus travel in Glenwood Springs

|               | DEVELOPMENT OF NEW<br>HOUSING FOR SALE |             |              | DEVELOPMENT OF NEW<br>APARTMENTS |             |              | RATE OF RETAIL AND<br>COMMERICAL GROWTH |             |              | WARD        |           |           |           |           |           |
|---------------|----------------------------------------|-------------|--------------|----------------------------------|-------------|--------------|-----------------------------------------|-------------|--------------|-------------|-----------|-----------|-----------|-----------|-----------|
|               |                                        |             |              |                                  |             |              |                                         |             |              |             |           |           |           |           |           |
|               | TOTAL                                  | TOO<br>SLOW | RGHT<br>AMNT | TOO<br>FAST                      | TOO<br>SLOW | RGHT<br>AMNT | TOO<br>FAST                             | TOO<br>SLOW | RGHT<br>AMNT | TOO<br>FAST | WARD<br>1 | WARD<br>2 | WARD<br>3 | WARD<br>4 | WARD<br>5 |
| TOTAL         | 861                                    | 262         | 155          | 353                              | 190         | 130          | 498                                     | 396         | 274          | 116         | 207       | 172       | 164       | 164       | 155       |
|               | 100.0                                  | 100.0       | 100.0        | 100.0                            | 100.0       | 100.0        | 100.0                                   | 100.0       | 100.0        | 100.0       | 100.0     | 100.0     | 100.0     | 100.0     | 100.0     |
| Excellent     | 492                                    | 138         | 80           | 220                              | 107         | 76           | 285                                     | 229         | 154          | 78          | 111       | 100       | 91        | 115       | 75        |
| Good Combined | 57.2                                   | 52.8        | 51.5         | 62.4                             | 56.7        | 58.8         | 57.2                                    | 57.8        | 56.0         | 67.1        | 53.9      | 58.2      | 55.6      | 70.1      | 48.3      |
|               |                                        |             |              |                                  |             |              |                                         |             |              |             |           |           |           |           |           |
| Excellent     | 187                                    | 50          | 27           | 96                               | 36          | 33           | 112                                     | 75          | 57           | 44          | 39        | 50        | 26        | 55        | 17        |
|               | 21.7                                   | 19.3        | 17.5         | 27.3                             | 18.7        | 25.4         | 22.5                                    | 18.9        | 20.7         | 37.5        | 18.7      | 29.2      | 16.1      | 33.6      | 11.1      |
| Good          | 305                                    | 88          | 53           | 124                              | 72          | 43           | 173                                     | 154         | 97           | 35          | 73        | 50        | 65        | 60        | 58        |
|               | 35.4                                   | 33.5        | 34.1         | 35.0                             | 37.9        | 33.4         | 34.8                                    | 38.8        | 35.3         | 29.7        | 35.2      | 29.0      | 39.5      | 36.5      | 37.2      |
| Fair          | 158                                    | 66          | 36           | 44                               | 55          | 25           | 73                                      | 61          | 69           | 10          | 44        | 23        | 37        | 20        | 35        |
|               | 18.4                                   | 25.3        | 23.2         | 12.6                             | 29.1        | 19.1         | 14.7                                    | 15.3        | 25.1         | 8.7         | 21.3      | 13.1      | 22.3      | 12.4      | 22.6      |
| Poor          | 66                                     | 22          | 13           | 24                               | 10          | 14           | 38                                      | 32          | 15           | 13          | 18        | 12        | 9         | 8         | 19        |
|               | 7.6                                    | 8.5         | 8.2          | 6.7                              | 5.5         | 10.5         | 7.6                                     | 7.9         | 5.4          | 11.2        | 8.5       | 6.9       | 5.5       | 5.1       | 12.2      |
| No Opinion    | 145                                    | 35          | 27           | 65                               | 17          | 15           | 102                                     | 75          | 37           | 15          | 34        | 38        | 27        | 20        | 26        |
|               | 16.8                                   | 13.4        | 17.1         | 18.3                             | 8.8         | 11.6         | 20.4                                    | 19.0        | 13.5         | 12.9        | 16.3      | 21.8      | 16.6      | 12.4      | 16.9      |



Table 11

T11. [QUALITY OF LIFE] Ease of bicycle travel in Glenwood Springs

|               | GENDER |       |        | GENZ AND MILLENNIALS |            |          |          | GEN X      |          |          | BOOMERS AND SILENT |          |          |          | CONSOLIDATED AGE |       |         | RACE ETHNICITY |           |       |
|---------------|--------|-------|--------|----------------------|------------|----------|----------|------------|----------|----------|--------------------|----------|----------|----------|------------------|-------|---------|----------------|-----------|-------|
|               | TOTAL  | MEN   | WO MEN | GENZ 18-24           | MILL 25-39 | MILL MEN | MILL WOM | GENX 40-54 | GENX MEN | GENX WOM | BOOM 55-74         | BOOM MEN | BOOM WOM | SLNT 75+ | 18-39            | 40-64 | 65 PLUS | WHI TE         | HISP ANIC | OTH   |
| TOTAL         | 861    | 435   | 424    | 86                   | 258        | 127      | 131      | 198        | 106      | 91       | 258                | 131      | 127      | 60       | 344              | 336   | 181     | 603            | 215       | 43    |
|               | 100.0  | 100.0 | 100.0  | 100.0                | 100.0      | 100.0    | 100.0    | 100.0      | 100.0    | 100.0    | 100.0              | 100.0    | 100.0    | 100.0    | 100.0            | 100.0 | 100.0   | 100.0          | 100.0     | 100.0 |
| Excellent     | 563    | 274   | 287    | 44                   | 171        | 85       | 86       | 144        | 74       | 70       | 176                | 93       | 83       | 28       | 215              | 241   | 107     | 401            | 131       | 31    |
| Good Combined | 65.4   | 63.1  | 67.8   | 50.8                 | 66.4       | 66.5     | 66.1     | 72.8       | 69.6     | 77.0     | 68.2               | 70.6     | 65.5     | 46.4     | 62.5             | 71.7  | 59.4    | 66.5           | 60.9      | 72.7  |
| Excellent     | 197    | 100   | 97     | 7                    | 66         | 33       | 32       | 58         | 33       | 26       | 54                 | 24       | 30       | 12       | 73               | 98    | 27      | 139            | 45        | 13    |
|               | 22.9   | 22.9  | 22.8   | 8.4                  | 25.4       | 26.2     | 24.3     | 29.5       | 30.8     | 28.3     | 20.9               | 18.5     | 23.3     | 20.1     | 21.2             | 29.1  | 14.8    | 23.0           | 21.0      | 30.9  |
| Good          | 366    | 175   | 191    | 36                   | 106        | 51       | 55       | 86         | 41       | 44       | 122                | 68       | 53       | 16       | 142              | 143   | 81      | 262            | 86        | 18    |
|               | 42.5   | 40.2  | 45.0   | 42.4                 | 41.0       | 40.2     | 41.9     | 43.3       | 38.8     | 48.7     | 47.2               | 52.1     | 42.2     | 26.3     | 41.3             | 42.6  | 44.6    | 43.5           | 39.9      | 41.8  |
| Fair          | 192    | 100   | 91     | 42                   | 53         | 21       | 32       | 38         | 24       | 13       | 44                 | 19       | 24       | 15       | 95               | 64    | 32      | 121            | 61        | 10    |
|               | 22.3   | 22.9  | 21.5   | 49.2                 | 20.6       | 16.4     | 24.7     | 19.1       | 22.3     | 14.7     | 17.0               | 14.9     | 19.3     | 24.2     | 27.7             | 19.0  | 17.9    | 20.0           | 28.5      | 22.1  |
| Poor          | 43     | 24    | 19     |                      | 13         | 8        | 4        | 9          | 6        | 3        | 16                 | 6        | 10       | 6        | 13               | 14    | 16      | 36             | 6         | 1     |
|               | 5.0    | 5.6   | 4.4    |                      | 4.9        | 6.6      | 3.3      | 4.3        | 5.6      | 2.9      | 6.1                | 4.6      | 7.5      | 9.8      | 3.7              | 4.1   | 9.1     | 6.0            | 2.8       | 2.3   |
| No Opinion    | 63     | 36    | 27     |                      | 21         | 13       | 8        | 8          | 3        | 5        | 23                 | 13       | 10       | 12       | 21               | 18    | 25      | 45             | 17        | 1     |
|               | 7.3    | 8.4   | 6.3    |                      | 8.1        | 10.5     | 5.8      | 3.9        | 2.5      | 5.4      | 8.8                | 9.9      | 7.6      | 19.6     | 6.1              | 5.2   | 13.6    | 7.5            | 7.8       | 2.9   |

Table 11

T11. [QUALITY OF LIFE] Ease of bicycle travel in Glenwood Springs

|               | LIVED IN GLENWOOD SPRINGS |           |       |       |       |       |         |         |         | INCOME   |         |         |          |           |           |           | CONSOLIDATED INCOME |          |           | FOCUS ON RESIDENTS VS TOURISTS |          |          |
|---------------|---------------------------|-----------|-------|-------|-------|-------|---------|---------|---------|----------|---------|---------|----------|-----------|-----------|-----------|---------------------|----------|-----------|--------------------------------|----------|----------|
|               | TOTAL                     | LESS YEAR | 1 5   | 6 10  | 11 15 | 16 20 | MORE 20 | LESS 10 | MORE 10 | LESS 30K | 31K 50K | 50K 75K | 75K 100K | 100K 125K | 125K 150K | MORE 150K | LESS 50K            | 51K 100K | MORE 100K | RESI DENT                      | BAL ANCE | TOUR IST |
| TOTAL         | 861                       | 15        | 154   | 111   | 93    | 111   | 377     | 280     | 581     | 47       | 108     | 147     | 133      | 130       | 55        | 124       | 155                 | 280      | 309       | 56                             | 236      | 484      |
|               | 100.0                     | 100.0     | 100.0 | 100.0 | 100.0 | 100.0 | 100.0   | 100.0   | 100.0   | 100.0    | 100.0   | 100.0   | 100.0    | 100.0     | 100.0     | 100.0     | 100.0               | 100.0    | 100.0     | 100.0                          | 100.0    | 100.0    |
| Excellent     | 563                       | 6         | 116   | 80    | 67    | 66    | 229     | 201     | 362     | 41       | 68      | 96      | 82       | 75        | 43        | 79        | 109                 | 178      | 196       | 51                             | 163      | 297      |
| Good Combined | 65.4                      | 41.3      | 75.3  | 71.6  | 72.0  | 59.4  | 60.7    | 72.0    | 62.3    | 86.9     | 63.4    | 65.5    | 61.5     | 57.3      | 78.9      | 63.6      | 70.6                | 63.6     | 63.6      | 91.1                           | 69.2     | 61.5     |
| Excellent     | 197                       | 6         | 41    | 29    | 26    | 23    | 72      | 76      | 122     | 8        | 33      | 34      | 23       | 28        | 18        | 35        | 41                  | 57       | 81        | 40                             | 54       | 87       |
|               | 22.9                      | 37.4      | 26.7  | 26.3  | 28.2  | 21.2  | 19.1    | 27.1    | 20.9    | 16.2     | 31.1    | 23.1    | 17.2     | 21.3      | 33.7      | 27.9      | 26.5                | 20.3     | 26.1      | 71.3                           | 22.8     | 18.0     |
| Good          | 366                       | 1         | 75    | 50    | 41    | 42    | 157     | 126     | 240     | 34       | 35      | 62      | 59       | 47        | 25        | 44        | 68                  | 121      | 116       | 11                             | 109      | 210      |
|               | 42.5                      | 3.9       | 48.6  | 45.2  | 43.8  | 38.2  | 41.6    | 44.9    | 41.3    | 70.7     | 32.3    | 42.3    | 44.3     | 36.0      | 45.2      | 35.7      | 44.0                | 43.3     | 37.5      | 19.8                           | 46.4     | 43.5     |
| Fair          | 192                       | 4         | 21    | 16    | 17    | 36    | 97      | 41      | 150     | 4        | 33      | 37      | 33       | 33        | 9         | 29        | 37                  | 70       | 71        | 3                              | 60       | 111      |
|               | 22.3                      | 24.3      | 14.0  | 14.6  | 18.4  | 32.4  | 25.8    | 14.8    | 25.9    | 7.7      | 30.7    | 25.2    | 25.0     | 25.1      | 17.3      | 23.2      | 23.6                | 25.1     | 23.0      | 4.8                            | 25.3     | 23.0     |
| Poor          | 43                        | 2         | 9     | 11    | 3     | 1     | 18      | 21      | 21      | 2        | 2       | 7       | 7        | 3         | 1         | 11        | 4                   | 14       | 15        |                                | 4        | 34       |
|               | 5.0                       | 11.9      | 5.6   | 10.0  | 3.3   | 0.8   | 4.7     | 7.7     | 3.7     | 4.1      | 1.7     | 4.7     | 5.2      | 2.0       | 2.2       | 9.2       | 2.4                 | 4.9      | 5.0       |                                | 1.8      | 7.0      |
| No Opinion    | 63                        | 3         | 8     | 4     | 6     | 8     | 34      | 16      | 48      | 1        | 5       | 7       | 11       | 20        | 1         | 5         | 5                   | 18       | 26        | 2                              | 9        | 41       |
|               | 7.3                       | 22.5      | 5.2   | 3.8   | 6.3   | 7.4   | 8.9     | 5.6     | 8.2     | 1.3      | 4.3     | 4.6     | 8.2      | 15.5      | 1.5       | 3.9       | 3.4                 | 6.4      | 8.4       | 4.1                            | 3.7      | 8.5      |

Table 11

T11. [QUALITY OF LIFE] Ease of bicycle travel in Glenwood Springs

|               | DEVELOPMENT OF NEW<br>HOUSING FOR SALE |              |              |              | DEVELOPMENT OF NEW<br>APARTMENTS |              |              | RATE OF RETAIL AND<br>COMMERICAL GROWTH |              |              | WARD         |              |              |              |              |
|---------------|----------------------------------------|--------------|--------------|--------------|----------------------------------|--------------|--------------|-----------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
|               | TOTAL                                  | TOO<br>SLOW  | RGHT<br>AMNT | TOO<br>FAST  | TOO<br>SLOW                      | RGHT<br>AMNT | TOO<br>FAST  | TOO<br>SLOW                             | RGHT<br>AMNT | TOO<br>FAST  | WARD<br>1    | WARD<br>2    | WARD<br>3    | WARD<br>4    | WARD<br>5    |
| TOTAL         | 861<br>100.0                           | 262<br>100.0 | 155<br>100.0 | 353<br>100.0 | 190<br>100.0                     | 130<br>100.0 | 498<br>100.0 | 396<br>100.0                            | 274<br>100.0 | 116<br>100.0 | 207<br>100.0 | 172<br>100.0 | 164<br>100.0 | 164<br>100.0 | 155<br>100.0 |
| Excellent     | 563                                    | 150          | 110          | 242          | 112                              | 92           | 332          | 235                                     | 201          | 78           | 139          | 85           | 111          | 125          | 103          |
| Good Combined | 65.4                                   | 57.5         | 70.5         | 68.7         | 59.1                             | 70.9         | 66.6         | 59.3                                    | 73.3         | 67.4         | 67.4         | 49.1         | 67.7         | 76.6         | 66.7         |
| Excellent     | 197<br>22.9                            | 50<br>19.1   | 37<br>24.1   | 88<br>24.9   | 42<br>22.2                       | 34<br>26.0   | 112<br>22.5  | 55<br>13.8                              | 80<br>29.2   | 47<br>40.1   | 49<br>23.7   | 34<br>19.7   | 35<br>21.6   | 42<br>25.8   | 37<br>23.9   |
| Good          | 366<br>42.5                            | 100<br>38.3  | 72<br>46.4   | 154<br>43.8  | 70<br>36.9                       | 59<br>45.0   | 220<br>44.1  | 180<br>45.5                             | 121<br>44.1  | 32<br>27.3   | 90<br>43.7   | 51<br>29.5   | 75<br>46.1   | 83<br>50.8   | 66<br>42.8   |
| Fair          | 192<br>22.3                            | 77<br>29.6   | 25<br>16.3   | 74<br>21.1   | 54<br>28.7                       | 26<br>19.8   | 105<br>21.1  | 106<br>26.8                             | 52<br>19.1   | 18<br>15.8   | 35<br>17.0   | 59<br>34.4   | 37<br>22.5   | 27<br>16.4   | 34<br>21.8   |
| Poor          | 43<br>5.0                              | 11<br>4.3    | 9<br>5.7     | 17<br>5.0    | 6<br>3.1                         | 4<br>3.0     | 30<br>6.1    | 21<br>5.2                               | 8<br>2.9     | 11<br>9.3    | 6<br>3.0     | 14<br>8.2    | 6<br>3.7     | 7<br>4.5     | 9<br>6.0     |
| No Opinion    | 63<br>7.3                              | 23<br>8.6    | 12<br>7.5    | 19<br>5.3    | 17<br>9.1                        | 8<br>6.3     | 31<br>6.2    | 35<br>8.7                               | 13<br>4.7    | 9<br>7.5     | 26<br>12.6   | 14<br>8.3    | 10<br>6.1    | 4<br>2.5     | 9<br>5.5     |

Table 12

T12. [QUALITY OF LIFE] Ease of walking in Glenwood Springs

|               | GENDER |       |        | GENZ AND MILLENNIALS |            |          |          | GEN X      |          |          | BOOMERS AND SILENT |          |          |          | CONSOLIDATED AGE |       |         | RACE ETHNICITY |           |       |
|---------------|--------|-------|--------|----------------------|------------|----------|----------|------------|----------|----------|--------------------|----------|----------|----------|------------------|-------|---------|----------------|-----------|-------|
|               | TOTAL  | MEN   | WO MEN | GENZ 18-24           | MILL 25-39 | MILL MEN | MILL WOM | GENX 40-54 | GENX MEN | GENX WOM | BOOM 55-74         | BOOM MEN | BOOM WOM | SLNT 75+ | 18-39            | 40-64 | 65 PLUS | WHI TE         | HISP ANIC | OTH   |
| TOTAL         | 861    | 435   | 424    | 86                   | 258        | 127      | 131      | 198        | 106      | 91       | 258                | 131      | 127      | 60       | 344              | 336   | 181     | 603            | 215       | 43    |
|               | 100.0  | 100.0 | 100.0  | 100.0                | 100.0      | 100.0    | 100.0    | 100.0      | 100.0    | 100.0    | 100.0              | 100.0    | 100.0    | 100.0    | 100.0            | 100.0 | 100.0   | 100.0          | 100.0     | 100.0 |
| Excellent     | 644    | 314   | 328    | 69                   | 183        | 81       | 101      | 148        | 77       | 71       | 199                | 98       | 100      | 45       | 252              | 257   | 135     | 456            | 164       | 24    |
| Good Combined | 74.8   | 72.3  | 77.5   | 80.4                 | 70.8       | 63.9     | 77.7     | 74.8       | 72.2     | 78.3     | 76.9               | 74.7     | 79.2     | 74.1     | 73.2             | 76.5  | 74.6    | 75.7           | 76.1      | 54.8  |
| Excellent     | 219    | 100   | 117    | 12                   | 62         | 22       | 39       | 59         | 29       | 29       | 67                 | 30       | 36       | 20       | 74               | 101   | 44      | 162            | 42        | 14    |
|               | 25.4   | 23.1  | 27.7   | 13.6                 | 23.9       | 17.6     | 30.2     | 29.6       | 27.3     | 32.4     | 25.8               | 23.1     | 28.4     | 32.9     | 21.4             | 30.1  | 24.3    | 26.9           | 19.6      | 33.4  |
| Good          | 425    | 214   | 211    | 58                   | 121        | 59       | 62       | 90         | 48       | 42       | 132                | 68       | 64       | 25       | 179              | 156   | 91      | 294            | 122       | 9     |
|               | 49.4   | 49.2  | 49.8   | 66.8                 | 46.9       | 46.3     | 47.5     | 45.2       | 45.0     | 46.0     | 51.2               | 51.6     | 50.8     | 41.2     | 51.9             | 46.4  | 50.2    | 48.8           | 56.6      | 21.4  |
| Fair          | 160    | 74    | 85     | 17                   | 48         | 20       | 27       | 34         | 17       | 16       | 49                 | 27       | 22       | 12       | 65               | 58    | 36      | 113            | 31        | 15    |
|               | 18.5   | 16.9  | 20.0   | 19.6                 | 18.5       | 15.8     | 21.0     | 17.3       | 16.2     | 17.9     | 18.9               | 20.4     | 17.3     | 19.7     | 18.8             | 17.4  | 20.2    | 18.7           | 14.6      | 35.8  |
| Poor          | 47     | 37    | 10     |                      | 18         | 16       | 2        | 16         | 12       | 3        | 10                 | 6        | 4        | 4        | 18               | 20    | 9       | 33             | 10        | 3     |
|               | 5.5    | 8.4   | 2.4    |                      | 6.9        | 12.6     | 1.3      | 7.8        | 11.6     | 3.6      | 3.9                | 4.6      | 3.1      | 6.2      | 5.1              | 6.0   | 5.0     | 5.5            | 4.7       | 8.1   |
| No Opinion    | 11     | 10    | 1      |                      | 10         | 10       |          | 0.1        |          | 0.2      | 1                  | 0.3      | 0.3      |          | 10               | 1     | 0.2     | 0.1            | 10        | 1     |
|               | 1.3    | 2.3   | 0.1    |                      | 3.8        | 7.7      |          |            |          |          | 0.3                |          |          |          | 2.8              | 0.2   |         |                | 4.6       | 1.3   |



Table 12

T12. [QUALITY OF LIFE] Ease of walking in Glenwood Springs

|               | LIVED IN GLENWOOD SPRINGS |           |       |       |       |       |         |         |         | INCOME   |         |         |          |           |           |           | CONSOLIDATED INCOME |          |           | FOCUS ON RESIDENTS VS TOURISTS |          |          |
|---------------|---------------------------|-----------|-------|-------|-------|-------|---------|---------|---------|----------|---------|---------|----------|-----------|-----------|-----------|---------------------|----------|-----------|--------------------------------|----------|----------|
|               | TOTAL                     | LESS YEAR | 1 5   | 6 10  | 11 15 | 16 20 | MORE 20 | LESS 10 | MORE 10 | LESS 30K | 31K 50K | 50K 75K | 75K 100K | 100K 125K | 125K 150K | MORE 150K | LESS 50K            | 51K 100K | MORE 100K | RESI DENT                      | BAL ANCE | TOUR IST |
| TOTAL         | 861                       | 15        | 154   | 111   | 93    | 111   | 377     | 280     | 581     | 47       | 108     | 147     | 133      | 130       | 55        | 124       | 155                 | 280      | 309       | 56                             | 236      | 484      |
|               | 100.0                     | 100.0     | 100.0 | 100.0 | 100.0 | 100.0 | 100.0   | 100.0   | 100.0   | 100.0    | 100.0   | 100.0   | 100.0    | 100.0     | 100.0     | 100.0     | 100.0               | 100.0    | 100.0     | 100.0                          | 100.0    | 100.0    |
| Excellent     | 644                       | 13        | 97    | 86    | 73    | 78    | 297     | 196     | 448     | 41       | 80      | 101     | 99       | 96        | 44        | 94        | 121                 | 200      | 233       | 43                             | 196      | 341      |
| Good Combined | 74.8                      | 88.1      | 62.9  | 77.5  | 78.0  | 70.6  | 78.7    | 70.0    | 77.0    | 86.3     | 74.0    | 68.6    | 74.5     | 73.3      | 81.3      | 75.6      | 77.7                | 71.4     | 75.6      | 76.8                           | 83.2     | 70.5     |
| Excellent     | 219                       | 6         | 37    | 31    | 31    | 36    | 77      | 75      | 144     | 15       | 23      | 30      | 40       | 36        | 17        | 33        | 38                  | 70       | 87        | 30                             | 71       | 88       |
|               | 25.4                      | 41.0      | 24.4  | 27.9  | 33.1  | 32.4  | 20.4    | 26.7    | 24.8    | 32.4     | 21.2    | 20.3    | 30.0     | 27.9      | 32.0      | 26.7      | 24.7                | 24.9     | 28.2      | 53.4                           | 30.2     | 18.2     |
| Good          | 425                       | 7         | 59    | 55    | 42    | 42    | 220     | 121     | 304     | 26       | 57      | 71      | 59       | 59        | 27        | 60        | 82                  | 130      | 147       | 13                             | 125      | 253      |
|               | 49.4                      | 47.2      | 38.5  | 49.6  | 44.9  | 38.2  | 58.2    | 43.4    | 52.3    | 53.9     | 52.7    | 48.3    | 44.4     | 45.4      | 49.3      | 48.9      | 53.1                | 46.4     | 47.5      | 23.4                           | 53.0     | 52.3     |
| Fair          | 160                       | 2         | 42    | 13    | 12    | 23    | 68      | 57      | 102     | 6        | 15      | 38      | 28       | 24        | 6         | 21        | 21                  | 67       | 51        | 3                              | 30       | 105      |
|               | 18.5                      | 11.9      | 27.4  | 11.9  | 12.7  | 20.4  | 18.0    | 20.4    | 17.6    | 11.8     | 14.3    | 26.1    | 21.2     | 18.7      | 10.7      | 16.8      | 13.6                | 23.8     | 16.5      | 5.7                            | 12.9     | 21.7     |
| Poor          | 47                        |           | 5     | 12    | 8     | 10    | 12      | 17      | 30      | 1        | 3       | 8       | 5        | 10        | 4         | 9         | 4                   | 13       | 24        |                                | 9        | 37       |
|               | 5.5                       |           | 3.3   | 10.6  | 9.1   | 8.9   | 3.1     | 6.1     | 5.2     | 1.9      | 2.6     | 5.4     | 4.0      | 7.8       | 8.0       | 7.4       | 2.4                 | 4.7      | 7.6       |                                | 3.9      | 7.6      |
| No Opinion    | 11                        |           | 10    |       | 0.2   |       | 1       | 10      | 1       |          | 10      |         | 0.3      | 0.3       |           | 0.1       | 10                  | 0.1      | 1         | 10                             |          | 1        |
|               | 1.3                       |           | 6.4   |       |       |       | 0.2     | 3.5     | 0.2     |          | 9.1     |         |          |           |           |           | 6.3                 |          | 0.2       | 17.6                           |          | 0.2      |

Table 12

T12. [QUALITY OF LIFE] Ease of walking in Glenwood Springs

|               | DEVELOPMENT OF NEW HOUSING FOR SALE |              |              |              | DEVELOPMENT OF NEW APARTMENTS |              |              | RATE OF RETAIL AND COMMERCIAL GROWTH |              |              | WARD         |              |              |              |              |
|---------------|-------------------------------------|--------------|--------------|--------------|-------------------------------|--------------|--------------|--------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
|               | TOTAL                               | TOO SLOW     | RGHT AMNT    | TOO FAST     | TOO SLOW                      | RGHT AMNT    | TOO FAST     | TOO SLOW                             | RGHT AMNT    | TOO FAST     | WARD 1       | WARD 2       | WARD 3       | WARD 4       | WARD 5       |
| TOTAL         | 861<br>100.0                        | 262<br>100.0 | 155<br>100.0 | 353<br>100.0 | 190<br>100.0                  | 130<br>100.0 | 498<br>100.0 | 396<br>100.0                         | 274<br>100.0 | 116<br>100.0 | 207<br>100.0 | 172<br>100.0 | 164<br>100.0 | 164<br>100.0 | 155<br>100.0 |
| Excellent     | 644                                 | 196          | 117          | 262          | 152                           | 95           | 361          | 270                                  | 227          | 82           | 158          | 133          | 134          | 117          | 102          |
| Good Combined | 74.8                                | 74.9         | 75.4         | 74.4         | 80.4                          | 72.8         | 72.6         | 68.2                                 | 82.9         | 70.8         | 76.5         | 77.3         | 81.7         | 71.3         | 66.0         |
| Excellent     | 219<br>25.4                         | 53<br>20.4   | 47<br>30.4   | 89<br>25.3   | 39<br>20.5                    | 44<br>33.8   | 121<br>24.4  | 72<br>18.2                           | 85<br>31.0   | 39<br>33.1   | 54<br>26.3   | 40<br>23.0   | 58<br>35.5   | 34<br>20.7   | 33<br>21.1   |
| Good          | 425<br>49.4                         | 142<br>54.5  | 70<br>45.0   | 173<br>49.1  | 114<br>59.9                   | 51<br>39.0   | 240<br>48.2  | 198<br>50.0                          | 142<br>51.9  | 44<br>37.7   | 104<br>50.2  | 93<br>54.3   | 76<br>46.2   | 83<br>50.7   | 70<br>44.9   |
| Fair          | 160<br>18.5                         | 47<br>18.1   | 27<br>17.4   | 69<br>19.5   | 27<br>14.2                    | 25<br>19.4   | 103<br>20.6  | 100<br>25.3                          | 39<br>14.3   | 13<br>11.4   | 45<br>21.7   | 32<br>18.4   | 25<br>15.3   | 20<br>12.2   | 38<br>24.4   |
| Poor          | 47<br>5.5                           | 18<br>7.1    | 11<br>7.2    | 11<br>3.1    | 10<br>5.4                     | 10<br>7.8    | 23<br>4.6    | 26<br>6.5                            | 8<br>2.9     | 10<br>9.0    | 4<br>1.8     | 7<br>4.1     | 5<br>3.0     | 17<br>10.4   | 14<br>9.2    |
| No Opinion    | 11<br>1.3                           |              |              | 11<br>3.0    |                               |              | 11<br>2.1    | 0.1                                  |              | 10<br>8.8    |              | 0.2          |              | 10<br>6.0    | 1<br>0.4     |

Table 13

T13. [QUALITY OF LIFE] Availability of paths and walking trails in Glenwood Springs

|               | GENDER |       |        | GENZ AND MILLENNIALS |            |          |          | GEN X      |          |          | BOOMERS AND SILENT |          |          |          | CONSOLIDATED AGE |       |         | RACE ETHNICITY |           |       |
|---------------|--------|-------|--------|----------------------|------------|----------|----------|------------|----------|----------|--------------------|----------|----------|----------|------------------|-------|---------|----------------|-----------|-------|
|               | TOTAL  | MEN   | WO MEN | GENZ 18-24           | MILL 25-39 | MILL MEN | MILL WOM | GENX 40-54 | GENX MEN | GENX WOM | BOOM 55-74         | BOOM MEN | BOOM WOM | SLNT 75+ | 18-39            | 40-64 | 65 PLUS | WHI TE         | HISP ANIC | OTH   |
| TOTAL         | 861    | 435   | 424    | 86                   | 258        | 127      | 131      | 198        | 106      | 91       | 258                | 131      | 127      | 60       | 344              | 336   | 181     | 603            | 215       | 43    |
|               | 100.0  | 100.0 | 100.0  | 100.0                | 100.0      | 100.0    | 100.0    | 100.0      | 100.0    | 100.0    | 100.0              | 100.0    | 100.0    | 100.0    | 100.0            | 100.0 | 100.0   | 100.0          | 100.0     | 100.0 |
| Excellent     | 696    | 331   | 362    | 84                   | 199        | 94       | 105      | 157        | 76       | 80       | 213                | 102      | 111      | 44       | 282              | 275   | 139     | 491            | 178       | 27    |
| Good Combined | 80.9   | 76.2  | 85.6   | 97.1                 | 77.0       | 73.6     | 80.1     | 79.4       | 72.0     | 88.0     | 82.4               | 77.6     | 87.3     | 72.8     | 82.0             | 81.8  | 77.0    | 81.5           | 82.5      | 63.5  |
| Excellent     | 279    | 132   | 145    | 14                   | 81         | 39       | 41       | 67         | 30       | 37       | 94                 | 43       | 51       | 22       | 95               | 126   | 58      | 217            | 48        | 14    |
|               | 32.4   | 30.4  | 34.2   | 16.6                 | 31.3       | 30.8     | 31.6     | 34.1       | 28.1     | 40.7     | 36.5               | 32.5     | 40.6     | 35.9     | 27.6             | 37.4  | 32.1    | 36.0           | 22.2      | 32.6  |
| Good          | 418    | 199   | 218    | 69                   | 118        | 55       | 63       | 90         | 46       | 43       | 118                | 59       | 59       | 22       | 187              | 149   | 81      | 274            | 130       | 13    |
|               | 48.5   | 45.8  | 51.4   | 80.4                 | 45.7       | 42.9     | 48.5     | 45.3       | 43.9     | 47.2     | 45.8               | 45.1     | 46.7     | 36.9     | 54.4             | 44.4  | 44.9    | 45.5           | 60.3      | 30.9  |
| Fair          | 120    | 68    | 52     | 3                    | 35         | 11       | 24       | 33         | 25       | 8        | 38                 | 24       | 14       | 11       | 38               | 50    | 32      | 88             | 18        | 14    |
|               | 13.9   | 15.5  | 12.3   | 2.9                  | 13.7       | 9.0      | 18.3     | 16.8       | 23.6     | 9.0      | 14.7               | 18.3     | 10.9     | 17.6     | 11.0             | 14.9  | 17.6    | 14.6           | 8.2       | 32.2  |
| Poor          | 31     | 24    | 8      |                      | 14         | 12       | 2        | 7          | 5        | 3        | 5                  | 3        | 2        | 5        | 14               | 10    | 7       | 20             | 10        | 1     |
|               | 3.6    | 5.4   | 1.8    |                      | 5.5        | 9.7      | 1.5      | 3.7        | 4.4      | 3.0      | 1.8                | 2.3      | 1.2      | 8.3      | 4.1              | 2.9   | 4.0     | 3.3            | 4.7       | 2.1   |
| No Opinion    | 14     | 12    | 2      |                      | 10         | 10       | 0.2      | 0.1        |          |          | 3                  | 2        | 1        | 1        | 10               | 1     | 3       | 3              | 10        | 1     |
|               | 1.6    | 2.8   | 0.4    |                      | 3.9        | 7.7      |          |            |          |          | 1.2                | 1.8      | 0.6      | 1.4      | 2.9              | 0.4   | 1.5     | 0.6            | 4.6       | 2.1   |

Table 13

T13. [QUALITY OF LIFE] Availability of paths and walking trails in Glenwood Springs

|               | LIVED IN GLENWOOD SPRINGS |           |       |       |       |       |         |         |         | INCOME   |         |         |          |           |           |           | CONSOLIDATED INCOME |          |           | FOCUS ON RESIDENTS VS TOURISTS |          |          |
|---------------|---------------------------|-----------|-------|-------|-------|-------|---------|---------|---------|----------|---------|---------|----------|-----------|-----------|-----------|---------------------|----------|-----------|--------------------------------|----------|----------|
|               | TOTAL                     | LESS YEAR | 1 5   | 6 10  | 11 15 | 16 20 | MORE 20 | LESS 10 | MORE 10 | LESS 30K | 31K 50K | 50K 75K | 75K 100K | 100K 125K | 125K 150K | MORE 150K | LESS 50K            | 51K 100K | MORE 100K | RESI DENT                      | BAL ANCE | TOUR IST |
| TOTAL         | 861                       | 15        | 154   | 111   | 93    | 111   | 377     | 280     | 581     | 47       | 108     | 147     | 133      | 130       | 55        | 124       | 155                 | 280      | 309       | 56                             | 236      | 484      |
|               | 100.0                     | 100.0     | 100.0 | 100.0 | 100.0 | 100.0 | 100.0   | 100.0   | 100.0   | 100.0    | 100.0   | 100.0   | 100.0    | 100.0     | 100.0     | 100.0     | 100.0               | 100.0    | 100.0     | 100.0                          | 100.0    | 100.0    |
| Excellent     | 696                       | 13        | 120   | 91    | 74    | 86    | 312     | 224     | 472     | 43       | 92      | 120     | 99       | 105       | 46        | 97        | 134                 | 219      | 248       | 45                             | 203      | 382      |
| Good Combined | 80.9                      | 90.2      | 77.9  | 82.1  | 79.7  | 77.1  | 82.8    | 80.2    | 81.2    | 90.1     | 85.1    | 81.5    | 74.4     | 80.4      | 83.8      | 78.5      | 86.7                | 78.1     | 80.2      | 79.8                           | 86.2     | 79.0     |
| Excellent     | 279                       | 7         | 53    | 44    | 36    | 43    | 96      | 104     | 174     | 16       | 29      | 52      | 44       | 40        | 24        | 45        | 45                  | 96       | 108       | 34                             | 95       | 126      |
|               | 32.4                      | 49.2      | 34.7  | 39.4  | 38.2  | 38.5  | 25.4    | 37.4    | 30.0    | 34.0     | 26.7    | 35.1    | 33.1     | 30.3      | 44.5      | 36.1      | 28.9                | 34.2     | 35.1      | 60.0                           | 40.1     | 26.1     |
| Good          | 418                       | 6         | 66    | 47    | 39    | 43    | 216     | 120     | 298     | 27       | 63      | 68      | 55       | 65        | 21        | 52        | 90                  | 123      | 139       | 11                             | 109      | 256      |
|               | 48.5                      | 41.0      | 43.1  | 42.7  | 41.5  | 38.7  | 57.3    | 42.8    | 51.2    | 56.2     | 58.5    | 46.4    | 41.3     | 50.1      | 39.3      | 42.4      | 57.8                | 44.0     | 45.1      | 19.8                           | 46.1     | 52.9     |
| Fair          | 120                       | 1         | 19    | 12    | 17    | 18    | 53      | 32      | 87      | 4        | 3       | 18      | 31       | 21        | 9         | 17        | 7                   | 49       | 47        | 1                              | 31       | 70       |
|               | 13.9                      | 9.8       | 12.6  | 10.4  | 18.3  | 15.8  | 13.9    | 11.6    | 15.0    | 8.8      | 3.0     | 12.3    | 23.5     | 15.8      | 15.9      | 14.1      | 4.8                 | 17.6     | 15.1      | 2.6                            | 13.3     | 14.5     |
| Poor          | 31                        |           | 5     | 8     | 2     | 7     | 9       | 13      | 18      | 1        | 2       | 8       | 2        | 4         |           | 9         | 2                   | 10       | 13        |                                | 1        | 27       |
|               | 3.6                       |           | 3.2   | 7.5   | 2.0   | 6.2   | 2.4     | 4.7     | 3.1     | 1.1      | 1.7     | 5.5     | 1.5      | 3.2       |           | 7.4       | 1.5                 | 3.6      | 4.3       |                                | 0.3      | 5.7      |
| No Opinion    | 14                        |           | 10    |       |       | 1     | 3       | 10      | 4       |          | 11      | 1       | 1        | 1         | 0.3       |           | 11                  | 2        | 1         | 10                             | 0.2      | 4        |
|               | 1.6                       |           | 6.4   |       |       | 0.9   | 0.9     | 3.5     | 0.7     |          | 10.2    | 0.8     | 0.6      | 0.6       |           |           | 7.0                 | 0.7      | 0.3       | 17.6                           |          | 0.8      |



Table 13

T13. [QUALITY OF LIFE] Availability of paths and walking trails in Glenwood Springs

|               | DEVELOPMENT OF NEW<br>HOUSING FOR SALE |              |              |              | DEVELOPMENT OF NEW<br>APARTMENTS |              |              | RATE OF RETAIL AND<br>COMMERICAL GROWTH |              |              | WARD         |              |              |              |              |
|---------------|----------------------------------------|--------------|--------------|--------------|----------------------------------|--------------|--------------|-----------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
|               | TOTAL                                  | TOO<br>SLOW  | RGHT<br>AMNT | TOO<br>FAST  | TOO<br>SLOW                      | RGHT<br>AMNT | TOO<br>FAST  | TOO<br>SLOW                             | RGHT<br>AMNT | TOO<br>FAST  | WARD<br>1    | WARD<br>2    | WARD<br>3    | WARD<br>4    | WARD<br>5    |
| TOTAL         | 861<br>100.0                           | 262<br>100.0 | 155<br>100.0 | 353<br>100.0 | 190<br>100.0                     | 130<br>100.0 | 498<br>100.0 | 396<br>100.0                            | 274<br>100.0 | 116<br>100.0 | 207<br>100.0 | 172<br>100.0 | 164<br>100.0 | 164<br>100.0 | 155<br>100.0 |
| Excellent     | 696                                    | 206          | 129          | 284          | 159                              | 105          | 393          | 307                                     | 239          | 83           | 173          | 131          | 146          | 115          | 132          |
| Good Combined | 80.9                                   | 78.7         | 82.9         | 80.6         | 83.8                             | 80.9         | 79.0         | 77.4                                    | 87.2         | 71.0         | 83.7         | 76.2         | 89.0         | 70.0         | 85.1         |
| Excellent     | 279<br>32.4                            | 68<br>26.1   | 53<br>34.2   | 126<br>35.8  | 61<br>31.9                       | 51<br>39.4   | 152<br>30.4  | 94<br>23.7                              | 111<br>40.6  | 46<br>39.2   | 71<br>34.4   | 53<br>30.7   | 63<br>38.7   | 39<br>23.6   | 53<br>34.2   |
| Good          | 418<br>48.5                            | 137<br>52.6  | 76<br>48.8   | 158<br>44.8  | 98<br>51.8                       | 54<br>41.5   | 242<br>48.6  | 213<br>53.6                             | 128<br>46.5  | 37<br>31.8   | 102<br>49.3  | 78<br>45.5   | 82<br>50.3   | 76<br>46.4   | 79<br>51.0   |
| Fair          | 120<br>13.9                            | 43<br>16.4   | 21<br>13.2   | 47<br>13.2   | 20<br>10.3                       | 24<br>18.2   | 74<br>14.9   | 70<br>17.5                              | 32<br>11.6   | 16<br>13.8   | 28<br>13.7   | 34<br>19.6   | 12<br>7.3    | 30<br>18.2   | 16<br>10.2   |
| Poor          | 31<br>3.6                              | 12<br>4.8    | 5<br>3.3     | 9<br>2.7     | 11<br>5.6                        | 1<br>0.9     | 17<br>3.4    | 16<br>4.1                               | 4<br>1.3     | 7<br>6.4     | 5<br>2.6     | 5<br>2.9     | 5<br>2.8     | 10<br>5.8    | 7<br>4.3     |
| No Opinion    | 14<br>1.6                              | 1<br>0.2     | 1<br>0.5     | 12<br>3.5    | 1<br>0.3                         |              | 14<br>2.7    | 4<br>1.0                                |              | 10<br>8.8    |              | 2<br>1.3     | 1<br>0.9     | 10<br>6.0    | 1<br>0.4     |

Table 14

T14. [QUALITY OF LIFE] Traffic flow on major streets

|               | GENDER |       |        | GENZ AND MILLENNIALS |            |          |          | GEN X      |          |          | BOOMERS AND SILENT |          |          |          | CONSOLIDATED AGE |       |         | RACE ETHNICITY |           |       |
|---------------|--------|-------|--------|----------------------|------------|----------|----------|------------|----------|----------|--------------------|----------|----------|----------|------------------|-------|---------|----------------|-----------|-------|
|               | TOTAL  | MEN   | WO MEN | GENZ 18-24           | MILL 25-39 | MILL MEN | MILL WOM | GENX 40-54 | GENX MEN | GENX WOM | BOOM 55-74         | BOOM MEN | BOOM WOM | SLNT 75+ | 18-39            | 40-64 | 65 PLUS | WHI TE         | HISP ANIC | OTH   |
| TOTAL         | 861    | 435   | 424    | 86                   | 258        | 127      | 131      | 198        | 106      | 91       | 258                | 131      | 127      | 60       | 344              | 336   | 181     | 603            | 215       | 43    |
|               | 100.0  | 100.0 | 100.0  | 100.0                | 100.0      | 100.0    | 100.0    | 100.0      | 100.0    | 100.0    | 100.0              | 100.0    | 100.0    | 100.0    | 100.0            | 100.0 | 100.0   | 100.0          | 100.0     | 100.0 |
| Excellent     | 136    | 81    | 55     | 25                   | 47         | 23       | 24       | 17         | 9        | 8        | 32                 | 18       | 14       | 15       | 72               | 39    | 25      | 81             | 50        | 4     |
| Good Combined | 15.8   | 18.6  | 13.1   | 29.0                 | 18.2       | 18.2     | 18.4     | 8.6        | 8.0      | 9.3      | 12.4               | 13.6     | 11.2     | 25.4     | 20.9             | 11.6  | 13.9    | 13.5           | 23.5      | 10.1  |
| Excellent     | 6      | 0.1   | 5      |                      | 1          |          | 1        | 3          | 0.4      | 2        | 2                  |          | 2        | 0.4      | 1                | 5     | 0.1     | 3              | 2         | 1     |
|               | 0.7    |       | 1.2    |                      | 0.3        |          | 0.6      | 1.4        |          | 2.5      | 0.8                |          | 1.6      |          | 0.2              | 1.4   |         | 0.5            | 0.8       | 2.5   |
| Good          | 130    | 80    | 50     | 25                   | 46         | 23       | 23       | 14         | 8        | 6        | 30                 | 18       | 12       | 15       | 71               | 34    | 25      | 78             | 49        | 3     |
|               | 15.2   | 18.5  | 11.9   | 29.0                 | 17.9       | 18.2     | 17.8     | 7.2        | 7.6      | 6.8      | 11.6               | 13.6     | 9.5      | 25.0     | 20.7             | 10.2  | 13.8    | 13.0           | 22.7      | 7.7   |
| Fair          | 279    | 130   | 149    | 44                   | 75         | 34       | 42       | 66         | 38       | 28       | 77                 | 34       | 43       | 17       | 120              | 104   | 55      | 217            | 52        | 10    |
|               | 32.4   | 30.0  | 35.1   | 51.5                 | 29.2       | 26.5     | 31.8     | 33.4       | 36.2     | 30.6     | 29.7               | 25.9     | 33.8     | 27.6     | 34.7             | 31.0  | 30.6    | 36.1           | 24.0      | 23.2  |
| Poor          | 443    | 224   | 217    | 17                   | 135        | 70       | 65       | 113        | 59       | 53       | 149                | 79       | 69       | 28       | 152              | 190   | 100     | 303            | 111       | 29    |
|               | 51.4   | 51.5  | 51.1   | 19.5                 | 52.4       | 55.4     | 49.5     | 57.2       | 55.8     | 58.3     | 57.6               | 60.5     | 54.4     | 47.0     | 44.2             | 56.6  | 55.5    | 50.2           | 51.7      | 66.7  |
| No Opinion    | 3      |       | 3      |                      | 0.2        |          | 0.4      | 2          |          | 2        | 1                  |          | 1        |          | 0.1              | 2     |         | 1              | 2         |       |
|               | 0.3    |       | 0.7    |                      |            |          |          | 0.8        |          | 1.8      | 0.3                |          | 0.7      |          |                  | 0.7   |         | 0.2            | 0.8       |       |

Table 14

T14. [QUALITY OF LIFE] Traffic flow on major streets

|               | LIVED IN GLENWOOD SPRINGS |           |       |       |       |       |         |         |         | INCOME   |         |         |          |           |           |           | CONSOLIDATED INCOME |          |           | FOCUS ON RESIDENTS VS TOURISTS |          |          |
|---------------|---------------------------|-----------|-------|-------|-------|-------|---------|---------|---------|----------|---------|---------|----------|-----------|-----------|-----------|---------------------|----------|-----------|--------------------------------|----------|----------|
|               | TOTAL                     | LESS YEAR | 1 5   | 6 10  | 11 15 | 16 20 | MORE 20 | LESS 10 | MORE 10 | LESS 30K | 31K 50K | 50K 75K | 75K 100K | 100K 125K | 125K 150K | MORE 150K | LESS 50K            | 51K 100K | MORE 100K | RESI DENT                      | BAL ANCE | TOUR IST |
| TOTAL         | 861                       | 15        | 154   | 111   | 93    | 111   | 377     | 280     | 581     | 47       | 108     | 147     | 133      | 130       | 55        | 124       | 155                 | 280      | 309       | 56                             | 236      | 484      |
|               | 100.0                     | 100.0     | 100.0 | 100.0 | 100.0 | 100.0 | 100.0   | 100.0   | 100.0   | 100.0    | 100.0   | 100.0   | 100.0    | 100.0     | 100.0     | 100.0     | 100.0               | 100.0    | 100.0     | 100.0                          | 100.0    | 100.0    |
| Excellent     | 136                       | 3         | 25    | 26    | 12    | 10    | 60      | 54      | 82      | 10       | 31      | 22      | 14       | 24        | 13        | 15        | 41                  | 37       | 52        | 8                              | 64       | 51       |
| Good Combined | 15.8                      | 21.7      | 16.5  | 23.1  | 12.4  | 9.0   | 16.0    | 19.4    | 14.1    | 21.9     | 28.4    | 15.2    | 10.7     | 18.7      | 24.0      | 11.9      | 26.4                | 13.1     | 16.9      | 14.1                           | 27.2     | 10.5     |
| Excellent     | 6                         |           | 3     | 3     |       | 0.3   | 0.1     | 5       | 1       | 0.8      | 1       | 2       |          |           | 1         | 2         | 1                   | 2        | 3         |                                | 3        | 2        |
|               | 0.7                       |           | 1.6   | 2.4   |       |       |         | 1.9     | 0.1     |          | 0.5     | 1.1     |          |           | 1.4       | 1.6       | 0.6                 | 0.6      | 0.9       |                                | 1.2      | 0.3      |
| Good          | 130                       | 3         | 23    | 23    | 12    | 10    | 60      | 49      | 81      | 10       | 30      | 21      | 14       | 24        | 12        | 13        | 40                  | 35       | 49        | 8                              | 61       | 49       |
|               | 15.2                      | 21.7      | 14.8  | 20.7  | 12.4  | 8.6   | 16.0    | 17.5    | 14.0    | 21.1     | 27.9    | 14.1    | 10.7     | 18.7      | 22.5      | 10.3      | 25.8                | 12.5     | 16.0      | 14.1                           | 26.0     | 10.1     |
| Fair          | 279                       | 5         | 36    | 33    | 37    | 47    | 121     | 74      | 205     | 10       | 34      | 34      | 36       | 46        | 12        | 58        | 44                  | 71       | 115       | 9                              | 82       | 145      |
|               | 32.4                      | 36.6      | 23.2  | 30.0  | 40.1  | 42.1  | 32.0    | 26.6    | 35.2    | 21.2     | 32.0    | 23.2    | 27.5     | 35.2      | 21.2      | 46.6      | 28.7                | 25.2     | 37.3      | 16.3                           | 35.0     | 30.0     |
| Poor          | 443                       | 6         | 92    | 51    | 44    | 54    | 194     | 150     | 293     | 27       | 41      | 91      | 82       | 60        | 29        | 51        | 68                  | 173      | 140       | 39                             | 89       | 285      |
|               | 51.4                      | 41.7      | 60.0  | 46.1  | 47.5  | 48.9  | 51.5    | 53.5    | 50.4    | 56.9     | 38.1    | 61.6    | 61.8     | 45.8      | 53.3      | 41.6      | 43.8                | 61.7     | 45.4      | 69.6                           | 37.9     | 59.0     |
| No Opinion    | 3                         |           | 0.3   | 1     |       |       | 2       | 1       | 2       |          | 2       |         |          | 0.4       | 1         |           | 2                   |          | 1         |                                |          | 3        |
|               | 0.3                       |           |       | 0.7   |       |       | 0.4     | 0.5     | 0.3     |          | 1.5     |         |          |           | 1.5       |           | 1.1                 |          | 0.4       |                                |          | 0.6      |

Table 14

T14. [QUALITY OF LIFE] Traffic flow on major streets

|               | DEVELOPMENT OF NEW<br>HOUSING FOR SALE |             |              |             | DEVELOPMENT OF NEW<br>APARTMENTS |              |             | RATE OF RETAIL AND<br>COMMERICAL GROWTH |              |             | WARD      |           |           |           |           |
|---------------|----------------------------------------|-------------|--------------|-------------|----------------------------------|--------------|-------------|-----------------------------------------|--------------|-------------|-----------|-----------|-----------|-----------|-----------|
|               |                                        |             |              |             |                                  |              |             |                                         |              |             |           |           |           |           |           |
|               | TOTAL                                  | TOO<br>SLOW | RGHT<br>AMNT | TOO<br>FAST | TOO<br>SLOW                      | RGHT<br>AMNT | TOO<br>FAST | TOO<br>SLOW                             | RGHT<br>AMNT | TOO<br>FAST | WARD<br>1 | WARD<br>2 | WARD<br>3 | WARD<br>4 | WARD<br>5 |
| TOTAL         | 861                                    | 262         | 155          | 353         | 190                              | 130          | 498         | 396                                     | 274          | 116         | 207       | 172       | 164       | 164       | 155       |
|               | 100.0                                  | 100.0       | 100.0        | 100.0       | 100.0                            | 100.0        | 100.0       | 100.0                                   | 100.0        | 100.0       | 100.0     | 100.0     | 100.0     | 100.0     | 100.0     |
| Excellent     | 136                                    | 55          | 31           | 31          | 48                               | 31           | 48          | 73                                      | 44           | 9           | 32        | 41        | 13        | 28        | 22        |
| Good Combined | 15.8                                   | 21.2        | 20.1         | 8.8         | 25.3                             | 23.8         | 9.6         | 18.5                                    | 16.0         | 7.3         | 15.4      | 23.8      | 7.8       | 17.4      | 14.3      |
|               |                                        |             |              |             |                                  |              |             |                                         |              |             |           |           |           |           |           |
| Excellent     | 6                                      | 2           | 2            | 0.1         | 2                                | 1            | 1           | 2                                       | 3            | 1           | 0.2       | 2         | 2         | 2         |           |
|               | 0.7                                    | 0.9         | 1.4          |             | 1.2                              | 0.9          | 0.3         | 0.4                                     | 0.9          | 0.6         |           | 1.0       | 1.0       | 1.3       |           |
| Good          | 130                                    | 53          | 29           | 31          | 46                               | 30           | 47          | 72                                      | 41           | 8           | 31        | 39        | 11        | 26        | 22        |
|               | 15.2                                   | 20.3        | 18.6         | 8.8         | 24.1                             | 22.9         | 9.3         | 18.0                                    | 15.0         | 6.7         | 15.2      | 22.9      | 6.8       | 16.1      | 14.3      |
| Fair          | 279                                    | 94          | 54           | 98          | 59                               | 49           | 160         | 128                                     | 95           | 24          | 60        | 50        | 60        | 57        | 52        |
|               | 32.4                                   | 35.9        | 34.9         | 27.9        | 31.3                             | 37.4         | 32.0        | 32.4                                    | 34.7         | 20.4        | 28.8      | 28.8      | 36.8      | 35.1      | 33.8      |
| Poor          | 443                                    | 112         | 70           | 221         | 82                               | 50           | 289         | 194                                     | 135          | 84          | 114       | 80        | 91        | 78        | 80        |
|               | 51.4                                   | 42.7        | 45.1         | 62.8        | 43.2                             | 38.1         | 58.0        | 48.9                                    | 49.1         | 72.3        | 55.4      | 46.4      | 55.3      | 47.6      | 51.6      |
| No Opinion    | 3                                      | 0.2         |              | 2           | 0.3                              | 1            | 2           | 1                                       | 0.2          |             | 1         | 2         |           |           | 0.3       |
|               | 0.3                                    |             |              | 0.5         |                                  | 0.6          | 0.3         | 0.2                                     |              |             | 0.4       | 1.0       |           |           |           |



Table 15

T15. [QUALITY OF LIFE] Availability of housing choice

|               | GENDER |       |        | GENZ AND MILLENNIALS |            |          |          | GEN X      |          |          | BOOMERS AND SILENT |          |          |          | CONSOLIDATED AGE |       |         | RACE ETHNICITY |           |       |
|---------------|--------|-------|--------|----------------------|------------|----------|----------|------------|----------|----------|--------------------|----------|----------|----------|------------------|-------|---------|----------------|-----------|-------|
|               | TOTAL  | MEN   | WO MEN | GENZ 18-24           | MILL 25-39 | MILL MEN | MILL WOM | GENX 40-54 | GENX MEN | GENX WOM | BOOM 55-74         | BOOM MEN | BOOM WOM | SLNT 75+ | 18-39            | 40-64 | 65 PLUS | WHI TE         | HISP ANIC | OTH   |
| TOTAL         | 861    | 435   | 424    | 86                   | 258        | 127      | 131      | 198        | 106      | 91       | 258                | 131      | 127      | 60       | 344              | 336   | 181     | 603            | 215       | 43    |
|               | 100.0  | 100.0 | 100.0  | 100.0                | 100.0      | 100.0    | 100.0    | 100.0      | 100.0    | 100.0    | 100.0              | 100.0    | 100.0    | 100.0    | 100.0            | 100.0 | 100.0   | 100.0          | 100.0     | 100.0 |
| Excellent     | 105    | 51    | 52     |                      | 37         | 12       | 24       | 24         | 16       | 8        | 35                 | 18       | 17       | 8        | 37               | 45    | 23      | 67             | 30        | 7     |
| Good Combined | 12.2   | 11.8  | 12.4   |                      | 14.3       | 9.8      | 18.7     | 12.1       | 14.8     | 8.3      | 13.7               | 13.6     | 13.7     | 14.1     | 10.7             | 13.4  | 12.7    | 11.1           | 14.1      | 17.1  |
| Excellent     | 28     | 15    | 12     |                      | 6          | 5        | 1        | 12         | 7        | 4        | 9                  | 4        | 5        | 2        | 6                | 18    | 4       | 16             | 7         | 5     |
|               | 3.2    | 3.5   | 2.8    |                      | 2.2        | 3.6      | 0.9      | 5.9        | 6.7      | 4.8      | 3.4                | 2.8      | 3.9      | 2.7      | 1.7              | 5.4   | 2.3     | 2.6            | 3.5       | 10.6  |
| Good          | 77     | 36    | 40     |                      | 31         | 8        | 23       | 12         | 9        | 3        | 27                 | 14       | 12       | 7        | 31               | 27    | 19      | 51             | 23        | 3     |
|               | 8.9    | 8.2   | 9.6    |                      | 12.1       | 6.2      | 17.8     | 6.2        | 8.1      | 3.5      | 10.3               | 10.8     | 9.8      | 11.4     | 9.0              | 8.0   | 10.4    | 8.5            | 10.6      | 6.5   |
| Fair          | 175    | 96    | 79     | 5                    | 38         | 24       | 14       | 44         | 26       | 17       | 66                 | 34       | 33       | 22       | 43               | 73    | 59      | 155            | 12        | 9     |
|               | 20.3   | 22.0  | 18.7   | 5.4                  | 14.8       | 18.8     | 11.0     | 22.1       | 24.8     | 19.1     | 25.7               | 25.6     | 25.9     | 36.5     | 12.5             | 21.6  | 32.8    | 25.6           | 5.4       | 20.4  |
| Poor          | 538    | 267   | 270    | 81                   | 167        | 80       | 87       | 122        | 62       | 60       | 140                | 72       | 69       | 28       | 248              | 198   | 92      | 356            | 157       | 26    |
|               | 62.5   | 61.3  | 63.8   | 94.6                 | 64.6       | 62.7     | 66.3     | 61.4       | 58.2     | 65.6     | 54.3               | 54.6     | 54.2     | 45.8     | 72.1             | 58.8  | 50.9    | 59.0           | 72.8      | 59.3  |
| No Opinion    | 43     | 22    | 22     |                      | 16         | 11       | 5        | 9          | 2        | 6        | 16                 | 8        | 8        | 2        | 16               | 21    | 7       | 25             | 17        | 1     |
|               | 5.0    | 5.0   | 5.1    |                      | 6.3        | 8.8      | 4.0      | 4.4        | 2.1      | 7.0      | 6.3                | 6.2      | 6.3      | 3.6      | 4.8              | 6.1   | 3.6     | 4.2            | 7.7       | 3.2   |

Table 15

T15. [QUALITY OF LIFE] Availability of housing choice

|               | LIVED IN GLENWOOD SPRINGS |           |       |       |       |       |         |         |         | INCOME   |         |         |          |           |           |           | CONSOLIDATED INCOME |          |           | FOCUS ON RESIDENTS VS TOURISTS |          |          |
|---------------|---------------------------|-----------|-------|-------|-------|-------|---------|---------|---------|----------|---------|---------|----------|-----------|-----------|-----------|---------------------|----------|-----------|--------------------------------|----------|----------|
|               | TOTAL                     | LESS YEAR | 1 5   | 6 10  | 11 15 | 16 20 | MORE 20 | LESS 10 | MORE 10 | LESS 30K | 31K 50K | 50K 75K | 75K 100K | 100K 125K | 125K 150K | MORE 150K | LESS 50K            | 51K 100K | MORE 100K | RESI DENT                      | BAL ANCE | TOUR IST |
| TOTAL         | 861                       | 15        | 154   | 111   | 93    | 111   | 377     | 280     | 581     | 47       | 108     | 147     | 133      | 130       | 55        | 124       | 155                 | 280      | 309       | 56                             | 236      | 484      |
|               | 100.0                     | 100.0     | 100.0 | 100.0 | 100.0 | 100.0 | 100.0   | 100.0   | 100.0   | 100.0    | 100.0   | 100.0   | 100.0    | 100.0     | 100.0     | 100.0     | 100.0               | 100.0    | 100.0     | 100.0                          | 100.0    | 100.0    |
| Excellent     | 105                       | 2         | 21    | 9     | 19    | 11    | 43      | 32      | 73      | 3        | 8       | 11      | 20       | 15        | 12        | 20        | 11                  | 32       | 48        | 26                             | 35       | 30       |
| Good Combined | 12.2                      | 12.7      | 13.7  | 8.0   | 20.6  | 9.8   | 11.4    | 11.4    | 12.6    | 6.2      | 7.6     | 7.5     | 15.4     | 11.7      | 22.9      | 16.2      | 7.2                 | 11.3     | 15.5      | 46.2                           | 15.0     | 6.2      |
| Excellent     | 28                        |           | 3     | 3     | 5     | 5     | 11      | 6       | 22      | 2        | 1       | 3       | 3        | 1         | 4         | 7         | 3                   | 5        | 12        | 22                             | 5        |          |
|               | 3.2                       |           | 2.0   | 3.0   | 5.9   | 4.9   | 2.8     | 2.3     | 3.7     | 4.7      | 1.2     | 1.8     | 1.9      | 1.1       | 7.9       | 5.3       | 2.3                 | 1.9      | 4.0       | 38.8                           | 2.3      |          |
| Good          | 77                        | 2         | 18    | 6     | 14    | 5     | 32      | 26      | 51      | 1        | 7       | 8       | 18       | 14        | 8         | 13        | 8                   | 26       | 36        | 4                              | 30       | 30       |
|               | 8.9                       | 12.7      | 11.7  | 5.1   | 14.7  | 4.9   | 8.5     | 9.1     | 8.8     | 1.4      | 6.5     | 5.7     | 13.5     | 10.6      | 15.0      | 10.9      | 4.9                 | 9.4      | 11.5      | 7.4                            | 12.7     | 6.2      |
| Fair          | 175                       | 8         | 31    | 19    | 20    | 29    | 68      | 58      | 117     | 9        | 14      | 24      | 23       | 41        | 10        | 30        | 23                  | 47       | 81        | 10                             | 65       | 80       |
|               | 20.3                      | 53.7      | 19.9  | 17.2  | 21.0  | 26.5  | 18.1    | 20.6    | 20.2    | 19.3     | 12.9    | 16.3    | 17.5     | 31.2      | 18.7      | 24.6      | 14.8                | 16.9     | 26.4      | 17.1                           | 27.7     | 16.6     |
| Poor          | 538                       | 5         | 89    | 75    | 52    | 68    | 248     | 169     | 369     | 35       | 73      | 109     | 86       | 68        | 29        | 67        | 108                 | 195      | 165       | 9                              | 123      | 359      |
|               | 62.5                      | 33.6      | 57.9  | 67.1  | 56.2  | 61.7  | 65.9    | 60.3    | 63.5    | 73.0     | 67.9    | 73.9    | 64.6     | 52.5      | 52.6      | 54.5      | 69.4                | 69.5     | 53.3      | 16.2                           | 52.3     | 74.3     |
| No Opinion    | 43                        |           | 13    | 8     | 2     | 2     | 18      | 22      | 22      | 1        | 13      | 3       | 3        | 6         | 3         | 6         | 13                  | 7        | 15        | 11                             | 12       | 14       |
|               | 5.0                       |           | 8.6   | 7.6   | 2.2   | 1.9   | 4.7     | 7.8     | 3.7     | 1.5      | 11.6    | 2.3     | 2.5      | 4.5       | 5.9       | 4.7       | 8.5                 | 2.4      | 4.8       | 20.5                           | 4.9      | 2.8      |

Table 15

T15. [QUALITY OF LIFE] Availability of housing choice

|               | DEVELOPMENT OF NEW HOUSING FOR SALE |              |              |              | DEVELOPMENT OF NEW APARTMENTS |              |              | RATE OF RETAIL AND COMMERCIAL GROWTH |              |              | WARD         |              |              |              |              |
|---------------|-------------------------------------|--------------|--------------|--------------|-------------------------------|--------------|--------------|--------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
|               | TOTAL                               | TOO SLOW     | RGHT AMNT    | TOO FAST     | TOO SLOW                      | RGHT AMNT    | TOO FAST     | TOO SLOW                             | RGHT AMNT    | TOO FAST     | WARD 1       | WARD 2       | WARD 3       | WARD 4       | WARD 5       |
| TOTAL         | 861<br>100.0                        | 262<br>100.0 | 155<br>100.0 | 353<br>100.0 | 190<br>100.0                  | 130<br>100.0 | 498<br>100.0 | 396<br>100.0                         | 274<br>100.0 | 116<br>100.0 | 207<br>100.0 | 172<br>100.0 | 164<br>100.0 | 164<br>100.0 | 155<br>100.0 |
| Excellent     | 105                                 | 14           | 25           | 53           | 14                            | 13           | 76           | 27                                   | 45           | 30           | 26           | 23           | 17           | 20           | 19           |
| Good Combined | 12.2                                | 5.3          | 16.2         | 15.2         | 7.1                           | 10.1         | 15.2         | 6.8                                  | 16.3         | 25.8         | 12.4         | 13.3         | 10.6         | 12.1         | 12.4         |
| Excellent     | 28<br>3.2                           | 1<br>0.5     | 3<br>1.8     | 24<br>6.7    |                               | 1<br>1.0     | 27<br>5.3    | 3<br>0.7                             | 4<br>1.6     | 21<br>17.8   | 10<br>4.8    | 3<br>2.0     | 3<br>2.0     | 8<br>5.1     | 3<br>1.9     |
| Good          | 77<br>8.9                           | 13<br>4.8    | 22<br>14.4   | 30<br>8.4    | 14<br>7.1                     | 12<br>9.1    | 49<br>9.9    | 24<br>6.1                            | 40<br>14.7   | 9<br>8.0     | 16<br>7.6    | 19<br>11.3   | 14<br>8.6    | 11<br>7.0    | 16<br>10.5   |
| Fair          | 175<br>20.3                         | 36<br>13.9   | 53<br>34.4   | 62<br>17.5   | 13<br>6.8                     | 45<br>34.6   | 101<br>20.3  | 64<br>16.0                           | 80<br>29.0   | 14<br>12.0   | 35<br>17.0   | 39<br>22.8   | 30<br>18.3   | 32<br>19.4   | 39<br>25.0   |
| Poor          | 538<br>62.5                         | 210<br>80.2  | 70<br>45.2   | 211<br>59.9  | 162<br>85.7                   | 67<br>51.9   | 288<br>57.9  | 299<br>75.4                          | 135<br>49.3  | 58<br>50.0   | 136<br>65.8  | 101<br>58.4  | 108<br>65.8  | 99<br>60.4   | 95<br>61.1   |
| No Opinion    | 43<br>5.0                           | 1<br>0.6     | 7<br>4.3     | 26<br>7.4    | 1<br>0.3                      | 4<br>3.4     | 33<br>6.6    | 7<br>1.8                             | 15<br>5.3    | 14<br>12.2   | 10<br>4.8    | 10<br>5.5    | 8<br>5.2     | 13<br>8.1    | 2<br>1.5     |

Table 16

T16. [QUALITY OF LIFE] Availability of affordable quality childcare

|               | GENDER       |              |              | GENZ AND MILLENNIALS |              |              |              | GEN X        |              |             | BOOMERS AND SILENT |              |              |             | CONSOLIDATED AGE |              |              | RACE ETHNICITY |              |             |
|---------------|--------------|--------------|--------------|----------------------|--------------|--------------|--------------|--------------|--------------|-------------|--------------------|--------------|--------------|-------------|------------------|--------------|--------------|----------------|--------------|-------------|
|               | TOTAL        | MEN          | WO MEN       | GENZ 18-24           | MILL 25-39   | MILL MEN     | MILL WOM     | GENX 40-54   | GENX MEN     | GENX WOM    | BOOM 55-74         | BOOM MEN     | BOOM WOM     | SLNT 75+    | 18-39            | 40-64        | 65 PLUS      | WHI TE         | HISP ANIC    | OTH         |
| TOTAL         | 861<br>100.0 | 435<br>100.0 | 424<br>100.0 | 86<br>100.0          | 258<br>100.0 | 127<br>100.0 | 131<br>100.0 | 198<br>100.0 | 106<br>100.0 | 91<br>100.0 | 258<br>100.0       | 131<br>100.0 | 127<br>100.0 | 60<br>100.0 | 344<br>100.0     | 336<br>100.0 | 181<br>100.0 | 603<br>100.0   | 215<br>100.0 | 43<br>100.0 |
| Excellent     | 61           | 31           | 30           | 3                    | 19           | 6            | 13           | 25           | 17           | 8           | 14                 | 8            | 6            | 0.4         | 22               | 34           | 5            | 28             | 28           | 6           |
| Good Combined | 7.1          | 7.1          | 7.1          | 3.0                  | 7.5          | 4.7          | 10.3         | 12.8         | 16.2         | 9.0         | 5.4                | 5.9          | 4.5          |             | 6.4              | 10.2         | 3.0          | 4.6            | 13.1         | 12.8        |
| Excellent     | 22<br>2.6    | 11<br>2.5    | 11<br>2.6    |                      | 3<br>1.3     | 1<br>1.0     | 2<br>1.7     | 12<br>6.3    | 7<br>6.9     | 5<br>5.5    | 6<br>2.4           | 2<br>1.6     | 4<br>3.0     | 0.4         | 3<br>1.0         | 18<br>5.2    | 1<br>0.7     | 9<br>1.5       | 10<br>4.5    | 4<br>8.6    |
| Good          | 39<br>4.5    | 20<br>4.6    | 19<br>4.5    | 3<br>3.0             | 16<br>6.2    | 5<br>3.7     | 11<br>8.6    | 13<br>6.6    | 10<br>9.3    | 3<br>3.5    | 8<br>2.9           | 6<br>4.3     | 2<br>1.5     |             | 19<br>5.4        | 17<br>4.9    | 4<br>2.3     | 19<br>3.1      | 19<br>8.6    | 2<br>4.1    |
| Fair          | 79<br>9.2    | 33<br>7.7    | 46<br>10.8   |                      | 15<br>5.7    | 8<br>6.2     | 7<br>5.3     | 30<br>15.2   | 12<br>11.0   | 18<br>20.3  | 28<br>10.9         | 12<br>9.5    | 16<br>12.3   | 6<br>10.5   | 15<br>4.3        | 42<br>12.4   | 23<br>12.6   | 64<br>10.6     | 11<br>5.0    | 5<br>11.3   |
| Poor          | 364<br>42.3  | 159<br>36.6  | 204<br>48.2  | 47<br>54.6           | 132<br>51.0  | 53<br>41.4   | 78<br>60.0   | 92<br>46.5   | 51<br>47.9   | 41<br>45.5  | 76<br>29.3         | 33<br>25.2   | 43<br>33.7   | 18<br>29.8  | 179<br>51.9      | 134<br>39.8  | 52<br>28.9   | 249<br>41.4    | 95<br>44.3   | 20<br>45.5  |
| No Opinion    | 356<br>41.3  | 211<br>48.6  | 143<br>33.8  | 37<br>42.4           | 93<br>35.8   | 61<br>47.7   | 32<br>24.4   | 50<br>25.5   | 26<br>24.9   | 23<br>25.3  | 141<br>54.4        | 78<br>59.3   | 63<br>49.4   | 36<br>59.3  | 129<br>37.5      | 126<br>37.6  | 100<br>55.5  | 262<br>43.4    | 81<br>37.6   | 13<br>30.4  |



Table 16

T16. [QUALITY OF LIFE] Availability of affordable quality childcare

|               | LIVED IN GLENWOOD SPRINGS |             |              |              |             |              |              |              |              | INCOME      |              |              |              |              |             |              | CONSOLIDATED INCOME |              |              | FOCUS ON RESIDENTS VS TOURISTS |              |              |
|---------------|---------------------------|-------------|--------------|--------------|-------------|--------------|--------------|--------------|--------------|-------------|--------------|--------------|--------------|--------------|-------------|--------------|---------------------|--------------|--------------|--------------------------------|--------------|--------------|
|               | TOTAL                     | LESS YEAR   | 1 5          | 6 10         | 11 15       | 16 20        | MORE 20      | LESS 10      | MORE 10      | LESS 30K    | 31K 50K      | 50K 75K      | 75K 100K     | 100K 125K    | 125K 150K   | MORE 150K    | LESS 50K            | 51K 100K     | MORE 100K    | RESI DENT                      | BAL ANCE     | TOUR IST     |
| TOTAL         | 861<br>100.0              | 15<br>100.0 | 154<br>100.0 | 111<br>100.0 | 93<br>100.0 | 111<br>100.0 | 377<br>100.0 | 280<br>100.0 | 581<br>100.0 | 47<br>100.0 | 108<br>100.0 | 147<br>100.0 | 133<br>100.0 | 130<br>100.0 | 55<br>100.0 | 124<br>100.0 | 155<br>100.0        | 280<br>100.0 | 309<br>100.0 | 56<br>100.0                    | 236<br>100.0 | 484<br>100.0 |
| Excellent     | 61                        | 1           | 12           | 8            | 11          | 13           | 17           | 20           | 41           | 3           | 9            | 2            | 10           | 14           | 6           | 9            | 12                  | 12           | 30           | 23                             | 20           | 12           |
| Good Combined | 7.1                       | 4.0         | 7.7          | 7.0          | 12.1        | 12.1         | 4.4          | 7.2          | 7.1          | 5.4         | 8.7          | 1.3          | 7.7          | 11.1         | 11.7        | 7.5          | 7.7                 | 4.3          | 9.8          | 42.0                           | 8.7          | 2.5          |
| Excellent     | 22<br>2.6                 |             | 0.3          | 3<br>3.1     | 5<br>4.9    | 7<br>6.5     | 7<br>1.8     | 4<br>1.4     | 18<br>3.2    | 1<br>1.5    | 4<br>3.7     | 1<br>0.9     | 1<br>1.0     | 1<br>0.5     | 3<br>6.3    | 6<br>4.8     | 5<br>3.0            | 3<br>1.0     | 10<br>3.2    | 17<br>30.5                     | 4<br>1.8     | 1<br>0.1     |
| Good          | 39<br>4.5                 | 1<br>4.0    | 12<br>7.5    | 4<br>3.9     | 7<br>7.2    | 6<br>5.6     | 10<br>2.6    | 16<br>5.9    | 23<br>3.9    | 2<br>3.9    | 5<br>5.0     | 1<br>0.4     | 9<br>6.7     | 14<br>10.6   | 3<br>5.5    | 3<br>2.8     | 7<br>4.7            | 10<br>3.4    | 20<br>6.5    | 6<br>11.5                      | 16<br>6.9    | 11<br>2.3    |
| Fair          | 79<br>9.2                 | 1<br>3.9    | 6<br>4.1     | 10<br>8.9    | 5<br>5.8    | 15<br>13.8   | 42<br>11.1   | 17<br>6.0    | 63<br>10.8   | 5<br>10.2   | 7<br>6.4     | 14<br>9.4    | 12<br>9.2    | 8<br>6.4     | 8<br>14.5   | 15<br>12.2   | 12<br>7.6           | 26<br>9.3    | 31<br>10.1   | 5<br>8.3                       | 34<br>14.5   | 32<br>6.6    |
| Poor          | 364<br>42.3               | 2<br>14.4   | 56<br>36.4   | 49<br>43.7   | 45<br>47.8  | 46<br>41.8   | 167<br>44.2  | 107<br>38.2  | 258<br>44.3  | 19<br>39.2  | 20<br>18.1   | 90<br>60.9   | 59<br>44.7   | 49<br>37.4   | 23<br>42.5  | 58<br>46.8   | 38<br>24.6          | 149<br>53.2  | 130<br>42.1  | 8<br>14.7                      | 67<br>28.6   | 259<br>53.6  |
| No Opinion    | 356<br>41.3               | 11<br>77.7  | 80<br>51.7   | 45<br>40.4   | 32<br>34.3  | 36<br>32.3   | 152<br>40.3  | 136<br>48.6  | 220<br>37.8  | 21<br>45.2  | 72<br>66.7   | 42<br>28.3   | 51<br>38.4   | 59<br>45.1   | 17<br>31.2  | 41<br>33.5   | 93<br>60.1          | 93<br>33.1   | 117<br>38.0  | 20<br>35.1                     | 114<br>48.2  | 181<br>37.3  |

Table 16

T16. [QUALITY OF LIFE] Availability of affordable quality childcare

|               | DEVELOPMENT OF NEW<br>HOUSING FOR SALE |              |              |              | DEVELOPMENT OF NEW<br>APARTMENTS |              |              | RATE OF RETAIL AND<br>COMMERICAL GROWTH |              |              | WARD         |              |              |              |              |
|---------------|----------------------------------------|--------------|--------------|--------------|----------------------------------|--------------|--------------|-----------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
|               | TOTAL                                  | TOO<br>SLOW  | RGHT<br>AMNT | TOO<br>FAST  | TOO<br>SLOW                      | RGHT<br>AMNT | TOO<br>FAST  | TOO<br>SLOW                             | RGHT<br>AMNT | TOO<br>FAST  | WARD<br>1    | WARD<br>2    | WARD<br>3    | WARD<br>4    | WARD<br>5    |
| TOTAL         | 861<br>100.0                           | 262<br>100.0 | 155<br>100.0 | 353<br>100.0 | 190<br>100.0                     | 130<br>100.0 | 498<br>100.0 | 396<br>100.0                            | 274<br>100.0 | 116<br>100.0 | 207<br>100.0 | 172<br>100.0 | 164<br>100.0 | 164<br>100.0 | 155<br>100.0 |
| Excellent     | 61                                     | 8            | 14           | 32           | 9                                | 14           | 36           | 10                                      | 28           | 20           | 17           | 11           | 7            | 15           | 12           |
| Good Combined | 7.1                                    | 3.1          | 9.2          | 9.2          | 5.0                              | 11.0         | 7.3          | 2.6                                     | 10.2         | 16.9         | 8.2          | 6.4          | 4.1          | 9.0          | 7.9          |
| Excellent     | 22<br>2.6                              | 3<br>1.3     | 1<br>0.6     | 18<br>5.1    | 1<br>0.3                         | 2<br>1.7     | 20<br>3.9    | 1<br>0.3                                | 5<br>2.0     | 16<br>13.4   | 8<br>4.0     | 3<br>1.7     | 4<br>2.4     | 4<br>2.7     | 3<br>1.7     |
| Good          | 39<br>4.5                              | 5<br>1.8     | 13<br>8.5    | 14<br>4.1    | 9<br>4.7                         | 12<br>9.3    | 17<br>3.4    | 9<br>2.3                                | 22<br>8.2    | 4<br>3.5     | 9<br>4.1     | 8<br>4.7     | 3<br>1.7     | 10<br>6.3    | 9<br>6.1     |
| Fair          | 79<br>9.2                              | 21<br>7.9    | 20<br>12.8   | 31<br>8.9    | 11<br>5.8                        | 19<br>14.8   | 46<br>9.3    | 30<br>7.4                               | 36<br>13.1   | 11<br>9.3    | 18<br>8.5    | 15<br>8.7    | 18<br>10.8   | 17<br>10.3   | 12<br>8.0    |
| Poor          | 364<br>42.3                            | 129<br>49.2  | 50<br>32.2   | 159<br>45.1  | 88<br>46.6                       | 44<br>33.6   | 222<br>44.7  | 198<br>49.9                             | 103<br>37.4  | 38<br>32.5   | 82<br>39.9   | 72<br>41.5   | 63<br>38.3   | 77<br>46.8   | 71<br>45.9   |
| No Opinion    | 356<br>41.3                            | 104<br>39.8  | 71<br>45.9   | 130<br>36.9  | 81<br>42.6                       | 53<br>40.7   | 193<br>38.7  | 159<br>40.0                             | 108<br>39.3  | 48<br>41.3   | 90<br>43.4   | 75<br>43.4   | 77<br>46.8   | 55<br>33.9   | 59<br>38.3   |

Table 17

T17. [QUALITY OF LIFE] Availability of affordable quality health care

|               | GENDER |       |        | GENZ AND MILLENNIALS |            |          |          | GEN X      |          |          | BOOMERS AND SILENT |          |          |          | CONSOLIDATED AGE |       |         | RACE ETHNICITY |           |       |
|---------------|--------|-------|--------|----------------------|------------|----------|----------|------------|----------|----------|--------------------|----------|----------|----------|------------------|-------|---------|----------------|-----------|-------|
|               | TOTAL  | MEN   | WO MEN | GENZ 18-24           | MILL 25-39 | MILL MEN | MILL WOM | GENX 40-54 | GENX MEN | GENX WOM | BOOM 55-74         | BOOM MEN | BOOM WOM | SLNT 75+ | 18-39            | 40-64 | 65 PLUS | WHI TE         | HISP ANIC | OTH   |
| TOTAL         | 861    | 435   | 424    | 86                   | 258        | 127      | 131      | 198        | 106      | 91       | 258                | 131      | 127      | 60       | 344              | 336   | 181     | 603            | 215       | 43    |
|               | 100.0  | 100.0 | 100.0  | 100.0                | 100.0      | 100.0    | 100.0    | 100.0      | 100.0    | 100.0    | 100.0              | 100.0    | 100.0    | 100.0    | 100.0            | 100.0 | 100.0   | 100.0          | 100.0     | 100.0 |
| Excellent     | 218    | 128   | 89     | 5                    | 40         | 24       | 16       | 39         | 22       | 17       | 94                 | 58       | 36       | 40       | 45               | 81    | 92      | 184            | 25        | 9     |
| Good Combined | 25.3   | 29.5  | 21.1   | 5.4                  | 15.6       | 19.0     | 12.4     | 19.7       | 21.0     | 18.3     | 36.6               | 44.1     | 28.7     | 65.9     | 13.1             | 24.3  | 50.7    | 30.5           | 11.7      | 20.4  |
| Excellent     | 39     | 24    | 15     |                      | 6          | 3        | 3        | 4          | 2        | 2        | 18                 | 11       | 7        | 11       | 6                | 15    | 19      | 35             | 2         | 2     |
|               | 4.5    | 5.5   | 3.5    |                      | 2.2        | 2.2      | 2.2      | 2.0        | 2.3      | 1.7      | 7.0                | 8.5      | 5.2      | 18.8     | 1.7              | 4.3   | 10.4    | 5.8            | 1.0       | 4.6   |
| Good          | 179    | 104   | 75     | 5                    | 35         | 21       | 13       | 35         | 20       | 15       | 76                 | 47       | 30       | 28       | 39               | 67    | 73      | 149            | 23        | 7     |
|               | 20.8   | 24.0  | 17.6   | 5.4                  | 13.4       | 16.8     | 10.1     | 17.7       | 18.7     | 16.7     | 29.6               | 35.6     | 23.5     | 47.0     | 11.4             | 19.9  | 40.3    | 24.7           | 10.7      | 15.8  |
| Fair          | 239    | 134   | 105    | 23                   | 76         | 38       | 38       | 55         | 32       | 23       | 70                 | 33       | 37       | 14       | 99               | 93    | 46      | 180            | 51        | 8     |
|               | 27.7   | 30.7  | 24.8   | 26.6                 | 29.5       | 30.1     | 29.1     | 27.9       | 30.5     | 25.1     | 27.2               | 25.0     | 29.4     | 23.6     | 28.8             | 27.7  | 25.7    | 29.9           | 23.6      | 17.9  |
| Poor          | 357    | 154   | 201    | 50                   | 123        | 58       | 65       | 97         | 49       | 47       | 83                 | 37       | 46       | 4        | 173              | 147   | 37      | 206            | 128       | 23    |
|               | 41.5   | 35.4  | 47.5   | 57.6                 | 47.7       | 45.6     | 49.6     | 49.1       | 46.7     | 51.4     | 32.2               | 28.2     | 36.4     | 6.1      | 50.2             | 43.7  | 20.6    | 34.1           | 59.5      | 54.1  |
| No Opinion    | 47     | 19    | 28     | 9                    | 18         | 7        | 12       | 7          | 2        | 5        | 11                 | 3        | 7        | 3        | 27               | 14    | 6       | 33             | 11        | 3     |
|               | 5.5    | 4.4   | 6.6    | 10.4                 | 7.1        | 5.3      | 9.0      | 3.4        | 1.8      | 5.1      | 4.1                | 2.7      | 5.6      | 4.4      | 7.9              | 4.3   | 3.1     | 5.4            | 5.2       | 7.6   |

Table 17

T17. [QUALITY OF LIFE] Availability of affordable quality health care

|               | LIVED IN GLENWOOD SPRINGS |             |              |              |             |              |              |              |              | INCOME      |              |              |              |              |             |              | CONSOLIDATED INCOME |              |              | FOCUS ON RESIDENTS VS TOURISTS |              |              |
|---------------|---------------------------|-------------|--------------|--------------|-------------|--------------|--------------|--------------|--------------|-------------|--------------|--------------|--------------|--------------|-------------|--------------|---------------------|--------------|--------------|--------------------------------|--------------|--------------|
|               | TOTAL                     | LESS YEAR   | 1 5          | 6 10         | 11 15       | 16 20        | MORE 20      | LESS 10      | MORE 10      | LESS 30K    | 31K 50K      | 50K 75K      | 75K 100K     | 100K 125K    | 125K 150K   | MORE 150K    | LESS 50K            | 51K 100K     | MORE 100K    | RESI DENT                      | BAL ANCE     | TOUR IST     |
| TOTAL         | 861<br>100.0              | 15<br>100.0 | 154<br>100.0 | 111<br>100.0 | 93<br>100.0 | 111<br>100.0 | 377<br>100.0 | 280<br>100.0 | 581<br>100.0 | 47<br>100.0 | 108<br>100.0 | 147<br>100.0 | 133<br>100.0 | 130<br>100.0 | 55<br>100.0 | 124<br>100.0 | 155<br>100.0        | 280<br>100.0 | 309<br>100.0 | 56<br>100.0                    | 236<br>100.0 | 484<br>100.0 |
| Excellent     | 218                       | 5           | 33           | 27           | 20          | 28           | 105          | 65           | 153          | 13          | 25           | 24           | 28           | 45           | 16          | 38           | 38                  | 52           | 99           | 15                             | 91           | 92           |
| Good Combined | 25.3                      | 34.5        | 21.5         | 24.6         | 21.2        | 24.8         | 27.9         | 23.4         | 26.3         | 27.9        | 23.1         | 16.1         | 21.0         | 34.6         | 29.3        | 30.6         | 24.6                | 18.4         | 32.1         | 26.6                           | 38.6         | 19.0         |
| Excellent     | 39<br>4.5                 | 1<br>5.1    | 5<br>3.3     | 5<br>4.4     | 5<br>5.0    | 5<br>4.7     | 18<br>4.9    | 11<br>3.9    | 28<br>4.9    | 0.8         | 8<br>7.1     | 2<br>1.3     | 6<br>4.2     | 11<br>8.1    | 4<br>7.1    | 5<br>3.7     | 8<br>5.2            | 8<br>2.7     | 19<br>6.2    | 3<br>4.7                       | 20<br>8.5    | 11<br>2.3    |
| Good          | 179<br>20.8               | 4<br>29.4   | 28<br>18.2   | 22<br>20.2   | 15<br>16.2  | 22<br>20.1   | 87<br>23.0   | 55<br>19.5   | 124<br>21.4  | 13<br>27.1  | 17<br>16.0   | 22<br>14.8   | 22<br>16.8   | 35<br>26.5   | 12<br>22.2  | 33<br>26.9   | 30<br>19.4          | 44<br>15.8   | 80<br>25.9   | 12<br>21.9                     | 71<br>30.1   | 80<br>16.6   |
| Fair          | 239<br>27.7               | 7<br>49.5   | 46<br>30.0   | 33<br>29.9   | 25<br>27.3  | 27<br>23.9   | 100<br>26.5  | 87<br>31.0   | 152<br>26.1  | 12<br>26.3  | 41<br>38.1   | 42<br>28.8   | 33<br>25.0   | 36<br>27.2   | 20<br>36.0  | 28<br>22.6   | 53<br>34.5          | 76<br>27.0   | 83<br>26.9   | 10<br>17.5                     | 74<br>31.2   | 132<br>27.3  |
| Poor          | 357<br>41.5               | 1<br>7.2    | 60<br>38.9   | 44<br>39.9   | 41<br>44.2  | 50<br>44.8   | 161<br>42.7  | 105<br>37.6  | 252<br>43.3  | 18<br>37.2  | 40<br>37.0   | 74<br>50.1   | 57<br>42.8   | 43<br>33.3   | 15<br>28.1  | 55<br>44.7   | 58<br>37.1          | 131<br>46.7  | 114<br>37.0  | 31<br>55.9                     | 53<br>22.6   | 246<br>50.8  |
| No Opinion    | 47<br>5.5                 | 1<br>8.7    | 15<br>9.6    | 6<br>5.6     | 7<br>7.4    | 7<br>6.5     | 11<br>2.9    | 22<br>8.0    | 25<br>4.3    | 4<br>8.6    | 2<br>1.7     | 7<br>5.0     | 15<br>11.1   | 6<br>4.8     | 4<br>6.6    | 3<br>2.1     | 6<br>3.8            | 22<br>7.9    | 12<br>4.0    |                                | 18<br>7.6    | 14<br>3.0    |



Table 17

T17. [QUALITY OF LIFE] Availability of affordable quality health care

|               | DEVELOPMENT OF NEW<br>HOUSING FOR SALE |              |              |              | DEVELOPMENT OF NEW<br>APARTMENTS |              |              | RATE OF RETAIL AND<br>COMMERICAL GROWTH |              |              | WARD         |              |              |              |              |
|---------------|----------------------------------------|--------------|--------------|--------------|----------------------------------|--------------|--------------|-----------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
|               | TOTAL                                  | TOO<br>SLOW  | RGHT<br>AMNT | TOO<br>FAST  | TOO<br>SLOW                      | RGHT<br>AMNT | TOO<br>FAST  | TOO<br>SLOW                             | RGHT<br>AMNT | TOO<br>FAST  | WARD<br>1    | WARD<br>2    | WARD<br>3    | WARD<br>4    | WARD<br>5    |
| TOTAL         | 861<br>100.0                           | 262<br>100.0 | 155<br>100.0 | 353<br>100.0 | 190<br>100.0                     | 130<br>100.0 | 498<br>100.0 | 396<br>100.0                            | 274<br>100.0 | 116<br>100.0 | 207<br>100.0 | 172<br>100.0 | 164<br>100.0 | 164<br>100.0 | 155<br>100.0 |
| Excellent     | 218                                    | 59           | 50           | 83           | 38                               | 43           | 123          | 94                                      | 86           | 18           | 50           | 54           | 38           | 28           | 48           |
| Good Combined | 25.3                                   | 22.6         | 32.0         | 23.4         | 20.2                             | 32.8         | 24.7         | 23.7                                    | 31.3         | 15.6         | 24.2         | 31.3         | 23.4         | 17.0         | 31.0         |
| Excellent     | 39<br>4.5                              | 10<br>3.7    | 11<br>7.1    | 15<br>4.2    | 4<br>2.3                         | 7<br>5.6     | 26<br>5.2    | 16<br>4.0                               | 19<br>6.8    | 3<br>3.0     | 5<br>2.3     | 11<br>6.4    | 8<br>5.0     | 9<br>5.5     | 6<br>4.1     |
| Good          | 179<br>20.8                            | 49<br>18.9   | 39<br>25.0   | 68<br>19.2   | 34<br>17.9                       | 35<br>27.1   | 97<br>19.5   | 78<br>19.8                              | 67<br>24.5   | 15<br>12.6   | 45<br>21.9   | 43<br>24.9   | 30<br>18.4   | 19<br>11.6   | 42<br>26.9   |
| Fair          | 239<br>27.7                            | 94<br>35.9   | 39<br>25.2   | 85<br>24.1   | 72<br>37.8                       | 43<br>33.0   | 112<br>22.6  | 112<br>28.1                             | 73<br>26.6   | 37<br>31.5   | 54<br>26.3   | 53<br>30.7   | 48<br>29.1   | 47<br>29.0   | 36<br>23.5   |
| Poor          | 357<br>41.5                            | 103<br>39.3  | 55<br>35.3   | 171<br>48.5  | 76<br>40.0                       | 34<br>25.9   | 236<br>47.4  | 175<br>44.1                             | 96<br>35.0   | 60<br>51.7   | 87<br>41.9   | 56<br>32.5   | 61<br>37.2   | 86<br>52.8   | 67<br>43.3   |
| No Opinion    | 47<br>5.5                              | 6<br>2.3     | 12<br>7.5    | 14<br>4.0    | 4<br>2.0                         | 11<br>8.3    | 26<br>5.3    | 16<br>4.0                               | 20<br>7.1    | 1<br>1.3     | 16<br>7.5    | 10<br>5.5    | 17<br>10.3   | 2<br>1.2     | 3<br>2.2     |

Table 18

T18. [QUALITY OF LIFE] Glenwood Springs as a place for recreation

|               | GENDER |       |        | GENZ AND MILLENNIALS |            |          |          | GEN X      |          |          | BOOMERS AND SILENT |          |          |          | CONSOLIDATED AGE |       |         | RACE ETHNICITY |           |       |
|---------------|--------|-------|--------|----------------------|------------|----------|----------|------------|----------|----------|--------------------|----------|----------|----------|------------------|-------|---------|----------------|-----------|-------|
|               | TOTAL  | MEN   | WO MEN | GENZ 18-24           | MILL 25-39 | MILL MEN | MILL WOM | GENX 40-54 | GENX MEN | GENX WOM | BOOM 55-74         | BOOM MEN | BOOM WOM | SLNT 75+ | 18-39            | 40-64 | 65 PLUS | WHI TE         | HISP ANIC | OTH   |
| TOTAL         | 861    | 435   | 424    | 86                   | 258        | 127      | 131      | 198        | 106      | 91       | 258                | 131      | 127      | 60       | 344              | 336   | 181     | 603            | 215       | 43    |
|               | 100.0  | 100.0 | 100.0  | 100.0                | 100.0      | 100.0    | 100.0    | 100.0      | 100.0    | 100.0    | 100.0              | 100.0    | 100.0    | 100.0    | 100.0            | 100.0 | 100.0   | 100.0          | 100.0     | 100.0 |
| Excellent     | 723    | 380   | 341    | 69                   | 211        | 117      | 94       | 168        | 91       | 75       | 224                | 109      | 114      | 51       | 280              | 295   | 148     | 531            | 157       | 34    |
| Good Combined | 83.9   | 87.3  | 80.4   | 80.5                 | 81.7       | 91.8     | 71.8     | 84.6       | 86.1     | 82.8     | 86.8               | 83.4     | 90.2     | 83.9     | 81.4             | 87.7  | 81.6    | 88.2           | 73.0      | 78.8  |
| Excellent     | 452    | 245   | 206    | 53                   | 135        | 85       | 49       | 95         | 56       | 38       | 142                | 65       | 77       | 28       | 187              | 178   | 88      | 320            | 112       | 20    |
|               | 52.5   | 56.2  | 48.7   | 61.2                 | 52.1       | 66.7     | 37.7     | 47.8       | 52.6     | 42.2     | 55.0               | 49.3     | 60.8     | 47.2     | 54.4             | 52.9  | 48.4    | 53.0           | 52.3      | 46.9  |
| Good          | 270    | 135   | 134    | 17                   | 76         | 32       | 44       | 73         | 36       | 37       | 82                 | 45       | 37       | 22       | 93               | 117   | 60      | 212            | 45        | 14    |
|               | 31.4   | 31.1  | 31.7   | 19.3                 | 29.6       | 25.1     | 34.0     | 36.8       | 33.6     | 40.6     | 31.8               | 34.0     | 29.4     | 36.7     | 27.0             | 34.9  | 33.2    | 35.1           | 20.8      | 31.9  |
| Fair          | 85     | 38    | 47     |                      | 27         | 3        | 24       | 23         | 12       | 12       | 29                 | 18       | 11       | 6        | 27               | 33    | 25      | 52             | 28        | 4     |
|               | 9.8    | 8.7   | 11.1   |                      | 10.3       | 2.5      | 18.0     | 11.7       | 10.9     | 12.8     | 11.2               | 14.0     | 8.4      | 9.8      | 7.8              | 9.9   | 13.7    | 8.7            | 13.0      | 10.4  |
| Poor          | 51     | 15    | 36     | 17                   | 21         | 7        | 13       | 7          | 3        | 4        | 2                  | 1        | 1        | 4        | 37               | 8     | 6       | 16             | 30        | 5     |
|               | 5.9    | 3.5   | 8.4    | 19.5                 | 7.9        | 5.6      | 10.2     | 3.7        | 3.0      | 4.5      | 1.0                | 0.9      | 1.0      | 6.2      | 10.8             | 2.3   | 3.2     | 2.7            | 14.0      | 10.8  |
| No Opinion    | 3      | 2     | 0.1    |                      |            |          |          | 0.1        |          |          | 3                  | 2        | 0.3      |          |                  |       | 3       | 3              |           |       |
|               | 0.3    | 0.5   |        |                      |            |          |          |            |          |          | 1.0                | 1.7      |          |          |                  |       | 1.5     | 0.5            |           |       |

Table 18

T18. [QUALITY OF LIFE] Glenwood Springs as a place for recreation

|               | LIVED IN GLENWOOD SPRINGS |           |       |       |       |       |         |         |         | INCOME   |         |         |          |           |           |           | CONSOLIDATED INCOME |          |           | FOCUS ON RESIDENTS VS TOURISTS |          |          |
|---------------|---------------------------|-----------|-------|-------|-------|-------|---------|---------|---------|----------|---------|---------|----------|-----------|-----------|-----------|---------------------|----------|-----------|--------------------------------|----------|----------|
|               | TOTAL                     | LESS YEAR | 1 5   | 6 10  | 11 15 | 16 20 | MORE 20 | LESS 10 | MORE 10 | LESS 30K | 31K 50K | 50K 75K | 75K 100K | 100K 125K | 125K 150K | MORE 150K | LESS 50K            | 51K 100K | MORE 100K | RESI DENT                      | BAL ANCE | TOUR IST |
| TOTAL         | 861                       | 15        | 154   | 111   | 93    | 111   | 377     | 280     | 581     | 47       | 108     | 147     | 133      | 130       | 55        | 124       | 155                 | 280      | 309       | 56                             | 236      | 484      |
|               | 100.0                     | 100.0     | 100.0 | 100.0 | 100.0 | 100.0 | 100.0   | 100.0   | 100.0   | 100.0    | 100.0   | 100.0   | 100.0    | 100.0     | 100.0     | 100.0     | 100.0               | 100.0    | 100.0     | 100.0                          | 100.0    | 100.0    |
| Excellent     | 723                       | 15        | 137   | 94    | 82    | 85    | 310     | 246     | 477     | 35       | 90      | 116     | 113      | 113       | 53        | 108       | 125                 | 229      | 273       | 52                             | 212      | 385      |
| Good Combined | 83.9                      | 100.0     | 89.4  | 84.4  | 87.4  | 76.6  | 82.2    | 88.0    | 82.0    | 73.0     | 83.6    | 78.9    | 84.8     | 86.4      | 96.6      | 87.1      | 80.3                | 81.7     | 88.5      | 93.4                           | 90.0     | 79.5     |
| Excellent     | 452                       | 13        | 87    | 57    | 50    | 43    | 202     | 157     | 295     | 19       | 73      | 66      | 55       | 77        | 33        | 65        | 92                  | 122      | 175       | 44                             | 153      | 212      |
|               | 52.5                      | 88.1      | 56.7  | 51.1  | 54.0  | 38.5  | 53.6    | 56.1    | 50.8    | 40.4     | 67.6    | 45.1    | 41.7     | 59.3      | 60.9      | 52.3      | 59.3                | 43.5     | 56.8      | 78.7                           | 64.8     | 43.8     |
| Good          | 270                       | 2         | 50    | 37    | 31    | 42    | 108     | 89      | 181     | 15       | 17      | 50      | 57       | 35        | 20        | 43        | 33                  | 107      | 98        | 8                              | 59       | 173      |
|               | 31.4                      | 11.9      | 32.7  | 33.3  | 33.4  | 38.1  | 28.6    | 31.9    | 31.2    | 32.6     | 15.9    | 33.7    | 43.1     | 27.1      | 35.7      | 34.8      | 21.0                | 38.2     | 31.7      | 14.6                           | 25.2     | 35.7     |
| Fair          | 85                        |           | 11    | 8     | 8     | 15    | 43      | 19      | 66      | 2        | 14      | 10      | 15       | 14        | 2         | 13        | 16                  | 25       | 29        | 1                              | 15       | 58       |
|               | 9.8                       |           | 7.2   | 7.3   | 8.2   | 13.6  | 11.3    | 6.9     | 11.3    | 3.8      | 13.1    | 6.7     | 11.4     | 10.4      | 3.1       | 10.8      | 10.3                | 8.9      | 9.3       | 2.6                            | 6.3      | 12.0     |
| Poor          | 51                        |           | 5     | 9     | 4     | 10    | 22      | 14      | 36      | 11       | 2       | 21      | 5        | 4         |           | 3         | 13                  | 26       | 6         | 2                              | 8        | 39       |
|               | 5.9                       |           | 3.4   | 8.3   | 4.4   | 9.2   | 5.8     | 5.2     | 6.3     | 23.2     | 2.3     | 14.5    | 3.7      | 2.9       |           | 2.1       | 8.7                 | 9.4      | 2.1       | 4.0                            | 3.5      | 8.0      |
| No Opinion    | 3                         |           |       |       |       | 1     | 2       |         | 3       |          | 1       |         |          | 0.3       | 0.3       |           | 1                   |          | 1         |                                | 0.2      | 2        |
|               | 0.3                       |           |       |       |       | 0.5   | 0.6     |         | 0.5     |          | 1.0     |         |          |           |           |           | 0.7                 |          | 0.2       |                                |          | 0.5      |

Table 18

T18. [QUALITY OF LIFE] Glenwood Springs as a place for recreation

|               | DEVELOPMENT OF NEW<br>HOUSING FOR SALE |              |              |              | DEVELOPMENT OF NEW<br>APARTMENTS |              |              | RATE OF RETAIL AND<br>COMMERICAL GROWTH |              |              | WARD         |              |              |              |              |
|---------------|----------------------------------------|--------------|--------------|--------------|----------------------------------|--------------|--------------|-----------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
|               | TOTAL                                  | TOO<br>SLOW  | RGHT<br>AMNT | TOO<br>FAST  | TOO<br>SLOW                      | RGHT<br>AMNT | TOO<br>FAST  | TOO<br>SLOW                             | RGHT<br>AMNT | TOO<br>FAST  | WARD<br>1    | WARD<br>2    | WARD<br>3    | WARD<br>4    | WARD<br>5    |
| TOTAL         | 861<br>100.0                           | 262<br>100.0 | 155<br>100.0 | 353<br>100.0 | 190<br>100.0                     | 130<br>100.0 | 498<br>100.0 | 396<br>100.0                            | 274<br>100.0 | 116<br>100.0 | 207<br>100.0 | 172<br>100.0 | 164<br>100.0 | 164<br>100.0 | 155<br>100.0 |
| Excellent     | 723                                    | 230          | 132          | 279          | 169                              | 116          | 398          | 303                                     | 251          | 99           | 179          | 139          | 151          | 128          | 125          |
| Good Combined | 83.9                                   | 88.0         | 85.2         | 79.0         | 89.1                             | 89.6         | 79.9         | 76.3                                    | 91.7         | 85.4         | 86.4         | 80.9         | 92.4         | 78.3         | 81.0         |
| Excellent     | 452<br>52.5                            | 134<br>51.1  | 88<br>57.0   | 177<br>50.2  | 108<br>56.8                      | 83<br>63.6   | 237<br>47.7  | 177<br>44.5                             | 171<br>62.3  | 65<br>55.6   | 121<br>58.4  | 75<br>43.8   | 82<br>50.1   | 96<br>58.8   | 78<br>50.5   |
| Good          | 270<br>31.4                            | 96<br>36.9   | 44<br>28.2   | 102<br>28.8  | 61<br>32.3                       | 34<br>26.0   | 161<br>32.3  | 126<br>31.8                             | 81<br>29.4   | 35<br>29.9   | 58<br>28.1   | 64<br>37.1   | 69<br>42.3   | 32<br>19.4   | 47<br>30.5   |
| Fair          | 85<br>9.8                              | 17<br>6.4    | 18<br>11.8   | 43<br>12.1   | 8<br>4.4                         | 10<br>7.5    | 63<br>12.7   | 50<br>12.5                              | 21<br>7.8    | 10<br>8.7    | 23<br>10.9   | 24<br>13.8   | 10<br>6.2    | 14<br>8.5    | 14<br>9.3    |
| Poor          | 51<br>5.9                              | 14<br>5.4    | 5<br>3.0     | 29<br>8.3    | 12<br>6.2                        | 4<br>3.0     | 34<br>6.9    | 41<br>10.4                              | 1<br>0.5     | 7<br>5.8     | 5<br>2.6     | 9<br>5.1     |              | 22<br>13.2   | 15<br>9.7    |
| No Opinion    | 3<br>0.3                               | 1<br>0.2     |              | 2<br>0.6     | 1<br>0.3                         |              | 2<br>0.5     | 3<br>0.7                                |              |              |              | 0.2          | 2<br>1.4     |              | 0.1          |



Table 19

T19. [QUALITY OF LIFE] Glenwood Springs as a sustainable community

|               | GENDER |       |        | GENZ AND MILLENNIALS |            |          |          | GEN X      |          |          | BOOMERS AND SILENT |          |          |          | CONSOLIDATED AGE |       |         | RACE ETHNICITY |           |       |
|---------------|--------|-------|--------|----------------------|------------|----------|----------|------------|----------|----------|--------------------|----------|----------|----------|------------------|-------|---------|----------------|-----------|-------|
|               | TOTAL  | MEN   | WO MEN | GENZ 18-24           | MILL 25-39 | MILL MEN | MILL WOM | GENX 40-54 | GENX MEN | GENX WOM | BOOM 55-74         | BOOM MEN | BOOM WOM | SLNT 75+ | 18-39            | 40-64 | 65 PLUS | WHI TE         | HISP ANIC | OTH   |
| TOTAL         | 861    | 435   | 424    | 86                   | 258        | 127      | 131      | 198        | 106      | 91       | 258                | 131      | 127      | 60       | 344              | 336   | 181     | 603            | 215       | 43    |
|               | 100.0  | 100.0 | 100.0  | 100.0                | 100.0      | 100.0    | 100.0    | 100.0      | 100.0    | 100.0    | 100.0              | 100.0    | 100.0    | 100.0    | 100.0            | 100.0 | 100.0   | 100.0          | 100.0     | 100.0 |
| Excellent     | 296    | 160   | 136    | 32                   | 79         | 32       | 47       | 67         | 36       | 30       | 95                 | 50       | 45       | 23       | 111              | 115   | 70      | 199            | 84        | 13    |
| Good Combined | 34.4   | 36.7  | 32.1   | 37.2                 | 30.5       | 25.1     | 35.9     | 33.6       | 34.3     | 33.1     | 36.9               | 38.4     | 35.3     | 38.8     | 32.2             | 34.3  | 38.8    | 33.1           | 39.1      | 29.5  |
| Excellent     | 57     | 24    | 32     |                      | 15         | 6        | 9        | 16         | 8        | 7        | 22                 | 8        | 13       | 4        | 15               | 31    | 11      | 29             | 21        | 7     |
|               | 6.6    | 5.5   | 7.7    |                      | 5.9        | 4.9      | 6.9      | 7.9        | 7.9      | 7.9      | 8.3                | 5.9      | 10.7     | 7.2      | 4.4              | 9.1   | 6.0     | 4.9            | 9.5       | 15.8  |
| Good          | 239    | 136   | 103    | 32                   | 63         | 26       | 38       | 51         | 28       | 23       | 74                 | 43       | 31       | 19       | 95               | 85    | 59      | 170            | 64        | 6     |
|               | 27.8   | 31.3  | 24.4   | 37.2                 | 24.6       | 20.2     | 28.9     | 25.8       | 26.5     | 25.2     | 28.6               | 32.4     | 24.7     | 31.6     | 27.7             | 25.2  | 32.8    | 28.2           | 29.6      | 13.7  |
| Fair          | 338    | 161   | 177    | 29                   | 104        | 45       | 58       | 80         | 44       | 35       | 98                 | 49       | 50       | 27       | 133              | 137   | 68      | 261            | 62        | 15    |
|               | 39.3   | 37.0  | 41.7   | 33.9                 | 40.2       | 35.6     | 44.6     | 40.2       | 42.0     | 38.4     | 38.1               | 37.0     | 39.4     | 45.0     | 38.6             | 40.9  | 37.5    | 43.3           | 29.0      | 34.7  |
| Poor          | 164    | 88    | 77     | 4                    | 59         | 35       | 23       | 43         | 21       | 22       | 50                 | 24       | 26       | 8        | 63               | 65    | 36      | 115            | 36        | 13    |
|               | 19.1   | 20.1  | 18.1   | 5.0                  | 22.7       | 27.8     | 17.7     | 21.9       | 20.1     | 24.1     | 19.3               | 18.2     | 20.5     | 14.0     | 18.3             | 19.4  | 20.1    | 19.2           | 16.7      | 30.4  |
| No Opinion    | 62     | 27    | 34     | 21                   | 17         | 15       | 2        | 8          | 4        | 4        | 15                 | 8        | 6        | 1        | 38               | 18    | 6       | 27             | 33        | 2     |
|               | 7.2    | 6.2   | 8.1    | 23.9                 | 6.6        | 11.6     | 1.9      | 4.3        | 3.6      | 4.4      | 5.6                | 6.4      | 4.8      | 2.2      | 11.0             | 5.3   | 3.6     | 4.5            | 15.2      | 5.4   |

Table 19

T19. [QUALITY OF LIFE] Glenwood Springs as a sustainable community

|               | LIVED IN GLENWOOD SPRINGS |           |       |       |       |       |         |         |         | INCOME   |         |         |          |           |           |           | CONSOLIDATED INCOME |          |           | FOCUS ON RESIDENTS VS TOURISTS |          |          |
|---------------|---------------------------|-----------|-------|-------|-------|-------|---------|---------|---------|----------|---------|---------|----------|-----------|-----------|-----------|---------------------|----------|-----------|--------------------------------|----------|----------|
|               | TOTAL                     | LESS YEAR | 1 5   | 6 10  | 11 15 | 16 20 | MORE 20 | LESS 10 | MORE 10 | LESS 30K | 31K 50K | 50K 75K | 75K 100K | 100K 125K | 125K 150K | MORE 150K | LESS 50K            | 51K 100K | MORE 100K | RESI DENT                      | BAL ANCE | TOUR IST |
| TOTAL         | 861                       | 15        | 154   | 111   | 93    | 111   | 377     | 280     | 581     | 47       | 108     | 147     | 133      | 130       | 55        | 124       | 155                 | 280      | 309       | 56                             | 236      | 484      |
|               | 100.0                     | 100.0     | 100.0 | 100.0 | 100.0 | 100.0 | 100.0   | 100.0   | 100.0   | 100.0    | 100.0   | 100.0   | 100.0    | 100.0     | 100.0     | 100.0     | 100.0               | 100.0    | 100.0     | 100.0                          | 100.0    | 100.0    |
| Excellent     | 296                       | 6         | 53    | 47    | 37    | 39    | 115     | 105     | 191     | 17       | 49      | 36      | 49       | 44        | 21        | 51        | 66                  | 85       | 115       | 35                             | 122      | 110      |
| Good Combined | 34.4                      | 38.2      | 34.5  | 42.1  | 39.5  | 35.3  | 30.4    | 37.7    | 32.8    | 35.6     | 45.3    | 24.3    | 36.9     | 33.4      | 37.7      | 41.5      | 42.3                | 30.2     | 37.4      | 63.1                           | 51.9     | 22.7     |
| Excellent     | 57                        | 1         | 16    | 10    | 11    | 8     | 12      | 26      | 31      | 4        | 3       | 6       | 8        | 11        | 4         | 13        | 7                   | 14       | 27        | 19                             | 21       | 7        |
|               | 6.6                       | 4.0       | 10.3  | 8.8   | 11.7  | 6.8   | 3.2     | 9.3     | 5.3     | 8.7      | 3.0     | 4.0     | 5.9      | 8.1       | 7.0       | 10.2      | 4.7                 | 4.9      | 8.7       | 34.9                           | 8.8      | 1.5      |
| Good          | 239                       | 5         | 37    | 37    | 26    | 32    | 102     | 79      | 160     | 13       | 46      | 30      | 41       | 33        | 17        | 39        | 58                  | 71       | 88        | 16                             | 102      | 103      |
|               | 27.8                      | 34.2      | 24.2  | 33.3  | 27.8  | 28.5  | 27.2    | 28.4    | 27.5    | 26.8     | 42.4    | 20.3    | 31.0     | 25.3      | 30.7      | 31.2      | 37.6                | 25.4     | 28.6      | 28.1                           | 43.1     | 21.2     |
| Fair          | 338                       | 4         | 70    | 39    | 34    | 47    | 144     | 114     | 225     | 18       | 34      | 77      | 56       | 51        | 21        | 47        | 52                  | 133      | 120       | 5                              | 88       | 210      |
|               | 39.3                      | 30.0      | 45.6  | 35.1  | 35.9  | 42.2  | 38.3    | 40.6    | 38.7    | 36.9     | 31.8    | 52.4    | 41.9     | 39.2      | 38.9      | 38.4      | 33.3                | 47.4     | 38.8      | 8.9                            | 37.3     | 43.5     |
| Poor          | 164                       | 1         | 16    | 25    | 16    | 19    | 87      | 42      | 122     | 13       | 12      | 31      | 25       | 28        | 10        | 19        | 25                  | 55       | 56        | 2                              | 15       | 134      |
|               | 19.1                      | 8.6       | 10.5  | 22.3  | 17.5  | 16.9  | 23.1    | 15.1    | 21.0    | 27.6     | 11.3    | 20.8    | 18.6     | 21.3      | 18.5      | 15.0      | 16.3                | 19.7     | 18.3      | 3.5                            | 6.2      | 27.8     |
| No Opinion    | 62                        | 3         | 15    | 0.4   | 7     | 6     | 31      | 18      | 44      |          | 12      | 4       | 4        | 8         | 3         | 6         | 12                  | 7        | 17        | 14                             | 11       | 29       |
|               | 7.2                       | 23.2      | 9.5   |       | 7.0   | 5.5   | 8.2     | 6.6     | 7.5     |          | 11.6    | 2.6     | 2.7      | 6.1       | 4.9       | 5.1       | 8.0                 | 2.6      | 5.5       | 24.6                           | 4.5      | 6.0      |

Table 19

T19. [QUALITY OF LIFE] Glenwood Springs as a sustainable community

|               | DEVELOPMENT OF NEW HOUSING FOR SALE |              |              |              | DEVELOPMENT OF NEW APARTMENTS |              |              | RATE OF RETAIL AND COMMERCIAL GROWTH |              |              | WARD         |              |              |              |              |
|---------------|-------------------------------------|--------------|--------------|--------------|-------------------------------|--------------|--------------|--------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
|               | TOTAL                               | TOO SLOW     | RGHT AMNT    | TOO FAST     | TOO SLOW                      | RGHT AMNT    | TOO FAST     | TOO SLOW                             | RGHT AMNT    | TOO FAST     | WARD 1       | WARD 2       | WARD 3       | WARD 4       | WARD 5       |
| TOTAL         | 861<br>100.0                        | 262<br>100.0 | 155<br>100.0 | 353<br>100.0 | 190<br>100.0                  | 130<br>100.0 | 498<br>100.0 | 396<br>100.0                         | 274<br>100.0 | 116<br>100.0 | 207<br>100.0 | 172<br>100.0 | 164<br>100.0 | 164<br>100.0 | 155<br>100.0 |
| Excellent     | 296                                 | 85           | 65           | 109          | 69                            | 59           | 151          | 123                                  | 108          | 45           | 79           | 67           | 56           | 42           | 52           |
| Good Combined | 34.4                                | 32.4         | 42.0         | 31.0         | 36.3                          | 45.1         | 30.4         | 31.0                                 | 39.5         | 38.8         | 38.3         | 39.0         | 34.0         | 25.8         | 33.6         |
| Excellent     | 57<br>6.6                           | 8<br>3.0     | 12<br>7.9    | 29<br>8.1    | 11<br>5.7                     | 11<br>8.3    | 33<br>6.6    | 7<br>1.8                             | 23<br>8.4    | 23<br>19.4   | 23<br>11.2   | 12<br>6.7    | 7<br>4.3     | 9<br>5.6     | 6<br>3.8     |
| Good          | 239<br>27.8                         | 77<br>29.4   | 53<br>34.1   | 81<br>23.0   | 58<br>30.7                    | 48<br>36.8   | 118<br>23.7  | 116<br>29.2                          | 85<br>31.1   | 23<br>19.4   | 56<br>27.1   | 56<br>32.2   | 49<br>29.7   | 33<br>20.2   | 46<br>29.8   |
| Fair          | 338<br>39.3                         | 121<br>46.1  | 54<br>34.7   | 128<br>36.4  | 82<br>43.2                    | 49<br>37.5   | 190<br>38.2  | 154<br>38.9                          | 119<br>43.4  | 30<br>26.0   | 87<br>42.1   | 67<br>39.1   | 65<br>39.8   | 49<br>30.2   | 70<br>44.9   |
| Poor          | 164<br>19.1                         | 48<br>18.4   | 30<br>19.5   | 77<br>21.7   | 32<br>16.9                    | 19<br>14.4   | 108<br>21.8  | 82<br>20.6                           | 41<br>15.0   | 28<br>24.4   | 34<br>16.4   | 31<br>18.0   | 32<br>19.6   | 39<br>23.7   | 29<br>18.6   |
| No Opinion    | 62<br>7.2                           | 8<br>3.1     | 6<br>3.7     | 38<br>10.8   | 7<br>3.5                      | 4<br>3.0     | 48<br>9.6    | 38<br>9.5                            | 6<br>2.1     | 13<br>10.8   | 7<br>3.3     | 7<br>3.9     | 11<br>6.7    | 33<br>20.3   | 4<br>2.9     |

Table 20

Please indicate your level of satisfaction with the following City services

T20. [SATISFACTION WITH CITY SERVICES] Overall value of services for the taxes paid to the City of Glenwood Springs

|                        | GENDER |       |           | GENZ AND MILLENNIALS |               |             |             | GEN X         |             |             | BOOMERS AND SILENT |             |             |             | CONSOLIDATED AGE |       |            | RACE ETHNICITY |              |       |
|------------------------|--------|-------|-----------|----------------------|---------------|-------------|-------------|---------------|-------------|-------------|--------------------|-------------|-------------|-------------|------------------|-------|------------|----------------|--------------|-------|
|                        | TOTAL  | MEN   | WO<br>MEN | GENZ<br>18-24        | MILL<br>25-39 | MILL<br>MEN | MILL<br>WOM | GENX<br>40-54 | GENX<br>MEN | GENX<br>WOM | BOOM<br>55-74      | BOOM<br>MEN | BOOM<br>WOM | SLNT<br>75+ | 18-39            | 40-64 | 65<br>PLUS | WHI<br>TE      | HISP<br>ANIC | OTH   |
| TOTAL                  | 861    | 435   | 424       | 86                   | 258           | 127         | 131         | 198           | 106         | 91          | 258                | 131         | 127         | 60          | 344              | 336   | 181        | 603            | 215          | 43    |
|                        | 100.0  | 100.0 | 100.0     | 100.0                | 100.0         | 100.0       | 100.0       | 100.0         | 100.0       | 100.0       | 100.0              | 100.0       | 100.0       | 100.0       | 100.0            | 100.0 | 100.0      | 100.0          | 100.0        | 100.0 |
| Extremely              | 479    | 240   | 239       | 39                   | 152           | 68          | 84          | 97            | 46          | 51          | 153                | 75          | 79          | 37          | 191              | 176   | 112        | 377            | 91           | 11    |
| Somewhat Combined      | 55.6   | 55.1  | 56.4      | 45.2                 | 58.9          | 53.1        | 64.7        | 49.2          | 43.3        | 56.5        | 59.4               | 57.1        | 62.0        | 61.4        | 55.5             | 52.3  | 62.0       | 62.6           | 42.1         | 25.6  |
| Extremely Satisfied    | 52     | 23    | 28        |                      | 17            | 7           | 11          | 13            | 7           | 6           | 14                 | 5           | 9           | 7           | 17               | 23    | 11         | 42             | 8            | 1     |
|                        | 6.0    | 5.3   | 6.7       |                      | 6.8           | 5.3         | 8.2         | 6.5           | 6.5         | 6.5         | 5.6                | 4.2         | 7.1         | 11.3        | 5.1              | 6.8   | 6.2        | 7.0            | 3.8          | 2.4   |
| Somewhat Satisfied     | 427    | 217   | 210       | 39                   | 135           | 61          | 74          | 85            | 39          | 45          | 139                | 69          | 70          | 30          | 174              | 153   | 101        | 335            | 82           | 10    |
|                        | 49.6   | 49.8  | 49.6      | 45.2                 | 52.1          | 47.8        | 56.5        | 42.7          | 36.8        | 50.0        | 53.8               | 52.9        | 54.9        | 50.2        | 50.4             | 45.5  | 55.8       | 55.6           | 38.3         | 23.2  |
| Not Satisfied          | 214    | 119   | 94        | 20                   | 59            | 27          | 31          | 60            | 43          | 17          | 61                 | 32          | 29          | 14          | 79               | 91    | 43         | 141            | 51           | 21    |
|                        | 24.8   | 27.4  | 22.1      | 22.7                 | 22.9          | 21.6        | 24.0        | 30.1          | 40.2        | 18.6        | 23.6               | 24.7        | 22.6        | 23.5        | 22.9             | 27.2  | 23.9       | 23.5           | 23.6         | 49.6  |
| Extremely Dissatisfied | 112    | 70    | 41        | 3                    | 35            | 30          | 5           | 35            | 17          | 17          | 34                 | 21          | 12          | 6           | 37               | 56    | 19         | 62             | 41           | 9     |
|                        | 13.0   | 16.1  | 9.6       | 2.9                  | 13.4          | 23.3        | 3.7         | 17.5          | 15.6        | 18.8        | 13.1               | 16.3        | 9.5         | 10.6        | 10.7             | 16.5  | 10.8       | 10.3           | 19.1         | 20.5  |
| No Opinion             | 57     | 6     | 51        | 25                   | 12            | 3           | 10          | 6             | 1           | 5           | 10                 | 3           | 7           | 3           | 37               | 13    | 6          | 22             | 33           | 2     |
|                        | 6.6    | 1.4   | 11.9      | 29.2                 | 4.8           | 2.0         | 7.5         | 3.3           | 0.9         | 6.0         | 3.9                | 1.9         | 5.9         | 4.5         | 10.9             | 3.9   | 3.3        | 3.6            | 15.2         | 4.4   |



City of Glenwood Springs Community Survey, 861n, +- 3.15% MoE, September 7th - 22nd, 2021, Weighted Crosstabs  
Table 20  
Please indicate your level of satisfaction with the following City services  
T20. [SATISFACTION WITH CITY SERVICES] Overall value of services for the taxes paid to the City of Glenwood Springs

|                        | LIVED IN GLENWOOD SPRINGS |           |       |       |       |       |         |         |         | INCOME   |         |         |          |           |           |           | CONSOLIDATED INCOME |          |           | FOCUS ON RESIDENTS VS TOURISTS |          |          |
|------------------------|---------------------------|-----------|-------|-------|-------|-------|---------|---------|---------|----------|---------|---------|----------|-----------|-----------|-----------|---------------------|----------|-----------|--------------------------------|----------|----------|
|                        | TOTAL                     | LESS YEAR | 1 5   | 6 10  | 11 15 | 16 20 | MORE 20 | LESS 10 | MORE 10 | LESS 30K | 31K 50K | 50K 75K | 75K 100K | 100K 125K | 125K 150K | MORE 150K | LESS 50K            | 51K 100K | MORE 100K | RESI DENT                      | BAL ANCE | TOUR IST |
| TOTAL                  | 861                       | 15        | 154   | 111   | 93    | 111   | 377     | 280     | 581     | 47       | 108     | 147     | 133      | 130       | 55        | 124       | 155                 | 280      | 309       | 56                             | 236      | 484      |
|                        | 100.0                     | 100.0     | 100.0 | 100.0 | 100.0 | 100.0 | 100.0   | 100.0   | 100.0   | 100.0    | 100.0   | 100.0   | 100.0    | 100.0     | 100.0     | 100.0     | 100.0               | 100.0    | 100.0     | 100.0                          | 100.0    | 100.0    |
| Extremely              | 479                       | 13        | 95    | 64    | 45    | 58    | 203     | 172     | 307     | 31       | 77      | 76      | 67       | 66        | 36        | 81        | 109                 | 143      | 183       | 18                             | 172      | 239      |
| Somewhat Combined      | 55.6                      | 89.4      | 61.6  | 57.6  | 48.6  | 52.6  | 53.9    | 61.5    | 52.8    | 65.7     | 71.9    | 51.9    | 50.2     | 50.6      | 65.6      | 65.7      | 70.0                | 51.1     | 59.3      | 33.0                           | 73.1     | 49.3     |
| Extremely Satisfied    | 52                        |           | 9     | 11    | 10    | 6     | 16      | 20      | 31      | 3        | 3       | 7       | 10       | 3         | 3         | 19        | 6                   | 17       | 26        | 2                              | 29       | 20       |
|                        | 6.0                       |           | 6.0   | 9.8   | 10.4  | 5.0   | 4.3     | 7.2     | 5.4     | 5.8      | 2.8     | 4.6     | 7.5      | 2.4       | 5.6       | 15.7      | 3.7                 | 6.0      | 8.3       | 3.2                            | 12.3     | 4.1      |
| Somewhat Satisfied     | 427                       | 13        | 85    | 53    | 36    | 53    | 187     | 152     | 275     | 28       | 74      | 70      | 57       | 63        | 33        | 62        | 103                 | 126      | 157       | 17                             | 143      | 219      |
|                        | 49.6                      | 89.4      | 55.6  | 47.8  | 38.2  | 47.6  | 49.6    | 54.3    | 47.4    | 59.9     | 69.2    | 47.2    | 42.7     | 48.2      | 60.0      | 50.0      | 66.3                | 45.1     | 51.0      | 29.8                           | 60.8     | 45.2     |
| Not Satisfied          | 214                       | 1         | 30    | 25    | 33    | 35    | 90      | 56      | 158     | 9        | 7       | 56      | 48       | 35        | 10        | 19        | 16                  | 104      | 64        | 3                              | 46       | 141      |
|                        | 24.8                      | 4.0       | 19.4  | 22.7  | 35.2  | 31.3  | 24.0    | 19.9    | 27.2    | 19.3     | 6.6     | 38.0    | 35.8     | 27.2      | 18.8      | 15.0      | 10.5                | 37.0     | 20.8      | 5.7                            | 19.6     | 29.2     |
| Extremely Dissatisfied | 112                       |           | 19    | 18    | 12    | 15    | 49      | 37      | 75      | 5        | 14      | 9       | 16       | 24        | 8         | 18        | 19                  | 25       | 50        | 32                             | 5        | 68       |
|                        | 13.0                      |           | 12.5  | 15.8  | 12.5  | 13.4  | 12.9    | 13.2    | 12.9    | 10.8     | 12.9    | 6.0     | 12.4     | 18.1      | 14.9      | 14.3      | 12.3                | 9.0      | 16.0      | 56.6                           | 2.1      | 14.0     |
| No Opinion             | 57                        | 1         | 10    | 4     | 3     | 3     | 35      | 15      | 41      | 2        | 9       | 6       | 2        | 5         | 0.6       | 6         | 11                  | 8        | 12        | 3                              | 12       | 36       |
|                        | 6.6                       | 6.6       | 6.5   | 3.9   | 3.7   | 2.7   | 9.3     | 5.4     | 7.1     | 4.2      | 8.6     | 4.1     | 1.6      | 4.1       |           | 5.0       | 7.2                 | 2.9      | 3.8       | 4.7                            | 5.2      | 7.5      |

Table 20

Please indicate your level of satisfaction with the following City services

T20. [SATISFACTION WITH CITY SERVICES] Overall value of services for the taxes paid to the City of Glenwood Springs

|                                | DEVELOPMENT OF NEW<br>HOUSING FOR SALE |              |              |              | DEVELOPMENT OF NEW<br>APARTMENTS |              |              | RATE OF RETAIL AND<br>COMMERICAL GROWTH |              |              | WARD         |              |              |              |              |
|--------------------------------|----------------------------------------|--------------|--------------|--------------|----------------------------------|--------------|--------------|-----------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
|                                | TOTAL                                  | TOO<br>SLOW  | RGHT<br>AMNT | TOO<br>FAST  | TOO<br>SLOW                      | RGHT<br>AMNT | TOO<br>FAST  | TOO<br>SLOW                             | RGHT<br>AMNT | TOO<br>FAST  | WARD<br>1    | WARD<br>2    | WARD<br>3    | WARD<br>4    | WARD<br>5    |
| TOTAL                          | 861<br>100.0                           | 262<br>100.0 | 155<br>100.0 | 353<br>100.0 | 190<br>100.0                     | 130<br>100.0 | 498<br>100.0 | 396<br>100.0                            | 274<br>100.0 | 116<br>100.0 | 207<br>100.0 | 172<br>100.0 | 164<br>100.0 | 164<br>100.0 | 155<br>100.0 |
| Extremely<br>Somewhat Combined | 479<br>55.6                            | 168<br>64.2  | 92<br>59.2   | 163<br>46.3  | 119<br>62.9                      | 92<br>70.4   | 242<br>48.7  | 205<br>51.7                             | 191<br>69.6  | 40<br>34.7   | 118<br>57.1  | 111<br>64.7  | 100<br>60.9  | 70<br>42.9   | 80<br>51.4   |
| Extremely Satisfied            | 52<br>6.0                              | 15<br>5.6    | 17<br>11.1   | 15<br>4.2    | 7<br>3.5                         | 11<br>8.6    | 30<br>6.1    | 20<br>5.0                               | 23<br>8.4    | 3<br>2.5     | 12<br>5.7    | 12<br>6.8    | 10<br>5.9    | 11<br>6.6    | 8<br>4.9     |
| Somewhat Satisfied             | 427<br>49.6                            | 153<br>58.6  | 75<br>48.1   | 149<br>42.1  | 113<br>59.4                      | 80<br>61.8   | 212<br>42.6  | 185<br>46.7                             | 168<br>61.1  | 37<br>32.2   | 106<br>51.4  | 100<br>57.9  | 90<br>54.9   | 59<br>36.3   | 72<br>46.5   |
| Not Satisfied                  | 214<br>24.8                            | 58<br>22.3   | 46<br>29.6   | 91<br>25.7   | 42<br>22.3                       | 25<br>19.2   | 136<br>27.3  | 108<br>27.2                             | 61<br>22.4   | 26<br>22.4   | 41<br>19.8   | 42<br>24.2   | 43<br>26.0   | 41<br>24.8   | 48<br>30.8   |
| Extremely Dissatisfied         | 112<br>13.0                            | 25<br>9.7    | 12<br>8.0    | 67<br>18.9   | 21<br>11.1                       | 8<br>6.0     | 80<br>16.0   | 50<br>12.5                              | 11<br>4.0    | 46<br>39.3   | 34<br>16.7   | 11<br>6.4    | 14<br>8.6    | 31<br>19.2   | 21<br>13.6   |
| No Opinion                     | 57<br>6.6                              | 10<br>3.7    | 5<br>3.1     | 32<br>9.1    | 7<br>3.8                         | 6<br>4.4     | 40<br>8.0    | 34<br>8.6                               | 11<br>4.0    | 4<br>3.6     | 13<br>6.4    | 8<br>4.7     | 7<br>4.5     | 21<br>13.1   | 7<br>4.2     |

Table 21

T21. [SATISFACTION WITH CITY SERVICES] Utility billing

|                        | GENDER |       |        | GENZ AND MILLENNIALS |            |          |          | GEN X      |          |          | BOOMERS AND SILENT |          |          |          | CONSOLIDATED AGE |       |         | RACE ETHNICITY |           |       |
|------------------------|--------|-------|--------|----------------------|------------|----------|----------|------------|----------|----------|--------------------|----------|----------|----------|------------------|-------|---------|----------------|-----------|-------|
|                        | TOTAL  | MEN   | WO MEN | GENZ 18-24           | MILL 25-39 | MILL MEN | MILL WOM | GENX 40-54 | GENX MEN | GENX WOM | BOOM 55-74         | BOOM MEN | BOOM WOM | SLNT 75+ | 18-39            | 40-64 | 65 PLUS | WHI TE         | HISP ANIC | OTH   |
| TOTAL                  | 861    | 435   | 424    | 86                   | 258        | 127      | 131      | 198        | 106      | 91       | 258                | 131      | 127      | 60       | 344              | 336   | 181     | 603            | 215       | 43    |
|                        | 100.0  | 100.0 | 100.0  | 100.0                | 100.0      | 100.0    | 100.0    | 100.0      | 100.0    | 100.0    | 100.0              | 100.0    | 100.0    | 100.0    | 100.0            | 100.0 | 100.0   | 100.0          | 100.0     | 100.0 |
| Extremely              | 519    | 254   | 264    | 3                    | 174        | 82       | 91       | 120        | 62       | 58       | 186                | 87       | 98       | 37       | 176              | 219   | 124     | 407            | 88        | 24    |
| Somewhat Combined      | 60.3   | 58.4  | 62.3   | 2.9                  | 67.3       | 64.8     | 69.6     | 60.7       | 58.8     | 63.4     | 71.8               | 66.3     | 77.7     | 61.6     | 51.2             | 65.1  | 68.6    | 67.5           | 41.1      | 55.2  |
| Extremely Satisfied    | 139    | 67    | 72     |                      | 37         | 19       | 17       | 29         | 15       | 14       | 56                 | 23       | 33       | 16       | 37               | 64    | 37      | 116            | 14        | 9     |
|                        | 16.1   | 15.3  | 17.0   |                      | 14.3       | 15.3     | 13.4     | 14.7       | 14.2     | 15.5     | 21.8               | 17.8     | 26.1     | 27.4     | 10.7             | 19.2  | 20.7    | 19.2           | 6.4       | 21.4  |
| Somewhat Satisfied     | 380    | 187   | 192    | 3                    | 137        | 63       | 73       | 91         | 47       | 43       | 129                | 64       | 65       | 21       | 139              | 154   | 87      | 291            | 75        | 15    |
|                        | 44.2   | 43.0  | 45.4   | 2.9                  | 53.0       | 49.5     | 56.2     | 45.9       | 44.6     | 47.9     | 50.0               | 48.6     | 51.6     | 34.2     | 40.5             | 45.9  | 47.9    | 48.3           | 34.7      | 33.8  |
| Not Satisfied          | 151    | 81    | 70     | 39                   | 25         | 11       | 14       | 41         | 23       | 17       | 34                 | 21       | 13       | 12       | 64               | 56    | 32      | 85             | 56        | 10    |
|                        | 17.5   | 18.7  | 16.5   | 45.3                 | 9.6        | 8.7      | 10.5     | 20.6       | 22.1     | 19.1     | 13.3               | 16.2     | 10.3     | 20.0     | 18.5             | 16.5  | 17.5    | 14.1           | 25.8      | 24.1  |
| Extremely Dissatisfied | 104    | 64    | 38     |                      | 43         | 29       | 14       | 27         | 16       | 10       | 24                 | 13       | 11       | 10       | 43               | 41    | 19      | 55             | 43        | 5     |
|                        | 12.0   | 14.8  | 9.0    |                      | 16.6       | 22.6     | 10.9     | 13.5       | 14.8     | 11.3     | 9.4                | 9.8      | 8.8      | 16.0     | 12.5             | 12.4  | 10.6    | 9.1            | 20.1      | 12.3  |
| No Opinion             | 87     | 36    | 51     | 45                   | 17         | 5        | 12       | 11         | 5        | 6        | 14                 | 10       | 4        | 1        | 61               | 20    | 6       | 56             | 28        | 4     |
|                        | 10.2   | 8.2   | 12.1   | 51.8                 | 6.5        | 3.9      | 9.1      | 5.3        | 4.4      | 6.3      | 5.5                | 7.7      | 3.2      | 2.3      | 17.8             | 6.0   | 3.3     | 9.3            | 13.0      | 8.5   |

Table 21

T21. [SATISFACTION WITH CITY SERVICES] Utility billing

|                        | LIVED IN GLENWOOD SPRINGS |             |              |              |             |              |              |              |              | INCOME      |              |              |              |              |             |              | CONSOLIDATED INCOME |              |              | FOCUS ON RESIDENTS VS TOURISTS |              |              |
|------------------------|---------------------------|-------------|--------------|--------------|-------------|--------------|--------------|--------------|--------------|-------------|--------------|--------------|--------------|--------------|-------------|--------------|---------------------|--------------|--------------|--------------------------------|--------------|--------------|
|                        | TOTAL                     | LESS YEAR   | 1 5          | 6 10         | 11 15       | 16 20        | MORE 20      | LESS 10      | MORE 10      | LESS 30K    | 31K 50K      | 50K 75K      | 75K 100K     | 100K 125K    | 125K 150K   | MORE 150K    | LESS 50K            | 51K 100K     | MORE 100K    | RESI DENT                      | BAL ANCE     | TOUR IST     |
| TOTAL                  | 861<br>100.0              | 15<br>100.0 | 154<br>100.0 | 111<br>100.0 | 93<br>100.0 | 111<br>100.0 | 377<br>100.0 | 280<br>100.0 | 581<br>100.0 | 47<br>100.0 | 108<br>100.0 | 147<br>100.0 | 133<br>100.0 | 130<br>100.0 | 55<br>100.0 | 124<br>100.0 | 155<br>100.0        | 280<br>100.0 | 309<br>100.0 | 56<br>100.0                    | 236<br>100.0 | 484<br>100.0 |
| Extremely Satisfied    | 519<br>60.3               | 8<br>53.4   | 102<br>66.0  | 70<br>63.1   | 56<br>60.3  | 60<br>54.1   | 223<br>59.2  | 180<br>64.2  | 339<br>58.4  | 20<br>43.0  | 52<br>48.7   | 84<br>57.2   | 92<br>68.9   | 93<br>71.6   | 36<br>65.6  | 83<br>67.5   | 73<br>47.0          | 176<br>62.7  | 213<br>68.9  | 15<br>26.4                     | 159<br>67.5  | 289<br>59.8  |
| Somewhat Satisfied     | 139<br>16.1               | 2<br>13.0   | 27<br>17.5   | 23<br>21.1   | 20<br>21.1  | 10<br>8.8    | 57<br>15.2   | 52<br>18.7   | 87<br>14.9   | 7<br>14.8   | 20<br>19.0   | 17<br>11.2   | 18<br>13.3   | 15<br>11.7   | 17<br>32.0  | 29<br>23.5   | 27<br>17.7          | 34<br>12.2   | 62<br>20.0   | 3<br>5.8                       | 59<br>25.0   | 64<br>13.2   |
| Somewhat Dissatisfied  | 380<br>44.2               | 6<br>40.5   | 75<br>48.5   | 47<br>42.1   | 37<br>39.2  | 50<br>45.2   | 166<br>44.0  | 127<br>45.5  | 253<br>43.5  | 13<br>28.2  | 32<br>29.7   | 68<br>46.0   | 74<br>55.6   | 78<br>59.9   | 18<br>33.6  | 54<br>44.1   | 45<br>29.3          | 142<br>50.5  | 151<br>48.9  | 12<br>20.7                     | 100<br>42.5  | 225<br>46.6  |
| Not Satisfied          | 151<br>17.5               | 2<br>15.6   | 23<br>14.9   | 9<br>7.9     | 22<br>23.2  | 11<br>10.3   | 84<br>22.2   | 34<br>12.2   | 117<br>20.1  | 9<br>18.0   | 25<br>23.7   | 29<br>20.0   | 24<br>18.1   | 25<br>19.0   | 7<br>12.3   | 11<br>8.6    | 34<br>21.9          | 53<br>19.1   | 42<br>13.6   | 4<br>7.7                       | 57<br>24.3   | 75<br>15.6   |
| Extremely Dissatisfied | 104<br>12.0               | 1<br>5.1    | 21<br>13.9   | 15<br>13.8   | 12<br>12.9  | 17<br>15.7   | 37<br>9.7    | 37<br>13.4   | 66<br>11.4   | 7<br>14.2   | 21<br>19.2   | 22<br>15.0   | 7<br>5.4     | 6<br>4.6     | 9<br>15.8   | 18<br>14.3   | 27<br>17.7          | 29<br>10.4   | 32<br>10.5   | 31<br>56.2                     | 5<br>2.0     | 59<br>12.2   |
| No Opinion             | 87<br>10.2                | 4<br>25.8   | 8<br>5.1     | 17<br>15.1   | 3<br>3.6    | 22<br>19.9   | 33<br>8.9    | 29<br>10.2   | 59<br>10.1   | 12<br>24.8  | 9<br>8.4     | 12<br>7.9    | 10<br>7.6    | 6<br>4.8     | 3<br>6.3    | 12<br>9.6    | 21<br>13.4          | 22<br>7.7    | 22<br>7.0    | 5<br>9.6                       | 15<br>6.2    | 60<br>12.5   |



Table 21

T21. [SATISFACTION WITH CITY SERVICES] Utility billing

|                        | DEVELOPMENT OF NEW<br>HOUSING FOR SALE |             |              | DEVELOPMENT OF NEW<br>APARTMENTS |             |              | RATE OF RETAIL AND<br>COMMERICAL GROWTH |             |              | WARD        |           |           |           |           |           |
|------------------------|----------------------------------------|-------------|--------------|----------------------------------|-------------|--------------|-----------------------------------------|-------------|--------------|-------------|-----------|-----------|-----------|-----------|-----------|
|                        |                                        |             |              |                                  |             |              |                                         |             |              |             |           |           |           |           |           |
|                        | TOTAL                                  | TOO<br>SLOW | RGHT<br>AMNT | TOO<br>FAST                      | TOO<br>SLOW | RGHT<br>AMNT | TOO<br>FAST                             | TOO<br>SLOW | RGHT<br>AMNT | TOO<br>FAST | WARD<br>1 | WARD<br>2 | WARD<br>3 | WARD<br>4 | WARD<br>5 |
| TOTAL                  | 861                                    | 262         | 155          | 353                              | 190         | 130          | 498                                     | 396         | 274          | 116         | 207       | 172       | 164       | 164       | 155       |
|                        | 100.0                                  | 100.0       | 100.0        | 100.0                            | 100.0       | 100.0        | 100.0                                   | 100.0       | 100.0        | 100.0       | 100.0     | 100.0     | 100.0     | 100.0     | 100.0     |
| Extremely              | 519                                    | 164         | 100          | 192                              | 114         | 95           | 285                                     | 218         | 207          | 56          | 139       | 115       | 109       | 81        | 77        |
| Somewhat Combined      | 60.3                                   | 62.6        | 64.1         | 54.6                             | 59.9        | 73.0         | 57.3                                    | 54.9        | 75.4         | 48.1        | 67.0      | 66.5      | 66.3      | 49.3      | 49.7      |
|                        |                                        |             |              |                                  |             |              |                                         |             |              |             |           |           |           |           |           |
| Extremely Satisfied    | 139                                    | 35          | 34           | 48                               | 23          | 27           | 83                                      | 58          | 56           | 13          | 37        | 37        | 26        | 23        | 17        |
|                        | 16.1                                   | 13.6        | 21.8         | 13.7                             | 12.3        | 21.0         | 16.6                                    | 14.6        | 20.4         | 11.5        | 17.7      | 21.4      | 15.8      | 13.9      | 10.9      |
| Somewhat Satisfied     | 380                                    | 128         | 66           | 144                              | 90          | 68           | 203                                     | 160         | 151          | 43          | 102       | 78        | 83        | 58        | 60        |
|                        | 44.2                                   | 49.0        | 42.3         | 40.9                             | 47.6        | 52.0         | 40.7                                    | 40.3        | 55.0         | 36.7        | 49.3      | 45.1      | 50.6      | 35.3      | 38.8      |
| Not Satisfied          | 151                                    | 58          | 19           | 57                               | 45          | 14           | 82                                      | 84          | 42           | 14          | 29        | 42        | 18        | 23        | 39        |
|                        | 17.5                                   | 22.3        | 12.3         | 16.1                             | 23.8        | 11.0         | 16.4                                    | 21.1        | 15.5         | 11.8        | 13.9      | 24.4      | 11.2      | 14.0      | 25.1      |
| Extremely Dissatisfied | 104                                    | 17          | 24           | 58                               | 12          | 10           | 76                                      | 44          | 8            | 42          | 31        | 8         | 13        | 32        | 20        |
|                        | 12.0                                   | 6.3         | 15.6         | 16.3                             | 6.5         | 7.6          | 15.3                                    | 11.1        | 2.9          | 36.4        | 14.9      | 4.9       | 7.8       | 19.4      | 12.8      |
| No Opinion             | 87                                     | 23          | 12           | 46                               | 18          | 11           | 55                                      | 51          | 17           | 4           | 9         | 7         | 24        | 28        | 19        |
|                        | 10.2                                   | 8.8         | 8.0          | 13.0                             | 9.7         | 8.4          | 11.0                                    | 12.8        | 6.3          | 3.6         | 4.2       | 4.2       | 14.6      | 17.3      | 12.5      |



City of Glenwood Springs Community Survey, 861n, +/- 3.15% MoE, September 7th - 22nd, 2021, Weighted Crosstabs  
Table 22  
T22. [SATISFACTION WITH CITY SERVICES] Public meetings of local elected officials or other local public meetings

|                        | LIVED IN GLENWOOD SPRINGS |           |       |       |       |       |         |         |         | INCOME   |         |         |          |           |           |           | CONSOLIDATED INCOME |          |           | FOCUS ON RESIDENTS VS TOURISTS |          |          |
|------------------------|---------------------------|-----------|-------|-------|-------|-------|---------|---------|---------|----------|---------|---------|----------|-----------|-----------|-----------|---------------------|----------|-----------|--------------------------------|----------|----------|
|                        | TOTAL                     | LESS YEAR | 1 5   | 6 10  | 11 15 | 16 20 | MORE 20 | LESS 10 | MORE 10 | LESS 30K | 31K 50K | 50K 75K | 75K 100K | 100K 125K | 125K 150K | MORE 150K | LESS 50K            | 51K 100K | MORE 100K | RESI DENT                      | BAL ANCE | TOUR IST |
| TOTAL                  | 861                       | 15        | 154   | 111   | 93    | 111   | 377     | 280     | 581     | 47       | 108     | 147     | 133      | 130       | 55        | 124       | 155                 | 280      | 309       | 56                             | 236      | 484      |
|                        | 100.0                     | 100.0     | 100.0 | 100.0 | 100.0 | 100.0 | 100.0   | 100.0   | 100.0   | 100.0    | 100.0   | 100.0   | 100.0    | 100.0     | 100.0     | 100.0     | 100.0               | 100.0    | 100.0     | 100.0                          | 100.0    | 100.0    |
| Extremely              | 415                       | 8         | 63    | 55    | 52    | 38    | 199     | 126     | 289     | 25       | 59      | 71      | 50       | 71        | 25        | 76        | 84                  | 120      | 172       | 11                             | 159      | 222      |
| Somewhat Combined      | 48.3                      | 55.7      | 40.9  | 49.8  | 56.0  | 34.2  | 52.7    | 45.2    | 49.7    | 53.3     | 54.9    | 47.9    | 37.3     | 54.7      | 46.0      | 61.4      | 54.4                | 42.9     | 55.8      | 19.5                           | 67.5     | 46.0     |
| Extremely Satisfied    | 55                        | 1         | 8     | 8     | 6     | 6     | 26      | 17      | 38      | 1        | 9       | 6       | 9        | 5         | 3         | 16        | 11                  | 15       | 24        | 4                              | 28       | 21       |
|                        | 6.4                       | 9.1       | 4.9   | 7.4   | 6.7   | 5.6   | 6.8     | 6.2     | 6.6     | 2.6      | 8.7     | 3.9     | 6.8      | 4.0       | 4.6       | 13.2      | 6.8                 | 5.3      | 7.8       | 7.1                            | 12.0     | 4.3      |
| Somewhat Satisfied     | 360                       | 7         | 55    | 47    | 46    | 32    | 173     | 109     | 251     | 24       | 50      | 65      | 41       | 66        | 23        | 60        | 74                  | 105      | 148       | 7                              | 131      | 202      |
|                        | 41.8                      | 46.7      | 35.9  | 42.4  | 49.3  | 28.6  | 45.9    | 39.0    | 43.2    | 50.7     | 46.3    | 44.0    | 30.5     | 50.8      | 41.3      | 48.2      | 47.6                | 37.6     | 48.1      | 12.5                           | 55.6     | 41.7     |
| Not Satisfied          | 117                       |           | 14    | 14    | 11    | 20    | 57      | 28      | 88      | 2        | 6       | 19      | 30       | 20        | 10        | 8         | 8                   | 49       | 38        | 5                              | 14       | 86       |
|                        | 13.5                      |           | 9.2   | 12.8  | 11.3  | 18.3  | 15.2    | 10.2    | 15.2    | 4.2      | 5.3     | 12.9    | 22.6     | 15.1      | 17.6      | 6.8       | 5.0                 | 17.5     | 12.2      | 9.0                            | 5.8      | 17.9     |
| Extremely Dissatisfied | 112                       |           | 19    | 11    | 9     | 13    | 61      | 31      | 82      | 2        | 16      | 17      | 13       | 5         | 8         | 15        | 18                  | 30       | 28        | 32                             | 6        | 67       |
|                        | 13.1                      |           | 12.6  | 10.0  | 9.1   | 11.5  | 16.1    | 10.9    | 14.1    | 3.9      | 14.7    | 11.3    | 9.9      | 3.7       | 14.1      | 12.4      | 11.4                | 10.6     | 9.0       | 57.8                           | 2.5      | 13.9     |
| No Opinion             | 216                       | 7         | 57    | 30    | 22    | 40    | 60      | 94      | 122     | 18       | 27      | 41      | 40       | 34        | 12        | 24        | 45                  | 81       | 71        | 8                              | 57       | 107      |
|                        | 25.1                      | 44.3      | 37.3  | 27.4  | 23.5  | 36.0  | 16.0    | 33.7    | 21.0    | 38.6     | 25.1    | 27.9    | 30.2     | 26.4      | 22.3      | 19.5      | 29.2                | 29.0     | 22.9      | 13.6                           | 24.2     | 22.2     |

Table 22

T22. [SATISFACTION WITH CITY SERVICES] Public meetings of local elected officials or other local public meetings

|                        | DEVELOPMENT OF NEW<br>HOUSING FOR SALE |             |              |             | DEVELOPMENT OF NEW<br>APARTMENTS |              |             | RATE OF RETAIL AND<br>COMMERICAL GROWTH |              |             | WARD      |           |           |           |           |
|------------------------|----------------------------------------|-------------|--------------|-------------|----------------------------------|--------------|-------------|-----------------------------------------|--------------|-------------|-----------|-----------|-----------|-----------|-----------|
|                        |                                        |             |              |             |                                  |              |             |                                         |              |             |           |           |           |           |           |
|                        | TOTAL                                  | TOO<br>SLOW | RGHT<br>AMNT | TOO<br>FAST | TOO<br>SLOW                      | RGHT<br>AMNT | TOO<br>FAST | TOO<br>SLOW                             | RGHT<br>AMNT | TOO<br>FAST | WARD<br>1 | WARD<br>2 | WARD<br>3 | WARD<br>4 | WARD<br>5 |
| TOTAL                  | 861                                    | 262         | 155          | 353         | 190                              | 130          | 498         | 396                                     | 274          | 116         | 207       | 172       | 164       | 164       | 155       |
|                        | 100.0                                  | 100.0       | 100.0        | 100.0       | 100.0                            | 100.0        | 100.0       | 100.0                                   | 100.0        | 100.0       | 100.0     | 100.0     | 100.0     | 100.0     | 100.0     |
| Extremely              | 415                                    | 138         | 86           | 151         | 102                              | 75           | 226         | 190                                     | 161          | 43          | 108       | 101       | 71        | 66        | 70        |
| Somewhat Combined      | 48.3                                   | 52.9        | 55.5         | 42.9        | 53.9                             | 57.3         | 45.3        | 48.0                                    | 58.7         | 36.8        | 52.2      | 58.8      | 43.2      | 40.2      | 45.1      |
|                        |                                        |             |              |             |                                  |              |             |                                         |              |             |           |           |           |           |           |
| Extremely Satisfied    | 55                                     | 17          | 13           | 16          | 7                                | 14           | 34          | 22                                      | 26           | 4           | 13        | 7         | 16        | 12        | 7         |
|                        | 6.4                                    | 6.6         | 8.1          | 4.4         | 3.6                              | 11.0         | 6.8         | 5.5                                     | 9.4          | 3.0         | 6.2       | 4.2       | 10.0      | 7.4       | 4.4       |
| Somewhat Satisfied     | 360                                    | 121         | 74           | 136         | 95                               | 60           | 192         | 169                                     | 135          | 39          | 95        | 94        | 54        | 54        | 63        |
|                        | 41.8                                   | 46.2        | 47.4         | 38.5        | 50.2                             | 46.3         | 38.5        | 42.5                                    | 49.2         | 33.8        | 46.0      | 54.6      | 33.2      | 32.8      | 40.7      |
| Not Satisfied          | 117                                    | 38          | 21           | 48          | 23                               | 16           | 74          | 61                                      | 32           | 17          | 26        | 26        | 23        | 16        | 26        |
|                        | 13.5                                   | 14.4        | 13.8         | 13.7        | 12.3                             | 11.9         | 14.8        | 15.3                                    | 11.7         | 14.3        | 12.4      | 14.9      | 14.4      | 9.9       | 16.5      |
| Extremely Dissatisfied | 112                                    | 22          | 8            | 77          | 16                               | 3            | 91          | 55                                      | 14           | 41          | 20        | 13        | 16        | 52        | 13        |
|                        | 13.1                                   | 8.6         | 4.9          | 21.8        | 8.5                              | 2.3          | 18.4        | 13.9                                    | 5.2          | 35.1        | 9.6       | 7.4       | 9.6       | 31.6      | 8.1       |
| No Opinion             | 216                                    | 63          | 40           | 76          | 48                               | 37           | 107         | 91                                      | 67           | 16          | 53        | 32        | 54        | 30        | 47        |
|                        | 25.1                                   | 24.2        | 25.9         | 21.5        | 25.3                             | 28.5         | 21.5        | 22.9                                    | 24.4         | 13.7        | 25.9      | 18.8      | 32.8      | 18.3      | 30.3      |



Table 23

T23. [SATISFACTION WITH CITY SERVICES] Water and wastewater treatment

|                                | GENDER       |              |              | GENZ AND MILLENNIALS |               |              |              | GEN X         |              |             | BOOMERS AND SILENT |              |              |             | CONSOLIDATED AGE |              |              | RACE ETHNICITY |              |             |
|--------------------------------|--------------|--------------|--------------|----------------------|---------------|--------------|--------------|---------------|--------------|-------------|--------------------|--------------|--------------|-------------|------------------|--------------|--------------|----------------|--------------|-------------|
|                                | TOTAL        | MEN          | WO<br>MEN    | GENZ<br>18-24        | MILL<br>25-39 | MILL<br>MEN  | MILL<br>WOM  | GENX<br>40-54 | GENX<br>MEN  | GENX<br>WOM | BOOM<br>55-74      | BOOM<br>MEN  | BOOM<br>WOM  | SLNT<br>75+ | 18-39            | 40-64        | 65<br>PLUS   | WHI<br>TE      | HISP<br>ANIC | OTH         |
| TOTAL                          | 861<br>100.0 | 435<br>100.0 | 424<br>100.0 | 86<br>100.0          | 258<br>100.0  | 127<br>100.0 | 131<br>100.0 | 198<br>100.0  | 106<br>100.0 | 91<br>100.0 | 258<br>100.0       | 131<br>100.0 | 127<br>100.0 | 60<br>100.0 | 344<br>100.0     | 336<br>100.0 | 181<br>100.0 | 603<br>100.0   | 215<br>100.0 | 43<br>100.0 |
| Extremely<br>Somewhat Combined | 641<br>74.4  | 326<br>75.1  | 313<br>73.9  | 62<br>72.1           | 187<br>72.4   | 84<br>65.9   | 102<br>78.5  | 150<br>75.9   | 85<br>80.2   | 65<br>71.7  | 198<br>76.8        | 103<br>78.4  | 95<br>75.3   | 43<br>71.5  | 249<br>72.3      | 259<br>77.2  | 132<br>73.2  | 450<br>74.7    | 161<br>74.6  | 30<br>69.5  |
| Extremely Satisfied            | 203<br>23.5  | 116<br>26.8  | 86<br>20.3   | 5<br>5.3             | 75<br>29.1    | 40<br>31.8   | 35<br>26.7   | 41<br>20.9    | 27<br>25.5   | 14<br>15.8  | 67<br>26.0         | 39<br>29.4   | 28<br>22.4   | 14<br>23.8  | 80<br>23.2       | 81<br>24.1   | 42<br>23.2   | 153<br>25.4    | 41<br>19.3   | 8<br>18.4   |
| Somewhat Satisfied             | 438<br>50.9  | 210<br>48.3  | 227<br>53.7  | 58<br>66.8           | 112<br>43.2   | 43<br>34.1   | 68<br>51.9   | 109<br>55.0   | 58<br>54.7   | 51<br>55.9  | 131<br>50.8        | 64<br>49.0   | 67<br>52.9   | 29<br>47.7  | 169<br>49.1      | 179<br>53.2  | 90<br>50.0   | 297<br>49.3    | 119<br>55.4  | 22<br>51.1  |
| Not Satisfied                  | 74<br>8.6    | 47<br>10.8   | 26<br>6.2    |                      | 24<br>9.3     | 18<br>13.8   | 6<br>5.0     | 19<br>9.5     | 11<br>10.5   | 8<br>8.4    | 25<br>9.7          | 15<br>11.3   | 10<br>7.8    | 6<br>9.7    | 24<br>7.0        | 27<br>8.1    | 22<br>12.4   | 61<br>10.1     | 9<br>4.3     | 3<br>7.5    |
| Extremely Dissatisfied         | 51<br>6.0    | 34<br>7.8    | 17<br>4.0    |                      | 22<br>8.6     | 17<br>13.3   | 5<br>4.1     | 10<br>4.9     | 6<br>5.4     | 3<br>3.5    | 16<br>6.2          | 9<br>6.8     | 7<br>5.5     | 4<br>6.1    | 22<br>6.5        | 18<br>5.3    | 11<br>6.3    | 34<br>5.6      | 16<br>7.3    | 2<br>4.7    |
| No Opinion                     | 95<br>11.0   | 27<br>6.3    | 67<br>15.9   | 24<br>27.9           | 25<br>9.7     | 9<br>7.0     | 16<br>12.4   | 19<br>9.7     | 4<br>3.9     | 15<br>16.3  | 19<br>7.4          | 5<br>3.5     | 14<br>11.4   | 8<br>12.7   | 49<br>14.3       | 31<br>9.3    | 15<br>8.0    | 58<br>9.6      | 30<br>13.7   | 8<br>18.3   |

Table 23

T23. [SATISFACTION WITH CITY SERVICES] Water and wastewater treatment

|                        | LIVED IN GLENWOOD SPRINGS |             |              |              |             |              |              |              |              | INCOME      |              |              |              |              |             |              | CONSOLIDATED INCOME |              |              | FOCUS ON RESIDENTS VS TOURISTS |              |              |
|------------------------|---------------------------|-------------|--------------|--------------|-------------|--------------|--------------|--------------|--------------|-------------|--------------|--------------|--------------|--------------|-------------|--------------|---------------------|--------------|--------------|--------------------------------|--------------|--------------|
|                        | TOTAL                     | LESS YEAR   | 1 5          | 6 10         | 11 15       | 16 20        | MORE 20      | LESS 10      | MORE 10      | LESS 30K    | 31K 50K      | 50K 75K      | 75K 100K     | 100K 125K    | 125K 150K   | MORE 150K    | LESS 50K            | 51K 100K     | MORE 100K    | RESI DENT                      | BAL ANCE     | TOUR IST     |
| TOTAL                  | 861<br>100.0              | 15<br>100.0 | 154<br>100.0 | 111<br>100.0 | 93<br>100.0 | 111<br>100.0 | 377<br>100.0 | 280<br>100.0 | 581<br>100.0 | 47<br>100.0 | 108<br>100.0 | 147<br>100.0 | 133<br>100.0 | 130<br>100.0 | 55<br>100.0 | 124<br>100.0 | 155<br>100.0        | 280<br>100.0 | 309<br>100.0 | 56<br>100.0                    | 236<br>100.0 | 484<br>100.0 |
| Extremely Satisfied    | 641<br>74.4               | 11<br>72.5  | 95<br>62.0   | 72<br>65.0   | 79<br>84.1  | 88<br>79.0   | 296<br>78.6  | 178<br>63.7  | 463<br>79.6  | 36<br>75.1  | 78<br>72.3   | 93<br>62.9   | 93<br>69.9   | 102<br>78.0  | 43<br>78.0  | 109<br>88.2  | 113<br>73.1         | 186<br>66.2  | 253<br>82.1  | 37<br>66.3                     | 190<br>80.5  | 353<br>73.0  |
| Somewhat Satisfied     | 203<br>23.5               | 3<br>18.9   | 25<br>16.0   | 26<br>23.7   | 27<br>28.4  | 38<br>33.9   | 85<br>22.5   | 54<br>19.2   | 149<br>25.6  | 10<br>21.3  | 17<br>16.0   | 25<br>17.2   | 30<br>22.3   | 37<br>28.4   | 20<br>36.1  | 44<br>35.9   | 27<br>17.6          | 55<br>19.6   | 101<br>32.8  | 16<br>29.5                     | 70<br>29.7   | 95<br>19.6   |
| Somewhat Dissatisfied  | 438<br>50.9               | 8<br>53.6   | 71<br>45.9   | 46<br>41.3   | 52<br>55.7  | 50<br>45.1   | 212<br>56.1  | 124<br>44.5  | 314<br>54.0  | 26<br>53.8  | 61<br>56.3   | 67<br>45.7   | 63<br>47.6   | 65<br>49.6   | 23<br>41.9  | 65<br>52.3   | 86<br>55.5          | 131<br>46.6  | 152<br>49.4  | 21<br>36.8                     | 120<br>50.8  | 259<br>53.5  |
| Not Satisfied          | 74<br>8.6                 |             | 19<br>12.3   | 11<br>9.8    | 5<br>5.8    | 8<br>7.0     | 31<br>8.1    | 30<br>10.7   | 44<br>7.6    | 3<br>6.8    | 6<br>5.3     | 17<br>11.5   | 11<br>8.6    | 13<br>9.6    | 4<br>7.9    | 6<br>5.0     | 9<br>5.7            | 28<br>10.1   | 23<br>7.5    | 4<br>6.6                       | 15<br>6.3    | 50<br>10.4   |
| Extremely Dissatisfied | 51<br>6.0                 |             | 16<br>10.6   | 10<br>8.7    | 4<br>4.5    | 4<br>4.0     | 17<br>4.5    | 26<br>9.3    | 26<br>4.4    | 2<br>4.0    | 12<br>11.6   | 13<br>8.8    | 6<br>4.8     | 4<br>2.7     | 2<br>3.8    | 2<br>1.9     | 14<br>9.3           | 19<br>6.9    | 8<br>2.6     | 11<br>20.0                     | 5<br>1.9     | 32<br>6.5    |
| No Opinion             | 95<br>11.0                | 4<br>27.5   | 23<br>15.2   | 18<br>16.4   | 5<br>5.5    | 11<br>10.0   | 33<br>8.8    | 46<br>16.3   | 49<br>8.5    | 7<br>14.1   | 12<br>10.9   | 25<br>16.7   | 22<br>16.8   | 12<br>9.6    | 6<br>10.3   | 6<br>4.9     | 18<br>11.8          | 47<br>16.7   | 24<br>7.8    | 4<br>7.1                       | 27<br>11.3   | 49<br>10.0   |

Table 23

T23. [SATISFACTION WITH CITY SERVICES] Water and wastewater treatment

|                        | DEVELOPMENT OF NEW HOUSING FOR SALE |          |           |          | DEVELOPMENT OF NEW APARTMENTS |           |          | RATE OF RETAIL AND COMMERCIAL GROWTH |           |          | WARD   |        |        |        |        |
|------------------------|-------------------------------------|----------|-----------|----------|-------------------------------|-----------|----------|--------------------------------------|-----------|----------|--------|--------|--------|--------|--------|
|                        |                                     |          |           |          |                               |           |          |                                      |           |          |        |        |        |        |        |
|                        | TOTAL                               | TOO SLOW | RGHT AMNT | TOO FAST | TOO SLOW                      | RGHT AMNT | TOO FAST | TOO SLOW                             | RGHT AMNT | TOO FAST | WARD 1 | WARD 2 | WARD 3 | WARD 4 | WARD 5 |
| TOTAL                  | 861                                 | 262      | 155       | 353      | 190                           | 130       | 498      | 396                                  | 274       | 116      | 207    | 172    | 164    | 164    | 155    |
|                        | 100.0                               | 100.0    | 100.0     | 100.0    | 100.0                         | 100.0     | 100.0    | 100.0                                | 100.0     | 100.0    | 100.0  | 100.0  | 100.0  | 100.0  | 100.0  |
| Extremely Satisfied    | 641                                 | 215      | 125       | 240      | 153                           | 106       | 359      | 297                                  | 214       | 86       | 146    | 145    | 118    | 125    | 106    |
| Somewhat Satisfied     | 74.4                                | 82.4     | 80.6      | 68.0     | 80.5                          | 81.2      | 72.1     | 74.9                                 | 78.0      | 73.9     | 70.7   | 84.1   | 72.4   | 76.6   | 68.5   |
|                        |                                     |          |           |          |                               |           |          |                                      |           |          |        |        |        |        |        |
| Extremely Satisfied    | 203                                 | 74       | 49        | 63       | 42                            | 42        | 110      | 93                                   | 78        | 20       | 53     | 47     | 39     | 32     | 32     |
|                        | 23.5                                | 28.4     | 31.4      | 17.8     | 22.4                          | 32.0      | 22.2     | 23.4                                 | 28.3      | 17.3     | 25.5   | 27.4   | 23.5   | 19.7   | 20.7   |
| Somewhat Satisfied     | 438                                 | 141      | 76        | 177      | 110                           | 64        | 249      | 204                                  | 136       | 66       | 93     | 98     | 80     | 93     | 74     |
|                        | 50.9                                | 53.9     | 49.2      | 50.2     | 58.1                          | 49.3      | 50.0     | 51.5                                 | 49.7      | 56.6     | 45.2   | 56.8   | 48.8   | 56.9   | 47.8   |
| Not Satisfied          | 74                                  | 16       | 10        | 41       | 16                            | 8         | 47       | 28                                   | 33        | 9        | 23     | 13     | 18     | 6      | 14     |
|                        | 8.6                                 | 6.2      | 6.5       | 11.6     | 8.5                           | 5.9       | 9.5      | 7.0                                  | 12.0      | 7.5      | 11.0   | 7.6    | 11.3   | 3.4    | 9.0    |
| Extremely Dissatisfied | 51                                  | 7        | 10        | 32       | 5                             | 5         | 39       | 22                                   | 6         | 17       | 12     | 5      | 4      | 22     | 9      |
|                        | 6.0                                 | 2.5      | 6.3       | 9.0      | 2.5                           | 4.1       | 7.8      | 5.5                                  | 2.1       | 14.3     | 5.6    | 2.6    | 2.6    | 13.7   | 5.6    |
| No Opinion             | 95                                  | 23       | 10        | 40       | 16                            | 11        | 53       | 50                                   | 22        | 5        | 26     | 10     | 23     | 10     | 26     |
|                        | 11.0                                | 8.9      | 6.6       | 11.4     | 8.5                           | 8.7       | 10.6     | 12.6                                 | 7.9       | 4.3      | 12.7   | 5.6    | 13.8   | 6.3    | 16.9   |

Table 24

T24. [SATISFACTION WITH CITY SERVICES] Street repair

|                        | GENDER |       |        | GENZ AND MILLENNIALS |            |          |          | GEN X      |          |          | BOOMERS AND SILENT |          |          |          | CONSOLIDATED AGE |       |         | RACE ETHNICITY |           |       |
|------------------------|--------|-------|--------|----------------------|------------|----------|----------|------------|----------|----------|--------------------|----------|----------|----------|------------------|-------|---------|----------------|-----------|-------|
|                        | TOTAL  | MEN   | WO MEN | GENZ 18-24           | MILL 25-39 | MILL MEN | MILL WOM | GENX 40-54 | GENX MEN | GENX WOM | BOOM 55-74         | BOOM MEN | BOOM WOM | SLNT 75+ | 18-39            | 40-64 | 65 PLUS | WHI TE         | HISP ANIC | OTH   |
| TOTAL                  | 861    | 435   | 424    | 86                   | 258        | 127      | 131      | 198        | 106      | 91       | 258                | 131      | 127      | 60       | 344              | 336   | 181     | 603            | 215       | 43    |
|                        | 100.0  | 100.0 | 100.0  | 100.0                | 100.0      | 100.0    | 100.0    | 100.0      | 100.0    | 100.0    | 100.0              | 100.0    | 100.0    | 100.0    | 100.0            | 100.0 | 100.0   | 100.0          | 100.0     | 100.0 |
| Extremely              | 299    | 145   | 153    | 25                   | 114        | 45       | 68       | 63         | 28       | 35       | 87                 | 46       | 41       | 11       | 138              | 119   | 42      | 200            | 88        | 11    |
| Somewhat Combined      | 34.7   | 33.5  | 36.0   | 29.0                 | 43.9       | 35.6     | 51.9     | 31.6       | 26.3     | 38.2     | 33.8               | 34.9     | 32.7     | 17.9     | 40.2             | 35.3  | 23.2    | 33.2           | 40.9      | 25.8  |
| Extremely Satisfied    | 35     | 12    | 23     |                      | 18         | 5        | 13       | 10         | 5        | 6        | 5                  | 2        | 2        | 2        | 18               | 13    | 4       | 21             | 10        | 4     |
|                        | 4.0    | 2.8   | 5.3    |                      | 7.0        | 3.8      | 10.1     | 5.2        | 4.4      | 6.1      | 1.9                | 1.9      | 2.0      | 2.6      | 5.3              | 3.9   | 2.0     | 3.5            | 4.6       | 8.7   |
| Somewhat Satisfied     | 264    | 134   | 130    | 25                   | 95         | 40       | 54       | 52         | 23       | 29       | 82                 | 43       | 39       | 9        | 120              | 105   | 38      | 179            | 78        | 7     |
|                        | 30.7   | 30.7  | 30.7   | 29.0                 | 36.9       | 31.7     | 41.7     | 26.4       | 21.9     | 32.0     | 31.8               | 33.0     | 30.7     | 15.3     | 34.9             | 31.4  | 21.2    | 29.6           | 36.3      | 17.0  |
| Not Satisfied          | 252    | 121   | 131    | 19                   | 53         | 22       | 31       | 63         | 35       | 29       | 95                 | 46       | 50       | 22       | 71               | 110   | 71      | 208            | 32        | 12    |
|                        | 29.3   | 27.8  | 31.0   | 21.5                 | 20.5       | 17.3     | 23.7     | 31.9       | 32.6     | 31.7     | 36.9               | 34.8     | 39.3     | 36.7     | 20.7             | 32.7  | 39.2    | 34.5           | 14.7      | 28.6  |
| Extremely Dissatisfied | 305    | 167   | 135    | 43                   | 91         | 60       | 31       | 71         | 43       | 27       | 75                 | 40       | 35       | 25       | 133              | 106   | 65      | 190            | 96        | 20    |
|                        | 35.4   | 38.5  | 32.0   | 49.5                 | 35.1       | 47.2     | 23.6     | 35.8       | 40.2     | 29.8     | 29.1               | 30.3     | 27.5     | 41.9     | 38.7             | 31.6  | 36.0    | 31.4           | 44.4      | 45.7  |
| No Opinion             | 5      | 1     | 4      |                      | 1          |          | 1        | 1          | 1        | 0.4      | 1                  |          | 1        | 2        | 1                | 1     | 3       | 5              |           |       |
|                        | 0.6    | 0.2   | 1.0    |                      | 0.4        |          | 0.9      | 0.7        | 0.9      |          | 0.3                |          | 0.5      | 3.6      | 0.3              | 0.4   | 1.6     | 0.9            |           |       |



Table 24

T24. [SATISFACTION WITH CITY SERVICES] Street repair

|                        | LIVED IN GLENWOOD SPRINGS |           |       |       |       |       |         |         |         | INCOME   |         |         |          |           |           |           | CONSOLIDATED INCOME |          |           | FOCUS ON RESIDENTS VS TOURISTS |          |          |
|------------------------|---------------------------|-----------|-------|-------|-------|-------|---------|---------|---------|----------|---------|---------|----------|-----------|-----------|-----------|---------------------|----------|-----------|--------------------------------|----------|----------|
|                        | TOTAL                     | LESS YEAR | 1 5   | 6 10  | 11 15 | 16 20 | MORE 20 | LESS 10 | MORE 10 | LESS 30K | 31K 50K | 50K 75K | 75K 100K | 100K 125K | 125K 150K | MORE 150K | LESS 50K            | 51K 100K | MORE 100K | RESI DENT                      | BAL ANCE | TOUR IST |
| TOTAL                  | 861                       | 15        | 154   | 111   | 93    | 111   | 377     | 280     | 581     | 47       | 108     | 147     | 133      | 130       | 55        | 124       | 155                 | 280      | 309       | 56                             | 236      | 484      |
|                        | 100.0                     | 100.0     | 100.0 | 100.0 | 100.0 | 100.0 | 100.0   | 100.0   | 100.0   | 100.0    | 100.0   | 100.0   | 100.0    | 100.0     | 100.0     | 100.0     | 100.0               | 100.0    | 100.0     | 100.0                          | 100.0    | 100.0    |
| Extremely Satisfied    | 299                       | 11        | 65    | 48    | 28    | 34    | 113     | 124     | 175     | 17       | 53      | 50      | 46       | 46        | 18        | 44        | 70                  | 96       | 108       | 11                             | 126      | 126      |
| Somewhat Satisfied     | 34.7                      | 73.2      | 42.2  | 43.5  | 29.5  | 30.6  | 30.1    | 44.4    | 30.1    | 35.0     | 49.2    | 33.7    | 34.9     | 34.9      | 33.5      | 35.6      | 44.9                | 34.3     | 34.9      | 19.5                           | 53.5     | 26.0     |
| Not Satisfied          | 252                       | 1         | 40    | 20    | 34    | 36    | 121     | 61      | 191     | 14       | 26      | 50      | 40       | 32        | 18        | 41        | 40                  | 89       | 91        | 6                              | 57       | 159      |
| Extremely Dissatisfied | 29.3                      | 7.2       | 26.1  | 17.8  | 36.7  | 32.1  | 32.1    | 21.8    | 32.9    | 29.3     | 23.9    | 33.7    | 29.8     | 24.7      | 33.2      | 33.2      | 25.6                | 31.9     | 29.6      | 11.5                           | 24.2     | 32.9     |
| No Opinion             | 305                       | 2         | 47    | 42    | 31    | 41    | 141     | 91      | 214     | 17       | 29      | 46      | 46       | 53        | 18        | 38        | 46                  | 92       | 108       | 39                             | 53       | 197      |
|                        | 35.4                      | 13.0      | 30.9  | 37.5  | 33.4  | 37.3  | 37.4    | 32.6    | 36.7    | 35.7     | 26.9    | 31.2    | 34.7     | 40.4      | 32.6      | 30.4      | 29.6                | 32.9     | 35.0      | 69.0                           | 22.3     | 40.7     |
|                        | 5                         | 1         | 1     | 1     | 0.4   |       | 1       | 3       | 2       |          |         | 2       | 1        |           | 0.6       | 1         |                     | 3        | 1         |                                |          | 2        |
|                        | 0.6                       | 6.6       | 0.8   | 1.2   |       |       | 0.4     | 1.2     | 0.3     |          |         | 1.3     | 0.5      |           |           | 0.8       |                     | 0.9      | 0.4       |                                |          | 0.4      |

Table 24

T24. [SATISFACTION WITH CITY SERVICES] Street repair

|                        | DEVELOPMENT OF NEW<br>HOUSING FOR SALE |             |              |             | DEVELOPMENT OF NEW<br>APARTMENTS |              |             | RATE OF RETAIL AND<br>COMMERICAL GROWTH |              |             | WARD      |           |           |           |           |
|------------------------|----------------------------------------|-------------|--------------|-------------|----------------------------------|--------------|-------------|-----------------------------------------|--------------|-------------|-----------|-----------|-----------|-----------|-----------|
|                        |                                        |             |              |             |                                  |              |             |                                         |              |             |           |           |           |           |           |
|                        | TOTAL                                  | TOO<br>SLOW | RGHT<br>AMNT | TOO<br>FAST | TOO<br>SLOW                      | RGHT<br>AMNT | TOO<br>FAST | TOO<br>SLOW                             | RGHT<br>AMNT | TOO<br>FAST | WARD<br>1 | WARD<br>2 | WARD<br>3 | WARD<br>4 | WARD<br>5 |
| TOTAL                  | 861                                    | 262         | 155          | 353         | 190                              | 130          | 498         | 396                                     | 274          | 116         | 207       | 172       | 164       | 164       | 155       |
|                        | 100.0                                  | 100.0       | 100.0        | 100.0       | 100.0                            | 100.0        | 100.0       | 100.0                                   | 100.0        | 100.0       | 100.0     | 100.0     | 100.0     | 100.0     | 100.0     |
| Extremely              | 299                                    | 97          | 59           | 102         | 83                               | 52           | 143         | 120                                     | 119          | 29          | 82        | 83        | 52        | 36        | 46        |
| Somewhat Combined      | 34.7                                   | 37.0        | 38.3         | 29.0        | 43.9                             | 40.3         | 28.7        | 30.3                                    | 43.3         | 25.0        | 39.5      | 48.3      | 31.9      | 22.2      | 29.4      |
|                        |                                        |             |              |             |                                  |              |             |                                         |              |             |           |           |           |           |           |
| Extremely Satisfied    | 35                                     | 8           | 4            | 12          | 9                                | 9            | 13          | 10                                      | 18           | 3           | 12        | 8         | 8         | 6         | 2         |
|                        | 4.0                                    | 3.1         | 2.5          | 3.4         | 4.8                              | 6.9          | 2.5         | 2.5                                     | 6.5          | 2.9         | 5.6       | 4.7       | 4.7       | 3.6       | 1.0       |
| Somewhat Satisfied     | 264                                    | 89          | 56           | 90          | 74                               | 43           | 131         | 110                                     | 101          | 26          | 70        | 75        | 44        | 30        | 44        |
|                        | 30.7                                   | 33.9        | 35.7         | 25.6        | 39.1                             | 33.3         | 26.2        | 27.9                                    | 36.8         | 22.1        | 33.9      | 43.6      | 27.2      | 18.6      | 28.4      |
| Not Satisfied          | 252                                    | 88          | 43           | 94          | 55                               | 38           | 147         | 99                                      | 94           | 29          | 57        | 58        | 56        | 35        | 46        |
|                        | 29.3                                   | 33.6        | 27.5         | 26.6        | 29.2                             | 29.2         | 29.5        | 24.9                                    | 34.2         | 25.2        | 27.5      | 33.6      | 34.1      | 21.6      | 29.7      |
| Extremely Dissatisfied | 305                                    | 74          | 53           | 155         | 49                               | 40           | 206         | 175                                     | 61           | 58          | 65        | 30        | 55        | 92        | 63        |
|                        | 35.4                                   | 28.2        | 34.3         | 44.0        | 25.8                             | 30.6         | 41.4        | 44.0                                    | 22.1         | 49.8        | 31.3      | 17.4      | 33.5      | 56.2      | 40.8      |
| No Opinion             | 5                                      | 3           |              | 1           | 2                                |              | 2           | 3                                       | 1            |             | 3         | 1         | 1         |           |           |
|                        | 0.6                                    | 1.1         |              | 0.3         | 1.1                              |              | 0.4         | 0.7                                     | 0.4          |             | 1.7       | 0.7       | 0.4       |           |           |

Table 25

T25. [SATISFACTION WITH CITY SERVICES] Snow removal

|                                | GENDER       |              |              | GENZ AND MILLENNIALS |               |              |              | GEN X         |              |             | BOOMERS AND SILENT |              |              |             | CONSOLIDATED AGE |              |              | RACE ETHNICITY |              |             |
|--------------------------------|--------------|--------------|--------------|----------------------|---------------|--------------|--------------|---------------|--------------|-------------|--------------------|--------------|--------------|-------------|------------------|--------------|--------------|----------------|--------------|-------------|
|                                | TOTAL        | MEN          | WO<br>MEN    | GENZ<br>18-24        | MILL<br>25-39 | MILL<br>MEN  | MILL<br>WOM  | GENX<br>40-54 | GENX<br>MEN  | GENX<br>WOM | BOOM<br>55-74      | BOOM<br>MEN  | BOOM<br>WOM  | SLNT<br>75+ | 18-39            | 40-64        | 65<br>PLUS   | WHI<br>TE      | HISP<br>ANIC | OTH         |
| TOTAL                          | 861<br>100.0 | 435<br>100.0 | 424<br>100.0 | 86<br>100.0          | 258<br>100.0  | 127<br>100.0 | 131<br>100.0 | 198<br>100.0  | 106<br>100.0 | 91<br>100.0 | 258<br>100.0       | 131<br>100.0 | 127<br>100.0 | 60<br>100.0 | 344<br>100.0     | 336<br>100.0 | 181<br>100.0 | 603<br>100.0   | 215<br>100.0 | 43<br>100.0 |
| Extremely<br>Somewhat Combined | 678<br>78.8  | 343<br>78.8  | 334<br>78.8  | 61<br>70.8           | 181<br>70.1   | 79<br>62.0   | 102<br>78.2  | 165<br>83.5   | 90<br>84.8   | 74<br>81.8  | 221<br>85.5        | 107<br>81.4  | 114<br>89.7  | 50<br>83.0  | 242<br>70.3      | 287<br>85.4  | 150<br>82.7  | 509<br>84.4    | 140<br>65.1  | 29<br>68.1  |
| Extremely Satisfied            | 254<br>29.5  | 123<br>28.3  | 130<br>30.6  | 19<br>21.5           | 71<br>27.5    | 29<br>23.0   | 41<br>31.8   | 69<br>35.0    | 40<br>37.9   | 29<br>31.8  | 79<br>30.6         | 36<br>27.8   | 42<br>33.3   | 16<br>27.0  | 89<br>26.0       | 118<br>35.0  | 47<br>25.9   | 196<br>32.5    | 48<br>22.3   | 10<br>23.0  |
| Somewhat Satisfied             | 424<br>49.3  | 219<br>50.4  | 204<br>48.1  | 42<br>49.3           | 110<br>42.6   | 49<br>38.9   | 61<br>46.5   | 96<br>48.5    | 50<br>46.9   | 45<br>50.0  | 142<br>54.9        | 70<br>53.6   | 71<br>56.5   | 34<br>56.0  | 153<br>44.3      | 169<br>50.3  | 103<br>56.8  | 313<br>51.9    | 92<br>42.8   | 19<br>45.2  |
| Not Satisfied                  | 124<br>14.4  | 52<br>12.0   | 71<br>16.8   | 23<br>26.8           | 43<br>16.6    | 19<br>14.8   | 24<br>18.1   | 18<br>9.2     | 10<br>9.7    | 8<br>8.6    | 32<br>12.5         | 22<br>16.6   | 10<br>8.2    | 8<br>12.5   | 66<br>19.2       | 32<br>9.6    | 26<br>14.2   | 64<br>10.5     | 50<br>23.4   | 10<br>23.5  |
| Extremely Dissatisfied         | 39<br>4.5    | 31<br>7.2    | 7<br>1.7     |                      | 25<br>9.8     | 24<br>19.0   | 1<br>0.9     | 10<br>5.2     | 6<br>5.5     | 4<br>4.9    | 3<br>1.2           | 1<br>1.1     | 2<br>1.4     |             | 25<br>7.4        | 12<br>3.6    | 1<br>0.8     | 16<br>2.7      | 22<br>10.1   | 1<br>2.3    |
| No Opinion                     | 20<br>2.3    | 9<br>2.0     | 11<br>2.7    | 2<br>2.4             | 9<br>3.5      | 5<br>4.3     | 4<br>2.7     | 4<br>2.2      |              | 4<br>4.7    | 2<br>0.8           | 1<br>0.9     | 1<br>0.7     | 3<br>4.4    | 11<br>3.2        | 5<br>1.4     | 4<br>2.4     | 14<br>2.4      | 3<br>1.4     | 3<br>6.1    |

Table 25

T25. [SATISFACTION WITH CITY SERVICES] Snow removal

|                        | LIVED IN GLENWOOD SPRINGS |           |       |       |       |       |         |         |         | INCOME   |         |         |          |           |           |           | CONSOLIDATED INCOME |          |           | FOCUS ON RESIDENTS VS TOURISTS |          |          |
|------------------------|---------------------------|-----------|-------|-------|-------|-------|---------|---------|---------|----------|---------|---------|----------|-----------|-----------|-----------|---------------------|----------|-----------|--------------------------------|----------|----------|
|                        | TOTAL                     | LESS YEAR | 1 5   | 6 10  | 11 15 | 16 20 | MORE 20 | LESS 10 | MORE 10 | LESS 30K | 31K 50K | 50K 75K | 75K 100K | 100K 125K | 125K 150K | MORE 150K | LESS 50K            | 51K 100K | MORE 100K | RESI DENT                      | BAL ANCE | TOUR IST |
| TOTAL                  | 861                       | 15        | 154   | 111   | 93    | 111   | 377     | 280     | 581     | 47       | 108     | 147     | 133      | 130       | 55        | 124       | 155                 | 280      | 309       | 56                             | 236      | 484      |
|                        | 100.0                     | 100.0     | 100.0 | 100.0 | 100.0 | 100.0 | 100.0   | 100.0   | 100.0   | 100.0    | 100.0   | 100.0   | 100.0    | 100.0     | 100.0     | 100.0     | 100.0               | 100.0    | 100.0     | 100.0                          | 100.0    | 100.0    |
| Extremely              | 678                       | 5         | 116   | 87    | 76    | 92    | 303     | 208     | 470     | 36       | 87      | 119     | 105      | 100       | 42        | 109       | 123                 | 224      | 251       | 41                             | 211      | 357      |
| Somewhat Combined      | 78.8                      | 34.8      | 75.3  | 78.1  | 80.9  | 83.0  | 80.3    | 74.3    | 80.9    | 76.2     | 80.9    | 80.8    | 79.3     | 76.8      | 76.7      | 88.4      | 79.5                | 80.1     | 81.4      | 74.3                           | 89.7     | 73.9     |
| Extremely Satisfied    | 254                       | 2         | 49    | 38    | 25    | 38    | 102     | 89      | 165     | 10       | 36      | 30      | 34       | 47        | 18        | 56        | 46                  | 65       | 121       | 22                             | 89       | 121      |
|                        | 29.5                      | 15.6      | 32.0  | 33.9  | 27.3  | 33.9  | 27.0    | 31.9    | 28.4    | 22.0     | 33.0    | 20.6    | 25.7     | 36.3      | 32.6      | 45.5      | 29.6                | 23.1     | 39.3      | 38.5                           | 37.7     | 25.1     |
| Somewhat Satisfied     | 424                       | 3         | 67    | 49    | 50    | 55    | 201     | 119     | 306     | 26       | 52      | 89      | 71       | 53        | 24        | 53        | 77                  | 160      | 130       | 20                             | 123      | 236      |
|                        | 49.3                      | 19.2      | 43.3  | 44.2  | 53.6  | 49.2  | 53.3    | 42.4    | 52.6    | 54.2     | 47.9    | 60.1    | 53.6     | 40.5      | 44.2      | 42.9      | 49.8                | 57.0     | 42.1      | 35.8                           | 52.1     | 48.8     |
| Not Satisfied          | 124                       |           | 22    | 14    | 14    | 11    | 62      | 36      | 88      | 8        | 8       | 16      | 20       | 25        | 11        | 4         | 16                  | 36       | 40        | 1                              | 18       | 98       |
|                        | 14.4                      |           | 14.5  | 12.6  | 15.5  | 9.9   | 16.5    | 13.0    | 15.1    | 16.4     | 7.6     | 10.6    | 15.3     | 19.4      | 19.3      | 3.6       | 10.3                | 12.8     | 13.1      | 2.4                            | 7.7      | 20.3     |
| Extremely Dissatisfied | 39                        |           | 13    | 9     | 3     | 8     | 6       | 22      | 17      | 1        | 12      | 8       | 3        | 3         | 1         | 7         | 14                  | 11       | 11        | 10                             | 2        | 24       |
|                        | 4.5                       |           | 8.4   | 8.1   | 2.8   | 7.0   | 1.7     | 7.9     | 2.9     | 3.1      | 11.5    | 5.1     | 2.2      | 2.1       | 2.4       | 5.8       | 8.9                 | 3.8      | 3.7       | 17.6                           | 0.9      | 5.0      |
| No Opinion             | 20                        | 10        | 3     | 1     | 1     |       | 6       | 14      | 6       | 2        |         | 5       | 4        | 2         | 1         | 3         | 2                   | 9        | 6         | 3                              | 4        | 4        |
|                        | 2.3                       | 65.2      | 1.7   | 1.2   | 0.8   |       | 1.5     | 4.9     | 1.1     | 4.3      |         | 3.5     | 3.1      | 1.7       | 1.6       | 2.1       | 1.3                 | 3.3      | 1.8       | 5.7                            | 1.8      | 0.8      |



Table 25

T25. [SATISFACTION WITH CITY SERVICES] Snow removal

|                        | DEVELOPMENT OF NEW<br>HOUSING FOR SALE |             |              |             | DEVELOPMENT OF NEW<br>APARTMENTS |              |             | RATE OF RETAIL AND<br>COMMERICAL GROWTH |              |             | WARD      |           |           |           |           |
|------------------------|----------------------------------------|-------------|--------------|-------------|----------------------------------|--------------|-------------|-----------------------------------------|--------------|-------------|-----------|-----------|-----------|-----------|-----------|
|                        |                                        |             |              |             |                                  |              |             |                                         |              |             |           |           |           |           |           |
|                        | TOTAL                                  | TOO<br>SLOW | RGHT<br>AMNT | TOO<br>FAST | TOO<br>SLOW                      | RGHT<br>AMNT | TOO<br>FAST | TOO<br>SLOW                             | RGHT<br>AMNT | TOO<br>FAST | WARD<br>1 | WARD<br>2 | WARD<br>3 | WARD<br>4 | WARD<br>5 |
| TOTAL                  | 861                                    | 262         | 155          | 353         | 190                              | 130          | 498         | 396                                     | 274          | 116         | 207       | 172       | 164       | 164       | 155       |
|                        | 100.0                                  | 100.0       | 100.0        | 100.0       | 100.0                            | 100.0        | 100.0       | 100.0                                   | 100.0        | 100.0       | 100.0     | 100.0     | 100.0     | 100.0     | 100.0     |
| Extremely              | 678                                    | 210         | 137          | 264         | 147                              | 116          | 389         | 300                                     | 241          | 84          | 162       | 151       | 138       | 105       | 123       |
| Somewhat Combined      | 78.8                                   | 80.4        | 88.1         | 74.8        | 77.5                             | 89.1         | 78.0        | 75.7                                    | 87.9         | 72.0        | 78.3      | 87.7      | 84.2      | 63.9      | 79.6      |
|                        |                                        |             |              |             |                                  |              |             |                                         |              |             |           |           |           |           |           |
| Extremely Satisfied    | 254                                    | 71          | 60           | 90          | 48                               | 57           | 139         | 78                                      | 117          | 39          | 74        | 45        | 53        | 43        | 38        |
|                        | 29.5                                   | 27.3        | 38.3         | 25.6        | 25.4                             | 44.1         | 28.0        | 19.8                                    | 42.6         | 33.1        | 36.0      | 26.0      | 32.7      | 26.4      | 24.7      |
| Somewhat Satisfied     | 424                                    | 139         | 77           | 174         | 99                               | 59           | 249         | 222                                     | 124          | 45          | 87        | 106       | 84        | 61        | 85        |
|                        | 49.3                                   | 53.1        | 49.8         | 49.2        | 52.1                             | 45.0         | 50.0        | 55.9                                    | 45.3         | 38.9        | 42.3      | 61.7      | 51.5      | 37.5      | 54.8      |
| Not Satisfied          | 124                                    | 38          | 9            | 67          | 30                               | 8            | 80          | 79                                      | 23           | 14          | 39        | 16        | 15        | 38        | 17        |
|                        | 14.4                                   | 14.5        | 5.8          | 19.0        | 15.6                             | 6.4          | 16.2        | 19.8                                    | 8.2          | 12.0        | 18.9      | 9.4       | 8.9       | 23.0      | 10.7      |
| Extremely Dissatisfied | 39                                     | 10          | 5            | 19          | 9                                | 1            | 26          | 13                                      | 4            | 19          | 2         | 4         | 4         | 19        | 11        |
|                        | 4.5                                    | 3.7         | 3.5          | 5.4         | 4.9                              | 0.8          | 5.1         | 3.3                                     | 1.3          | 15.9        | 1.0       | 2.1       | 2.2       | 11.5      | 6.9       |
| No Opinion             | 20                                     | 4           | 4            | 3           | 4                                | 5            | 3           | 5                                       | 7            |             | 4         | 1         | 8         | 3         | 4         |
|                        | 2.3                                    | 1.4         | 2.5          | 0.7         | 1.9                              | 3.6          | 0.7         | 1.2                                     | 2.5          |             | 1.9       | 0.8       | 4.8       | 1.5       | 2.9       |

Table 26

T26. [SATISFACTION WITH CITY SERVICES] Street lighting

|                                | GENDER       |              |              | GENZ AND MILLENNIALS |               |              |              | GEN X         |              |             | BOOMERS AND SILENT |              |              |             | CONSOLIDATED AGE |              |              | RACE ETHNICITY |              |             |
|--------------------------------|--------------|--------------|--------------|----------------------|---------------|--------------|--------------|---------------|--------------|-------------|--------------------|--------------|--------------|-------------|------------------|--------------|--------------|----------------|--------------|-------------|
|                                | TOTAL        | MEN          | WO<br>MEN    | GENZ<br>18-24        | MILL<br>25-39 | MILL<br>MEN  | MILL<br>WOM  | GENX<br>40-54 | GENX<br>MEN  | GENX<br>WOM | BOOM<br>55-74      | BOOM<br>MEN  | BOOM<br>WOM  | SLNT<br>75+ | 18-39            | 40-64        | 65<br>PLUS   | WHI<br>TE      | HISP<br>ANIC | OTH         |
| TOTAL                          | 861<br>100.0 | 435<br>100.0 | 424<br>100.0 | 86<br>100.0          | 258<br>100.0  | 127<br>100.0 | 131<br>100.0 | 198<br>100.0  | 106<br>100.0 | 91<br>100.0 | 258<br>100.0       | 131<br>100.0 | 127<br>100.0 | 60<br>100.0 | 344<br>100.0     | 336<br>100.0 | 181<br>100.0 | 603<br>100.0   | 215<br>100.0 | 43<br>100.0 |
| Extremely<br>Somewhat Combined | 652<br>75.7  | 316<br>72.6  | 334<br>78.8  | 66<br>76.4           | 197<br>76.3   | 94<br>73.7   | 103<br>78.7  | 144<br>72.9   | 78<br>73.8   | 65<br>72.0  | 199<br>76.9        | 101<br>77.0  | 97<br>76.7   | 46<br>76.2  | 263<br>76.3      | 252<br>74.9  | 137<br>75.9  | 472<br>78.4    | 148<br>68.8  | 31<br>72.9  |
| Extremely Satisfied            | 167<br>19.4  | 81<br>18.6   | 86<br>20.3   | 5<br>5.4             | 57<br>22.2    | 21<br>16.7   | 36<br>27.7   | 43<br>21.9    | 21<br>19.5   | 23<br>25.0  | 49<br>19.0         | 28<br>21.7   | 21<br>16.3   | 12<br>20.5  | 62<br>18.0       | 70<br>20.7   | 35<br>19.5   | 124<br>20.6    | 32<br>14.8   | 11<br>24.9  |
| Somewhat Satisfied             | 485<br>56.3  | 235<br>54.0  | 248<br>58.6  | 61<br>71.0           | 140<br>54.1   | 73<br>57.0   | 67<br>51.0   | 101<br>51.0   | 58<br>54.3   | 43<br>47.0  | 150<br>57.9        | 73<br>55.3   | 76<br>60.4   | 34<br>55.7  | 201<br>58.3      | 182<br>54.2  | 102<br>56.4  | 348<br>57.7    | 116<br>54.0  | 21<br>48.0  |
| Not Satisfied                  | 107<br>12.4  | 57<br>13.2   | 49<br>11.7   | 20<br>23.6           | 32<br>12.5    | 11<br>9.0    | 21<br>15.9   | 20<br>10.1    | 14<br>12.9   | 6<br>6.7    | 26<br>10.3         | 10<br>7.4    | 17<br>13.3   | 8<br>13.2   | 53<br>15.2       | 31<br>9.3    | 23<br>12.9   | 65<br>10.7     | 36<br>16.7   | 6<br>14.9   |
| Extremely Dissatisfied         | 43<br>5.0    | 31<br>7.0    | 13<br>3.0    |                      | 20<br>7.7     | 17<br>13.3   | 3<br>2.2     | 14<br>6.9     | 7<br>6.7     | 6<br>7.0    | 7<br>2.9           | 4<br>3.2     | 3<br>2.6     | 2<br>3.8    | 20<br>5.8        | 18<br>5.4    | 5<br>2.9     | 21<br>3.5      | 22<br>10.1   | 1<br>1.6    |
| No Opinion                     | 59<br>6.8    | 31<br>7.2    | 28<br>6.6    |                      | 9<br>3.6      | 5<br>4.0     | 4<br>3.1     | 20<br>10.1    | 7<br>6.6     | 13<br>14.2  | 26<br>10.0         | 16<br>12.4   | 9<br>7.4     | 4<br>6.8    | 9<br>2.7         | 35<br>10.3   | 15<br>8.3    | 45<br>7.4      | 9<br>4.4     | 5<br>10.7   |

Table 26

T26. [SATISFACTION WITH CITY SERVICES] Street lighting

|                        | LIVED IN GLENWOOD SPRINGS |           |       |       |       |       |         |         |         | INCOME   |         |         |          |           |           |           | CONSOLIDATED INCOME |          |           | FOCUS ON RESIDENTS VS TOURISTS |          |          |
|------------------------|---------------------------|-----------|-------|-------|-------|-------|---------|---------|---------|----------|---------|---------|----------|-----------|-----------|-----------|---------------------|----------|-----------|--------------------------------|----------|----------|
|                        | TOTAL                     | LESS YEAR | 1 5   | 6 10  | 11 15 | 16 20 | MORE 20 | LESS 10 | MORE 10 | LESS 30K | 31K 50K | 50K 75K | 75K 100K | 100K 125K | 125K 150K | MORE 150K | LESS 50K            | 51K 100K | MORE 100K | RESI DENT                      | BAL ANCE | TOUR IST |
| TOTAL                  | 861                       | 15        | 154   | 111   | 93    | 111   | 377     | 280     | 581     | 47       | 108     | 147     | 133      | 130       | 55        | 124       | 155                 | 280      | 309       | 56                             | 236      | 484      |
|                        | 100.0                     | 100.0     | 100.0 | 100.0 | 100.0 | 100.0 | 100.0   | 100.0   | 100.0   | 100.0    | 100.0   | 100.0   | 100.0    | 100.0     | 100.0     | 100.0     | 100.0               | 100.0    | 100.0     | 100.0                          | 100.0    | 100.0    |
| Extremely              | 652                       | 11        | 116   | 81    | 67    | 84    | 292     | 208     | 444     | 36       | 67      | 120     | 96       | 106       | 40        | 95        | 103                 | 216      | 241       | 38                             | 180      | 380      |
| Somewhat Combined      | 75.7                      | 77.7      | 75.3  | 72.8  | 72.2  | 75.7  | 77.5    | 74.4    | 76.3    | 75.9     | 62.0    | 81.2    | 72.5     | 81.0      | 74.1      | 76.8      | 66.3                | 77.0     | 78.1      | 68.0                           | 76.2     | 78.6     |
| Extremely Satisfied    | 167                       | 3         | 33    | 25    | 18    | 23    | 65      | 61      | 106     | 8        | 23      | 30      | 24       | 18        | 10        | 33        | 31                  | 54       | 61        | 18                             | 64       | 69       |
|                        | 19.4                      | 18.9      | 21.6  | 22.2  | 19.0  | 21.0  | 17.3    | 21.7    | 18.3    | 17.6     | 21.1    | 20.1    | 18.2     | 13.6      | 17.4      | 26.9      | 20.0                | 19.2     | 19.6      | 32.4                           | 27.4     | 14.3     |
| Somewhat Satisfied     | 485                       | 9         | 83    | 56    | 50    | 61    | 227     | 147     | 337     | 28       | 44      | 90      | 72       | 88        | 31        | 62        | 72                  | 162      | 180       | 20                             | 115      | 311      |
|                        | 56.3                      | 58.8      | 53.7  | 50.5  | 53.2  | 54.7  | 60.2    | 52.7    | 58.0    | 58.4     | 40.9    | 61.1    | 54.2     | 67.3      | 56.7      | 49.9      | 46.2                | 57.8     | 58.4      | 35.6                           | 48.8     | 64.3     |
| Not Satisfied          | 107                       | 3         | 11    | 13    | 13    | 8     | 60      | 26      | 81      | 6        | 25      | 10      | 24       | 11        | 5         | 16        | 31                  | 35       | 32        | 1                              | 42       | 51       |
|                        | 12.4                      | 19.1      | 7.0   | 11.5  | 13.7  | 7.4   | 15.8    | 9.4     | 13.9    | 13.0     | 22.9    | 6.9     | 18.4     | 8.1       | 9.4       | 13.0      | 19.9                | 12.4     | 10.3      | 2.4                            | 18.0     | 10.5     |
| Extremely Dissatisfied | 43                        |           | 16    | 6     | 3     | 13    | 6       | 22      | 21      | 1        | 15      | 9       | 4        | 4         | 1         | 3         | 16                  | 13       | 8         | 13                             | 2        | 24       |
|                        | 5.0                       |           | 10.6  | 5.2   | 2.8   | 11.7  | 1.5     | 7.9     | 3.7     | 2.9      | 13.8    | 6.1     | 2.7      | 3.2       | 1.1       | 2.3       | 10.4                | 4.5      | 2.5       | 22.8                           | 0.7      | 4.9      |
| No Opinion             | 59                        | 3.2       | 11    | 12    | 10    | 6     | 19      | 23      | 36      | 4        | 1       | 9       | 8        | 10        | 8         | 10        | 5                   | 17       | 28        | 4                              | 12       | 29       |
|                        | 6.8                       |           | 7.2   | 10.5  | 11.2  | 5.3   | 5.1     | 8.3     | 6.1     | 8.1      | 1.3     | 5.8     | 6.4      | 7.7       | 15.4      | 7.9       | 3.4                 | 6.1      | 9.1       | 6.8                            | 5.1      | 6.0      |

Table 26

T26. [SATISFACTION WITH CITY SERVICES] Street lighting

|                        | DEVELOPMENT OF NEW HOUSING FOR SALE |              |              |              | DEVELOPMENT OF NEW APARTMENTS |              |              | RATE OF RETAIL AND COMMERCIAL GROWTH |              |              | WARD         |              |              |              |              |
|------------------------|-------------------------------------|--------------|--------------|--------------|-------------------------------|--------------|--------------|--------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
|                        | TOTAL                               | TOO SLOW     | RGHT AMNT    | TOO FAST     | TOO SLOW                      | RGHT AMNT    | TOO FAST     | TOO SLOW                             | RGHT AMNT    | TOO FAST     | WARD 1       | WARD 2       | WARD 3       | WARD 4       | WARD 5       |
| TOTAL                  | 861<br>100.0                        | 262<br>100.0 | 155<br>100.0 | 353<br>100.0 | 190<br>100.0                  | 130<br>100.0 | 498<br>100.0 | 396<br>100.0                         | 274<br>100.0 | 116<br>100.0 | 207<br>100.0 | 172<br>100.0 | 164<br>100.0 | 164<br>100.0 | 155<br>100.0 |
| Extremely Satisfied    | 652<br>75.7                         | 181<br>69.2  | 123<br>79.4  | 278<br>78.7  | 129<br>68.1                   | 110<br>84.5  | 382<br>76.7  | 294<br>74.2                          | 229<br>83.5  | 74<br>63.8   | 167<br>81.1  | 108<br>62.7  | 127<br>77.9  | 130<br>79.2  | 119<br>76.9  |
| Somewhat Satisfied     |                                     |              |              |              |                               |              |              |                                      |              |              |              |              |              |              |              |
| Not Satisfied          |                                     |              |              |              |                               |              |              |                                      |              |              |              |              |              |              |              |
| Extremely Dissatisfied |                                     |              |              |              |                               |              |              |                                      |              |              |              |              |              |              |              |
| No Opinion             |                                     |              |              |              |                               |              |              |                                      |              |              |              |              |              |              |              |
| Extremely Satisfied    | 167<br>19.4                         | 41<br>15.6   | 47<br>30.1   | 72<br>20.3   | 21<br>11.3                    | 40<br>30.6   | 99<br>19.9   | 55<br>13.8                           | 83<br>30.5   | 21<br>18.0   | 44<br>21.3   | 36<br>21.1   | 29<br>18.0   | 26<br>15.9   | 31<br>20.1   |
| Somewhat Satisfied     | 485<br>56.3                         | 140<br>53.6  | 77<br>49.3   | 206<br>58.4  | 108<br>56.8                   | 70<br>53.9   | 283<br>56.8  | 240<br>60.5                          | 145<br>53.0  | 53<br>45.8   | 124<br>59.8  | 72<br>41.6   | 98<br>59.9   | 104<br>63.3  | 88<br>56.8   |
| Not Satisfied          | 107<br>12.4                         | 51<br>19.4   | 15<br>9.5    | 35<br>9.8    | 37<br>19.3                    | 9<br>7.2     | 59<br>11.8   | 65<br>16.3                           | 16<br>5.9    | 21<br>18.2   | 19<br>9.2    | 40<br>23.3   | 22<br>13.5   | 6<br>3.9     | 20<br>12.6   |
| Extremely Dissatisfied | 43<br>5.0                           | 15<br>5.8    | 4<br>2.7     | 19<br>5.5    | 11<br>5.9                     | 4<br>3.0     | 26<br>5.2    | 16<br>4.1                            | 8<br>3.0     | 16<br>13.4   | 5<br>2.5     | 8<br>4.5     | 3<br>1.9     | 23<br>13.8   | 5<br>3.2     |
| No Opinion             | 59<br>6.8                           | 15<br>5.6    | 13<br>8.4    | 21<br>6.0    | 13<br>6.6                     | 7<br>5.2     | 31<br>6.3    | 21<br>5.3                            | 21<br>7.6    | 5<br>4.6     | 15<br>7.3    | 16<br>9.6    | 11<br>6.7    | 5<br>3.2     | 11<br>7.3    |



Table 27

T27. [SATISFACTION WITH CITY SERVICES] Landfill and Recycling Center

|                        | GENDER |       |        | GENZ AND MILLENNIALS |            |          |          | GEN X      |          |          | BOOMERS AND SILENT |          |          |          | CONSOLIDATED AGE |       |         | RACE ETHNICITY |           |       |
|------------------------|--------|-------|--------|----------------------|------------|----------|----------|------------|----------|----------|--------------------|----------|----------|----------|------------------|-------|---------|----------------|-----------|-------|
|                        | TOTAL  | MEN   | WO MEN | GENZ 18-24           | MILL 25-39 | MILL MEN | MILL WOM | GENX 40-54 | GENX MEN | GENX WOM | BOOM 55-74         | BOOM MEN | BOOM WOM | SLNT 75+ | 18-39            | 40-64 | 65 PLUS | WHI TE         | HISP ANIC | OTH   |
| TOTAL                  | 861    | 435   | 424    | 86                   | 258        | 127      | 131      | 198        | 106      | 91       | 258                | 131      | 127      | 60       | 344              | 336   | 181     | 603            | 215       | 43    |
|                        | 100.0  | 100.0 | 100.0  | 100.0                | 100.0      | 100.0    | 100.0    | 100.0      | 100.0    | 100.0    | 100.0              | 100.0    | 100.0    | 100.0    | 100.0            | 100.0 | 100.0   | 100.0          | 100.0     | 100.0 |
| Extremely              | 642    | 343   | 297    | 62                   | 162        | 94       | 68       | 156        | 90       | 65       | 217                | 108      | 108      | 45       | 225              | 272   | 146     | 461            | 153       | 28    |
| Somewhat Combined      | 74.6   | 78.8  | 70.1   | 72.4                 | 62.8       | 73.6     | 52.2     | 79.0       | 85.3     | 71.3     | 83.8               | 82.1     | 85.6     | 74.2     | 65.2             | 81.0  | 80.6    | 76.5           | 71.3      | 64.4  |
| Extremely Satisfied    | 235    | 123   | 111    | 20                   | 65         | 39       | 26       | 55         | 32       | 22       | 80                 | 36       | 44       | 16       | 84               | 100   | 50      | 172            | 54        | 9     |
|                        | 27.3   | 28.4  | 26.2   | 22.7                 | 25.1       | 30.7     | 19.8     | 27.7       | 30.6     | 24.0     | 30.9               | 27.5     | 34.6     | 26.7     | 24.5             | 29.9  | 27.9    | 28.6           | 24.9      | 21.8  |
| Somewhat Satisfied     | 407    | 219   | 186    | 43                   | 97         | 55       | 42       | 102        | 58       | 43       | 137                | 72       | 65       | 29       | 140              | 172   | 95      | 289            | 100       | 18    |
|                        | 47.3   | 50.5  | 43.9   | 49.7                 | 37.7       | 42.9     | 32.4     | 51.3       | 54.7     | 47.3     | 52.9               | 54.7     | 51.0     | 47.5     | 40.7             | 51.1  | 52.7    | 47.9           | 46.4      | 42.5  |
| Not Satisfied          | 97     | 40    | 58     | 19                   | 31         | 6        | 25       | 25         | 11       | 13       | 19                 | 14       | 4        | 4        | 50               | 33    | 15      | 71             | 21        | 5     |
|                        | 11.3   | 9.1   | 13.6   | 22.2                 | 11.8       | 4.5      | 19.1     | 12.4       | 10.7     | 14.6     | 7.2                | 10.7     | 3.5      | 7.3      | 14.4             | 9.8   | 8.1     | 11.8           | 9.7       | 11.8  |
| Extremely Dissatisfied | 40     | 27    | 13     |                      | 29         | 20       | 9        | 4          | 2        | 2        | 6                  | 5        | 1        | 1        | 29               | 8     | 4       | 17             | 22        | 1     |
|                        | 4.7    | 6.3   | 3.1    |                      | 11.1       | 15.7     | 6.7      | 2.1        | 2.2      | 2.0      | 2.4                | 3.8      | 1.0      | 2.3      | 8.3              | 2.4   | 2.0     | 2.9            | 10.1      | 3.2   |
| No Opinion             | 81     | 25    | 56     | 5                    | 37         | 8        | 29       | 13         | 2        | 11       | 17                 | 4        | 12       | 10       | 41               | 23    | 17      | 53             | 19        | 9     |
|                        | 9.4    | 5.8   | 13.1   | 5.4                  | 14.2       | 6.3      | 22.0     | 6.6        | 1.9      | 12.1     | 6.5                | 3.3      | 9.9      | 16.2     | 12.0             | 6.8   | 9.4     | 8.8            | 9.0       | 20.6  |

Table 27

T27. [SATISFACTION WITH CITY SERVICES] Landfill and Recycling Center

|                        | LIVED IN GLENWOOD SPRINGS |           |       |       |       |       |         |         |         | INCOME   |         |         |          |           |           |           | CONSOLIDATED INCOME |          |           | FOCUS ON RESIDENTS VS TOURISTS |          |          |
|------------------------|---------------------------|-----------|-------|-------|-------|-------|---------|---------|---------|----------|---------|---------|----------|-----------|-----------|-----------|---------------------|----------|-----------|--------------------------------|----------|----------|
|                        | TOTAL                     | LESS YEAR | 1 5   | 6 10  | 11 15 | 16 20 | MORE 20 | LESS 10 | MORE 10 | LESS 30K | 31K 50K | 50K 75K | 75K 100K | 100K 125K | 125K 150K | MORE 150K | LESS 50K            | 51K 100K | MORE 100K | RESI DENT                      | BAL ANCE | TOUR IST |
| TOTAL                  | 861                       | 15        | 154   | 111   | 93    | 111   | 377     | 280     | 581     | 47       | 108     | 147     | 133      | 130       | 55        | 124       | 155                 | 280      | 309       | 56                             | 236      | 484      |
|                        | 100.0                     | 100.0     | 100.0 | 100.0 | 100.0 | 100.0 | 100.0   | 100.0   | 100.0   | 100.0    | 100.0   | 100.0   | 100.0    | 100.0     | 100.0     | 100.0     | 100.0               | 100.0    | 100.0     | 100.0                          | 100.0    | 100.0    |
| Extremely              | 642                       | 9         | 96    | 82    | 72    | 71    | 312     | 186     | 456     | 24       | 71      | 105     | 100      | 108       | 46        | 94        | 95                  | 205      | 248       | 34                             | 197      | 361      |
| Somewhat Combined      | 74.6                      | 59.0      | 62.1  | 73.6  | 77.7  | 64.4  | 82.8    | 66.6    | 78.5    | 50.4     | 66.2    | 71.4    | 75.0     | 82.9      | 84.0      | 76.0      | 61.4                | 73.1     | 80.3      | 61.5                           | 83.4     | 74.6     |
| Extremely Satisfied    | 235                       | 5         | 35    | 31    | 23    | 37    | 105     | 70      | 165     | 6        | 17      | 35      | 39       | 45        | 20        | 46        | 24                  | 74       | 110       | 24                             | 81       | 112      |
|                        | 27.3                      | 33.8      | 22.5  | 27.4  | 24.9  | 33.6  | 27.7    | 25.1    | 28.4    | 13.4     | 16.2    | 24.0    | 29.2     | 34.1      | 36.2      | 37.3      | 15.4                | 26.5     | 35.8      | 43.4                           | 34.5     | 23.2     |
| Somewhat Satisfied     | 407                       | 4         | 61    | 51    | 49    | 34    | 208     | 116     | 291     | 18       | 54      | 70      | 61       | 64        | 26        | 48        | 71                  | 131      | 138       | 10                             | 115      | 249      |
|                        | 47.3                      | 25.2      | 39.6  | 46.2  | 52.8  | 30.8  | 55.1    | 41.5    | 50.1    | 37.1     | 50.0    | 47.4    | 45.8     | 48.8      | 47.8      | 38.7      | 46.0                | 46.6     | 44.6      | 18.1                           | 48.9     | 51.4     |
| Not Satisfied          | 97                        | 1         | 20    | 9     | 9     | 23    | 36      | 29      | 68      | 8        | 8       | 19      | 18       | 9         | 4         | 17        | 16                  | 38       | 31        | 5                              | 19       | 62       |
|                        | 11.3                      | 4.0       | 13.0  | 7.8   | 9.8   | 20.5  | 9.6     | 10.5    | 11.7    | 17.5     | 7.5     | 13.0    | 13.8     | 7.3       | 8.1       | 13.8      | 10.6                | 13.4     | 10.0      | 8.1                            | 8.3      | 12.7     |
| Extremely Dissatisfied | 40                        |           | 17    | 3     | 3     | 10    | 9       | 19      | 21      | 1        | 16      | 8       | 5        | 3         | 2         | 5         | 17                  | 13       | 9         | 10                             | 5        | 19       |
|                        | 4.7                       |           | 10.8  | 2.3   | 3.1   | 8.8   | 2.3     | 6.9     | 3.7     | 1.1      | 15.1    | 5.4     | 3.8      | 2.2       | 3.3       | 3.8       | 10.8                | 4.6      | 3.0       | 17.6                           | 2.0      | 4.0      |
| No Opinion             | 81                        | 5         | 22    | 18    | 9     | 7     | 20      | 45      | 36      | 15       | 12      | 15      | 10       | 10        | 2         | 8         | 27                  | 25       | 20        | 7                              | 15       | 42       |
|                        | 9.4                       | 37.0      | 14.0  | 16.2  | 9.4   | 6.3   | 5.4     | 16.1    | 6.2     | 31.0     | 11.2    | 10.2    | 7.4      | 7.7       | 4.6       | 6.4       | 17.2                | 8.9      | 6.6       | 12.8                           | 6.3      | 8.7      |

Table 27

T27. [SATISFACTION WITH CITY SERVICES] Landfill and Recycling Center

|                        | DEVELOPMENT OF NEW HOUSING FOR SALE |              |              |              | DEVELOPMENT OF NEW APARTMENTS |              |              | RATE OF RETAIL AND COMMERCIAL GROWTH |              |              | WARD         |              |              |              |              |
|------------------------|-------------------------------------|--------------|--------------|--------------|-------------------------------|--------------|--------------|--------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
|                        | TOTAL                               | TOO SLOW     | RGHT AMNT    | TOO FAST     | TOO SLOW                      | RGHT AMNT    | TOO FAST     | TOO SLOW                             | RGHT AMNT    | TOO FAST     | WARD 1       | WARD 2       | WARD 3       | WARD 4       | WARD 5       |
| TOTAL                  | 861<br>100.0                        | 262<br>100.0 | 155<br>100.0 | 353<br>100.0 | 190<br>100.0                  | 130<br>100.0 | 498<br>100.0 | 396<br>100.0                         | 274<br>100.0 | 116<br>100.0 | 207<br>100.0 | 172<br>100.0 | 164<br>100.0 | 164<br>100.0 | 155<br>100.0 |
| Extremely Satisfied    | 642<br>74.6                         | 183<br>69.8  | 120<br>77.2  | 271<br>76.7  | 125<br>66.0                   | 105<br>80.6  | 381<br>76.6  | 305<br>76.9                          | 213<br>77.7  | 83<br>70.9   | 174<br>84.4  | 120<br>69.4  | 123<br>75.1  | 117<br>71.8  | 108<br>69.8  |
| Somewhat Satisfied     |                                     |              |              |              |                               |              |              |                                      |              |              |              |              |              |              |              |
| Not Satisfied          |                                     |              |              |              |                               |              |              |                                      |              |              |              |              |              |              |              |
| Extremely Dissatisfied |                                     |              |              |              |                               |              |              |                                      |              |              |              |              |              |              |              |
| No Opinion             |                                     |              |              |              |                               |              |              |                                      |              |              |              |              |              |              |              |
| Extremely Satisfied    | 235<br>27.3                         | 57<br>21.8   | 44<br>28.5   | 102<br>29.1  | 39<br>20.5                    | 41<br>31.2   | 141<br>28.4  | 102<br>25.7                          | 90<br>33.0   | 28<br>23.9   | 69<br>33.6   | 36<br>20.9   | 57<br>34.6   | 38<br>23.2   | 35<br>22.6   |
| Somewhat Satisfied     | 407<br>47.3                         | 126<br>48.0  | 76<br>48.8   | 168<br>47.6  | 86<br>45.5                    | 64<br>49.4   | 240<br>48.2  | 203<br>51.2                          | 122<br>44.7  | 55<br>47.0   | 105<br>50.8  | 83<br>48.5   | 66<br>40.5   | 79<br>48.6   | 73<br>47.2   |
| Not Satisfied          | 97<br>11.3                          | 45<br>17.3   | 12<br>7.9    | 30<br>8.4    | 36<br>19.1                    | 11<br>8.4    | 47<br>9.5    | 41<br>10.2                           | 28<br>10.2   | 13<br>11.1   | 14<br>6.6    | 32<br>18.4   | 24<br>14.4   | 8<br>4.9     | 20<br>13.1   |
| Extremely Dissatisfied | 40<br>4.7                           | 12<br>4.7    | 3<br>2.0     | 23<br>6.5    | 9<br>4.6                      | 1<br>1.1     | 28<br>5.7    | 15<br>3.7                            | 10<br>3.6    | 12<br>10.7   | 1<br>0.4     | 9<br>5.3     | 2<br>1.4     | 22<br>13.7   | 6<br>3.8     |
| No Opinion             | 81<br>9.4                           | 22<br>8.2    | 20<br>12.8   | 30<br>8.4    | 19<br>10.3                    | 13<br>10.0   | 41<br>8.2    | 37<br>9.2                            | 23<br>8.5    | 9<br>7.3     | 18<br>8.7    | 12<br>6.9    | 15<br>9.1    | 16<br>9.7    | 21<br>13.3   |

Table 28

T28. [SATISFACTION WITH CITY SERVICES] Electric services

|                                | GENDER       |              |              | GENZ AND MILLENNIALS |               |              |              | GEN X         |              |             | BOOMERS AND SILENT |              |              |             | CONSOLIDATED AGE |              |              | RACE ETHNICITY |              |             |
|--------------------------------|--------------|--------------|--------------|----------------------|---------------|--------------|--------------|---------------|--------------|-------------|--------------------|--------------|--------------|-------------|------------------|--------------|--------------|----------------|--------------|-------------|
|                                | TOTAL        | MEN          | WO<br>MEN    | GENZ<br>18-24        | MILL<br>25-39 | MILL<br>MEN  | MILL<br>WOM  | GENX<br>40-54 | GENX<br>MEN  | GENX<br>WOM | BOOM<br>55-74      | BOOM<br>MEN  | BOOM<br>WOM  | SLNT<br>75+ | 18-39            | 40-64        | 65<br>PLUS   | WHI<br>TE      | HISP<br>ANIC | OTH         |
| TOTAL                          | 861<br>100.0 | 435<br>100.0 | 424<br>100.0 | 86<br>100.0          | 258<br>100.0  | 127<br>100.0 | 131<br>100.0 | 198<br>100.0  | 106<br>100.0 | 91<br>100.0 | 258<br>100.0       | 131<br>100.0 | 127<br>100.0 | 60<br>100.0 | 344<br>100.0     | 336<br>100.0 | 181<br>100.0 | 603<br>100.0   | 215<br>100.0 | 43<br>100.0 |
| Extremely<br>Somewhat Combined | 728<br>84.5  | 378<br>86.9  | 348<br>82.2  | 49<br>56.7           | 213<br>82.3   | 101<br>79.4  | 111<br>85.0  | 175<br>88.4   | 94<br>88.7   | 81<br>88.9  | 236<br>91.5        | 122<br>92.7  | 114<br>90.1  | 55<br>91.3  | 261<br>75.9      | 299<br>89.0  | 167<br>92.6  | 519<br>86.1    | 171<br>79.4  | 38<br>88.3  |
| Extremely Satisfied            | 280<br>32.6  | 141<br>32.5  | 138<br>32.5  | 2<br>2.4             | 81<br>31.5    | 41<br>32.4   | 40<br>30.4   | 67<br>34.0    | 41<br>38.7   | 26<br>29.1  | 103<br>39.9        | 46<br>34.7   | 57<br>45.1   | 27<br>44.0  | 83<br>24.2       | 122<br>36.2  | 75<br>41.7   | 202<br>33.4    | 60<br>28.0   | 19<br>43.2  |
| Somewhat Satisfied             | 447<br>51.9  | 236<br>54.3  | 210<br>49.7  | 47<br>54.3           | 131<br>50.8   | 60<br>47.0   | 71<br>54.6   | 108<br>54.3   | 53<br>50.0   | 54<br>59.8  | 133<br>51.6        | 76<br>58.0   | 57<br>45.0   | 28<br>47.3  | 178<br>51.7      | 177<br>52.8  | 92<br>50.9   | 317<br>52.6    | 111<br>51.4  | 19<br>45.1  |
| Not Satisfied                  | 36<br>4.2    | 20<br>4.5    | 16<br>3.7    | 3<br>2.9             | 16<br>6.0     | 10<br>7.6    | 6<br>4.5     | 8<br>4.2      | 4<br>3.9     | 3<br>3.8    | 5<br>2.0           | 4<br>2.8     | 1<br>1.2     | 4<br>7.3    | 18<br>5.3        | 12<br>3.5    | 6<br>3.3     | 25<br>4.2      | 9<br>4.3     | 1<br>3.1    |
| Extremely Dissatisfied         | 19<br>2.2    | 15<br>3.4    | 4<br>1.0     |                      | 12<br>4.8     | 10<br>8.0    | 2<br>1.7     | 3<br>1.8      | 2<br>2.2     | 1<br>1.3    | 3<br>1.3           | 2<br>1.8     | 1<br>0.8     |             | 12<br>3.6        | 4<br>1.3     | 2<br>1.3     | 11<br>1.8      | 9<br>4.0     |             |
| No Opinion                     | 78<br>9.1    | 23<br>5.2    | 55<br>13.1   | 35<br>40.4           | 18<br>6.9     | 6<br>5.1     | 11<br>8.8    | 11<br>5.7     | 6<br>5.3     | 5<br>6.0    | 14<br>5.3          | 4<br>2.7     | 10<br>7.9    | 1<br>1.4    | 53<br>15.3       | 21<br>6.1    | 5<br>2.9     | 48<br>8.0      | 27<br>12.3   | 4<br>8.6    |



Table 28

T28. [SATISFACTION WITH CITY SERVICES] Electric services

|                        | LIVED IN GLENWOOD SPRINGS |             |              |              |             |              |              |              |              | INCOME      |              |              |              |              |             |              | CONSOLIDATED INCOME |              |              | FOCUS ON RESIDENTS VS TOURISTS |              |              |
|------------------------|---------------------------|-------------|--------------|--------------|-------------|--------------|--------------|--------------|--------------|-------------|--------------|--------------|--------------|--------------|-------------|--------------|---------------------|--------------|--------------|--------------------------------|--------------|--------------|
|                        | TOTAL                     | LESS YEAR   | 1 5          | 6 10         | 11 15       | 16 20        | MORE 20      | LESS 10      | MORE 10      | LESS 30K    | 31K 50K      | 50K 75K      | 75K 100K     | 100K 125K    | 125K 150K   | MORE 150K    | LESS 50K            | 51K 100K     | MORE 100K    | RESI DENT                      | BAL ANCE     | TOUR IST     |
| TOTAL                  | 861<br>100.0              | 15<br>100.0 | 154<br>100.0 | 111<br>100.0 | 93<br>100.0 | 111<br>100.0 | 377<br>100.0 | 280<br>100.0 | 581<br>100.0 | 47<br>100.0 | 108<br>100.0 | 147<br>100.0 | 133<br>100.0 | 130<br>100.0 | 55<br>100.0 | 124<br>100.0 | 155<br>100.0        | 280<br>100.0 | 309<br>100.0 | 56<br>100.0                    | 236<br>100.0 | 484<br>100.0 |
| Extremely Satisfied    | 728<br>84.5               | 14<br>93.4  | 132<br>86.1  | 91<br>81.9   | 78<br>83.6  | 85<br>76.6   | 327<br>86.8  | 237<br>84.8  | 490<br>84.3  | 42<br>88.5  | 98<br>90.6   | 128<br>86.6  | 108<br>81.6  | 111<br>85.0  | 48<br>88.8  | 109<br>88.3  | 140<br>90.0         | 236<br>84.2  | 269<br>87.0  | 50<br>89.3                     | 216<br>91.7  | 387<br>80.0  |
| Somewhat Satisfied     | 280<br>32.6               | 6<br>38.3   | 62<br>40.1   | 35<br>31.5   | 27<br>28.7  | 38<br>34.5   | 113<br>30.0  | 102<br>36.6  | 178<br>30.6  | 17<br>35.6  | 33<br>30.6   | 39<br>26.5   | 45<br>33.5   | 37<br>28.2   | 23<br>42.1  | 53<br>42.5   | 50<br>32.1          | 84<br>29.8   | 112<br>36.4  | 41<br>73.4                     | 95<br>40.1   | 121<br>25.0  |
| Somewhat Dissatisfied  | 447<br>51.9               | 8<br>55.2   | 71<br>46.0   | 56<br>50.5   | 51<br>55.0  | 47<br>42.1   | 214<br>56.8  | 135<br>48.2  | 312<br>53.7  | 25<br>52.9  | 65<br>60.1   | 89<br>60.1   | 64<br>48.1   | 74<br>56.8   | 25<br>46.7  | 57<br>45.8   | 90<br>57.9          | 152<br>54.4  | 156<br>50.6  | 9<br>15.9                      | 122<br>51.6  | 266<br>55.0  |
| Not Satisfied          | 36<br>4.2                 |             | 7<br>4.5     | 8<br>6.9     | 2<br>2.3    | 7<br>6.4     | 12<br>3.2    | 15<br>5.2    | 21<br>3.7    |             | 0.1          | 5<br>3.2     | 10<br>7.3    | 7<br>5.0     | 0.9         | 8<br>6.6     | 0.1                 | 14<br>5.1    | 15<br>4.9    | 1<br>2.7                       | 3<br>1.4     | 29<br>5.9    |
| Extremely Dissatisfied | 19<br>2.2                 |             | 3<br>1.9     | 3<br>2.3     | 2<br>1.6    | 7<br>6.2     | 5<br>1.4     | 5<br>2.0     | 14<br>2.3    | 1<br>1.1    | 1<br>0.8     | 9<br>6.2     | 2<br>1.2     | 3<br>2.2     | 1<br>2.4    | 1<br>0.7     | 1<br>0.8            | 11<br>3.8    | 5<br>1.6     |                                |              | 18<br>3.8    |
| No Opinion             | 78<br>9.1                 | 1<br>6.6    | 11<br>7.4    | 10<br>8.9    | 12<br>12.4  | 12<br>10.8   | 33<br>8.6    | 22<br>8.0    | 56<br>9.7    | 5<br>10.5   | 9<br>8.5     | 6<br>4.0     | 13<br>9.9    | 10<br>7.8    | 4<br>7.9    | 6<br>4.5     | 14<br>9.1           | 19<br>6.8    | 20<br>6.5    | 5<br>8.1                       | 16<br>6.9    | 50<br>10.3   |

Table 28

T28. [SATISFACTION WITH CITY SERVICES] Electric services

|                        | DEVELOPMENT OF NEW<br>HOUSING FOR SALE |             |              |             | DEVELOPMENT OF NEW<br>APARTMENTS |              |             | RATE OF RETAIL AND<br>COMMERICAL GROWTH |              |             | WARD      |           |           |           |           |
|------------------------|----------------------------------------|-------------|--------------|-------------|----------------------------------|--------------|-------------|-----------------------------------------|--------------|-------------|-----------|-----------|-----------|-----------|-----------|
|                        |                                        |             |              |             |                                  |              |             |                                         |              |             |           |           |           |           |           |
|                        | TOTAL                                  | TOO<br>SLOW | RGHT<br>AMNT | TOO<br>FAST | TOO<br>SLOW                      | RGHT<br>AMNT | TOO<br>FAST | TOO<br>SLOW                             | RGHT<br>AMNT | TOO<br>FAST | WARD<br>1 | WARD<br>2 | WARD<br>3 | WARD<br>4 | WARD<br>5 |
| TOTAL                  | 861                                    | 262         | 155          | 353         | 190                              | 130          | 498         | 396                                     | 274          | 116         | 207       | 172       | 164       | 164       | 155       |
|                        | 100.0                                  | 100.0       | 100.0        | 100.0       | 100.0                            | 100.0        | 100.0       | 100.0                                   | 100.0        | 100.0       | 100.0     | 100.0     | 100.0     | 100.0     | 100.0     |
| Extremely              | 728                                    | 225         | 137          | 286         | 163                              | 114          | 411         | 319                                     | 253          | 98          | 180       | 151       | 142       | 129       | 125       |
| Somewhat Combined      | 84.5                                   | 86.0        | 88.1         | 81.2        | 86.3                             | 87.6         | 82.5        | 80.5                                    | 92.3         | 84.3        | 87.1      | 87.9      | 87.0      | 78.7      | 80.8      |
|                        |                                        |             |              |             |                                  |              |             |                                         |              |             |           |           |           |           |           |
| Extremely Satisfied    | 280                                    | 70          | 68           | 111         | 45                               | 54           | 171         | 100                                     | 118          | 45          | 74        | 50        | 50        | 61        | 45        |
|                        | 32.6                                   | 26.9        | 43.8         | 31.5        | 23.8                             | 41.4         | 34.3        | 25.3                                    | 43.2         | 38.9        | 35.6      | 28.9      | 30.7      | 37.5      | 29.4      |
| Somewhat Satisfied     | 447                                    | 155         | 69           | 175         | 118                              | 60           | 240         | 219                                     | 135          | 53          | 106       | 102       | 92        | 67        | 80        |
|                        | 51.9                                   | 59.1        | 44.4         | 49.7        | 62.4                             | 46.3         | 48.2        | 55.3                                    | 49.2         | 45.3        | 51.4      | 59.0      | 56.4      | 41.2      | 51.4      |
| Not Satisfied          | 36                                     | 11          | 7            | 13          | 7                                | 4            | 25          | 20                                      | 7            | 7           | 11        | 9         | 4         | 2         | 10        |
|                        | 4.2                                    | 4.2         | 4.8          | 3.6         | 3.5                              | 3.2          | 5.0         | 5.0                                     | 2.6          | 5.6         | 5.2       | 5.4       | 2.3       | 1.3       | 6.4       |
| Extremely Dissatisfied | 19                                     | 11          | 2            | 5           | 9                                | 1            | 7           | 12                                      | 2            | 1           |           | 4         | 1         | 10        | 4         |
|                        | 2.2                                    | 4.1         | 1.1          | 1.4         | 4.9                              | 0.4          | 1.3         | 3.1                                     | 0.8          | 1.0         |           | 2.2       | 0.7       | 6.0       | 2.7       |
| No Opinion             | 78                                     | 15          | 9            | 49          | 10                               | 11           | 55          | 45                                      | 12           | 11          | 16        | 8         | 16        | 23        | 16        |
|                        | 9.1                                    | 5.7         | 6.0          | 13.8        | 5.3                              | 8.8          | 11.1        | 11.4                                    | 4.3          | 9.1         | 7.7       | 4.5       | 10.0      | 14.0      | 10.1      |

Table 29

T29. [SATISFACTION WITH CITY SERVICES] Broadband (Community Broadband Network)

|                                | GENDER       |              |              | GENZ AND MILLENNIALS |               |              |              | GEN X         |              |             | BOOMERS AND SILENT |              |              |             | CONSOLIDATED AGE |              |              | RACE ETHNICITY |              |             |
|--------------------------------|--------------|--------------|--------------|----------------------|---------------|--------------|--------------|---------------|--------------|-------------|--------------------|--------------|--------------|-------------|------------------|--------------|--------------|----------------|--------------|-------------|
|                                | TOTAL        | MEN          | WO<br>MEN    | GENZ<br>18-24        | MILL<br>25-39 | MILL<br>MEN  | MILL<br>WOM  | GENX<br>40-54 | GENX<br>MEN  | GENX<br>WOM | BOOM<br>55-74      | BOOM<br>MEN  | BOOM<br>WOM  | SLNT<br>75+ | 18-39            | 40-64        | 65<br>PLUS   | WHI<br>TE      | HISP<br>ANIC | OTH         |
| TOTAL                          | 861<br>100.0 | 435<br>100.0 | 424<br>100.0 | 86<br>100.0          | 258<br>100.0  | 127<br>100.0 | 131<br>100.0 | 198<br>100.0  | 106<br>100.0 | 91<br>100.0 | 258<br>100.0       | 131<br>100.0 | 127<br>100.0 | 60<br>100.0 | 344<br>100.0     | 336<br>100.0 | 181<br>100.0 | 603<br>100.0   | 215<br>100.0 | 43<br>100.0 |
| Extremely<br>Somewhat Combined | 336<br>39.1  | 172<br>39.5  | 163<br>38.5  | 32<br>37.7           | 101<br>39.1   | 46<br>36.6   | 54<br>41.4   | 89<br>44.9    | 46<br>43.8   | 42<br>45.9  | 91<br>35.3         | 40<br>30.2   | 51<br>40.4   | 23<br>37.9  | 133<br>38.8      | 138<br>41.2  | 65<br>35.7   | 219<br>36.4    | 99<br>46.1   | 18<br>41.5  |
| Extremely Satisfied            | 105<br>12.2  | 64<br>14.8   | 39<br>9.1    | 10<br>11.2           | 28<br>10.8    | 21<br>16.3   | 7<br>5.2     | 31<br>15.6    | 17<br>16.2   | 13<br>14.4  | 31<br>11.9         | 17<br>12.6   | 14<br>11.0   | 5<br>8.8    | 38<br>10.9       | 49<br>14.5   | 19<br>10.3   | 76<br>12.7     | 20<br>9.3    | 8<br>19.5   |
| Somewhat Satisfied             | 232<br>26.9  | 107<br>24.7  | 124<br>29.3  | 23<br>26.5           | 73<br>28.3    | 26<br>20.2   | 47<br>36.2   | 58<br>29.2    | 29<br>27.6   | 29<br>31.5  | 60<br>23.4         | 23<br>17.6   | 37<br>29.4   | 18<br>29.1  | 96<br>27.8       | 90<br>26.8   | 46<br>25.5   | 143<br>23.7    | 79<br>36.8   | 9<br>22.0   |
| Not Satisfied                  | 122<br>14.2  | 64<br>14.8   | 58<br>13.6   | 15<br>17.5           | 32<br>12.5    | 16<br>12.5   | 16<br>12.5   | 32<br>16.1    | 19<br>17.8   | 13<br>14.3  | 37<br>14.2         | 26<br>19.7   | 11<br>8.4    | 6<br>10.7   | 47<br>13.8       | 51<br>15.1   | 24<br>13.3   | 99<br>16.4     | 19<br>8.8    | 4<br>10.0   |
| Extremely Dissatisfied         | 62<br>7.2    | 39<br>8.9    | 23<br>5.3    |                      | 25<br>9.6     | 16<br>12.6   | 9<br>6.7     | 15<br>7.5     | 9<br>8.8     | 5<br>5.5    | 19<br>7.5          | 11<br>8.6    | 8<br>6.3     | 3<br>5.1    | 25<br>7.2        | 23<br>6.9    | 14<br>7.7    | 35<br>5.7      | 21<br>10.0   | 6<br>13.6   |
| No Opinion                     | 340<br>39.5  | 160<br>36.8  | 180<br>42.5  | 39<br>44.7           | 100<br>38.8   | 49<br>38.4   | 51<br>39.4   | 63<br>31.6    | 31<br>29.6   | 31<br>34.3  | 111<br>43.0        | 54<br>41.5   | 57<br>44.8   | 28<br>46.3  | 139<br>40.3      | 123<br>36.7  | 78<br>43.3   | 250<br>41.4    | 76<br>35.1   | 15<br>34.9  |

Table 29

T29. [SATISFACTION WITH CITY SERVICES] Broadband (Community Broadband Network)

|                        | LIVED IN GLENWOOD SPRINGS |           |       |       |       |       |         |         |         | INCOME   |         |         |          |           |           |           | CONSOLIDATED INCOME |          |           | FOCUS ON RESIDENTS VS TOURISTS |          |          |
|------------------------|---------------------------|-----------|-------|-------|-------|-------|---------|---------|---------|----------|---------|---------|----------|-----------|-----------|-----------|---------------------|----------|-----------|--------------------------------|----------|----------|
|                        | TOTAL                     | LESS YEAR | 1 5   | 6 10  | 11 15 | 16 20 | MORE 20 | LESS 10 | MORE 10 | LESS 30K | 31K 50K | 50K 75K | 75K 100K | 100K 125K | 125K 150K | MORE 150K | LESS 50K            | 51K 100K | MORE 100K | RESI DENT                      | BAL ANCE | TOUR IST |
| TOTAL                  | 861                       | 15        | 154   | 111   | 93    | 111   | 377     | 280     | 581     | 47       | 108     | 147     | 133      | 130       | 55        | 124       | 155                 | 280      | 309       | 56                             | 236      | 484      |
|                        | 100.0                     | 100.0     | 100.0 | 100.0 | 100.0 | 100.0 | 100.0   | 100.0   | 100.0   | 100.0    | 100.0   | 100.0   | 100.0    | 100.0     | 100.0     | 100.0     | 100.0               | 100.0    | 100.0     | 100.0                          | 100.0    | 100.0    |
| Extremely              | 336                       | 5         | 62    | 41    | 40    | 48    | 140     | 108     | 229     | 11       | 64      | 43      | 56       | 48        | 23        | 59        | 75                  | 99       | 129       | 40                             | 109      | 153      |
| Somewhat Combined      | 39.1                      | 34.7      | 40.1  | 36.7  | 43.2  | 43.6  | 37.2    | 38.4    | 39.4    | 24.2     | 59.4    | 29.4    | 41.9     | 36.9      | 41.5      | 47.4      | 48.6                | 35.3     | 41.9      | 72.5                           | 46.1     | 31.6     |
| Extremely Satisfied    | 105                       | 1         | 19    | 17    | 16    | 20    | 33      | 37      | 68      | 2        | 14      | 9       | 11       | 15        | 9         | 33        | 16                  | 19       | 56        | 33                             | 34       | 36       |
|                        | 12.2                      | 9.1       | 12.1  | 15.3  | 16.7  | 17.7  | 8.7     | 13.2    | 11.7    | 4.3      | 13.1    | 5.9     | 8.2      | 11.4      | 16.0      | 26.5      | 10.4                | 7.0      | 18.3      | 58.5                           | 14.3     | 7.4      |
| Somewhat Satisfied     | 232                       | 4         | 43    | 24    | 25    | 29    | 108     | 71      | 161     | 9        | 50      | 35      | 45       | 33        | 14        | 26        | 59                  | 80       | 73        | 8                              | 75       | 117      |
|                        | 26.9                      | 25.7      | 28.0  | 21.4  | 26.5  | 25.9  | 28.5    | 25.2    | 27.7    | 19.9     | 46.3    | 23.5    | 33.8     | 25.4      | 25.5      | 20.9      | 38.2                | 28.4     | 23.6      | 14.0                           | 31.9     | 24.3     |
| Not Satisfied          | 122                       |           | 17    | 15    | 20    | 7     | 63      | 32      | 91      | 6        | 9       | 36      | 21       | 19        | 4         | 19        | 14                  | 57       | 42        | 4                              | 22       | 88       |
|                        | 14.2                      |           | 10.7  | 13.5  | 21.9  | 6.7   | 16.7    | 11.3    | 15.6    | 11.9     | 7.9     | 24.2    | 15.8     | 14.9      | 7.6       | 15.1      | 9.1                 | 20.2     | 13.7      | 7.6                            | 9.2      | 18.3     |
| Extremely Dissatisfied | 62                        | 1         | 10    | 14    | 5     | 12    | 19      | 25      | 37      | 3        | 7       | 12      | 6        | 11        | 3         | 9         | 10                  | 18       | 24        | 2                              | 13       | 41       |
|                        | 7.2                       | 6.6       | 6.6   | 12.5  | 5.9   | 10.8  | 5.2     | 8.9     | 6.3     | 6.5      | 6.8     | 8.1     | 4.8      | 8.3       | 6.3       | 7.5       | 6.7                 | 6.5      | 7.7       | 3.6                            | 5.5      | 8.5      |
| No Opinion             | 340                       | 9         | 65    | 41    | 27    | 43    | 154     | 116     | 225     | 27       | 28      | 56      | 50       | 52        | 24        | 37        | 55                  | 106      | 113       | 9                              | 92       | 201      |
|                        | 39.5                      | 58.7      | 42.6  | 37.3  | 29.1  | 38.9  | 41.0    | 41.3    | 38.7    | 57.5     | 25.9    | 38.3    | 37.5     | 40.0      | 44.6      | 29.9      | 35.6                | 37.9     | 36.8      | 16.3                           | 39.2     | 41.6     |



Table 29

T29. [SATISFACTION WITH CITY SERVICES] Broadband (Community Broadband Network)

|                        | DEVELOPMENT OF NEW<br>HOUSING FOR SALE |             |              |             | DEVELOPMENT OF NEW<br>APARTMENTS |              |             | RATE OF RETAIL AND<br>COMMERICAL GROWTH |              |             | WARD      |           |           |           |           |
|------------------------|----------------------------------------|-------------|--------------|-------------|----------------------------------|--------------|-------------|-----------------------------------------|--------------|-------------|-----------|-----------|-----------|-----------|-----------|
|                        |                                        |             |              |             |                                  |              |             |                                         |              |             |           |           |           |           |           |
|                        | TOTAL                                  | TOO<br>SLOW | RGHT<br>AMNT | TOO<br>FAST | TOO<br>SLOW                      | RGHT<br>AMNT | TOO<br>FAST | TOO<br>SLOW                             | RGHT<br>AMNT | TOO<br>FAST | WARD<br>1 | WARD<br>2 | WARD<br>3 | WARD<br>4 | WARD<br>5 |
| TOTAL                  | 861                                    | 262         | 155          | 353         | 190                              | 130          | 498         | 396                                     | 274          | 116         | 207       | 172       | 164       | 164       | 155       |
|                        | 100.0                                  | 100.0       | 100.0        | 100.0       | 100.0                            | 100.0        | 100.0       | 100.0                                   | 100.0        | 100.0       | 100.0     | 100.0     | 100.0     | 100.0     | 100.0     |
| Extremely              | 336                                    | 117         | 56           | 124         | 84                               | 55           | 181         | 146                                     | 103          | 62          | 79        | 87        | 63        | 52        | 56        |
| Somewhat Combined      | 39.1                                   | 44.8        | 36.3         | 35.3        | 44.2                             | 42.7         | 36.4        | 36.9                                    | 37.5         | 53.1        | 38.4      | 50.5      | 38.2      | 31.8      | 35.9      |
|                        |                                        |             |              |             |                                  |              |             |                                         |              |             |           |           |           |           |           |
| Extremely Satisfied    | 105                                    | 33          | 15           | 51          | 21                               | 20           | 59          | 35                                      | 27           | 34          | 16        | 15        | 30        | 26        | 18        |
|                        | 12.2                                   | 12.5        | 10.0         | 14.5        | 11.3                             | 15.5         | 11.9        | 8.9                                     | 9.9          | 29.6        | 7.6       | 8.8       | 18.2      | 16.1      | 11.5      |
| Somewhat Satisfied     | 232                                    | 85          | 41           | 73          | 62                               | 35           | 122         | 111                                     | 76           | 27          | 64        | 72        | 33        | 26        | 38        |
|                        | 26.9                                   | 32.4        | 26.4         | 20.8        | 32.9                             | 27.2         | 24.4        | 27.9                                    | 27.7         | 23.5        | 30.8      | 41.7      | 20.1      | 15.6      | 24.4      |
| Not Satisfied          | 122                                    | 41          | 16           | 58          | 27                               | 14           | 77          | 59                                      | 37           | 16          | 19        | 28        | 19        | 25        | 31        |
|                        | 14.2                                   | 15.6        | 10.4         | 16.4        | 14.0                             | 11.0         | 15.4        | 14.9                                    | 13.4         | 13.6        | 9.2       | 16.5      | 11.9      | 15.0      | 19.9      |
| Extremely Dissatisfied | 62                                     | 22          | 10           | 22          | 19                               | 7            | 35          | 40                                      | 8            | 11          | 19        | 4         | 4         | 20        | 15        |
|                        | 7.2                                    | 8.5         | 6.5          | 6.3         | 9.8                              | 5.2          | 7.0         | 10.0                                    | 2.8          | 9.8         | 9.1       | 2.6       | 2.2       | 12.5      | 9.4       |
| No Opinion             | 340                                    | 81          | 73           | 148         | 61                               | 53           | 205         | 152                                     | 127          | 27          | 89        | 52        | 78        | 67        | 54        |
|                        | 39.5                                   | 31.1        | 46.8         | 42.0        | 32.0                             | 41.1         | 41.3        | 38.2                                    | 46.2         | 23.5        | 43.3      | 30.4      | 47.6      | 40.8      | 34.8      |

Table 30

T30. [SATISFACTION WITH CITY SERVICES] Ride Glenwood Springs

|                        | GENDER |       |        | GENZ AND MILLENNIALS |            |          |          | GEN X      |          |          | BOOMERS AND SILENT |          |          |          | CONSOLIDATED AGE |       |         | RACE ETHNICITY |           |       |
|------------------------|--------|-------|--------|----------------------|------------|----------|----------|------------|----------|----------|--------------------|----------|----------|----------|------------------|-------|---------|----------------|-----------|-------|
|                        | TOTAL  | MEN   | WO MEN | GENZ 18-24           | MILL 25-39 | MILL MEN | MILL WOM | GENX 40-54 | GENX MEN | GENX WOM | BOOM 55-74         | BOOM MEN | BOOM WOM | SLNT 75+ | 18-39            | 40-64 | 65 PLUS | WHI TE         | HISP ANIC | OTH   |
| TOTAL                  | 861    | 435   | 424    | 86                   | 258        | 127      | 131      | 198        | 106      | 91       | 258                | 131      | 127      | 60       | 344              | 336   | 181     | 603            | 215       | 43    |
|                        | 100.0  | 100.0 | 100.0  | 100.0                | 100.0      | 100.0    | 100.0    | 100.0      | 100.0    | 100.0    | 100.0              | 100.0    | 100.0    | 100.0    | 100.0            | 100.0 | 100.0   | 100.0          | 100.0     | 100.0 |
| Extremely              | 436    | 195   | 239    | 72                   | 116        | 41       | 75       | 101        | 57       | 43       | 115                | 49       | 66       | 32       | 188              | 165   | 83      | 259            | 149       | 28    |
| Somewhat Combined      | 50.7   | 44.8  | 56.5   | 83.5                 | 45.0       | 32.1     | 57.4     | 51.2       | 54.1     | 47.5     | 44.5               | 37.2     | 52.0     | 52.6     | 54.7             | 49.2  | 45.9    | 43.0           | 69.2      | 65.7  |
| Extremely Satisfied    | 182    | 79    | 100    | 43                   | 47         | 24       | 23       | 35         | 13       | 21       | 46                 | 16       | 31       | 10       | 90               | 63    | 28      | 83             | 86        | 12    |
|                        | 21.1   | 18.3  | 23.7   | 49.9                 | 18.3       | 18.9     | 17.5     | 17.5       | 12.7     | 22.7     | 18.0               | 11.8     | 24.1     | 16.8     | 26.2             | 18.8  | 15.5    | 13.8           | 39.9      | 28.5  |
| Somewhat Satisfied     | 255    | 115   | 139    | 29                   | 69         | 17       | 52       | 67         | 44       | 23       | 69                 | 33       | 35       | 22       | 98               | 102   | 55      | 176            | 63        | 16    |
|                        | 29.6   | 26.5  | 32.8   | 33.7                 | 26.7       | 13.2     | 39.9     | 33.7       | 41.4     | 24.9     | 26.5               | 25.3     | 27.9     | 35.8     | 28.4             | 30.4  | 30.3    | 29.2           | 29.3      | 37.3  |
| Not Satisfied          | 78     | 45    | 33     | 2                    | 34         | 19       | 15       | 16         | 9        | 6        | 20                 | 12       | 8        | 6        | 36               | 23    | 18      | 52             | 23        | 3     |
|                        | 9.0    | 10.3  | 7.7    | 2.2                  | 13.3       | 15.3     | 11.4     | 7.9        | 8.5      | 7.1      | 7.7                | 8.9      | 6.4      | 10.0     | 10.5             | 6.9   | 10.1    | 8.6            | 10.5      | 7.3   |
| Extremely Dissatisfied | 35     | 26    | 9      |                      | 17         | 13       | 4        | 11         | 8        | 3        | 6                  | 5        | 1        | 1        | 17               | 13    | 5       | 24             | 10        | 1     |
|                        | 4.1    | 5.9   | 2.2    |                      | 6.6        | 9.9      | 3.3      | 5.6        | 7.6      | 3.4      | 2.2                | 3.9      | 0.4      | 2.3      | 4.9              | 3.9   | 2.9     | 4.1            | 4.6       | 1.8   |
| No Opinion             | 312    | 169   | 142    | 12                   | 91         | 54       | 36       | 70         | 32       | 38       | 118                | 66       | 52       | 21       | 103              | 134   | 74      | 267            | 34        | 11    |
|                        | 36.2   | 38.9  | 33.6   | 14.3                 | 35.1       | 42.7     | 27.9     | 35.3       | 29.7     | 41.9     | 45.7               | 50.1     | 41.2     | 35.1     | 29.9             | 40.0  | 41.2    | 44.4           | 15.7      | 25.1  |

Table 30

T30. [SATISFACTION WITH CITY SERVICES] Ride Glenwood Springs

|                        | LIVED IN GLENWOOD SPRINGS |           |       |       |       |       |         |         |         | INCOME   |         |         |          |           |           |           | CONSOLIDATED INCOME |          |           | FOCUS ON RESIDENTS VS TOURISTS |          |          |
|------------------------|---------------------------|-----------|-------|-------|-------|-------|---------|---------|---------|----------|---------|---------|----------|-----------|-----------|-----------|---------------------|----------|-----------|--------------------------------|----------|----------|
|                        | TOTAL                     | LESS YEAR | 1 5   | 6 10  | 11 15 | 16 20 | MORE 20 | LESS 10 | MORE 10 | LESS 30K | 31K 50K | 50K 75K | 75K 100K | 100K 125K | 125K 150K | MORE 150K | LESS 50K            | 51K 100K | MORE 100K | RESI DENT                      | BAL ANCE | TOUR IST |
| TOTAL                  | 861                       | 15        | 154   | 111   | 93    | 111   | 377     | 280     | 581     | 47       | 108     | 147     | 133      | 130       | 55        | 124       | 155                 | 280      | 309       | 56                             | 236      | 484      |
|                        | 100.0                     | 100.0     | 100.0 | 100.0 | 100.0 | 100.0 | 100.0   | 100.0   | 100.0   | 100.0    | 100.0   | 100.0   | 100.0    | 100.0     | 100.0     | 100.0     | 100.0               | 100.0    | 100.0     | 100.0                          | 100.0    | 100.0    |
| Extremely              | 436                       | 8         | 69    | 50    | 60    | 49    | 201     | 127     | 309     | 38       | 83      | 67      | 67       | 49        | 33        | 32        | 121                 | 134      | 114       | 47                             | 130      | 216      |
| Somewhat Combined      | 50.7                      | 55.8      | 44.9  | 44.8  | 63.9  | 44.0  | 53.2    | 45.4    | 53.2    | 80.1     | 77.4    | 45.4    | 50.3     | 37.6      | 59.6      | 26.1      | 78.3                | 47.7     | 36.9      | 84.4                           | 55.3     | 44.8     |
| Extremely Satisfied    | 182                       | 7         | 27    | 17    | 21    | 14    | 97      | 50      | 132     | 17       | 46      | 17      | 18       | 15        | 11        | 16        | 63                  | 36       | 43        | 37                             | 62       | 71       |
|                        | 21.1                      | 45.3      | 17.3  | 15.0  | 22.0  | 13.0  | 25.6    | 17.8    | 22.6    | 35.8     | 42.9    | 11.8    | 13.9     | 11.5      | 20.6      | 13.2      | 40.8                | 12.8     | 13.8      | 66.5                           | 26.1     | 14.7     |
| Somewhat Satisfied     | 255                       | 2         | 43    | 33    | 39    | 34    | 104     | 77      | 178     | 21       | 37      | 50      | 48       | 34        | 21        | 16        | 58                  | 98       | 71        | 10                             | 69       | 145      |
|                        | 29.6                      | 10.6      | 27.7  | 29.8  | 42.0  | 31.0  | 27.6    | 27.6    | 30.5    | 44.3     | 34.5    | 33.7    | 36.4     | 26.1      | 39.0      | 12.9      | 37.5                | 35.0     | 23.1      | 17.9                           | 29.1     | 30.0     |
| Not Satisfied          | 78                        |           | 10    | 14    | 5     | 12    | 37      | 24      | 54      | 0.8      | 3       | 12      | 17       | 20        | 2         | 15        | 3                   | 29       | 37        |                                | 20       | 51       |
|                        | 9.0                       |           | 6.2   | 13.0  | 5.4   | 10.7  | 9.7     | 8.6     | 9.2     |          | 2.9     | 7.9     | 13.1     | 15.6      | 3.4       | 12.1      | 2.2                 | 10.3     | 12.1      |                                | 8.5      | 10.5     |
| Extremely Dissatisfied | 35                        |           | 4     | 5     | 2     | 13    | 11      | 9       | 27      | 2        | 1       | 13      | 0.3      | 5         | 1         | 7         | 3                   | 14       | 13        | 1                              | 8        | 25       |
|                        | 4.1                       |           | 2.4   | 4.5   | 2.6   | 11.6  | 3.0     | 3.1     | 4.6     | 4.0      | 1.3     | 8.9     |          | 3.8       | 2.4       | 5.7       | 2.1                 | 4.8      | 4.3       | 1.2                            | 3.3      | 5.1      |
| No Opinion             | 312                       | 7         | 71    | 42    | 26    | 37    | 128     | 120     | 192     | 7        | 20      | 56      | 48       | 56        | 19        | 69        | 27                  | 104      | 144       | 8                              | 78       | 192      |
|                        | 36.2                      | 44.2      | 46.4  | 37.8  | 28.1  | 33.7  | 34.1    | 42.9    | 33.0    | 15.0     | 18.4    | 37.8    | 36.4     | 43.0      | 34.6      | 56.0      | 17.4                | 37.1     | 46.7      | 14.4                           | 32.9     | 39.6     |

Table 30

T30. [SATISFACTION WITH CITY SERVICES] Ride Glenwood Springs

|                        | DEVELOPMENT OF NEW<br>HOUSING FOR SALE |             |              | DEVELOPMENT OF NEW<br>APARTMENTS |             |              | RATE OF RETAIL AND<br>COMMERICAL GROWTH |             |              | WARD        |           |           |           |           |           |
|------------------------|----------------------------------------|-------------|--------------|----------------------------------|-------------|--------------|-----------------------------------------|-------------|--------------|-------------|-----------|-----------|-----------|-----------|-----------|
|                        |                                        |             |              |                                  |             |              |                                         |             |              |             |           |           |           |           |           |
|                        | TOTAL                                  | TOO<br>SLOW | RGHT<br>AMNT | TOO<br>FAST                      | TOO<br>SLOW | RGHT<br>AMNT | TOO<br>FAST                             | TOO<br>SLOW | RGHT<br>AMNT | TOO<br>FAST | WARD<br>1 | WARD<br>2 | WARD<br>3 | WARD<br>4 | WARD<br>5 |
| TOTAL                  | 861                                    | 262         | 155          | 353                              | 190         | 130          | 498                                     | 396         | 274          | 116         | 207       | 172       | 164       | 164       | 155       |
|                        | 100.0                                  | 100.0       | 100.0        | 100.0                            | 100.0       | 100.0        | 100.0                                   | 100.0       | 100.0        | 100.0       | 100.0     | 100.0     | 100.0     | 100.0     | 100.0     |
| Extremely              | 436                                    | 121         | 62           | 209                              | 99          | 64           | 257                                     | 200         | 133          | 76          | 92        | 99        | 79        | 101       | 65        |
| Somewhat Combined      | 50.7                                   | 46.4        | 40.0         | 59.2                             | 52.4        | 49.5         | 51.5                                    | 50.4        | 48.4         | 65.4        | 44.6      | 57.5      | 48.4      | 61.7      | 42.0      |
|                        |                                        |             |              |                                  |             |              |                                         |             |              |             |           |           |           |           |           |
| Extremely Satisfied    | 182                                    | 46          | 20           | 96                               | 46          | 19           | 110                                     | 74          | 48           | 48          | 34        | 50        | 29        | 53        | 16        |
|                        | 21.1                                   | 17.7        | 12.7         | 27.1                             | 24.2        | 14.8         | 22.1                                    | 18.7        | 17.5         | 40.9        | 16.7      | 29.0      | 17.5      | 32.3      | 10.0      |
| Somewhat Satisfied     | 255                                    | 75          | 42           | 113                              | 54          | 45           | 147                                     | 126         | 85           | 29          | 58        | 49        | 51        | 48        | 49        |
|                        | 29.6                                   | 28.7        | 27.3         | 32.1                             | 28.2        | 34.7         | 29.5                                    | 31.7        | 30.9         | 24.5        | 27.9      | 28.5      | 30.9      | 29.4      | 31.9      |
| Not Satisfied          | 78                                     | 34          | 19           | 19                               | 17          | 12           | 46                                      | 42          | 17           | 15          | 17        | 15        | 12        | 14        | 19        |
|                        | 9.0                                    | 12.9        | 12.4         | 5.5                              | 8.8         | 8.9          | 9.3                                     | 10.6        | 6.3          | 12.8        | 8.5       | 8.9       | 7.1       | 8.4       | 12.5      |
| Extremely Dissatisfied | 35                                     | 15          | 8            | 11                               | 9           | 7            | 18                                      | 20          | 11           | 3           | 7         | 4         | 3         | 14        | 7         |
|                        | 4.1                                    | 5.8         | 5.0          | 3.1                              | 4.9         | 5.1          | 3.7                                     | 5.0         | 4.0          | 2.8         | 3.4       | 2.4       | 2.0       | 8.4       | 4.5       |
| No Opinion             | 312                                    | 91          | 66           | 114                              | 64          | 47           | 177                                     | 135         | 113          | 22          | 90        | 54        | 69        | 35        | 64        |
|                        | 36.2                                   | 34.9        | 42.6         | 32.2                             | 33.9        | 36.5         | 35.5                                    | 34.0        | 41.3         | 19.1        | 43.6      | 31.2      | 42.5      | 21.5      | 41.0      |



Table 31

T31. [SATISFACTION WITH CITY SERVICES] City parks, pedestrian trails, and bicycle trails

|                        | GENDER |       |        | GENZ AND MILLENNIALS |            |          |          | GEN X      |          |          | BOOMERS AND SILENT |          |          |          | CONSOLIDATED AGE |       |         | RACE ETHNICITY |           |       |
|------------------------|--------|-------|--------|----------------------|------------|----------|----------|------------|----------|----------|--------------------|----------|----------|----------|------------------|-------|---------|----------------|-----------|-------|
|                        | TOTAL  | MEN   | WO MEN | GENZ 18-24           | MILL 25-39 | MILL MEN | MILL WOM | GENX 40-54 | GENX MEN | GENX WOM | BOOM 55-74         | BOOM MEN | BOOM WOM | SLNT 75+ | 18-39            | 40-64 | 65 PLUS | WHI TE         | HISP ANIC | OTH   |
| TOTAL                  | 861    | 435   | 424    | 86                   | 258        | 127      | 131      | 198        | 106      | 91       | 258                | 131      | 127      | 60       | 344              | 336   | 181     | 603            | 215       | 43    |
|                        | 100.0  | 100.0 | 100.0  | 100.0                | 100.0      | 100.0    | 100.0    | 100.0      | 100.0    | 100.0    | 100.0              | 100.0    | 100.0    | 100.0    | 100.0            | 100.0 | 100.0   | 100.0          | 100.0     | 100.0 |
| Extremely              | 775    | 377   | 396    | 86                   | 235        | 110      | 124      | 177        | 92       | 84       | 226                | 110      | 116      | 51       | 321              | 298   | 156     | 528            | 207       | 40    |
| Somewhat Combined      | 90.0   | 86.6  | 93.5   | 100.0                | 90.8       | 86.9     | 94.7     | 89.3       | 86.8     | 92.6     | 87.4               | 83.5     | 91.4     | 85.3     | 93.1             | 88.6  | 86.5    | 87.7           | 96.0      | 92.3  |
| Extremely Satisfied    | 360    | 174   | 185    | 52                   | 105        | 58       | 47       | 81         | 43       | 37       | 100                | 39       | 61       | 23       | 157              | 143   | 61      | 232            | 110       | 18    |
|                        | 41.8   | 39.9  | 43.6   | 60.1                 | 40.6       | 45.2     | 35.7     | 41.0       | 41.0     | 40.8     | 38.5               | 29.4     | 47.9     | 38.2     | 45.5             | 42.5  | 33.7    | 38.5           | 51.1      | 42.0  |
| Somewhat Satisfied     | 414    | 203   | 211    | 34                   | 130        | 53       | 77       | 96         | 49       | 47       | 126                | 71       | 55       | 28       | 164              | 155   | 95      | 296            | 97        | 22    |
|                        | 48.1   | 46.7  | 49.9   | 39.9                 | 50.3       | 41.6     | 58.9     | 48.3       | 45.8     | 51.8     | 48.9               | 54.1     | 43.5     | 47.1     | 47.7             | 46.1  | 52.8    | 49.1           | 44.9      | 50.3  |
| Not Satisfied          | 63     | 45    | 18     |                      | 21         | 16       | 5        | 16         | 12       | 5        | 21                 | 14       | 6        | 6        | 21               | 29    | 14      | 53             | 9         | 1     |
|                        | 7.3    | 10.4  | 4.3    |                      | 7.9        | 12.5     | 3.5      | 8.2        | 10.9     | 5.3      | 8.0                | 10.8     | 5.1      | 9.6      | 6.0              | 8.6   | 7.7     | 8.9            | 4.0       | 3.2   |
| Extremely Dissatisfied | 15     | 9     | 6      |                      | 3          | 1        | 2        | 4          | 2        | 2        | 6                  | 4        | 3        | 2        | 3                | 7     | 5       | 14             |           | 1     |
|                        | 1.8    | 2.0   | 1.5    |                      | 1.1        | 0.6      | 1.5      | 2.0        | 1.9      | 2.1      | 2.4                | 2.8      | 2.0      | 3.8      | 0.8              | 2.1   | 2.9     | 2.4            |           | 1.7   |
| No Opinion             | 8      | 4     | 3      |                      | 0.2        |          | 0.3      | 1          | 0.4      |          | 6                  | 4        | 2        | 1        | 0.1              | 2     | 5       | 7              |           | 1     |
|                        | 0.9    | 1.0   | 0.7    |                      |            |          |          | 0.4        |          |          | 2.2                | 2.9      | 1.5      | 1.4      |                  | 0.7   | 2.9     | 1.1            |           | 2.8   |

Table 31

T31. [SATISFACTION WITH CITY SERVICES] City parks, pedestrian trails, and bicycle trails

|                        | LIVED IN GLENWOOD SPRINGS |           |       |       |       |       |         |         |         | INCOME   |         |         |          |           |           |           | CONSOLIDATED INCOME |          |           | FOCUS ON RESIDENTS VS TOURISTS |          |          |
|------------------------|---------------------------|-----------|-------|-------|-------|-------|---------|---------|---------|----------|---------|---------|----------|-----------|-----------|-----------|---------------------|----------|-----------|--------------------------------|----------|----------|
|                        | TOTAL                     | LESS YEAR | 1 5   | 6 10  | 11 15 | 16 20 | MORE 20 | LESS 10 | MORE 10 | LESS 30K | 31K 50K | 50K 75K | 75K 100K | 100K 125K | 125K 150K | MORE 150K | LESS 50K            | 51K 100K | MORE 100K | RESI DENT                      | BAL ANCE | TOUR IST |
| TOTAL                  | 861                       | 15        | 154   | 111   | 93    | 111   | 377     | 280     | 581     | 47       | 108     | 147     | 133      | 130       | 55        | 124       | 155                 | 280      | 309       | 56                             | 236      | 484      |
|                        | 100.0                     | 100.0     | 100.0 | 100.0 | 100.0 | 100.0 | 100.0   | 100.0   | 100.0   | 100.0    | 100.0   | 100.0   | 100.0    | 100.0     | 100.0     | 100.0     | 100.0               | 100.0    | 100.0     | 100.0                          | 100.0    | 100.0    |
| Extremely              | 775                       | 13        | 142   | 100   | 86    | 97    | 336     | 256     | 519     | 44       | 102     | 128     | 125      | 116       | 50        | 105       | 146                 | 253      | 271       | 54                             | 220      | 424      |
| Somewhat Combined      | 90.0                      | 91.4      | 92.2  | 90.2  | 92.4  | 87.4  | 89.1    | 91.4    | 89.3    | 93.4     | 94.4    | 87.0    | 94.3     | 89.1      | 91.5      | 84.7      | 94.1                | 90.5     | 87.8      | 96.8                           | 93.6     | 87.7     |
| Extremely Satisfied    | 360                       | 9         | 80    | 40    | 42    | 34    | 155     | 129     | 231     | 23       | 71      | 48      | 51       | 48        | 26        | 39        | 94                  | 99       | 113       | 44                             | 124      | 165      |
|                        | 41.8                      | 63.4      | 52.0  | 36.1  | 44.6  | 30.6  | 41.2    | 46.3    | 39.7    | 49.0     | 65.6    | 32.6    | 38.3     | 36.6      | 48.2      | 31.7      | 60.5                | 35.3     | 36.7      | 78.9                           | 52.7     | 34.2     |
| Somewhat Satisfied     | 414                       | 4         | 62    | 60    | 45    | 63    | 181     | 126     | 288     | 21       | 31      | 80      | 74       | 68        | 24        | 66        | 52                  | 155      | 158       | 10                             | 96       | 259      |
|                        | 48.1                      | 27.9      | 40.2  | 54.2  | 47.7  | 56.9  | 47.9    | 45.1    | 49.6    | 44.4     | 28.8    | 54.4    | 56.0     | 52.5      | 43.4      | 53.0      | 33.6                | 55.2     | 51.1      | 17.9                           | 40.9     | 53.5     |
| Not Satisfied          | 63                        | 1         | 7     | 7     | 6     | 10    | 32      | 15      | 48      | 1        | 4       | 16      | 6        | 13        | 4         | 14        | 5                   | 21       | 31        | 1                              | 15       | 43       |
|                        | 7.3                       | 8.6       | 4.6   | 6.2   | 6.9   | 8.7   | 8.5     | 5.5     | 8.3     | 2.8      | 3.8     | 10.8    | 4.2      | 9.8       | 6.7       | 11.7      | 3.5                 | 7.6      | 10.0      | 1.1                            | 6.2      | 8.9      |
| Extremely Dissatisfied | 15                        |           | 4     | 4     | 1     | 3     | 3       | 8       | 7       | 1        | 1       | 2       | 2        | 1         | 1         | 3         | 2                   | 4        | 4         |                                |          | 12       |
|                        | 1.8                       |           | 2.9   | 3.6   | 0.5   | 2.6   | 0.9     | 3.0     | 1.2     | 1.9      | 0.8     | 1.4     | 1.2      | 0.6       | 1.5       | 2.3       | 1.1                 | 1.3      | 1.4       |                                |          | 2.4      |
| No Opinion             | 8                         |           | 0.3   |       | 0.2   | 1     | 6       | 0.2     | 7       | 1        | 1       | 1       | 0.3      | 1         | 0.3       | 2         | 2                   | 2        | 2         | 1                              | 0.2      | 5        |
|                        | 0.9                       |           |       |       |       | 1.3   | 1.5     |         | 1.3     | 1.9      | 1.0     | 0.8     |          | 0.5       |           | 1.3       | 1.3                 | 0.6      | 0.8       | 2.1                            |          | 1.0      |

Table 31

T31. [SATISFACTION WITH CITY SERVICES] City parks, pedestrian trails, and bicycle trails

|                        | DEVELOPMENT OF NEW HOUSING FOR SALE |              |              |              | DEVELOPMENT OF NEW APARTMENTS |              |              | RATE OF RETAIL AND COMMERCIAL GROWTH |              |              | WARD         |              |              |              |              |
|------------------------|-------------------------------------|--------------|--------------|--------------|-------------------------------|--------------|--------------|--------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
|                        | TOTAL                               | TOO SLOW     | RGHT AMNT    | TOO FAST     | TOO SLOW                      | RGHT AMNT    | TOO FAST     | TOO SLOW                             | RGHT AMNT    | TOO FAST     | WARD 1       | WARD 2       | WARD 3       | WARD 4       | WARD 5       |
| TOTAL                  | 861<br>100.0                        | 262<br>100.0 | 155<br>100.0 | 353<br>100.0 | 190<br>100.0                  | 130<br>100.0 | 498<br>100.0 | 396<br>100.0                         | 274<br>100.0 | 116<br>100.0 | 207<br>100.0 | 172<br>100.0 | 164<br>100.0 | 164<br>100.0 | 155<br>100.0 |
| Extremely Satisfied    | 775<br>90.0                         | 235<br>89.8  | 137<br>88.3  | 321<br>91.0  | 172<br>90.9                   | 109<br>83.9  | 455<br>91.5  | 352<br>88.7                          | 249<br>90.8  | 106<br>91.0  | 185<br>89.7  | 152<br>88.5  | 152<br>92.8  | 144<br>88.2  | 141<br>90.9  |
| Somewhat Satisfied     |                                     |              |              |              |                               |              |              |                                      |              |              |              |              |              |              |              |
| Not Satisfied          |                                     |              |              |              |                               |              |              |                                      |              |              |              |              |              |              |              |
| Extremely Dissatisfied |                                     |              |              |              |                               |              |              |                                      |              |              |              |              |              |              |              |
| No Opinion             |                                     |              |              |              |                               |              |              |                                      |              |              |              |              |              |              |              |
| Extremely Satisfied    | 360<br>41.8                         | 97<br>36.9   | 69<br>44.6   | 149<br>42.3  | 82<br>43.3                    | 62<br>47.7   | 201<br>40.3  | 146<br>36.9                          | 132<br>48.0  | 53<br>45.8   | 88<br>42.6   | 67<br>39.0   | 62<br>38.0   | 85<br>52.2   | 58<br>37.1   |
| Somewhat Satisfied     | 414<br>48.1                         | 138<br>52.8  | 68<br>43.7   | 171<br>48.6  | 90<br>47.6                    | 47<br>36.2   | 255<br>51.2  | 206<br>51.9                          | 117<br>42.8  | 53<br>45.2   | 97<br>47.1   | 85<br>49.5   | 90<br>54.9   | 59<br>36.0   | 83<br>53.8   |
| Not Satisfied          | 63<br>7.3                           | 22<br>8.4    | 14<br>9.0    | 23<br>6.6    | 12<br>6.6                     | 17<br>12.8   | 33<br>6.6    | 32<br>8.1                            | 23<br>8.4    | 8<br>6.8     | 16<br>7.9    | 15<br>8.4    | 7<br>4.1     | 14<br>8.8    | 11<br>7.3    |
| Extremely Dissatisfied | 15<br>1.8                           | 3<br>1.3     | 3<br>1.9     | 4<br>1.1     | 3<br>1.4                      | 3<br>2.4     | 6<br>1.1     | 8<br>2.0                             | 0.1          | 2<br>2.0     | 5<br>2.4     | 3<br>1.5     | 3<br>1.7     | 3<br>2.0     | 2<br>1.2     |
| No Opinion             | 8<br>0.9                            | 1<br>0.5     | 1<br>0.8     | 5<br>1.4     | 2<br>1.1                      | 1<br>0.9     | 4<br>0.8     | 5<br>1.2                             | 2<br>0.6     | 0.2          |              | 3<br>1.6     | 2<br>1.4     | 2<br>1.0     | 1<br>0.7     |

Table 32

T32. [SATISFACTION WITH CITY SERVICES] Community Center (including programs or classes)

|                        | GENDER       |              |              | GENZ AND MILLENNIALS |              |              |              | GEN X        |              |             | BOOMERS AND SILENT |              |              |             | CONSOLIDATED AGE |              |              | RACE ETHNICITY |              |             |
|------------------------|--------------|--------------|--------------|----------------------|--------------|--------------|--------------|--------------|--------------|-------------|--------------------|--------------|--------------|-------------|------------------|--------------|--------------|----------------|--------------|-------------|
|                        | TOTAL        | MEN          | WO MEN       | GENZ 18-24           | MILL 25-39   | MILL MEN     | MILL WOM     | GENX 40-54   | GENX MEN     | GENX WOM    | BOOM 55-74         | BOOM MEN     | BOOM WOM     | SLNT 75+    | 18-39            | 40-64        | 65 PLUS      | WHI TE         | HISP ANIC    | OTH         |
| TOTAL                  | 861<br>100.0 | 435<br>100.0 | 424<br>100.0 | 86<br>100.0          | 258<br>100.0 | 127<br>100.0 | 131<br>100.0 | 198<br>100.0 | 106<br>100.0 | 91<br>100.0 | 258<br>100.0       | 131<br>100.0 | 127<br>100.0 | 60<br>100.0 | 344<br>100.0     | 336<br>100.0 | 181<br>100.0 | 603<br>100.0   | 215<br>100.0 | 43<br>100.0 |
| Extremely Satisfied    | 559<br>64.9  | 265<br>60.9  | 293<br>69.1  | 69<br>80.1           | 154<br>59.6  | 63<br>49.4   | 91<br>69.5   | 139<br>70.1  | 81<br>76.9   | 57<br>62.5  | 156<br>60.4        | 67<br>51.0   | 89<br>70.1   | 41<br>68.2  | 223<br>64.7      | 229<br>68.1  | 107<br>59.4  | 379<br>62.9    | 154<br>71.4  | 26<br>60.9  |
| Somewhat Satisfied     | 194<br>22.5  | 90<br>20.7   | 103<br>24.2  | 5<br>6.0             | 63<br>24.2   | 35<br>27.5   | 27<br>20.8   | 42<br>21.3   | 25<br>23.4   | 17<br>18.4  | 70<br>27.0         | 23<br>17.9   | 46<br>36.4   | 14<br>23.7  | 68<br>19.7       | 88<br>26.2   | 38<br>21.2   | 132<br>21.9    | 56<br>25.8   | 7<br>15.4   |
| Somewhat Dissatisfied  | 365<br>42.4  | 175<br>40.2  | 190<br>44.9  | 64<br>74.1           | 91<br>35.4   | 28<br>21.9   | 64<br>48.7   | 97<br>48.8   | 57<br>53.4   | 40<br>44.1  | 86<br>33.4         | 43<br>33.1   | 43<br>33.8   | 27<br>44.5  | 155<br>45.1      | 141<br>41.8  | 69<br>38.3   | 247<br>41.0    | 98<br>45.6   | 20<br>45.5  |
| Not Satisfied          | 75<br>8.8    | 32<br>7.3    | 43<br>10.2   | 12<br>14.5           | 27<br>10.3   | 13<br>10.4   | 13<br>10.1   | 16<br>8.2    | 4<br>3.5     | 12<br>13.7  | 13<br>5.1          | 8<br>6.1     | 5<br>4.0     | 7<br>11.5   | 39<br>11.3       | 20<br>6.0    | 16<br>8.9    | 52<br>8.7      | 22<br>10.0   | 1<br>3.4    |
| Extremely Dissatisfied | 43<br>5.0    | 19<br>4.3    | 24<br>5.6    |                      | 25<br>9.8    | 10<br>8.0    | 15<br>11.6   | 10<br>4.9    | 4<br>3.5     | 6<br>6.2    | 8<br>3.0           | 5<br>3.7     | 3<br>2.3     |             | 25<br>7.3        | 15<br>4.5    | 2<br>1.2     | 20<br>3.3      | 16<br>7.3    | 7<br>16.4   |
| No Opinion             | 184<br>21.4  | 119<br>27.5  | 64<br>15.1   | 5<br>5.4             | 52<br>20.3   | 41<br>32.3   | 11<br>8.8    | 33<br>16.8   | 17<br>16.1   | 16<br>17.5  | 81<br>31.4         | 51<br>39.2   | 30<br>23.6   | 12<br>20.3  | 57<br>16.6       | 72<br>21.4   | 55<br>30.4   | 151<br>25.1    | 24<br>11.2   | 8<br>19.3   |

Table 32

T32. [SATISFACTION WITH CITY SERVICES] Community Center (including programs or classes)

|                        | LIVED IN GLENWOOD SPRINGS |           |       |       |       |       |         |         |         | INCOME   |         |         |          |           |           |           | CONSOLIDATED INCOME |          |           | FOCUS ON RESIDENTS VS TOURISTS |          |          |
|------------------------|---------------------------|-----------|-------|-------|-------|-------|---------|---------|---------|----------|---------|---------|----------|-----------|-----------|-----------|---------------------|----------|-----------|--------------------------------|----------|----------|
|                        | TOTAL                     | LESS YEAR | 1 5   | 6 10  | 11 15 | 16 20 | MORE 20 | LESS 10 | MORE 10 | LESS 30K | 31K 50K | 50K 75K | 75K 100K | 100K 125K | 125K 150K | MORE 150K | LESS 50K            | 51K 100K | MORE 100K | RESI DENT                      | BAL ANCE | TOUR IST |
| TOTAL                  | 861                       | 15        | 154   | 111   | 93    | 111   | 377     | 280     | 581     | 47       | 108     | 147     | 133      | 130       | 55        | 124       | 155                 | 280      | 309       | 56                             | 236      | 484      |
|                        | 100.0                     | 100.0     | 100.0 | 100.0 | 100.0 | 100.0 | 100.0   | 100.0   | 100.0   | 100.0    | 100.0   | 100.0   | 100.0    | 100.0     | 100.0     | 100.0     | 100.0               | 100.0    | 100.0     | 100.0                          | 100.0    | 100.0    |
| Extremely              | 559                       | 3         | 101   | 68    | 73    | 73    | 241     | 172     | 387     | 32       | 84      | 81      | 81       | 82        | 42        | 81        | 117                 | 161      | 205       | 43                             | 190      | 277      |
| Somewhat Combined      | 64.9                      | 18.1      | 65.6  | 61.3  | 78.1  | 65.9  | 64.0    | 61.4    | 66.6    | 68.1     | 78.5    | 54.8    | 60.6     | 62.5      | 76.9      | 65.5      | 75.3                | 57.6     | 66.3      | 77.0                           | 80.6     | 57.3     |
| Extremely Satisfied    | 194                       | 2.5       | 53    | 28    | 23    | 21    | 68      | 82      | 112     | 11       | 29      | 24      | 30       | 36        | 15        | 33        | 39                  | 54       | 84        | 36                             | 66       | 74       |
|                        | 22.5                      |           | 34.4  | 25.4  | 24.8  | 19.1  | 18.1    | 29.2    | 19.3    | 22.5     | 26.5    | 16.2    | 22.3     | 27.5      | 27.1      | 27.1      | 25.3                | 19.1     | 27.3      | 65.3                           | 28.1     | 15.3     |
| Somewhat Satisfied     | 365                       | 2         | 48    | 40    | 50    | 52    | 173     | 90      | 275     | 22       | 56      | 57      | 51       | 46        | 27        | 48        | 78                  | 108      | 120       | 7                              | 124      | 203      |
|                        | 42.4                      | 15.7      | 31.2  | 35.9  | 53.3  | 46.8  | 45.9    | 32.2    | 47.3    | 45.5     | 52.0    | 38.6    | 38.3     | 35.0      | 49.8      | 38.5      | 50.0                | 38.5     | 39.0      | 11.8                           | 52.5     | 42.0     |
| Not Satisfied          | 75                        | 2         | 10    | 16    | 6     | 9     | 33      | 28      | 48      | 7        | 3       | 24      | 10       | 9         | 7         | 7         | 10                  | 34       | 23        | 1                              | 7        | 61       |
|                        | 8.8                       | 13.0      | 6.4   | 14.5  | 6.1   | 7.7   | 8.8     | 10.0    | 8.2     | 15.7     | 2.5     | 16.3    | 7.3      | 6.6       | 13.2      | 5.5       | 6.5                 | 12.0     | 7.3       | 2.4                            | 3.0      | 12.5     |
| Extremely Dissatisfied | 43                        |           | 8     | 4     | 1     | 17    | 13      | 12      | 31      | 1        | 3       | 12      | 11       | 5         | 1         | 8         | 4                   | 22       | 14        | 4                              | 6        | 24       |
|                        | 5.0                       |           | 5.3   | 3.3   | 1.4   | 15.1  | 3.4     | 4.2     | 5.3     | 1.6      | 2.9     | 7.9     | 8.1      | 3.6       | 1.9       | 6.5       | 2.5                 | 8.0      | 4.4       | 7.9                            | 2.7      | 5.1      |
| No Opinion             | 184                       | 10        | 35    | 23    | 13    | 13    | 89      | 68      | 116     | 7        | 17      | 31      | 32       | 36        | 4         | 28        | 24                  | 63       | 68        | 7                              | 32       | 122      |
|                        | 21.4                      | 68.9      | 22.8  | 20.9  | 14.5  | 11.3  | 23.7    | 24.5    | 19.9    | 14.6     | 16.1    | 21.0    | 23.9     | 27.3      | 8.1       | 22.5      | 15.7                | 22.4     | 22.0      | 12.7                           | 13.7     | 25.1     |



Table 32

T32. [SATISFACTION WITH CITY SERVICES] Community Center (including programs or classes)

|                        | DEVELOPMENT OF NEW HOUSING FOR SALE |              |              |              | DEVELOPMENT OF NEW APARTMENTS |              |              | RATE OF RETAIL AND COMMERCIAL GROWTH |              |              | WARD         |              |              |              |              |
|------------------------|-------------------------------------|--------------|--------------|--------------|-------------------------------|--------------|--------------|--------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
|                        | TOTAL                               | TOO SLOW     | RGHT AMNT    | TOO FAST     | TOO SLOW                      | RGHT AMNT    | TOO FAST     | TOO SLOW                             | RGHT AMNT    | TOO FAST     | WARD 1       | WARD 2       | WARD 3       | WARD 4       | WARD 5       |
| TOTAL                  | 861<br>100.0                        | 262<br>100.0 | 155<br>100.0 | 353<br>100.0 | 190<br>100.0                  | 130<br>100.0 | 498<br>100.0 | 396<br>100.0                         | 274<br>100.0 | 116<br>100.0 | 207<br>100.0 | 172<br>100.0 | 164<br>100.0 | 164<br>100.0 | 155<br>100.0 |
| Extremely Satisfied    | 559<br>64.9                         | 150<br>57.5  | 103<br>66.5  | 250<br>70.9  | 117<br>61.8                   | 92<br>70.8   | 332<br>66.7  | 237<br>59.8                          | 201<br>73.4  | 78<br>67.1   | 133<br>64.4  | 123<br>71.2  | 112<br>68.4  | 98<br>59.8   | 93<br>60.3   |
| Somewhat Satisfied     | 194<br>22.5                         | 36<br>13.9   | 42<br>27.2   | 92<br>26.0   | 37<br>19.3                    | 37<br>28.8   | 117<br>23.5  | 53<br>13.4                           | 90<br>32.8   | 40<br>34.3   | 53<br>25.6   | 38<br>22.4   | 35<br>21.6   | 35<br>21.7   | 32<br>20.6   |
| Somewhat Dissatisfied  | 365<br>42.4                         | 114<br>43.6  | 61<br>39.3   | 159<br>44.9  | 81<br>42.6                    | 55<br>41.9   | 215<br>43.2  | 184<br>46.4                          | 111<br>40.5  | 38<br>32.8   | 80<br>38.9   | 84<br>48.8   | 77<br>46.8   | 62<br>38.2   | 61<br>39.6   |
| Not Satisfied          | 75<br>8.8                           | 23<br>8.9    | 16<br>10.0   | 34<br>9.5    | 10<br>5.2                     | 10<br>7.4    | 51<br>10.2   | 49<br>12.3                           | 14<br>5.1    | 8<br>6.6     | 6<br>2.9     | 17<br>9.6    | 9<br>5.6     | 22<br>13.4   | 22<br>14.1   |
| Extremely Dissatisfied | 43<br>5.0                           | 23<br>8.8    | 5<br>3.4     | 11<br>3.1    | 15<br>7.8                     | 4<br>3.3     | 22<br>4.5    | 26<br>6.6                            | 6<br>2.2     | 9<br>7.8     | 13<br>6.1    | 10<br>5.7    | 2<br>1.0     | 11<br>6.6    | 8<br>5.1     |
| No Opinion             | 184<br>21.4                         | 65<br>24.8   | 31<br>20.1   | 58<br>16.5   | 48<br>25.2                    | 24<br>18.6   | 93<br>18.6   | 85<br>21.4                           | 53<br>19.3   | 22<br>18.5   | 55<br>26.5   | 23<br>13.5   | 41<br>25.0   | 33<br>20.3   | 32<br>20.5   |

Table 33

T33. [SATISFACTION WITH CITY SERVICES] Community outreach and communications

|                        | GENDER |       |        | GENZ AND MILLENNIALS |            |          |          | GEN X      |          |          | BOOMERS AND SILENT |          |          |          | CONSOLIDATED AGE |       |         | RACE ETHNICITY |           |       |
|------------------------|--------|-------|--------|----------------------|------------|----------|----------|------------|----------|----------|--------------------|----------|----------|----------|------------------|-------|---------|----------------|-----------|-------|
|                        | TOTAL  | MEN   | WO MEN | GENZ 18-24           | MILL 25-39 | MILL MEN | MILL WOM | GENX 40-54 | GENX MEN | GENX WOM | BOOM 55-74         | BOOM MEN | BOOM WOM | SLNT 75+ | 18-39            | 40-64 | 65 PLUS | WHI TE         | HISP ANIC | OTH   |
| TOTAL                  | 861    | 435   | 424    | 86                   | 258        | 127      | 131      | 198        | 106      | 91       | 258                | 131      | 127      | 60       | 344              | 336   | 181     | 603            | 215       | 43    |
|                        | 100.0  | 100.0 | 100.0  | 100.0                | 100.0      | 100.0    | 100.0    | 100.0      | 100.0    | 100.0    | 100.0              | 100.0    | 100.0    | 100.0    | 100.0            | 100.0 | 100.0   | 100.0          | 100.0     | 100.0 |
| Extremely              | 466    | 214   | 250    | 13                   | 156        | 70       | 85       | 112        | 53       | 58       | 148                | 66       | 83       | 37       | 169              | 191   | 106     | 344            | 100       | 23    |
| Somewhat Combined      | 54.1   | 49.3  | 59.1   | 15.6                 | 60.3       | 55.4     | 64.8     | 56.5       | 50.2     | 63.7     | 57.4               | 50.0     | 65.4     | 61.0     | 49.1             | 56.9  | 58.6    | 57.0           | 46.4      | 52.7  |
| Extremely Satisfied    | 100    | 41    | 58     | 2                    | 32         | 16       | 16       | 24         | 8        | 15       | 36                 | 14       | 21       | 7        | 34               | 49    | 17      | 67             | 24        | 10    |
|                        | 11.7   | 9.4   | 13.8   | 2.4                  | 12.5       | 12.5     | 12.5     | 11.9       | 7.2      | 16.8     | 13.8               | 10.7     | 17.0     | 11.6     | 10.0             | 14.7  | 9.2     | 11.2           | 10.9      | 22.2  |
| Somewhat Satisfied     | 366    | 173   | 192    | 11                   | 123        | 55       | 68       | 88         | 46       | 43       | 113                | 51       | 61       | 30       | 135              | 142   | 89      | 276            | 76        | 13    |
|                        | 42.5   | 39.8  | 45.3   | 13.2                 | 47.7       | 42.9     | 52.4     | 44.7       | 43.0     | 46.9     | 43.7               | 39.2     | 48.5     | 49.5     | 39.1             | 42.2  | 49.4    | 45.8           | 35.5      | 30.6  |
| Not Satisfied          | 189    | 114   | 75     | 38                   | 57         | 29       | 28       | 42         | 27       | 14       | 42                 | 28       | 14       | 11       | 95               | 61    | 34      | 108            | 70        | 11    |
|                        | 22.0   | 26.2  | 17.8   | 44.0                 | 22.1       | 22.9     | 21.3     | 21.1       | 25.8     | 15.7     | 16.2               | 21.0     | 11.1     | 18.2     | 27.6             | 18.0  | 18.8    | 18.0           | 32.7      | 24.9  |
| Extremely Dissatisfied | 58     | 20    | 38     | 21                   | 11         | 3        | 7        | 10         | 6        | 5        | 14                 | 9        | 5        | 3        | 31               | 20    | 7       | 30             | 26        | 2     |
|                        | 6.8    | 4.5   | 9.1    | 23.9                 | 4.1        | 2.6      | 5.7      | 5.2        | 5.3      | 5.1      | 5.3                | 6.5      | 3.9      | 5.1      | 9.1              | 5.9   | 4.0     | 5.0            | 11.9      | 5.2   |
| No Opinion             | 147    | 87    | 59     | 14                   | 35         | 24       | 11       | 34         | 20       | 14       | 54                 | 29       | 25       | 9        | 49               | 64    | 34      | 120            | 19        | 7     |
|                        | 17.1   | 20.0  | 14.0   | 16.5                 | 13.5       | 19.1     | 8.1      | 17.2       | 18.6     | 15.5     | 21.1               | 22.5     | 19.5     | 15.7     | 14.3             | 19.1  | 18.6    | 20.0           | 8.9       | 17.2  |

Table 33

T33. [SATISFACTION WITH CITY SERVICES] Community outreach and communications

|                        | LIVED IN GLENWOOD SPRINGS |           |       |       |       |       |         |         |         | INCOME   |         |         |          |           |           |           | CONSOLIDATED INCOME |          |           | FOCUS ON RESIDENTS VS TOURISTS |          |          |
|------------------------|---------------------------|-----------|-------|-------|-------|-------|---------|---------|---------|----------|---------|---------|----------|-----------|-----------|-----------|---------------------|----------|-----------|--------------------------------|----------|----------|
|                        | TOTAL                     | LESS YEAR | 1 5   | 6 10  | 11 15 | 16 20 | MORE 20 | LESS 10 | MORE 10 | LESS 30K | 31K 50K | 50K 75K | 75K 100K | 100K 125K | 125K 150K | MORE 150K | LESS 50K            | 51K 100K | MORE 100K | RESI DENT                      | BAL ANCE | TOUR IST |
| TOTAL                  | 861                       | 15        | 154   | 111   | 93    | 111   | 377     | 280     | 581     | 47       | 108     | 147     | 133      | 130       | 55        | 124       | 155                 | 280      | 309       | 56                             | 236      | 484      |
|                        | 100.0                     | 100.0     | 100.0 | 100.0 | 100.0 | 100.0 | 100.0   | 100.0   | 100.0   | 100.0    | 100.0   | 100.0   | 100.0    | 100.0     | 100.0     | 100.0     | 100.0               | 100.0    | 100.0     | 100.0                          | 100.0    | 100.0    |
| Extremely Satisfied    | 466                       | 12        | 98    | 69    | 58    | 63    | 167     | 179     | 287     | 34       | 47      | 73      | 68       | 74        | 37        | 80        | 81                  | 140      | 191       | 37                             | 149      | 241      |
| Somewhat Satisfied     | 54.1                      | 84.7      | 63.8  | 61.7  | 62.1  | 56.4  | 44.2    | 64.0    | 49.4    | 71.6     | 43.6    | 49.2    | 51.0     | 56.5      | 68.0      | 65.1      | 52.2                | 50.1     | 62.0      | 65.9                           | 63.2     | 49.8     |
| Not Satisfied          | 100                       | 2         | 34    | 16    | 8     | 11    | 29      | 53      | 48      | 8        | 18      | 7       | 10       | 13        | 11        | 16        | 26                  | 17       | 40        | 28                             | 34       | 27       |
|                        | 11.7                      | 16.2      | 22.1  | 14.7  | 8.3   | 9.7   | 7.7     | 18.8    | 8.2     | 16.9     | 16.6    | 4.4     | 7.7      | 9.9       | 19.9      | 13.1      | 16.7                | 6.0      | 12.9      | 50.8                           | 14.6     | 5.7      |
| Extremely Dissatisfied | 366                       | 10        | 64    | 52    | 50    | 52    | 137     | 126     | 239     | 26       | 29      | 66      | 57       | 61        | 26        | 64        | 55                  | 123      | 151       | 8                              | 115      | 213      |
| Somewhat Dissatisfied  | 42.5                      | 68.5      | 41.7  | 47.0  | 53.8  | 46.7  | 36.4    | 45.2    | 41.2    | 54.7     | 27.0    | 44.8    | 43.3     | 46.6      | 48.1      | 52.0      | 35.5                | 44.1     | 49.0      | 15.0                           | 48.6     | 44.1     |
| No Opinion             | 189                       |           | 31    | 21    | 20    | 17    | 100     | 52      | 137     | 8        | 35      | 45      | 28       | 26        | 9         | 22        | 43                  | 73       | 57        | 7                              | 41       | 125      |
|                        | 22.0                      |           | 20.4  | 18.8  | 21.9  | 15.4  | 26.4    | 18.7    | 23.6    | 16.3     | 32.6    | 30.6    | 21.2     | 20.2      | 16.8      | 17.5      | 27.6                | 26.2     | 18.5      | 12.5                           | 17.6     | 25.9     |
| Extremely Satisfied    | 58                        |           | 4     | 6     | 4     | 8     | 36      | 10      | 48      | 1        | 3       | 6       | 8        | 4         | 1         | 6         | 3                   | 14       | 12        | 3                              | 1        | 46       |
| Somewhat Satisfied     | 6.8                       |           | 2.4   | 5.7   | 4.1   | 7.3   | 9.6     | 3.6     | 8.3     | 1.1      | 2.5     | 4.1     | 6.0      | 3.0       | 2.2       | 5.2       | 2.1                 | 5.0      | 3.8       | 4.6                            | 0.5      | 9.5      |
| Not Satisfied          | 147                       | 2         | 21    | 15    | 11    | 23    | 75      | 38      | 109     | 5        | 23      | 24      | 29       | 26        | 7         | 15        | 28                  | 53       | 49        | 10                             | 44       | 72       |
|                        | 17.1                      | 15.3      | 13.4  | 13.8  | 11.9  | 20.8  | 19.8    | 13.7    | 18.7    | 11.0     | 21.3    | 16.1    | 21.8     | 20.3      | 13.0      | 12.1      | 18.2                | 18.8     | 15.7      | 17.0                           | 18.7     | 14.8     |

Table 33

T33. [SATISFACTION WITH CITY SERVICES] Community outreach and communications

|                                | DEVELOPMENT OF NEW<br>HOUSING FOR SALE |              |              |              | DEVELOPMENT OF NEW<br>APARTMENTS |              |              | RATE OF RETAIL AND<br>COMMERICAL GROWTH |              |              | WARD         |              |              |              |              |
|--------------------------------|----------------------------------------|--------------|--------------|--------------|----------------------------------|--------------|--------------|-----------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
|                                | TOTAL                                  | TOO<br>SLOW  | RGHT<br>AMNT | TOO<br>FAST  | TOO<br>SLOW                      | RGHT<br>AMNT | TOO<br>FAST  | TOO<br>SLOW                             | RGHT<br>AMNT | TOO<br>FAST  | WARD<br>1    | WARD<br>2    | WARD<br>3    | WARD<br>4    | WARD<br>5    |
| TOTAL                          | 861<br>100.0                           | 262<br>100.0 | 155<br>100.0 | 353<br>100.0 | 190<br>100.0                     | 130<br>100.0 | 498<br>100.0 | 396<br>100.0                            | 274<br>100.0 | 116<br>100.0 | 207<br>100.0 | 172<br>100.0 | 164<br>100.0 | 164<br>100.0 | 155<br>100.0 |
| Extremely<br>Somewhat Combined | 466<br>54.1                            | 144<br>55.0  | 96<br>61.5   | 184<br>52.1  | 88<br>46.6                       | 83<br>64.1   | 269<br>53.9  | 182<br>45.8                             | 175<br>63.9  | 68<br>58.6   | 101<br>48.7  | 87<br>50.4   | 94<br>57.4   | 96<br>58.6   | 89<br>57.4   |
| Extremely Satisfied            | 100<br>11.7                            | 19<br>7.3    | 23<br>15.0   | 51<br>14.4   | 11<br>5.6                        | 25<br>19.5   | 61<br>12.3   | 22<br>5.4                               | 44<br>16.0   | 28<br>23.7   | 21<br>10.3   | 17<br>9.8    | 22<br>13.3   | 24<br>14.6   | 17<br>10.8   |
| Somewhat Satisfied             | 366<br>42.5                            | 125<br>47.7  | 72<br>46.5   | 133<br>37.7  | 78<br>41.0                       | 58<br>44.6   | 207<br>41.6  | 160<br>40.4                             | 131<br>47.9  | 41<br>34.9   | 79<br>38.4   | 70<br>40.6   | 72<br>44.1   | 72<br>44.1   | 72<br>46.6   |
| Not Satisfied                  | 189<br>22.0                            | 69<br>26.3   | 31<br>19.7   | 75<br>21.2   | 67<br>35.1                       | 22<br>16.8   | 94<br>18.9   | 104<br>26.1                             | 50<br>18.3   | 24<br>20.9   | 55<br>26.6   | 48<br>28.1   | 27<br>16.6   | 23<br>13.8   | 36<br>23.4   |
| Extremely Dissatisfied         | 58<br>6.8                              | 14<br>5.2    | 5<br>3.3     | 37<br>10.4   | 6<br>3.3                         | 4<br>3.1     | 47<br>9.4    | 42<br>10.7                              | 4<br>1.5     | 8<br>6.7     | 6<br>3.0     | 11<br>6.2    | 7<br>4.0     | 27<br>16.4   | 8<br>5.3     |
| No Opinion                     | 147<br>17.1                            | 35<br>13.5   | 24<br>15.5   | 57<br>16.3   | 28<br>15.0                       | 21<br>16.0   | 89<br>17.8   | 69<br>17.3                              | 45<br>16.3   | 16<br>13.8   | 45<br>21.7   | 26<br>15.3   | 36<br>22.1   | 18<br>11.2   | 22<br>13.9   |

Table 34

T34. [SATISFACTION WITH CITY SERVICES] Bilingual outreach efforts

|                        | GENDER |       |        | GENZ AND MILLENNIALS |            |          |          | GEN X      |          |          | BOOMERS AND SILENT |          |          |          | CONSOLIDATED AGE |       |         | RACE ETHNICITY |           |       |
|------------------------|--------|-------|--------|----------------------|------------|----------|----------|------------|----------|----------|--------------------|----------|----------|----------|------------------|-------|---------|----------------|-----------|-------|
|                        | TOTAL  | MEN   | WO MEN | GENZ 18-24           | MILL 25-39 | MILL MEN | MILL WOM | GENX 40-54 | GENX MEN | GENX WOM | BOOM 55-74         | BOOM MEN | BOOM WOM | SLNT 75+ | 18-39            | 40-64 | 65 PLUS | WHI TE         | HISP ANIC | OTH   |
| TOTAL                  | 861    | 435   | 424    | 86                   | 258        | 127      | 131      | 198        | 106      | 91       | 258                | 131      | 127      | 60       | 344              | 336   | 181     | 603            | 215       | 43    |
|                        | 100.0  | 100.0 | 100.0  | 100.0                | 100.0      | 100.0    | 100.0    | 100.0      | 100.0    | 100.0    | 100.0              | 100.0    | 100.0    | 100.0    | 100.0            | 100.0 | 100.0   | 100.0          | 100.0     | 100.0 |
| Extremely              | 319    | 153   | 164    | 42                   | 102        | 48       | 54       | 74         | 38       | 36       | 76                 | 34       | 42       | 25       | 144              | 116   | 60      | 186            | 115       | 18    |
| Somewhat Combined      | 37.1   | 35.3  | 38.8   | 48.4                 | 39.5       | 37.4     | 41.4     | 37.4       | 35.6     | 39.3     | 29.5               | 25.6     | 33.4     | 42.1     | 41.7             | 34.4  | 33.2    | 30.9           | 53.5      | 41.9  |
| Extremely Satisfied    | 109    | 64    | 43     | 27                   | 25         | 19       | 5        | 27         | 12       | 13       | 25                 | 8        | 17       | 6        | 51               | 41    | 17      | 54             | 46        | 9     |
|                        | 12.6   | 14.7  | 10.2   | 31.0                 | 9.5        | 14.8     | 4.1      | 13.4       | 11.8     | 14.9     | 9.6                | 5.9      | 13.2     | 10.3     | 14.9             | 12.2  | 9.1     | 8.9            | 21.5      | 20.6  |
| Somewhat Satisfied     | 210    | 90    | 121    | 15                   | 77         | 29       | 49       | 47         | 25       | 22       | 51                 | 26       | 26       | 19       | 92               | 75    | 43      | 133            | 69        | 9     |
|                        | 24.4   | 20.6  | 28.5   | 17.4                 | 30.0       | 22.6     | 37.4     | 24.0       | 23.8     | 24.5     | 19.9               | 19.7     | 20.2     | 31.8     | 26.9             | 22.2  | 24.0    | 22.0           | 32.0      | 21.3  |
| Not Satisfied          | 78     | 33    | 45     |                      | 38         | 12       | 26       | 24         | 12       | 12       | 11                 | 7        | 5        | 5        | 38               | 29    | 11      | 42             | 27        | 9     |
|                        | 9.0    | 7.6   | 10.6   |                      | 14.7       | 9.3      | 20.0     | 12.1       | 11.7     | 12.7     | 4.4                | 5.0      | 3.7      | 7.8      | 11.0             | 8.7   | 5.8     | 6.9            | 12.5      | 22.0  |
| Extremely Dissatisfied | 55     | 21    | 34     | 21                   | 21         | 12       | 9        | 3          | 1        | 2        | 8                  | 6        | 2        | 2        | 41               | 6     | 7       | 13             | 39        | 2     |
|                        | 6.3    | 4.8   | 7.9    | 23.9                 | 8.0        | 9.2      | 6.9      | 1.7        | 1.0      | 2.5      | 3.0                | 4.5      | 1.4      | 3.8      | 12.0             | 1.9   | 3.9     | 2.2            | 18.3      | 5.4   |
| No Opinion             | 409    | 228   | 181    | 24                   | 98         | 56       | 41       | 97         | 55       | 41       | 163                | 85       | 78       | 28       | 121              | 185   | 103     | 362            | 34        | 13    |
|                        | 47.5   | 52.3  | 42.7   | 27.7                 | 37.8       | 44.1     | 31.8     | 48.8       | 51.8     | 45.5     | 63.1               | 64.9     | 61.4     | 46.4     | 35.3             | 55.0  | 57.1    | 60.1           | 15.7      | 30.7  |



Table 34

T34. [SATISFACTION WITH CITY SERVICES] Bilingual outreach efforts

|                        | LIVED IN GLENWOOD SPRINGS |             |              |              |             |              |              |              |              | INCOME      |              |              |              |              |             |              | CONSOLIDATED INCOME |              |              | FOCUS ON RESIDENTS VS TOURISTS |              |              |
|------------------------|---------------------------|-------------|--------------|--------------|-------------|--------------|--------------|--------------|--------------|-------------|--------------|--------------|--------------|--------------|-------------|--------------|---------------------|--------------|--------------|--------------------------------|--------------|--------------|
|                        | TOTAL                     | LESS YEAR   | 1 5          | 6 10         | 11 15       | 16 20        | MORE 20      | LESS 10      | MORE 10      | LESS 30K    | 31K 50K      | 50K 75K      | 75K 100K     | 100K 125K    | 125K 150K   | MORE 150K    | LESS 50K            | 51K 100K     | MORE 100K    | RESI DENT                      | BAL ANCE     | TOUR IST     |
| TOTAL                  | 861<br>100.0              | 15<br>100.0 | 154<br>100.0 | 111<br>100.0 | 93<br>100.0 | 111<br>100.0 | 377<br>100.0 | 280<br>100.0 | 581<br>100.0 | 47<br>100.0 | 108<br>100.0 | 147<br>100.0 | 133<br>100.0 | 130<br>100.0 | 55<br>100.0 | 124<br>100.0 | 155<br>100.0        | 280<br>100.0 | 309<br>100.0 | 56<br>100.0                    | 236<br>100.0 | 484<br>100.0 |
| Extremely Satisfied    | 319<br>37.1               | 6<br>39.9   | 54<br>34.9   | 42<br>37.5   | 36<br>38.9  | 36<br>32.5   | 146<br>38.6  | 101<br>36.2  | 218<br>37.5  | 27<br>57.1  | 56<br>52.4   | 60<br>40.6   | 38<br>28.5   | 51<br>39.3   | 17<br>31.1  | 36<br>29.3   | 83<br>53.8          | 98<br>34.8   | 105<br>33.9  | 39<br>69.4                     | 103<br>43.9  | 160<br>33.1  |
| Somewhat Satisfied     | 109<br>12.6               | 4<br>26.8   | 20<br>13.1   | 10<br>8.6    | 11<br>12.0  | 12<br>10.5   | 52<br>13.9   | 34<br>12.0   | 75<br>12.9   | 15<br>32.3  | 37<br>34.7   | 10<br>6.6    | 7<br>5.2     | 5<br>3.9     | 7<br>12.5   | 14<br>11.3   | 53<br>34.0          | 17<br>5.9    | 26<br>8.4    | 35<br>63.3                     | 40<br>16.9   | 31<br>6.3    |
| Somewhat Dissatisfied  | 210<br>24.4               | 2<br>13.1   | 34<br>21.9   | 32<br>28.9   | 25<br>26.9  | 24<br>22.0   | 93<br>24.8   | 68<br>24.2   | 143<br>24.6  | 12<br>24.8  | 19<br>17.6   | 50<br>34.0   | 31<br>23.3   | 46<br>35.4   | 10<br>18.6  | 22<br>18.0   | 31<br>19.8          | 81<br>28.9   | 79<br>25.5   | 3<br>6.2                       | 64<br>27.0   | 130<br>26.8  |
| Not Satisfied          | 78<br>9.0                 | 1<br>8.6    | 14<br>8.8    | 4<br>3.7     | 19<br>20.0  | 13<br>11.7   | 27<br>7.3    | 19<br>6.8    | 59<br>10.1   | 7<br>14.1   | 8<br>7.0     | 19<br>13.1   | 18<br>13.2   | 11<br>8.3    | 3<br>4.8    | 9<br>7.5     | 14<br>9.2           | 37<br>13.1   | 23<br>7.3    | 4<br>6.6                       | 16<br>6.6    | 52<br>10.7   |
| Extremely Dissatisfied | 55<br>6.3                 |             | 14<br>9.1    | 2<br>1.7     | 3<br>3.4    | 9<br>8.1     | 27<br>7.1    | 16<br>5.7    | 39<br>6.7    | 1<br>1.1    | 3<br>2.4     | 13<br>8.9    | 8<br>6.3     | 3<br>2.4     |             |              | 3<br>2.0            | 21<br>7.6    | 3<br>1.0     |                                | 3<br>1.4     | 43<br>8.8    |
| No Opinion             | 409<br>47.5               | 8<br>51.4   | 73<br>47.2   | 64<br>57.1   | 35<br>37.7  | 53<br>47.7   | 177<br>47.1  | 144<br>51.4  | 266<br>45.7  | 13<br>27.7  | 41<br>38.3   | 55<br>37.5   | 69<br>52.1   | 65<br>50.0   | 35<br>64.1  | 78<br>63.2   | 54<br>35.0          | 124<br>44.4  | 178<br>57.8  | 13<br>24.0                     | 113<br>48.1  | 229<br>47.4  |

Table 34

T34. [SATISFACTION WITH CITY SERVICES] Bilingual outreach efforts

|                        | DEVELOPMENT OF NEW<br>HOUSING FOR SALE |             |              |             | DEVELOPMENT OF NEW<br>APARTMENTS |              |             | RATE OF RETAIL AND<br>COMMERICAL GROWTH |              |             | WARD      |           |           |           |           |
|------------------------|----------------------------------------|-------------|--------------|-------------|----------------------------------|--------------|-------------|-----------------------------------------|--------------|-------------|-----------|-----------|-----------|-----------|-----------|
|                        |                                        |             |              |             |                                  |              |             |                                         |              |             |           |           |           |           |           |
|                        | TOTAL                                  | TOO<br>SLOW | RGHT<br>AMNT | TOO<br>FAST | TOO<br>SLOW                      | RGHT<br>AMNT | TOO<br>FAST | TOO<br>SLOW                             | RGHT<br>AMNT | TOO<br>FAST | WARD<br>1 | WARD<br>2 | WARD<br>3 | WARD<br>4 | WARD<br>5 |
| TOTAL                  | 861                                    | 262         | 155          | 353         | 190                              | 130          | 498         | 396                                     | 274          | 116         | 207       | 172       | 164       | 164       | 155       |
|                        | 100.0                                  | 100.0       | 100.0        | 100.0       | 100.0                            | 100.0        | 100.0       | 100.0                                   | 100.0        | 100.0       | 100.0     | 100.0     | 100.0     | 100.0     | 100.0     |
| Extremely              | 319                                    | 95          | 61           | 141         | 67                               | 54           | 192         | 155                                     | 99           | 53          | 64        | 74        | 48        | 68        | 65        |
| Somewhat Combined      | 37.1                                   | 36.3        | 39.5         | 40.1        | 35.3                             | 41.2         | 38.6        | 39.0                                    | 36.0         | 45.6        | 31.2      | 42.8      | 29.4      | 41.8      | 41.7      |
|                        |                                        |             |              |             |                                  |              |             |                                         |              |             |           |           |           |           |           |
| Extremely Satisfied    | 109                                    | 32          | 19           | 57          | 29                               | 14           | 65          | 45                                      | 21           | 41          | 15        | 35        | 12        | 34        | 14        |
|                        | 12.6                                   | 12.2        | 12.3         | 16.3        | 15.1                             | 11.1         | 13.1        | 11.3                                    | 7.7          | 34.8        | 7.0       | 20.3      | 7.4       | 20.5      | 8.8       |
| Somewhat Satisfied     | 210                                    | 63          | 42           | 84          | 38                               | 39           | 127         | 110                                     | 78           | 13          | 50        | 39        | 36        | 35        | 51        |
|                        | 24.4                                   | 24.1        | 27.2         | 23.8        | 20.2                             | 30.1         | 25.4        | 27.7                                    | 28.3         | 10.7        | 24.1      | 22.5      | 22.0      | 21.4      | 32.9      |
| Not Satisfied          | 78                                     | 42          | 4            | 24          | 33                               | 4            | 39          | 37                                      | 17           | 19          | 28        | 20        | 10        | 11        | 9         |
|                        | 9.0                                    | 16.1        | 2.5          | 6.7         | 17.5                             | 2.8          | 7.8         | 9.3                                     | 6.2          | 16.5        | 13.6      | 11.5      | 6.2       | 6.5       | 5.9       |
| Extremely Dissatisfied | 55                                     | 9           | 4            | 41          | 11                               | 4            | 38          | 32                                      | 16           | 4           | 13        | 9         | 5         | 22        | 5         |
|                        | 6.3                                    | 3.5         | 2.4          | 11.5        | 6.1                              | 3.4          | 7.6         | 8.0                                     | 5.8          | 3.8         | 6.3       | 5.0       | 3.3       | 13.7      | 3.4       |
| No Opinion             | 409                                    | 115         | 86           | 147         | 78                               | 68           | 229         | 174                                     | 142          | 40          | 101       | 70        | 100       | 62        | 76        |
|                        | 47.5                                   | 44.1        | 55.7         | 41.7        | 41.2                             | 52.6         | 46.0        | 43.8                                    | 51.9         | 34.1        | 48.9      | 40.7      | 61.1      | 37.9      | 49.1      |

Table 35

T35. [SATISFACTION WITH CITY SERVICES] Community events, gatherings, concerts, and holiday celebrations

|                        | GENDER |       |        | GENZ AND MILLENNIALS |            |          |          | GEN X      |          |          | BOOMERS AND SILENT |          |          |          | CONSOLIDATED AGE |       |         | RACE ETHNICITY |           |       |
|------------------------|--------|-------|--------|----------------------|------------|----------|----------|------------|----------|----------|--------------------|----------|----------|----------|------------------|-------|---------|----------------|-----------|-------|
|                        | TOTAL  | MEN   | WO MEN | GENZ 18-24           | MILL 25-39 | MILL MEN | MILL WOM | GENX 40-54 | GENX MEN | GENX WOM | BOOM 55-74         | BOOM MEN | BOOM WOM | SLNT 75+ | 18-39            | 40-64 | 65 PLUS | WHI TE         | HISP ANIC | OTH   |
| TOTAL                  | 861    | 435   | 424    | 86                   | 258        | 127      | 131      | 198        | 106      | 91       | 258                | 131      | 127      | 60       | 344              | 336   | 181     | 603            | 215       | 43    |
|                        | 100.0  | 100.0 | 100.0  | 100.0                | 100.0      | 100.0    | 100.0    | 100.0      | 100.0    | 100.0    | 100.0              | 100.0    | 100.0    | 100.0    | 100.0            | 100.0 | 100.0   | 100.0          | 100.0     | 100.0 |
| Extremely              | 575    | 294   | 279    | 30                   | 181        | 94       | 87       | 133        | 74       | 59       | 187                | 86       | 100      | 43       | 212              | 239   | 124     | 422            | 126       | 27    |
| Somewhat Combined      | 66.7   | 67.6  | 65.8   | 35.1                 | 70.3       | 74.0     | 66.5     | 67.4       | 69.6     | 64.7     | 72.2               | 65.3     | 79.4     | 71.2     | 61.5             | 71.1  | 68.8    | 70.0           | 58.4      | 63.5  |
| Extremely Satisfied    | 168    | 82    | 85     | 6                    | 57         | 39       | 18       | 31         | 15       | 16       | 61                 | 20       | 41       | 12       | 64               | 71    | 33      | 114            | 41        | 12    |
|                        | 19.5   | 18.8  | 20.1   | 7.4                  | 22.2       | 30.8     | 14.0     | 15.8       | 14.0     | 17.4     | 23.5               | 14.9     | 32.3     | 20.0     | 18.5             | 21.2  | 18.2    | 19.0           | 19.3      | 27.8  |
| Somewhat Satisfied     | 407    | 212   | 193    | 24                   | 124        | 55       | 69       | 102        | 59       | 43       | 126                | 66       | 60       | 31       | 148              | 168   | 91      | 307            | 84        | 15    |
|                        | 47.3   | 48.8  | 45.7   | 27.7                 | 48.0       | 43.2     | 52.5     | 51.6       | 55.7     | 47.3     | 48.7               | 50.5     | 47.1     | 51.1     | 43.0             | 49.9  | 50.5    | 51.0           | 39.2      | 35.7  |
| Not Satisfied          | 165    | 83    | 82     | 43                   | 45         | 19       | 26       | 38         | 20       | 18       | 27                 | 16       | 11       | 13       | 88               | 49    | 28      | 99             | 60        | 6     |
|                        | 19.2   | 19.1  | 19.4   | 50.4                 | 17.2       | 14.8     | 19.7     | 19.1       | 18.6     | 20.0     | 10.4               | 11.9     | 8.9      | 20.7     | 25.5             | 14.7  | 15.4    | 16.4           | 27.8      | 14.5  |
| Extremely Dissatisfied | 48     | 16    | 32     | 12                   | 20         | 6        | 14       | 7          | 3        | 4        | 9                  | 7        | 2        |          | 32               | 12    | 4       | 24             | 18        | 7     |
|                        | 5.6    | 3.6   | 7.6    | 14.5                 | 7.7        | 4.4      | 11.0     | 3.7        | 3.0      | 4.2      | 3.4                | 5.3      | 1.4      |          | 9.4              | 3.5   | 2.5     | 3.9            | 8.4       | 16.1  |
| No Opinion             | 73     | 42    | 30     |                      | 12         | 9        | 4        | 19         | 9        | 10       | 36                 | 23       | 13       | 5        | 12               | 36    | 24      | 59             | 12        | 3     |
|                        | 8.4    | 9.7   | 7.2    |                      | 4.8        | 6.8      | 2.9      | 9.8        | 8.7      | 11.2     | 14.0               | 17.5     | 10.3     | 8.1      | 3.6              | 10.7  | 13.4    | 9.7            | 5.4       | 5.9   |

Table 35

T35. [SATISFACTION WITH CITY SERVICES] Community events, gatherings, concerts, and holiday celebrations

|                        | LIVED IN GLENWOOD SPRINGS |           |       |       |       |       |         |         |         | INCOME   |         |         |          |           |           |           | CONSOLIDATED INCOME |          |           | FOCUS ON RESIDENTS VS TOURISTS |          |          |
|------------------------|---------------------------|-----------|-------|-------|-------|-------|---------|---------|---------|----------|---------|---------|----------|-----------|-----------|-----------|---------------------|----------|-----------|--------------------------------|----------|----------|
|                        | TOTAL                     | LESS YEAR | 1 5   | 6 10  | 11 15 | 16 20 | MORE 20 | LESS 10 | MORE 10 | LESS 30K | 31K 50K | 50K 75K | 75K 100K | 100K 125K | 125K 150K | MORE 150K | LESS 50K            | 51K 100K | MORE 100K | RESI DENT                      | BAL ANCE | TOUR IST |
| TOTAL                  | 861                       | 15        | 154   | 111   | 93    | 111   | 377     | 280     | 581     | 47       | 108     | 147     | 133      | 130       | 55        | 124       | 155                 | 280      | 309       | 56                             | 236      | 484      |
|                        | 100.0                     | 100.0     | 100.0 | 100.0 | 100.0 | 100.0 | 100.0   | 100.0   | 100.0   | 100.0    | 100.0   | 100.0   | 100.0    | 100.0     | 100.0     | 100.0     | 100.0               | 100.0    | 100.0     | 100.0                          | 100.0    | 100.0    |
| Extremely              | 575                       | 10        | 116   | 74    | 71    | 84    | 220     | 199     | 375     | 34       | 74      | 84      | 82       | 95        | 47        | 94        | 109                 | 166      | 236       | 49                             | 176      | 300      |
| Somewhat Combined      | 66.7                      | 66.7      | 75.4  | 66.2  | 76.5  | 75.3  | 58.4    | 71.3    | 64.6    | 72.5     | 69.0    | 57.1    | 61.6     | 72.7      | 85.7      | 76.0      | 70.1                | 59.2     | 76.3      | 87.6                           | 74.9     | 62.0     |
| Extremely Satisfied    | 168                       | 6         | 47    | 24    | 18    | 11    | 62      | 77      | 91      | 20       | 30      | 25      | 16       | 22        | 11        | 28        | 50                  | 41       | 61        | 34                             | 46       | 74       |
|                        | 19.5                      | 37.5      | 30.5  | 21.9  | 18.8  | 10.1  | 16.5    | 27.4    | 15.7    | 42.8     | 28.0    | 16.7    | 12.4     | 17.0      | 19.7      | 22.4      | 32.5                | 14.6     | 19.6      | 61.1                           | 19.5     | 15.4     |
| Somewhat Satisfied     | 407                       | 4         | 69    | 49    | 54    | 72    | 158     | 123     | 284     | 14       | 44      | 60      | 65       | 73        | 36        | 66        | 58                  | 125      | 175       | 15                             | 130      | 225      |
|                        | 47.3                      | 29.1      | 44.9  | 44.3  | 57.8  | 65.2  | 41.9    | 43.9    | 48.9    | 29.7     | 41.0    | 40.4    | 49.3     | 55.7      | 66.0      | 53.6      | 37.5                | 44.6     | 56.7      | 26.4                           | 55.3     | 46.6     |
| Not Satisfied          | 165                       | 2         | 17    | 22    | 14    | 12    | 98      | 41      | 124     | 10       | 27      | 27      | 26       | 19        | 5         | 17        | 37                  | 53       | 41        | 3                              | 37       | 108      |
|                        | 19.2                      | 15.6      | 11.0  | 19.7  | 14.8  | 11.1  | 26.0    | 14.7    | 21.4    | 20.3     | 25.0    | 18.0    | 19.7     | 14.2      | 9.7       | 13.7      | 23.6                | 18.8     | 13.2      | 4.5                            | 15.9     | 22.3     |
| Extremely Dissatisfied | 48                        |           | 9     | 7     | 3     | 7     | 23      | 15      | 33      | 1        | 1       | 18      | 13       | 3         | 2         | 5         | 2                   | 31       | 10        | 3                              | 9        | 30       |
|                        | 5.6                       |           | 5.5   | 6.0   | 3.1   | 6.6   | 6.1     | 5.4     | 5.7     | 1.8      | 0.8     | 12.4    | 9.7      | 2.5       | 3.1       | 4.4       | 1.1                 | 11.1     | 3.4       | 5.8                            | 3.7      | 6.1      |
| No Opinion             | 73                        | 3         | 12    | 9     | 5     | 8     | 36      | 24      | 49      | 3        | 6       | 18      | 12       | 14        | 1         | 7         | 8                   | 30       | 22        | 1                              | 13       | 46       |
|                        | 8.4                       | 17.7      | 8.1   | 8.2   | 5.6   | 7.0   | 9.4     | 8.6     | 8.4     | 5.4      | 5.2     | 12.5    | 9.0      | 10.6      | 1.5       | 5.9       | 5.3                 | 10.8     | 7.1       | 2.1                            | 5.5      | 9.6      |





City of Glenwood Springs Community Survey, 861n, +- 3.15% MoE, September 7th - 22nd, 2021, Weighted Crosstabs  
Table 36  
T36. [SATISFACTION WITH CITY SERVICES] Residential and commercial permitting, land planning and development

|                        | GENDER       |              |              | GENZ AND MILLENNIALS |              |              |              | GEN X        |              |             | BOOMERS AND SILENT |              |              |             | CONSOLIDATED AGE |              |              | RACE ETHNICITY |              |             |
|------------------------|--------------|--------------|--------------|----------------------|--------------|--------------|--------------|--------------|--------------|-------------|--------------------|--------------|--------------|-------------|------------------|--------------|--------------|----------------|--------------|-------------|
|                        | TOTAL        | MEN          | WO MEN       | GENZ 18-24           | MILL 25-39   | MILL MEN     | MILL WOM     | GENX 40-54   | GENX MEN     | GENX WOM    | BOOM 55-74         | BOOM MEN     | BOOM WOM     | SLNT 75+    | 18-39            | 40-64        | 65 PLUS      | WHI TE         | HISP ANIC    | OTH         |
| TOTAL                  | 861<br>100.0 | 435<br>100.0 | 424<br>100.0 | 86<br>100.0          | 258<br>100.0 | 127<br>100.0 | 131<br>100.0 | 198<br>100.0 | 106<br>100.0 | 91<br>100.0 | 258<br>100.0       | 131<br>100.0 | 127<br>100.0 | 60<br>100.0 | 344<br>100.0     | 336<br>100.0 | 181<br>100.0 | 603<br>100.0   | 215<br>100.0 | 43<br>100.0 |
| Extremely Satisfied    | 241<br>28.0  | 138<br>31.7  | 103<br>24.3  | 22<br>25.9           | 84<br>32.4   | 44<br>34.8   | 39<br>30.2   | 54<br>27.3   | 30<br>28.1   | 24<br>26.8  | 63<br>24.5         | 35<br>26.6   | 28<br>22.4   | 18<br>29.0  | 106<br>30.8      | 89<br>26.4   | 46<br>25.5   | 152<br>25.2    | 83<br>38.5   | 6<br>13.9   |
| Somewhat Satisfied     | 42<br>4.9    | 25<br>5.9    | 17<br>3.9    | 2<br>2.4             | 24<br>9.4    | 16<br>12.3   | 9<br>6.6     | 6<br>3.2     | 3<br>3.1     | 3<br>3.3    | 7<br>2.6           | 3<br>2.3     | 4<br>3.0     | 3<br>5.1    | 26<br>7.6        | 11<br>3.2    | 5<br>3.0     | 21<br>3.5      | 17<br>8.1    | 4<br>8.2    |
| Somewhat Dissatisfied  | 199<br>23.1  | 112<br>25.8  | 86<br>20.4   | 20<br>23.6           | 59<br>23.0   | 29<br>22.5   | 31<br>23.7   | 48<br>24.2   | 26<br>24.9   | 21<br>23.6  | 57<br>21.9         | 32<br>24.3   | 25<br>19.5   | 14<br>23.9  | 80<br>23.2       | 78<br>23.2   | 41<br>22.6   | 131<br>21.7    | 65<br>30.4   | 2<br>5.8    |
| Not Satisfied          | 216<br>25.1  | 126<br>28.9  | 90<br>21.2   | 7<br>8.2             | 65<br>25.1   | 37<br>28.8   | 28<br>21.1   | 57<br>28.7   | 36<br>34.4   | 20<br>22.3  | 77<br>29.7         | 39<br>29.9   | 38<br>29.6   | 11<br>18.0  | 72<br>20.9       | 95<br>28.3   | 49<br>27.3   | 172<br>28.5    | 31<br>14.3   | 13<br>31.2  |
| Extremely Dissatisfied | 181<br>21.1  | 95<br>21.8   | 85<br>20.1   | 4<br>5.0             | 46<br>17.8   | 22<br>17.1   | 24<br>18.6   | 44<br>22.4   | 23<br>21.5   | 21<br>22.7  | 66<br>25.6         | 35<br>26.4   | 31<br>24.3   | 21<br>34.2  | 50<br>14.6       | 76<br>22.5   | 55<br>30.6   | 141<br>23.4    | 26<br>12.0   | 14<br>33.1  |
| No Opinion             | 222<br>25.8  | 77<br>17.6   | 146<br>34.4  | 52<br>60.8           | 64<br>24.7   | 25<br>19.3   | 39<br>30.1   | 43<br>21.6   | 17<br>16.0   | 26<br>28.2  | 52<br>20.2         | 22<br>17.1   | 30<br>23.6   | 11<br>18.7  | 116<br>33.7      | 76<br>22.8   | 30<br>16.5   | 137<br>22.8    | 76<br>35.1   | 9<br>21.8   |

City of Glenwood Springs Community Survey, 861n, +- 3.15% MoE, September 7th - 22nd, 2021, Weighted Crosstabs  
Table 36  
T36. [SATISFACTION WITH CITY SERVICES] Residential and commercial permitting, land planning and development

|                        | LIVED IN GLENWOOD SPRINGS |             |              |              |             |              |              |              |              | INCOME      |              |              |              |              |             |              | CONSOLIDATED INCOME |              |              | FOCUS ON RESIDENTS VS TOURISTS |              |              |
|------------------------|---------------------------|-------------|--------------|--------------|-------------|--------------|--------------|--------------|--------------|-------------|--------------|--------------|--------------|--------------|-------------|--------------|---------------------|--------------|--------------|--------------------------------|--------------|--------------|
|                        | TOTAL                     | LESS YEAR   | 1 5          | 6 10         | 11 15       | 16 20        | MORE 20      | LESS 10      | MORE 10      | LESS 30K    | 31K 50K      | 50K 75K      | 75K 100K     | 100K 125K    | 125K 150K   | MORE 150K    | LESS 50K            | 51K 100K     | MORE 100K    | RESI DENT                      | BAL ANCE     | TOUR IST     |
| TOTAL                  | 861<br>100.0              | 15<br>100.0 | 154<br>100.0 | 111<br>100.0 | 93<br>100.0 | 111<br>100.0 | 377<br>100.0 | 280<br>100.0 | 581<br>100.0 | 47<br>100.0 | 108<br>100.0 | 147<br>100.0 | 133<br>100.0 | 130<br>100.0 | 55<br>100.0 | 124<br>100.0 | 155<br>100.0        | 280<br>100.0 | 309<br>100.0 | 56<br>100.0                    | 236<br>100.0 | 484<br>100.0 |
| Extremely Satisfied    | 241<br>28.0               | 6<br>43.9   | 62<br>40.2   | 27<br>23.9   | 20<br>21.0  | 31<br>27.6   | 96<br>25.4   | 95<br>33.9   | 146<br>25.1  | 12<br>26.1  | 57<br>53.2   | 34<br>23.3   | 26<br>19.5   | 37<br>28.5   | 14<br>24.8  | 42<br>34.1   | 70<br>44.9          | 60<br>21.5   | 93<br>30.1   | 18<br>32.6                     | 107<br>45.3  | 106<br>22.0  |
| Somewhat Satisfied     |                           |             |              |              |             |              |              |              |              |             |              |              |              |              |             |              |                     |              |              |                                |              |              |
| Not Satisfied          |                           |             |              |              |             |              |              |              |              |             |              |              |              |              |             |              |                     |              |              |                                |              |              |
| Extremely Dissatisfied |                           |             |              |              |             |              |              |              |              |             |              |              |              |              |             |              |                     |              |              |                                |              |              |
| No Opinion             |                           |             |              |              |             |              |              |              |              |             |              |              |              |              |             |              |                     |              |              |                                |              |              |
| Extremely Satisfied    | 42<br>4.9                 | 4<br>26.8   | 22<br>14.4   | 4<br>3.2     | 5<br>5.0    | 4<br>3.3     | 4<br>1.2     | 30<br>10.6   | 13<br>2.2    | 3<br>6.3    | 14<br>12.8   | 3<br>1.9     | 10<br>7.4    | 3<br>2.2     | 1<br>1.3    | 7<br>6.0     | 17<br>10.8          | 13<br>4.5    | 11<br>3.6    | 12<br>21.2                     | 21<br>8.8    | 9<br>1.9     |
| Somewhat Satisfied     | 199<br>23.1               | 3<br>17.1   | 40<br>25.8   | 23<br>20.7   | 15<br>16.0  | 27<br>24.3   | 92<br>24.3   | 65<br>23.3   | 133<br>23.0  | 9<br>19.8   | 43<br>40.3   | 32<br>21.4   | 16<br>12.1   | 34<br>26.3   | 13<br>23.5  | 35<br>28.1   | 53<br>34.1          | 48<br>17.0   | 82<br>26.5   | 6<br>11.4                      | 86<br>36.5   | 97<br>20.0   |
| Not Satisfied          | 216<br>25.1               | 2<br>10.4   | 29<br>19.1   | 26<br>23.4   | 32<br>34.6  | 28<br>25.0   | 99<br>26.3   | 57<br>20.3   | 159<br>27.4  | 6<br>13.7   | 15<br>13.8   | 36<br>24.2   | 42<br>32.0   | 43<br>33.3   | 18<br>33.1  | 26<br>21.1   | 21<br>13.8          | 78<br>27.9   | 88<br>28.4   | 5<br>9.9                       | 61<br>25.7   | 128<br>26.5  |
| Extremely Dissatisfied | 181<br>21.1               |             | 19<br>12.5   | 15<br>13.7   | 17<br>18.5  | 27<br>24.1   | 103<br>27.3  | 34<br>12.3   | 147<br>25.3  | 13<br>26.5  | 9<br>8.8     | 29<br>19.9   | 34<br>25.5   | 17<br>13.2   | 14<br>25.1  | 27<br>21.5   | 22<br>14.2          | 63<br>22.5   | 57<br>18.6   | 25<br>45.6                     | 21<br>8.8    | 119<br>24.7  |
| No Opinion             | 222<br>25.8               | 7<br>45.6   | 43<br>28.2   | 43<br>39.1   | 24<br>25.8  | 26<br>23.3   | 79<br>20.9   | 94<br>33.4   | 129<br>22.2  | 16<br>33.7  | 26<br>24.2   | 48<br>32.6   | 31<br>23.1   | 33<br>25.0   | 9<br>17.0   | 29<br>23.3   | 42<br>27.1          | 79<br>28.1   | 71<br>22.9   | 7<br>11.9                      | 48<br>20.2   | 130<br>26.9  |

City of Glenwood Springs Community Survey, 861n, +- 3.15% MoE, September 7th - 22nd, 2021, Weighted Crosstabs  
Table 36  
T36. [SATISFACTION WITH CITY SERVICES] Residential and commercial permitting, land planning and development

|                        | DEVELOPMENT OF NEW<br>HOUSING FOR SALE |             |              |             | DEVELOPMENT OF NEW<br>APARTMENTS |              |             | RATE OF RETAIL AND<br>COMMERICAL GROWTH |              |             | WARD      |           |           |           |           |
|------------------------|----------------------------------------|-------------|--------------|-------------|----------------------------------|--------------|-------------|-----------------------------------------|--------------|-------------|-----------|-----------|-----------|-----------|-----------|
|                        |                                        |             |              |             |                                  |              |             |                                         |              |             |           |           |           |           |           |
|                        | TOTAL                                  | TOO<br>SLOW | RGHT<br>AMNT | TOO<br>FAST | TOO<br>SLOW                      | RGHT<br>AMNT | TOO<br>FAST | TOO<br>SLOW                             | RGHT<br>AMNT | TOO<br>FAST | WARD<br>1 | WARD<br>2 | WARD<br>3 | WARD<br>4 | WARD<br>5 |
| TOTAL                  | 861                                    | 262         | 155          | 353         | 190                              | 130          | 498         | 396                                     | 274          | 116         | 207       | 172       | 164       | 164       | 155       |
|                        | 100.0                                  | 100.0       | 100.0        | 100.0       | 100.0                            | 100.0        | 100.0       | 100.0                                   | 100.0        | 100.0       | 100.0     | 100.0     | 100.0     | 100.0     | 100.0     |
| Extremely              | 241                                    | 81          | 52           | 84          | 67                               | 57           | 108         | 105                                     | 97           | 29          | 59        | 57        | 35        | 52        | 37        |
| Somewhat Combined      | 28.0                                   | 30.8        | 33.6         | 23.9        | 35.5                             | 43.8         | 21.7        | 26.5                                    | 35.4         | 24.6        | 28.5      | 33.3      | 21.7      | 31.7      | 24.2      |
|                        |                                        |             |              |             |                                  |              |             |                                         |              |             |           |           |           |           |           |
| Extremely Satisfied    | 42                                     | 10          | 10           | 17          | 8                                | 13           | 21          | 10                                      | 21           | 11          | 10        | 4         | 5         | 14        | 9         |
|                        | 4.9                                    | 4.0         | 6.3          | 4.7         | 4.5                              | 9.7          | 4.3         | 2.5                                     | 7.7          | 9.7         | 4.6       | 2.5       | 2.9       | 8.6       | 6.1       |
| Somewhat Satisfied     | 199                                    | 70          | 42           | 68          | 59                               | 44           | 87          | 95                                      | 76           | 17          | 49        | 53        | 31        | 38        | 28        |
|                        | 23.1                                   | 26.8        | 27.3         | 19.1        | 31.0                             | 34.1         | 17.4        | 24.0                                    | 27.7         | 14.9        | 23.9      | 30.7      | 18.8      | 23.0      | 18.1      |
| Not Satisfied          | 216                                    | 71          | 41           | 92          | 45                               | 29           | 138         | 112                                     | 68           | 26          | 51        | 43        | 58        | 26        | 38        |
|                        | 25.1                                   | 27.3        | 26.1         | 26.0        | 23.5                             | 22.6         | 27.7        | 28.3                                    | 24.9         | 22.6        | 24.8      | 24.8      | 35.7      | 15.9      | 24.5      |
| Extremely Dissatisfied | 181                                    | 44          | 26           | 100         | 27                               | 6            | 141         | 79                                      | 42           | 50          | 36        | 41        | 27        | 46        | 30        |
|                        | 21.1                                   | 16.8        | 16.7         | 28.3        | 14.0                             | 4.9          | 28.3        | 19.9                                    | 15.4         | 43.2        | 17.5      | 24.1      | 16.8      | 28.2      | 19.6      |
| No Opinion             | 222                                    | 66          | 37           | 77          | 51                               | 37           | 111         | 100                                     | 66           | 11          | 60        | 31        | 42        | 40        | 49        |
|                        | 25.8                                   | 25.1        | 23.6         | 21.8        | 26.9                             | 28.8         | 22.3        | 25.3                                    | 24.2         | 9.6         | 29.2      | 17.8      | 25.9      | 24.3      | 31.8      |

Table 37

T37. [SATISFACTION WITH CITY SERVICES] Economic development

|                        | GENDER |       |        | GENZ AND MILLENNIALS |            |          |          | GEN X      |          |          | BOOMERS AND SILENT |          |          |          | CONSOLIDATED AGE |       |         | RACE ETHNICITY |           |       |
|------------------------|--------|-------|--------|----------------------|------------|----------|----------|------------|----------|----------|--------------------|----------|----------|----------|------------------|-------|---------|----------------|-----------|-------|
|                        | TOTAL  | MEN   | WO MEN | GENZ 18-24           | MILL 25-39 | MILL MEN | MILL WOM | GENX 40-54 | GENX MEN | GENX WOM | BOOM 55-74         | BOOM MEN | BOOM WOM | SLNT 75+ | 18-39            | 40-64 | 65 PLUS | WHI TE         | HISP ANIC | OTH   |
| TOTAL                  | 861    | 435   | 424    | 86                   | 258        | 127      | 131      | 198        | 106      | 91       | 258                | 131      | 127      | 60       | 344              | 336   | 181     | 603            | 215       | 43    |
|                        | 100.0  | 100.0 | 100.0  | 100.0                | 100.0      | 100.0    | 100.0    | 100.0      | 100.0    | 100.0    | 100.0              | 100.0    | 100.0    | 100.0    | 100.0            | 100.0 | 100.0   | 100.0          | 100.0     | 100.0 |
| Extremely              | 368    | 200   | 167    | 31                   | 116        | 51       | 65       | 81         | 47       | 33       | 109                | 56       | 52       | 32       | 147              | 138   | 83      | 268            | 86        | 14    |
| Somewhat Combined      | 42.8   | 46.1  | 39.3   | 36.3                 | 45.0       | 40.4     | 49.6     | 40.7       | 43.9     | 36.8     | 42.0               | 42.9     | 41.1     | 52.5     | 42.8             | 41.1  | 45.8    | 44.5           | 39.9      | 32.8  |
| Extremely Satisfied    | 55     | 30    | 25     |                      | 28         | 16       | 12       | 9          | 5        | 4        | 12                 | 6        | 7        | 5        | 28               | 17    | 10      | 34             | 20        | 1     |
|                        | 6.4    | 7.0   | 5.8    |                      | 11.0       | 12.6     | 9.4      | 4.7        | 4.7      | 4.8      | 4.8                | 4.2      | 5.1      | 8.9      | 8.2              | 5.2   | 5.3     | 5.6            | 9.3       | 3.4   |
| Somewhat Satisfied     | 313    | 170   | 142    | 31                   | 88         | 35       | 52       | 71         | 41       | 29       | 96                 | 51       | 45       | 26       | 119              | 120   | 73      | 234            | 66        | 13    |
|                        | 36.3   | 39.1  | 33.5   | 36.3                 | 34.0       | 27.9     | 40.1     | 35.9       | 39.1     | 32.0     | 37.3               | 38.7     | 35.9     | 43.6     | 34.6             | 35.9  | 40.5    | 38.9           | 30.6      | 29.5  |
| Not Satisfied          | 236    | 125   | 111    | 15                   | 71         | 41       | 30       | 65         | 35       | 30       | 76                 | 43       | 33       | 9        | 86               | 99    | 51      | 148            | 74        | 14    |
|                        | 27.4   | 28.7  | 26.1   | 17.5                 | 27.6       | 32.2     | 22.7     | 32.7       | 32.8     | 32.9     | 29.5               | 32.6     | 26.3     | 14.7     | 25.1             | 29.4  | 28.2    | 24.6           | 34.4      | 31.6  |
| Extremely Dissatisfied | 92     | 55    | 37     | 11                   | 27         | 16       | 11       | 22         | 14       | 8        | 23                 | 11       | 11       | 9        | 39               | 36    | 18      | 75             | 12        | 5     |
|                        | 10.7   | 12.7  | 8.6    | 13.2                 | 10.6       | 12.9     | 8.4      | 11.0       | 12.9     | 8.6      | 8.7                | 8.4      | 9.0      | 15.1     | 11.2             | 10.7  | 9.7     | 12.4           | 5.6       | 12.7  |
| No Opinion             | 165    | 55    | 110    | 28                   | 44         | 18       | 25       | 31         | 11       | 20       | 51                 | 21       | 30       | 11       | 72               | 63    | 29      | 112            | 43        | 10    |
|                        | 19.1   | 12.6  | 25.9   | 32.9                 | 16.9       | 14.5     | 19.4     | 15.6       | 10.4     | 21.7     | 19.8               | 16.1     | 23.7     | 17.7     | 20.9             | 18.8  | 16.2    | 18.5           | 20.0      | 22.9  |

Table 37

T37. [SATISFACTION WITH CITY SERVICES] Economic development

|                        | LIVED IN GLENWOOD SPRINGS |           |       |       |       |       |         |         |         | INCOME   |         |         |          |           |           |           | CONSOLIDATED INCOME |          |           | FOCUS ON RESIDENTS VS TOURISTS |          |          |
|------------------------|---------------------------|-----------|-------|-------|-------|-------|---------|---------|---------|----------|---------|---------|----------|-----------|-----------|-----------|---------------------|----------|-----------|--------------------------------|----------|----------|
|                        | TOTAL                     | LESS YEAR | 1 5   | 6 10  | 11 15 | 16 20 | MORE 20 | LESS 10 | MORE 10 | LESS 30K | 31K 50K | 50K 75K | 75K 100K | 100K 125K | 125K 150K | MORE 150K | LESS 50K            | 51K 100K | MORE 100K | RESI DENT                      | BAL ANCE | TOUR IST |
| TOTAL                  | 861                       | 15        | 154   | 111   | 93    | 111   | 377     | 280     | 581     | 47       | 108     | 147     | 133      | 130       | 55        | 124       | 155                 | 280      | 309       | 56                             | 236      | 484      |
|                        | 100.0                     | 100.0     | 100.0 | 100.0 | 100.0 | 100.0 | 100.0   | 100.0   | 100.0   | 100.0    | 100.0   | 100.0   | 100.0    | 100.0     | 100.0     | 100.0     | 100.0               | 100.0    | 100.0     | 100.0                          | 100.0    | 100.0    |
| Extremely              | 368                       | 9         | 81    | 40    | 42    | 51    | 145     | 130     | 238     | 17       | 60      | 55      | 57       | 58        | 30        | 64        | 77                  | 112      | 152       | 20                             | 155      | 168      |
| Somewhat Combined      | 42.8                      | 63.9      | 52.6  | 35.9  | 44.8  | 46.0  | 38.5    | 46.6    | 40.9    | 35.3     | 55.8    | 37.5    | 42.6     | 44.2      | 54.7      | 52.1      | 49.5                | 39.9     | 49.2      | 36.0                           | 65.7     | 34.7     |
| Extremely Satisfied    | 55                        | 1         | 24    | 6     | 4     | 5     | 15      | 31      | 25      | 0.8      | 3       | 16      | 11       | 8         | 3         | 10        | 4                   | 27       | 21        | 5                              | 25       | 23       |
|                        | 6.4                       | 4.0       | 15.9  | 5.1   | 4.6   | 4.9   | 4.0     | 11.0    | 4.2     |          | 3.1     | 10.8    | 8.3      | 5.8       | 6.0       | 8.1       | 2.4                 | 9.6      | 6.8       | 8.7                            | 10.7     | 4.8      |
| Somewhat Satisfied     | 313                       | 9         | 56    | 34    | 38    | 46    | 130     | 100     | 213     | 16       | 57      | 39      | 46       | 50        | 27        | 54        | 73                  | 85       | 131       | 15                             | 130      | 145      |
|                        | 36.3                      | 59.9      | 36.7  | 30.8  | 40.3  | 41.1  | 34.5    | 35.6    | 36.7    | 34.5     | 52.7    | 26.7    | 34.3     | 38.3      | 48.7      | 44.0      | 47.1                | 30.3     | 42.4      | 27.2                           | 55.0     | 29.9     |
| Not Satisfied          | 236                       |           | 33    | 35    | 29    | 20    | 119     | 68      | 168     | 8        | 26      | 51      | 35       | 42        | 10        | 33        | 33                  | 87       | 86        | 24                             | 33       | 165      |
|                        | 27.4                      |           | 21.5  | 31.6  | 31.4  | 18.0  | 31.4    | 24.4    | 28.9    | 16.0     | 24.0    | 34.9    | 26.5     | 32.6      | 18.4      | 27.0      | 21.5                | 30.9     | 27.8      | 43.0                           | 14.0     | 34.1     |
| Extremely Dissatisfied | 92                        | 1         | 11    | 10    | 4     | 24    | 42      | 22      | 70      | 10       | 4       | 21      | 19       | 6         | 5         | 9         | 15                  | 40       | 20        | 6                              | 11       | 64       |
|                        | 10.7                      | 6.6       | 7.5   | 9.0   | 3.8   | 21.6  | 11.2    | 8.0     | 12.0    | 22.1     | 4.1     | 14.1    | 14.2     | 4.2       | 9.0       | 7.6       | 9.6                 | 14.2     | 6.4       | 10.9                           | 4.7      | 13.3     |
| No Opinion             | 165                       | 4         | 28    | 26    | 19    | 16    | 71      | 59      | 106     | 13       | 17      | 20      | 22       | 25        | 10        | 17        | 30                  | 42       | 51        | 6                              | 37       | 87       |
|                        | 19.1                      | 29.6      | 18.4  | 23.5  | 20.0  | 14.4  | 18.9    | 21.0    | 18.2    | 26.6     | 16.1    | 13.5    | 16.6     | 19.0      | 17.9      | 13.4      | 19.3                | 15.0     | 16.6      | 10.2                           | 15.6     | 17.9     |



Table 37

T37. [SATISFACTION WITH CITY SERVICES] Economic development

|                        | DEVELOPMENT OF NEW<br>HOUSING FOR SALE |             |              |             | DEVELOPMENT OF NEW<br>APARTMENTS |              |             | RATE OF RETAIL AND<br>COMMERICAL GROWTH |              |             | WARD      |           |           |           |           |
|------------------------|----------------------------------------|-------------|--------------|-------------|----------------------------------|--------------|-------------|-----------------------------------------|--------------|-------------|-----------|-----------|-----------|-----------|-----------|
|                        |                                        |             |              |             |                                  |              |             |                                         |              |             |           |           |           |           |           |
|                        | TOTAL                                  | TOO<br>SLOW | RGHT<br>AMNT | TOO<br>FAST | TOO<br>SLOW                      | RGHT<br>AMNT | TOO<br>FAST | TOO<br>SLOW                             | RGHT<br>AMNT | TOO<br>FAST | WARD<br>1 | WARD<br>2 | WARD<br>3 | WARD<br>4 | WARD<br>5 |
| TOTAL                  | 861                                    | 262         | 155          | 353         | 190                              | 130          | 498         | 396                                     | 274          | 116         | 207       | 172       | 164       | 164       | 155       |
|                        | 100.0                                  | 100.0       | 100.0        | 100.0       | 100.0                            | 100.0        | 100.0       | 100.0                                   | 100.0        | 100.0       | 100.0     | 100.0     | 100.0     | 100.0     | 100.0     |
| Extremely              | 368                                    | 122         | 72           | 140         | 91                               | 73           | 194         | 124                                     | 164          | 49          | 94        | 93        | 65        | 55        | 61        |
| Somewhat Combined      | 42.8                                   | 46.7        | 46.7         | 39.8        | 47.8                             | 56.0         | 38.9        | 31.4                                    | 59.8         | 42.0        | 45.4      | 54.1      | 39.6      | 33.5      | 39.7      |
|                        |                                        |             |              |             |                                  |              |             |                                         |              |             |           |           |           |           |           |
| Extremely Satisfied    | 55                                     | 10          | 13           | 25          | 19                               | 8            | 27          | 4                                       | 40           | 9           | 26        | 5         | 8         | 8         | 8         |
|                        | 6.4                                    | 3.8         | 8.5          | 6.9         | 10.2                             | 6.1          | 5.4         | 1.1                                     | 14.7         | 8.0         | 12.7      | 3.2       | 4.8       | 4.6       | 5.4       |
| Somewhat Satisfied     | 313                                    | 112         | 59           | 116         | 71                               | 65           | 167         | 120                                     | 124          | 40          | 68        | 88        | 57        | 47        | 53        |
|                        | 36.3                                   | 43.0        | 38.2         | 32.9        | 37.5                             | 49.9         | 33.6        | 30.3                                    | 45.1         | 34.0        | 32.7      | 50.9      | 34.8      | 29.0      | 34.3      |
| Not Satisfied          | 236                                    | 76          | 39           | 107         | 50                               | 19           | 158         | 132                                     | 49           | 46          | 54        | 35        | 47        | 49        | 51        |
|                        | 27.4                                   | 29.0        | 25.3         | 30.4        | 26.6                             | 14.7         | 31.7        | 33.4                                    | 18.0         | 39.6        | 25.9      | 20.6      | 28.8      | 29.8      | 33.0      |
| Extremely Dissatisfied | 92                                     | 32          | 10           | 44          | 25                               | 7            | 57          | 66                                      | 9            | 12          | 18        | 16        | 22        | 22        | 14        |
|                        | 10.7                                   | 12.4        | 6.7          | 12.3        | 13.1                             | 5.5          | 11.4        | 16.6                                    | 3.2          | 10.4        | 8.9       | 9.1       | 13.5      | 13.7      | 8.7       |
| No Opinion             | 165                                    | 31          | 33           | 61          | 24                               | 31           | 89          | 74                                      | 52           | 9           | 41        | 28        | 30        | 38        | 29        |
|                        | 19.1                                   | 11.9        | 21.4         | 17.4        | 12.5                             | 23.8         | 18.0        | 18.7                                    | 19.0         | 8.0         | 19.7      | 16.2      | 18.1      | 22.9      | 18.6      |

Table 38

T38. [SATISFACTION WITH CITY SERVICES] Police services and crime prevention

|                                | GENDER       |              |              | GENZ AND MILLENNIALS |               |              |              | GEN X         |              |             | BOOMERS AND SILENT |              |              |             | CONSOLIDATED AGE |              |              | RACE ETHNICITY |              |             |
|--------------------------------|--------------|--------------|--------------|----------------------|---------------|--------------|--------------|---------------|--------------|-------------|--------------------|--------------|--------------|-------------|------------------|--------------|--------------|----------------|--------------|-------------|
|                                | TOTAL        | MEN          | WO<br>MEN    | GENZ<br>18-24        | MILL<br>25-39 | MILL<br>MEN  | MILL<br>WOM  | GENX<br>40-54 | GENX<br>MEN  | GENX<br>WOM | BOOM<br>55-74      | BOOM<br>MEN  | BOOM<br>WOM  | SLNT<br>75+ | 18-39            | 40-64        | 65<br>PLUS   | WHI<br>TE      | HISP<br>ANIC | OTH         |
| TOTAL                          | 861<br>100.0 | 435<br>100.0 | 424<br>100.0 | 86<br>100.0          | 258<br>100.0  | 127<br>100.0 | 131<br>100.0 | 198<br>100.0  | 106<br>100.0 | 91<br>100.0 | 258<br>100.0       | 131<br>100.0 | 127<br>100.0 | 60<br>100.0 | 344<br>100.0     | 336<br>100.0 | 181<br>100.0 | 603<br>100.0   | 215<br>100.0 | 43<br>100.0 |
| Extremely<br>Somewhat Combined | 604<br>70.1  | 315<br>72.3  | 289<br>68.1  | 49<br>56.5           | 176<br>68.2   | 77<br>60.3   | 99<br>76.0   | 127<br>64.3   | 68<br>64.0   | 59<br>65.2  | 197<br>76.4        | 102<br>77.6  | 95<br>75.4   | 54<br>90.3  | 225<br>65.3      | 223<br>66.4  | 156<br>86.4  | 458<br>76.0    | 127<br>59.0  | 19<br>43.8  |
| Extremely Satisfied            | 204<br>23.7  | 111<br>25.4  | 93<br>22.0   | 36<br>42.2           | 51<br>19.6    | 17<br>13.7   | 33<br>25.4   | 29<br>14.5    | 17<br>16.4   | 11<br>12.5  | 68<br>26.3         | 35<br>26.4   | 33<br>26.4   | 20<br>33.4  | 87<br>25.2       | 66<br>19.8   | 50<br>27.9   | 155<br>25.7    | 45<br>21.1   | 4<br>8.8    |
| Somewhat Satisfied             | 400<br>46.5  | 204<br>46.9  | 196<br>46.2  | 12<br>14.3           | 126<br>48.6   | 59<br>46.6   | 66<br>50.6   | 99<br>49.8    | 50<br>47.6   | 48<br>52.7  | 129<br>50.1        | 67<br>51.2   | 62<br>49.0   | 34<br>56.9  | 138<br>40.0      | 156<br>46.6  | 106<br>58.5  | 303<br>50.3    | 82<br>37.9   | 15<br>35.0  |
| Not Satisfied                  | 97<br>11.2   | 53<br>12.2   | 43<br>10.1   | 3<br>2.9             | 34<br>13.1    | 17<br>13.6   | 16<br>12.3   | 30<br>15.2    | 17<br>16.2   | 13<br>13.9  | 29<br>11.1         | 18<br>14.0   | 10<br>8.1    | 1<br>2.3    | 36<br>10.6       | 45<br>13.5   | 15<br>8.2    | 68<br>11.3     | 14<br>6.5    | 14<br>33.4  |
| Extremely Dissatisfied         | 99<br>11.5   | 50<br>11.4   | 49<br>11.5   | 22<br>26.1           | 30<br>11.7    | 24<br>19.2   | 6<br>4.4     | 23<br>11.8    | 13<br>12.0   | 10<br>11.0  | 20<br>7.8          | 10<br>7.7    | 10<br>7.8    | 3<br>5.1    | 53<br>15.3       | 40<br>12.0   | 7<br>3.6     | 42<br>7.0      | 49<br>23.0   | 8<br>18.4   |
| No Opinion                     | 61<br>7.1    | 18<br>4.1    | 43<br>10.2   | 12<br>14.5           | 18<br>7.0     | 9<br>6.8     | 10<br>7.3    | 17<br>8.7     | 8<br>7.8     | 9<br>9.9    | 12<br>4.6          | 1<br>0.7     | 11<br>8.7    | 1<br>2.2    | 31<br>8.9        | 27<br>8.1    | 3<br>1.8     | 34<br>5.7      | 25<br>11.5   | 2<br>4.4    |

Table 38

T38. [SATISFACTION WITH CITY SERVICES] Police services and crime prevention

|                        | LIVED IN GLENWOOD SPRINGS |           |       |       |       |       |         |         |         | INCOME   |         |         |          |           |           |           | CONSOLIDATED INCOME |          |           | FOCUS ON RESIDENTS VS TOURISTS |          |          |
|------------------------|---------------------------|-----------|-------|-------|-------|-------|---------|---------|---------|----------|---------|---------|----------|-----------|-----------|-----------|---------------------|----------|-----------|--------------------------------|----------|----------|
|                        | TOTAL                     | LESS YEAR | 1 5   | 6 10  | 11 15 | 16 20 | MORE 20 | LESS 10 | MORE 10 | LESS 30K | 31K 50K | 50K 75K | 75K 100K | 100K 125K | 125K 150K | MORE 150K | LESS 50K            | 51K 100K | MORE 100K | RESI DENT                      | BAL ANCE | TOUR IST |
| TOTAL                  | 861                       | 15        | 154   | 111   | 93    | 111   | 377     | 280     | 581     | 47       | 108     | 147     | 133      | 130       | 55        | 124       | 155                 | 280      | 309       | 56                             | 236      | 484      |
|                        | 100.0                     | 100.0     | 100.0 | 100.0 | 100.0 | 100.0 | 100.0   | 100.0   | 100.0   | 100.0    | 100.0   | 100.0   | 100.0    | 100.0     | 100.0     | 100.0     | 100.0               | 100.0    | 100.0     | 100.0                          | 100.0    | 100.0    |
| Extremely              | 604                       | 9         | 110   | 73    | 68    | 74    | 270     | 192     | 412     | 36       | 79      | 101     | 102      | 96        | 35        | 92        | 115                 | 203      | 223       | 20                             | 197      | 331      |
| Somewhat Combined      | 70.1                      | 60.2      | 71.7  | 65.9  | 72.5  | 67.0  | 71.5    | 68.8    | 70.8    | 75.9     | 73.0    | 68.5    | 77.1     | 73.8      | 63.8      | 74.4      | 73.9                | 72.6     | 72.3      | 36.4                           | 83.5     | 68.5     |
| Extremely Satisfied    | 204                       | 3         | 34    | 23    | 20    | 28    | 95      | 60      | 143     | 19       | 31      | 19      | 41       | 27        | 13        | 34        | 50                  | 60       | 74        | 9                              | 98       | 79       |
|                        | 23.7                      | 22.9      | 22.1  | 20.8  | 21.9  | 25.2  | 25.2    | 21.6    | 24.7    | 39.9     | 29.3    | 13.0    | 30.9     | 20.5      | 24.7      | 27.7      | 32.5                | 21.5     | 24.1      | 16.1                           | 41.7     | 16.3     |
| Somewhat Satisfied     | 400                       | 5         | 76    | 50    | 47    | 46    | 175     | 132     | 268     | 17       | 47      | 82      | 61       | 70        | 21        | 58        | 64                  | 143      | 149       | 11                             | 99       | 252      |
|                        | 46.5                      | 37.3      | 49.6  | 45.2  | 50.6  | 41.8  | 46.3    | 47.2    | 46.1    | 36.0     | 43.8    | 55.6    | 46.2     | 53.3      | 39.1      | 46.7      | 41.4                | 51.1     | 48.2      | 20.3                           | 41.8     | 52.2     |
| Not Satisfied          | 97                        | 1         | 17    | 20    | 7     | 13    | 39      | 38      | 59      | 7        | 7       | 9       | 19       | 17        | 10        | 14        | 14                  | 29       | 41        | 6                              | 22       | 58       |
|                        | 11.2                      | 8.6       | 11.0  | 17.5  | 7.3   | 12.2  | 10.2    | 13.5    | 10.1    | 14.5     | 6.6     | 6.2     | 14.7     | 12.8      | 18.0      | 11.4      | 9.0                 | 10.2     | 13.1      | 11.6                           | 9.3      | 12.0     |
| Extremely Dissatisfied | 99                        |           | 18    | 8     | 11    | 17    | 45      | 26      | 73      | 3        | 16      | 12      | 9        | 7         | 5         | 11        | 19                  | 21       | 22        | 28                             | 4        | 58       |
|                        | 11.5                      |           | 11.8  | 7.2   | 11.6  | 15.5  | 12.0    | 9.3     | 12.6    | 6.8      | 15.1    | 8.3     | 6.9      | 5.1       | 8.8       | 8.7       | 12.5                | 7.6      | 7.2       | 50.6                           | 1.7      | 11.9     |
| No Opinion             | 61                        | 5         | 9     | 10    | 8     | 6     | 24      | 24      | 38      | 1        | 6       | 25      | 2        | 11        | 5         | 7         | 7                   | 27       | 23        | 1                              | 13       | 36       |
|                        | 7.1                       | 31.2      | 5.6   | 9.3   | 8.6   | 5.4   | 6.2     | 8.4     | 6.5     | 2.8      | 5.3     | 17.0    | 1.3      | 8.4       | 9.4       | 5.6       | 4.6                 | 9.6      | 7.4       | 1.4                            | 5.6      | 7.5      |

Table 38

T38. [SATISFACTION WITH CITY SERVICES] Police services and crime prevention

|                        | DEVELOPMENT OF NEW HOUSING FOR SALE |              |              |              | DEVELOPMENT OF NEW APARTMENTS |              |              | RATE OF RETAIL AND COMMERCIAL GROWTH |              |              | WARD         |              |              |              |              |
|------------------------|-------------------------------------|--------------|--------------|--------------|-------------------------------|--------------|--------------|--------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
|                        | TOTAL                               | TOO SLOW     | RGHT AMNT    | TOO FAST     | TOO SLOW                      | RGHT AMNT    | TOO FAST     | TOO SLOW                             | RGHT AMNT    | TOO FAST     | WARD 1       | WARD 2       | WARD 3       | WARD 4       | WARD 5       |
| TOTAL                  | 861<br>100.0                        | 262<br>100.0 | 155<br>100.0 | 353<br>100.0 | 190<br>100.0                  | 130<br>100.0 | 498<br>100.0 | 396<br>100.0                         | 274<br>100.0 | 116<br>100.0 | 207<br>100.0 | 172<br>100.0 | 164<br>100.0 | 164<br>100.0 | 155<br>100.0 |
| Extremely Satisfied    | 604<br>70.1                         | 195<br>74.4  | 128<br>82.3  | 226<br>63.9  | 138<br>72.9                   | 104<br>80.1  | 333<br>66.9  | 278<br>70.0                          | 214<br>78.1  | 65<br>55.7   | 151<br>73.3  | 145<br>84.3  | 110<br>67.1  | 89<br>54.3   | 109<br>70.2  |
| Somewhat Satisfied     |                                     |              |              |              |                               |              |              |                                      |              |              |              |              |              |              |              |
| Not Satisfied          |                                     |              |              |              |                               |              |              |                                      |              |              |              |              |              |              |              |
| Extremely Dissatisfied |                                     |              |              |              |                               |              |              |                                      |              |              |              |              |              |              |              |
| No Opinion             |                                     |              |              |              |                               |              |              |                                      |              |              |              |              |              |              |              |
| Extremely Satisfied    | 204<br>23.7                         | 62<br>23.8   | 55<br>35.5   | 66<br>18.8   | 47<br>24.8                    | 43<br>33.3   | 105<br>21.1  | 95<br>23.9                           | 84<br>30.6   | 12<br>10.2   | 42<br>20.4   | 64<br>37.2   | 33<br>20.4   | 33<br>20.0   | 32<br>20.4   |
| Somewhat Satisfied     | 400<br>46.5                         | 132<br>50.6  | 73<br>46.7   | 159<br>45.1  | 91<br>48.1                    | 61<br>46.8   | 228<br>45.8  | 183<br>46.2                          | 130<br>47.5  | 53<br>45.5   | 109<br>52.9  | 81<br>47.1   | 76<br>46.7   | 56<br>34.3   | 77<br>49.8   |
| Not Satisfied          | 97<br>11.2                          | 32<br>12.3   | 18<br>11.4   | 37<br>10.5   | 21<br>10.9                    | 16<br>12.4   | 58<br>11.7   | 43<br>10.9                           | 33<br>11.9   | 18<br>15.7   | 20<br>9.5    | 15<br>8.6    | 26<br>15.7   | 22<br>13.7   | 14<br>9.1    |
| Extremely Dissatisfied | 99<br>11.5                          | 19<br>7.1    | 8<br>5.2     | 65<br>18.4   | 19<br>9.8                     | 3<br>2.4     | 73<br>14.6   | 49<br>12.4                           | 8<br>3.1     | 30<br>26.1   | 20<br>9.4    | 9<br>5.0     | 17<br>10.1   | 49<br>30.3   | 5<br>3.3     |
| No Opinion             | 61<br>7.1                           | 16<br>6.2    | 2<br>1.2     | 26<br>7.2    | 12<br>6.5                     | 7<br>5.1     | 34<br>6.7    | 26<br>6.6                            | 19<br>6.8    | 3<br>2.5     | 16<br>7.8    | 4<br>2.0     | 12<br>7.1    | 3<br>1.7     | 27<br>17.5   |

Table 39

T39. [SATISFACTION WITH CITY SERVICES] Fire and emergency medical services

|                        | GENDER |       |        | GENZ AND MILLENNIALS |            |          |          | GEN X      |          |          | BOOMERS AND SILENT |          |          |          | CONSOLIDATED AGE |       |         | RACE ETHNICITY |           |       |
|------------------------|--------|-------|--------|----------------------|------------|----------|----------|------------|----------|----------|--------------------|----------|----------|----------|------------------|-------|---------|----------------|-----------|-------|
|                        | TOTAL  | MEN   | WO MEN | GENZ 18-24           | MILL 25-39 | MILL MEN | MILL WOM | GENX 40-54 | GENX MEN | GENX WOM | BOOM 55-74         | BOOM MEN | BOOM WOM | SLNT 75+ | 18-39            | 40-64 | 65 PLUS | WHI TE         | HISP ANIC | OTH   |
| TOTAL                  | 861    | 435   | 424    | 86                   | 258        | 127      | 131      | 198        | 106      | 91       | 258                | 131      | 127      | 60       | 344              | 336   | 181     | 603            | 215       | 43    |
|                        | 100.0  | 100.0 | 100.0  | 100.0                | 100.0      | 100.0    | 100.0    | 100.0      | 100.0    | 100.0    | 100.0              | 100.0    | 100.0    | 100.0    | 100.0            | 100.0 | 100.0   | 100.0          | 100.0     | 100.0 |
| Extremely Satisfied    | 756    | 374   | 380    | 72                   | 220        | 104      | 115      | 173        | 93       | 78       | 237                | 123      | 114      | 55       | 292              | 298   | 166     | 520            | 201       | 35    |
| Somewhat Combined      | 87.8   | 86.0  | 89.6   | 83.6                 | 85.1       | 81.8     | 88.1     | 87.3       | 88.0     | 86.2     | 91.8               | 93.4     | 90.1     | 90.4     | 84.7             | 88.8  | 92.0    | 86.3           | 93.5      | 81.3  |
| Extremely Satisfied    | 413    | 193   | 219    | 54                   | 123        | 59       | 63       | 81         | 40       | 41       | 122                | 58       | 63       | 32       | 178              | 150   | 85      | 271            | 122       | 20    |
|                        | 47.9   | 44.3  | 51.6   | 63.2                 | 47.7       | 46.6     | 48.6     | 40.9       | 37.8     | 44.7     | 47.3               | 44.5     | 50.1     | 53.0     | 51.5             | 44.7  | 47.0    | 45.0           | 56.5      | 45.3  |
| Somewhat Satisfied     | 344    | 181   | 161    | 18                   | 97         | 45       | 52       | 92         | 53       | 38       | 115                | 64       | 51       | 23       | 114              | 148   | 81      | 249            | 79        | 15    |
|                        | 39.9   | 41.7  | 38.0   | 20.5                 | 37.4       | 35.2     | 39.6     | 46.4       | 50.2     | 41.5     | 44.5               | 48.9     | 40.0     | 37.4     | 33.2             | 44.1  | 45.0    | 41.3           | 36.9      | 36.0  |
| Not Satisfied          | 20     | 9     | 11     |                      | 1          | 0.3      | 1        | 10         | 6        | 5        | 5                  | 1        | 3        | 4        | 1                | 12    | 6       | 16             | 3         | 2     |
|                        | 2.3    | 2.1   | 2.5    |                      | 0.5        |          | 0.7      | 5.2        | 5.2      | 5.3      | 1.8                | 0.9      | 2.7      | 6.0      | 0.4              | 3.6   | 3.5     | 2.6            | 1.3       | 3.6   |
| Extremely Dissatisfied | 13     | 11    | 1      |                      | 9          | 8        | 0.2      | 0.2        |          | 0.4      | 3                  | 3        |          | 1        | 9                | 2     | 2       | 6              | 6         | 1     |
|                        | 1.5    | 2.6   | 0.3    |                      | 3.3        | 6.5      |          |            |          |          | 1.1                | 2.2      |          | 1.4      | 2.5              | 0.6   | 1.1     | 0.9            | 3.0       | 1.3   |
| No Opinion             | 72     | 40    | 32     | 14                   | 29         | 14       | 14       | 15         | 7        | 7        | 14                 | 5        | 9        | 1        | 43               | 23    | 6       | 61             | 5         | 6     |
|                        | 8.4    | 9.3   | 7.6    | 16.4                 | 11.1       | 11.3     | 11.0     | 7.3        | 6.8      | 8.0      | 5.3                | 3.5      | 7.2      | 2.2      | 12.4             | 7.0   | 3.4     | 10.2           | 2.3       | 13.8  |



Table 39

T39. [SATISFACTION WITH CITY SERVICES] Fire and emergency medical services

|                        | LIVED IN GLENWOOD SPRINGS |             |              |              |             |              |              |              |              | INCOME      |              |              |              |              |             |              | CONSOLIDATED INCOME |              |              | FOCUS ON RESIDENTS VS TOURISTS |              |              |
|------------------------|---------------------------|-------------|--------------|--------------|-------------|--------------|--------------|--------------|--------------|-------------|--------------|--------------|--------------|--------------|-------------|--------------|---------------------|--------------|--------------|--------------------------------|--------------|--------------|
|                        | TOTAL                     | LESS YEAR   | 1 5          | 6 10         | 11 15       | 16 20        | MORE 20      | LESS 10      | MORE 10      | LESS 30K    | 31K 50K      | 50K 75K      | 75K 100K     | 100K 125K    | 125K 150K   | MORE 150K    | LESS 50K            | 51K 100K     | MORE 100K    | RESI DENT                      | BAL ANCE     | TOUR IST     |
| TOTAL                  | 861<br>100.0              | 15<br>100.0 | 154<br>100.0 | 111<br>100.0 | 93<br>100.0 | 111<br>100.0 | 377<br>100.0 | 280<br>100.0 | 581<br>100.0 | 47<br>100.0 | 108<br>100.0 | 147<br>100.0 | 133<br>100.0 | 130<br>100.0 | 55<br>100.0 | 124<br>100.0 | 155<br>100.0        | 280<br>100.0 | 309<br>100.0 | 56<br>100.0                    | 236<br>100.0 | 484<br>100.0 |
| Extremely Satisfied    | 756<br>87.8               | 10<br>65.5  | 130<br>84.8  | 97<br>87.2   | 83<br>89.1  | 74<br>66.3   | 363<br>96.1  | 237<br>84.7  | 519<br>89.3  | 44<br>93.6  | 102<br>95.1  | 129<br>87.3  | 108<br>81.4  | 120<br>91.8  | 49<br>89.9  | 100<br>80.7  | 147<br>94.6         | 237<br>84.5  | 269<br>87.0  | 54<br>97.2                     | 215<br>91.1  | 424<br>87.7  |
| Somewhat Satisfied     | 413<br>47.9               | 4<br>26.8   | 79<br>51.3   | 49<br>44.3   | 35<br>37.7  | 44<br>39.3   | 202<br>53.5  | 132<br>47.2  | 280<br>48.2  | 32<br>68.5  | 64<br>59.3   | 61<br>41.3   | 56<br>41.9   | 62<br>47.4   | 24<br>44.0  | 46<br>37.2   | 96<br>62.1          | 117<br>41.6  | 132<br>42.7  | 42<br>75.3                     | 134<br>57.0  | 217<br>44.8  |
| Somewhat Dissatisfied  | 344<br>39.9               | 6<br>38.7   | 51<br>33.4   | 48<br>42.9   | 48<br>51.3  | 30<br>27.0   | 161<br>42.7  | 105<br>37.5  | 239<br>41.1  | 12<br>25.2  | 38<br>35.8   | 68<br>46.0   | 52<br>39.5   | 58<br>44.4   | 25<br>45.8  | 54<br>43.5   | 50<br>32.5          | 120<br>42.9  | 137<br>44.3  | 12<br>21.9                     | 80<br>34.0   | 208<br>43.0  |
| Not Satisfied          | 20<br>2.3                 |             | 6<br>3.8     | 3<br>2.6     | 0.5         | 5<br>4.6     | 5<br>1.4     | 9<br>3.2     | 11<br>1.9    | 1<br>1.7    | 0.4          | 2<br>1.0     | 5<br>3.6     | 1<br>1.1     | 1<br>2.1    | 3<br>2.6     | 1<br>0.8            | 6<br>2.2     | 6<br>1.9     |                                | 2<br>0.6     | 15<br>3.1    |
| Extremely Dissatisfied | 13<br>1.5                 |             | 2<br>1.1     | 1<br>1.1     | 2<br>2.4    | 8<br>6.8     |              | 3<br>1.0     | 10<br>1.7    |             | 1<br>0.8     | 6<br>4.3     |              | 1<br>1.1     | 1<br>1.6    | 2<br>1.3     | 1<br>0.5            | 6<br>2.3     | 4<br>1.3     |                                | 1<br>0.5     | 9<br>1.8     |
| No Opinion             | 72<br>8.4                 | 5<br>34.5   | 16<br>10.3   | 10<br>9.1    | 7<br>8.0    | 25<br>22.2   | 9<br>2.4     | 31<br>11.1   | 41<br>7.1    | 2<br>4.7    | 4<br>3.7     | 11<br>7.3    | 20<br>15.0   | 8<br>6.0     | 4<br>6.4    | 19<br>15.3   | 6<br>4.0            | 31<br>10.9   | 30<br>9.8    | 2<br>2.8                       | 18<br>7.8    | 35<br>7.3    |

Table 39

T39. [SATISFACTION WITH CITY SERVICES] Fire and emergency medical services

|                        | DEVELOPMENT OF NEW<br>HOUSING FOR SALE |             |              |             | DEVELOPMENT OF NEW<br>APARTMENTS |              |             | RATE OF RETAIL AND<br>COMMERICAL GROWTH |              |             | WARD      |           |           |           |           |
|------------------------|----------------------------------------|-------------|--------------|-------------|----------------------------------|--------------|-------------|-----------------------------------------|--------------|-------------|-----------|-----------|-----------|-----------|-----------|
|                        |                                        |             |              |             |                                  |              |             |                                         |              |             |           |           |           |           |           |
|                        | TOTAL                                  | TOO<br>SLOW | RGHT<br>AMNT | TOO<br>FAST | TOO<br>SLOW                      | RGHT<br>AMNT | TOO<br>FAST | TOO<br>SLOW                             | RGHT<br>AMNT | TOO<br>FAST | WARD<br>1 | WARD<br>2 | WARD<br>3 | WARD<br>4 | WARD<br>5 |
| TOTAL                  | 861                                    | 262         | 155          | 353         | 190                              | 130          | 498         | 396                                     | 274          | 116         | 207       | 172       | 164       | 164       | 155       |
|                        | 100.0                                  | 100.0       | 100.0        | 100.0       | 100.0                            | 100.0        | 100.0       | 100.0                                   | 100.0        | 100.0       | 100.0     | 100.0     | 100.0     | 100.0     | 100.0     |
| Extremely              | 756                                    | 209         | 144          | 329         | 152                              | 114          | 459         | 342                                     | 256          | 110         | 181       | 156       | 132       | 147       | 141       |
| Somewhat Combined      | 87.8                                   | 79.9        | 92.6         | 93.2        | 80.2                             | 87.6         | 92.1        | 86.2                                    | 93.5         | 94.6        | 87.5      | 90.4      | 80.6      | 89.7      | 91.0      |
|                        |                                        |             |              |             |                                  |              |             |                                         |              |             |           |           |           |           |           |
| Extremely Satisfied    | 413                                    | 120         | 81           | 169         | 95                               | 69           | 233         | 183                                     | 146          | 59          | 100       | 79        | 71        | 96        | 66        |
|                        | 47.9                                   | 45.9        | 52.0         | 48.1        | 50.2                             | 53.4         | 46.8        | 46.3                                    | 53.4         | 50.8        | 48.4      | 46.1      | 43.1      | 58.7      | 42.9      |
| Somewhat Satisfied     | 344                                    | 89          | 63           | 159         | 57                               | 44           | 226         | 158                                     | 110          | 51          | 81        | 76        | 61        | 51        | 75        |
|                        | 39.9                                   | 34.0        | 40.5         | 45.2        | 30.0                             | 34.2         | 45.3        | 40.0                                    | 40.1         | 43.9        | 39.1      | 44.2      | 37.5      | 31.0      | 48.1      |
| Not Satisfied          | 20                                     | 8           | 7            | 3           | 6                                | 4            | 7           | 9                                       | 6            | 2           | 8         | 5         | 3         | 3         | 2         |
|                        | 2.3                                    | 3.1         | 4.2          | 0.9         | 3.4                              | 3.2          | 1.4         | 2.3                                     | 2.2          | 1.8         | 3.7       | 2.8       | 1.9       | 1.6       | 1.2       |
| Extremely Dissatisfied | 13                                     | 7           | 1            | 4           | 7                                | 1            | 4           | 10                                      |              | 2           |           | 2         |           | 8         | 3         |
|                        | 1.5                                    | 2.8         | 0.6          | 1.1         | 3.8                              | 0.7          | 0.7         | 2.5                                     |              | 1.7         |           | 1.2       |           | 4.6       | 2.0       |
| No Opinion             | 72                                     | 37          | 4            | 17          | 24                               | 11           | 28          | 36                                      | 12           | 2           | 18        | 10        | 29        | 7         | 9         |
|                        | 8.4                                    | 14.2        | 2.6          | 4.8         | 12.6                             | 8.5          | 5.7         | 9.0                                     | 4.2          | 1.9         | 8.8       | 5.7       | 17.6      | 4.0       | 5.9       |

Table 40

T40. [SATISFACTION WITH CITY SERVICES] Emergency preparedness (including fire and flood preparation)

|                        | GENDER |       |        | GENZ AND MILLENNIALS |            |          |          | GEN X      |          |          | BOOMERS AND SILENT |          |          |          | CONSOLIDATED AGE |       |         | RACE ETHNICITY |           |       |
|------------------------|--------|-------|--------|----------------------|------------|----------|----------|------------|----------|----------|--------------------|----------|----------|----------|------------------|-------|---------|----------------|-----------|-------|
|                        | TOTAL  | MEN   | WO MEN | GENZ 18-24           | MILL 25-39 | MILL MEN | MILL WOM | GENX 40-54 | GENX MEN | GENX WOM | BOOM 55-74         | BOOM MEN | BOOM WOM | SLNT 75+ | 18-39            | 40-64 | 65 PLUS | WHI TE         | HISP ANIC | OTH   |
| TOTAL                  | 861    | 435   | 424    | 86                   | 258        | 127      | 131      | 198        | 106      | 91       | 258                | 131      | 127      | 60       | 344              | 336   | 181     | 603            | 215       | 43    |
|                        | 100.0  | 100.0 | 100.0  | 100.0                | 100.0      | 100.0    | 100.0    | 100.0      | 100.0    | 100.0    | 100.0              | 100.0    | 100.0    | 100.0    | 100.0            | 100.0 | 100.0   | 100.0          | 100.0     | 100.0 |
| Extremely              | 517    | 256   | 259    | 46                   | 146        | 66       | 79       | 119        | 66       | 52       | 159                | 83       | 75       | 48       | 192              | 206   | 119     | 392            | 103       | 22    |
| Somewhat Combined      | 60.1   | 58.9  | 61.1   | 53.9                 | 56.4       | 51.9     | 60.7     | 59.9       | 62.2     | 57.1     | 61.5               | 63.3     | 59.6     | 79.1     | 55.8             | 61.5  | 65.7    | 65.1           | 47.7      | 52.2  |
| Extremely Satisfied    | 181    | 85    | 95     | 5                    | 59         | 28       | 31       | 42         | 24       | 17       | 60                 | 28       | 31       | 14       | 64               | 77    | 39      | 121            | 50        | 9     |
|                        | 21.0   | 19.5  | 22.3   | 6.1                  | 22.9       | 22.0     | 23.8     | 21.2       | 22.9     | 18.9     | 23.2               | 21.7     | 24.6     | 23.8     | 18.7             | 23.1  | 21.4    | 20.1           | 23.4      | 21.5  |
| Somewhat Satisfied     | 337    | 171   | 164    | 41                   | 87         | 38       | 48       | 77         | 42       | 35       | 99                 | 55       | 44       | 33       | 128              | 129   | 80      | 271            | 52        | 13    |
|                        | 39.1   | 39.4  | 38.8   | 47.8                 | 33.6       | 29.9     | 36.9     | 38.7       | 39.2     | 38.2     | 38.4               | 41.6     | 35.0     | 55.2     | 37.1             | 38.4  | 44.3    | 45.0           | 24.4      | 30.8  |
| Not Satisfied          | 139    | 76    | 62     |                      | 46         | 32       | 15       | 46         | 21       | 24       | 43                 | 22       | 21       | 4        | 46               | 65    | 27      | 88             | 42        | 9     |
|                        | 16.1   | 17.6  | 14.7   |                      | 18.0       | 24.8     | 11.3     | 23.0       | 19.9     | 26.9     | 16.6               | 16.4     | 16.8     | 6.5      | 13.5             | 19.4  | 15.1    | 14.7           | 19.4      | 20.2  |
| Extremely Dissatisfied | 115    | 71    | 44     | 20                   | 39         | 23       | 16       | 23         | 15       | 8        | 33                 | 13       | 20       | 1        | 59               | 41    | 16      | 66             | 44        | 6     |
|                        | 13.4   | 16.4  | 10.4   | 23.6                 | 15.0       | 18.0     | 12.1     | 11.5       | 14.2     | 8.5      | 12.7               | 9.9      | 15.8     | 1.4      | 17.1             | 12.2  | 8.6     | 10.9           | 20.4      | 13.5  |
| No Opinion             | 89     | 31    | 58     | 19                   | 27         | 7        | 21       | 11         | 4        | 7        | 24                 | 14       | 10       | 8        | 47               | 23    | 19      | 57             | 27        | 6     |
|                        | 10.4   | 7.1   | 13.8   | 22.6                 | 10.6       | 5.3      | 15.9     | 5.6        | 3.8      | 7.6      | 9.1                | 10.4     | 7.8      | 13.1     | 13.6             | 7.0   | 10.5    | 9.4            | 12.5      | 14.1  |

Table 40

T40. [SATISFACTION WITH CITY SERVICES] Emergency preparedness (including fire and flood preparation)

|                        | LIVED IN GLENWOOD SPRINGS |           |       |       |       |       |         |         |         | INCOME   |         |         |          |           |           |           | CONSOLIDATED INCOME |          |           | FOCUS ON RESIDENTS VS TOURISTS |          |          |
|------------------------|---------------------------|-----------|-------|-------|-------|-------|---------|---------|---------|----------|---------|---------|----------|-----------|-----------|-----------|---------------------|----------|-----------|--------------------------------|----------|----------|
|                        | TOTAL                     | LESS YEAR | 1 5   | 6 10  | 11 15 | 16 20 | MORE 20 | LESS 10 | MORE 10 | LESS 30K | 31K 50K | 50K 75K | 75K 100K | 100K 125K | 125K 150K | MORE 150K | LESS 50K            | 51K 100K | MORE 100K | RESI DENT                      | BAL ANCE | TOUR IST |
| TOTAL                  | 861                       | 15        | 154   | 111   | 93    | 111   | 377     | 280     | 581     | 47       | 108     | 147     | 133      | 130       | 55        | 124       | 155                 | 280      | 309       | 56                             | 236      | 484      |
|                        | 100.0                     | 100.0     | 100.0 | 100.0 | 100.0 | 100.0 | 100.0   | 100.0   | 100.0   | 100.0    | 100.0   | 100.0   | 100.0    | 100.0     | 100.0     | 100.0     | 100.0               | 100.0    | 100.0     | 100.0                          | 100.0    | 100.0    |
| Extremely              | 517                       | 8         | 99    | 62    | 61    | 74    | 215     | 168     | 349     | 29       | 66      | 75      | 94       | 65        | 34        | 73        | 94                  | 169      | 171       | 47                             | 154      | 265      |
| Somewhat Combined      | 60.1                      | 52.7      | 64.2  | 55.6  | 65.2  | 66.5  | 56.9    | 60.2    | 60.0    | 60.8     | 60.9    | 51.0    | 70.4     | 49.9      | 61.5      | 58.8      | 60.9                | 60.2     | 55.5      | 83.8                           | 65.2     | 54.8     |
| Extremely Satisfied    | 181                       | 1         | 35    | 23    | 27    | 30    | 65      | 59      | 122     | 14       | 34      | 21      | 26       | 23        | 15        | 25        | 47                  | 47       | 63        | 36                             | 65       | 71       |
|                        | 21.0                      | 4.0       | 23.0  | 20.6  | 29.2  | 26.6  | 17.2    | 21.0    | 20.9    | 28.7     | 31.4    | 14.2    | 19.3     | 17.7      | 27.3      | 20.5      | 30.6                | 16.6     | 20.5      | 64.3                           | 27.8     | 14.7     |
| Somewhat Satisfied     | 337                       | 7         | 63    | 39    | 34    | 44    | 150     | 109     | 227     | 15       | 32      | 54      | 68       | 42        | 19        | 47        | 47                  | 122      | 108       | 11                             | 88       | 194      |
|                        | 39.1                      | 48.7      | 41.2  | 35.0  | 35.9  | 39.8  | 39.7    | 39.1    | 39.1    | 32.2     | 29.6    | 36.8    | 51.1     | 32.2      | 34.2      | 38.4      | 30.4                | 43.6     | 35.0      | 19.6                           | 37.4     | 40.1     |
| Not Satisfied          | 139                       | 4         | 27    | 19    | 18    | 11    | 61      | 50      | 89      | 7        | 7       | 29      | 19       | 32        | 10        | 21        | 14                  | 48       | 63        | 3                              | 28       | 99       |
|                        | 16.1                      | 24.8      | 17.5  | 17.2  | 19.3  | 9.6   | 16.1    | 17.8    | 15.3    | 14.6     | 6.7     | 19.7    | 14.2     | 24.9      | 18.2      | 16.9      | 9.1                 | 17.1     | 20.5      | 5.4                            | 11.9     | 20.5     |
| Extremely Dissatisfied | 115                       |           | 11    | 16    | 12    | 19    | 57      | 27      | 88      | 1        | 30      | 19      | 9        | 17        | 6         | 20        | 31                  | 28       | 43        | 4                              | 40       | 67       |
|                        | 13.4                      |           | 7.2   | 14.6  | 13.0  | 16.8  | 15.2    | 9.8     | 15.2    | 2.8      | 27.6    | 12.8    | 6.9      | 12.7      | 10.6      | 16.6      | 20.0                | 10.0     | 13.9      | 6.5                            | 17.1     | 13.8     |
| No Opinion             | 89                        | 3         | 17    | 14    | 2     | 8     | 45      | 34      | 55      | 10       | 5       | 24      | 11       | 16        | 5         | 10        | 16                  | 36       | 31        | 2                              | 14       | 53       |
|                        | 10.4                      | 22.4      | 11.1  | 12.6  | 2.6   | 7.1   | 11.8    | 12.3    | 9.5     | 21.8     | 4.8     | 16.5    | 8.5      | 12.5      | 9.7       | 7.7       | 10.0                | 12.7     | 10.1      | 4.3                            | 5.8      | 10.9     |

Table 40

T40. [SATISFACTION WITH CITY SERVICES] Emergency preparedness (including fire and flood preparation)

|                        | DEVELOPMENT OF NEW<br>HOUSING FOR SALE |             |              |             | DEVELOPMENT OF NEW<br>APARTMENTS |              |             | RATE OF RETAIL AND<br>COMMERICAL GROWTH |              |             | WARD      |           |           |           |           |
|------------------------|----------------------------------------|-------------|--------------|-------------|----------------------------------|--------------|-------------|-----------------------------------------|--------------|-------------|-----------|-----------|-----------|-----------|-----------|
|                        |                                        |             |              |             |                                  |              |             |                                         |              |             |           |           |           |           |           |
|                        | TOTAL                                  | TOO<br>SLOW | RGHT<br>AMNT | TOO<br>FAST | TOO<br>SLOW                      | RGHT<br>AMNT | TOO<br>FAST | TOO<br>SLOW                             | RGHT<br>AMNT | TOO<br>FAST | WARD<br>1 | WARD<br>2 | WARD<br>3 | WARD<br>4 | WARD<br>5 |
| TOTAL                  | 861                                    | 262         | 155          | 353         | 190                              | 130          | 498         | 396                                     | 274          | 116         | 207       | 172       | 164       | 164       | 155       |
|                        | 100.0                                  | 100.0       | 100.0        | 100.0       | 100.0                            | 100.0        | 100.0       | 100.0                                   | 100.0        | 100.0       | 100.0     | 100.0     | 100.0     | 100.0     | 100.0     |
| Extremely              | 517                                    | 133         | 106          | 217         | 87                               | 97           | 308         | 210                                     | 174          | 83          | 131       | 89        | 117       | 106       | 74        |
| Somewhat Combined      | 60.1                                   | 50.9        | 68.2         | 61.6        | 45.6                             | 74.2         | 61.8        | 53.1                                    | 63.5         | 71.3        | 63.6      | 51.9      | 71.5      | 64.8      | 47.5      |
|                        |                                        |             |              |             |                                  |              |             |                                         |              |             |           |           |           |           |           |
| Extremely Satisfied    | 181                                    | 40          | 38           | 83          | 31                               | 37           | 107         | 50                                      | 64           | 55          | 42        | 37        | 28        | 44        | 29        |
|                        | 21.0                                   | 15.2        | 24.6         | 23.5        | 16.1                             | 28.5         | 21.5        | 12.7                                    | 23.3         | 46.9        | 20.5      | 21.5      | 17.4      | 26.8      | 18.6      |
| Somewhat Satisfied     | 337                                    | 93          | 68           | 135         | 56                               | 59           | 200         | 160                                     | 110          | 28          | 89        | 52        | 88        | 62        | 45        |
|                        | 39.1                                   | 35.7        | 43.6         | 38.1        | 29.5                             | 45.7         | 40.2        | 40.4                                    | 40.2         | 24.4        | 43.1      | 30.5      | 54.1      | 38.0      | 28.8      |
| Not Satisfied          | 139                                    | 59          | 18           | 54          | 51                               | 13           | 71          | 70                                      | 50           | 14          | 41        | 26        | 19        | 21        | 32        |
|                        | 16.1                                   | 22.6        | 11.7         | 15.2        | 26.9                             | 9.7          | 14.2        | 17.8                                    | 18.2         | 12.2        | 19.8      | 14.9      | 11.8      | 12.9      | 20.6      |
| Extremely Dissatisfied | 115                                    | 50          | 17           | 39          | 38                               | 10           | 65          | 67                                      | 26           | 18          | 11        | 47        | 13        | 20        | 24        |
|                        | 13.4                                   | 18.9        | 11.0         | 11.1        | 20.1                             | 7.4          | 13.0        | 16.8                                    | 9.5          | 15.6        | 5.1       | 27.4      | 8.0       | 12.4      | 15.7      |
| No Opinion             | 89                                     | 20          | 14           | 43          | 14                               | 11           | 55          | 49                                      | 24           | 1           | 24        | 10        | 14        | 16        | 25        |
|                        | 10.4                                   | 7.6         | 9.2          | 12.1        | 7.4                              | 8.6          | 11.0        | 12.3                                    | 8.7          | 0.9         | 11.5      | 5.8       | 8.8       | 9.9       | 16.2      |



Table 41

T41. [SATISFACTION WITH CITY SERVICES] Municipal court

|                        | GENDER |       |        | GENZ AND MILLENNIALS |            |          |          | GEN X      |          |          | BOOMERS AND SILENT |          |          |          | CONSOLIDATED AGE |       |         | RACE ETHNICITY |           |       |
|------------------------|--------|-------|--------|----------------------|------------|----------|----------|------------|----------|----------|--------------------|----------|----------|----------|------------------|-------|---------|----------------|-----------|-------|
|                        | TOTAL  | MEN   | WO MEN | GENZ 18-24           | MILL 25-39 | MILL MEN | MILL WOM | GENX 40-54 | GENX MEN | GENX WOM | BOOM 55-74         | BOOM MEN | BOOM WOM | SLNT 75+ | 18-39            | 40-64 | 65 PLUS | WHI TE         | HISP ANIC | OTH   |
| TOTAL                  | 861    | 435   | 424    | 86                   | 258        | 127      | 131      | 198        | 106      | 91       | 258                | 131      | 127      | 60       | 344              | 336   | 181     | 603            | 215       | 43    |
|                        | 100.0  | 100.0 | 100.0  | 100.0                | 100.0      | 100.0    | 100.0    | 100.0      | 100.0    | 100.0    | 100.0              | 100.0    | 100.0    | 100.0    | 100.0            | 100.0 | 100.0   | 100.0          | 100.0     | 100.0 |
| Extremely              | 313    | 157   | 155    | 23                   | 102        | 42       | 60       | 71         | 29       | 42       | 93                 | 49       | 44       | 24       | 125              | 115   | 72      | 206            | 97        | 10    |
| Somewhat Combined      | 36.3   | 36.0  | 36.5   | 26.5                 | 39.7       | 32.7     | 46.3     | 35.8       | 27.6     | 45.8     | 35.9               | 37.1     | 34.5     | 39.2     | 36.4             | 34.2  | 40.0    | 34.2           | 44.9      | 22.5  |
| Extremely Satisfied    | 103    | 64    | 39     | 20                   | 32         | 16       | 16       | 18         | 10       | 9        | 27                 | 14       | 13       | 5        | 53               | 34    | 17      | 49             | 48        | 6     |
|                        | 12.0   | 14.7  | 9.1    | 23.6                 | 12.5       | 12.7     | 12.4     | 9.2        | 9.2      | 9.4      | 10.4               | 10.7     | 10.1     | 8.9      | 15.3             | 10.0  | 9.3     | 8.1            | 22.5      | 13.4  |
| Somewhat Satisfied     | 209    | 93    | 116    | 3                    | 70         | 25       | 44       | 53         | 19       | 33       | 66                 | 35       | 31       | 18       | 73               | 81    | 56      | 157            | 48        | 4     |
|                        | 24.3   | 21.3  | 27.4   | 2.9                  | 27.1       | 20.0     | 33.9     | 26.5       | 18.3     | 36.4     | 25.6               | 26.4     | 24.5     | 30.4     | 21.1             | 24.2  | 30.7    | 26.1           | 22.5      | 9.1   |
| Not Satisfied          | 37     | 13    | 23     |                      | 11         | 1        | 11       | 9          | 5        | 4        | 14                 | 7        | 7        | 1        | 11               | 18    | 7       | 20             | 5         | 12    |
|                        | 4.3    | 3.0   | 5.5    |                      | 4.4        | 0.6      | 8.1      | 4.7        | 5.0      | 4.3      | 5.6                | 5.5      | 5.8      | 2.3      | 3.3              | 5.5   | 3.7     | 3.3            | 2.4       | 26.9  |
| Extremely Dissatisfied | 28     | 22    | 6      |                      | 13         | 11       | 2        | 10         | 6        | 3        | 6                  | 5        | 1        |          | 13               | 13    | 2       | 14             | 13        | 1     |
|                        | 3.3    | 5.0   | 1.4    |                      | 5.0        | 8.7      | 1.5      | 4.9        | 5.3      | 3.8      | 2.2                | 3.8      | 0.5      |          | 3.8              | 4.0   | 1.1     | 2.4            | 6.1       | 1.9   |
| No Opinion             | 483    | 243   | 240    | 63                   | 131        | 74       | 58       | 108        | 66       | 42       | 145                | 70       | 75       | 35       | 195              | 189   | 100     | 362            | 100       | 21    |
|                        | 56.1   | 56.0  | 56.5   | 73.5                 | 50.9       | 58.1     | 44.1     | 54.6       | 62.2     | 46.1     | 56.2               | 53.6     | 59.2     | 58.5     | 56.6             | 56.3  | 55.1    | 60.1           | 46.5      | 48.7  |

Table 41

T41. [SATISFACTION WITH CITY SERVICES] Municipal court

|                        | LIVED IN GLENWOOD SPRINGS |             |              |              |             |              |              |              |              | INCOME      |              |              |              |              |             |              | CONSOLIDATED INCOME |              |              | FOCUS ON RESIDENTS VS TOURISTS |              |              |
|------------------------|---------------------------|-------------|--------------|--------------|-------------|--------------|--------------|--------------|--------------|-------------|--------------|--------------|--------------|--------------|-------------|--------------|---------------------|--------------|--------------|--------------------------------|--------------|--------------|
|                        | TOTAL                     | LESS YEAR   | 1 5          | 6 10         | 11 15       | 16 20        | MORE 20      | LESS 10      | MORE 10      | LESS 30K    | 31K 50K      | 50K 75K      | 75K 100K     | 100K 125K    | 125K 150K   | MORE 150K    | LESS 50K            | 51K 100K     | MORE 100K    | RESI DENT                      | BAL ANCE     | TOUR IST     |
| TOTAL                  | 861<br>100.0              | 15<br>100.0 | 154<br>100.0 | 111<br>100.0 | 93<br>100.0 | 111<br>100.0 | 377<br>100.0 | 280<br>100.0 | 581<br>100.0 | 47<br>100.0 | 108<br>100.0 | 147<br>100.0 | 133<br>100.0 | 130<br>100.0 | 55<br>100.0 | 124<br>100.0 | 155<br>100.0        | 280<br>100.0 | 309<br>100.0 | 56<br>100.0                    | 236<br>100.0 | 484<br>100.0 |
| Extremely Satisfied    | 313<br>36.3               | 2<br>13.0   | 50<br>32.3   | 44<br>39.6   | 35<br>37.1  | 43<br>38.4   | 140<br>37.1  | 96<br>34.2   | 217<br>37.3  | 20<br>42.1  | 60<br>55.4   | 36<br>24.6   | 58<br>43.4   | 51<br>38.7   | 17<br>31.2  | 34<br>27.2   | 80<br>51.3          | 94<br>33.5   | 101<br>32.8  | 29<br>52.8                     | 100<br>42.6  | 149<br>30.8  |
| Somewhat Satisfied     | 103<br>12.0               | 2<br>13.0   | 23<br>14.8   | 9<br>8.1     | 6<br>6.7    | 13<br>11.6   | 50<br>13.3   | 34<br>12.1   | 69<br>11.9   | 5<br>10.9   | 37<br>34.4   | 5<br>3.5     | 13<br>10.0   | 16<br>11.9   | 6<br>11.5   | 8<br>6.6     | 42<br>27.2          | 18<br>6.6    | 30<br>9.7    | 15<br>27.4                     | 50<br>21.1   | 33<br>6.8    |
| Somewhat Dissatisfied  | 209<br>24.3               |             | 27<br>17.5   | 35<br>31.4   | 28<br>30.4  | 30<br>26.7   | 90<br>23.8   | 62<br>22.1   | 148<br>25.4  | 15<br>31.2  | 23<br>20.9   | 31<br>21.1   | 44<br>33.3   | 35<br>26.8   | 11<br>19.8  | 25<br>20.5   | 37<br>24.1          | 75<br>26.9   | 71<br>23.0   | 14<br>25.4                     | 51<br>21.5   | 116<br>24.0  |
| Not Satisfied          | 37<br>4.3                 |             | 7<br>4.3     | 2<br>2.1     | 0.4         | 6<br>5.0     | 22<br>5.8    | 9<br>3.2     | 28<br>4.8    | 4<br>8.4    | 5<br>4.2     | 5<br>3.2     | 9<br>7.0     | 4<br>3.3     | 3<br>6.3    | 2<br>1.5     | 9<br>5.5            | 14<br>5.0    | 10<br>3.1    | 7<br>12.8                      | 6<br>2.6     | 23<br>4.8    |
| Extremely Dissatisfied | 28<br>3.3                 |             | 5<br>3.2     | 2<br>2.1     | 7<br>7.1    | 7<br>6.5     | 7<br>1.9     | 7<br>2.6     | 21<br>3.6    | 2<br>4.8    | 2<br>1.5     | 10<br>7.0    | 1<br>0.4     | 2<br>1.6     | 2<br>4.1    | 6<br>4.9     | 4<br>2.5            | 11<br>3.9    | 10<br>3.4    | 7<br>12.6                      | 4<br>1.8     | 16<br>3.3    |
| No Opinion             | 483<br>56.1               | 13<br>87.0  | 93<br>60.2   | 63<br>56.2   | 52<br>55.5  | 56<br>50.1   | 208<br>55.2  | 168<br>60.1  | 315<br>54.3  | 21<br>44.6  | 42<br>38.9   | 96<br>65.2   | 65<br>49.2   | 73<br>56.3   | 32<br>58.4  | 82<br>66.4   | 63<br>40.6          | 161<br>57.6  | 187<br>60.7  | 12<br>21.8                     | 125<br>52.9  | 295<br>61.1  |

Table 41

T41. [SATISFACTION WITH CITY SERVICES] Municipal court

|                        | DEVELOPMENT OF NEW<br>HOUSING FOR SALE |             |              |             | DEVELOPMENT OF NEW<br>APARTMENTS |              |             | RATE OF RETAIL AND<br>COMMERICAL GROWTH |              |             | WARD      |           |           |           |           |
|------------------------|----------------------------------------|-------------|--------------|-------------|----------------------------------|--------------|-------------|-----------------------------------------|--------------|-------------|-----------|-----------|-----------|-----------|-----------|
|                        |                                        |             |              |             |                                  |              |             |                                         |              |             |           |           |           |           |           |
|                        | TOTAL                                  | TOO<br>SLOW | RGHT<br>AMNT | TOO<br>FAST | TOO<br>SLOW                      | RGHT<br>AMNT | TOO<br>FAST | TOO<br>SLOW                             | RGHT<br>AMNT | TOO<br>FAST | WARD<br>1 | WARD<br>2 | WARD<br>3 | WARD<br>4 | WARD<br>5 |
| TOTAL                  | 861                                    | 262         | 155          | 353         | 190                              | 130          | 498         | 396                                     | 274          | 116         | 207       | 172       | 164       | 164       | 155       |
|                        | 100.0                                  | 100.0       | 100.0        | 100.0       | 100.0                            | 100.0        | 100.0       | 100.0                                   | 100.0        | 100.0       | 100.0     | 100.0     | 100.0     | 100.0     | 100.0     |
| Extremely              | 313                                    | 100         | 61           | 124         | 58                               | 58           | 185         | 126                                     | 114          | 59          | 57        | 93        | 51        | 69        | 44        |
| Somewhat Combined      | 36.3                                   | 38.1        | 39.4         | 35.3        | 30.7                             | 44.7         | 37.2        | 31.9                                    | 41.6         | 51.1        | 27.4      | 53.9      | 31.0      | 42.1      | 28.1      |
|                        |                                        |             |              |             |                                  |              |             |                                         |              |             |           |           |           |           |           |
| Extremely Satisfied    | 103                                    | 39          | 22           | 34          | 32                               | 20           | 49          | 44                                      | 39           | 17          | 19        | 34        | 17        | 26        | 8         |
|                        | 12.0                                   | 14.8        | 14.3         | 9.6         | 17.1                             | 15.0         | 9.9         | 11.1                                    | 14.3         | 14.7        | 9.0       | 19.8      | 10.1      | 16.0      | 5.0       |
| Somewhat Satisfied     | 209                                    | 61          | 39           | 91          | 26                               | 39           | 136         | 82                                      | 75           | 42          | 38        | 59        | 34        | 43        | 36        |
|                        | 24.3                                   | 23.2        | 25.1         | 25.7        | 13.5                             | 29.6         | 27.3        | 20.8                                    | 27.3         | 36.3        | 18.4      | 34.1      | 20.9      | 26.1      | 23.2      |
| Not Satisfied          | 37                                     | 13          | 1            | 18          | 13                               | 1            | 22          | 20                                      | 6            | 8           | 17        | 6         | 7         | 4         | 2         |
|                        | 4.3                                    | 5.1         | 0.7          | 5.2         | 6.8                              | 0.7          | 4.4         | 5.1                                     | 2.3          | 7.0         | 8.3       | 3.7       | 4.2       | 2.6       | 1.2       |
| Extremely Dissatisfied | 28                                     | 12          | 1            | 14          | 11                               | 2            | 15          | 15                                      | 2            | 9           | 8         | 4         | 1         | 12        | 4         |
|                        | 3.3                                    | 4.6         | 0.6          | 4.0         | 5.6                              | 1.3          | 3.1         | 3.8                                     | 0.8          | 7.8         | 3.8       | 2.1       | 0.5       | 7.2       | 2.9       |
| No Opinion             | 483                                    | 137         | 92           | 196         | 108                              | 69           | 275         | 235                                     | 152          | 40          | 125       | 69        | 105       | 79        | 105       |
|                        | 56.1                                   | 52.2        | 59.4         | 55.5        | 56.9                             | 53.4         | 55.3        | 59.3                                    | 55.3         | 34.1        | 60.5      | 40.3      | 64.4      | 48.0      | 67.8      |

Table 42

T42. [SATISFACTION WITH CITY SERVICES] Services for people experiencing homelessness (unhoused)

|                        | GENDER |       |        | GENZ AND MILLENNIALS |            |          |          | GEN X      |          |          | BOOMERS AND SILENT |          |          |          | CONSOLIDATED AGE |       |         | RACE ETHNICITY |           |       |
|------------------------|--------|-------|--------|----------------------|------------|----------|----------|------------|----------|----------|--------------------|----------|----------|----------|------------------|-------|---------|----------------|-----------|-------|
|                        | TOTAL  | MEN   | WO MEN | GENZ 18-24           | MILL 25-39 | MILL MEN | MILL WOM | GENX 40-54 | GENX MEN | GENX WOM | BOOM 55-74         | BOOM MEN | BOOM WOM | SLNT 75+ | 18-39            | 40-64 | 65 PLUS | WHI TE         | HISP ANIC | OTH   |
| TOTAL                  | 861    | 435   | 424    | 86                   | 258        | 127      | 131      | 198        | 106      | 91       | 258                | 131      | 127      | 60       | 344              | 336   | 181     | 603            | 215       | 43    |
|                        | 100.0  | 100.0 | 100.0  | 100.0                | 100.0      | 100.0    | 100.0    | 100.0      | 100.0    | 100.0    | 100.0              | 100.0    | 100.0    | 100.0    | 100.0            | 100.0 | 100.0   | 100.0          | 100.0     | 100.0 |
| Extremely              | 172    | 92    | 79     | 20                   | 58         | 25       | 33       | 35         | 17       | 17       | 48                 | 24       | 24       | 11       | 78               | 59    | 36      | 96             | 66        | 10    |
| Somewhat Combined      | 20.0   | 21.1  | 18.7   | 23.6                 | 22.3       | 19.4     | 25.3     | 17.7       | 16.3     | 18.9     | 18.6               | 18.0     | 19.0     | 18.7     | 22.6             | 17.5  | 19.7    | 16.0           | 30.8      | 22.9  |
| Extremely Satisfied    | 55     | 32    | 22     |                      | 21         | 13       | 8        | 20         | 14       | 5        | 12                 | 5        | 7        | 2        | 21               | 28    | 6       | 23             | 27        | 5     |
|                        | 6.4    | 7.4   | 5.1    |                      | 8.1        | 10.4     | 5.9      | 10.1       | 13.5     | 5.5      | 4.8                | 3.6      | 5.8      | 2.7      | 6.1              | 8.2   | 3.5     | 3.8            | 12.6      | 11.4  |
| Somewhat Satisfied     | 117    | 60    | 58     | 20                   | 37         | 11       | 25       | 15         | 3        | 12       | 36                 | 19       | 17       | 10       | 57               | 31    | 29      | 73             | 39        | 5     |
|                        | 13.6   | 13.7  | 13.6   | 23.6                 | 14.2       | 9.0      | 19.4     | 7.6        | 2.8      | 13.3     | 13.8               | 14.3     | 13.2     | 16.0     | 16.5             | 9.3   | 16.2    | 12.2           | 18.2      | 11.5  |
| Not Satisfied          | 270    | 142   | 128    | 14                   | 82         | 40       | 41       | 71         | 40       | 30       | 83                 | 44       | 39       | 20       | 96               | 116   | 59      | 209            | 49        | 12    |
|                        | 31.4   | 32.7  | 30.2   | 16.1                 | 31.7       | 31.8     | 31.6     | 35.6       | 38.0     | 33.3     | 32.3               | 33.8     | 30.9     | 33.9     | 27.8             | 34.4  | 32.6    | 34.7           | 22.6      | 28.6  |
| Extremely Dissatisfied | 224    | 92    | 131    | 45                   | 60         | 29       | 31       | 50         | 21       | 29       | 59                 | 27       | 32       | 10       | 105              | 80    | 39      | 142            | 74        | 9     |
|                        | 26.1   | 21.3  | 30.8   | 52.0                 | 23.3       | 22.5     | 23.8     | 25.4       | 19.8     | 31.8     | 22.9               | 20.5     | 25.3     | 16.5     | 30.5             | 23.9  | 21.6    | 23.5           | 34.3      | 20.5  |
| No Opinion             | 194    | 108   | 86     | 7                    | 59         | 33       | 25       | 42         | 27       | 15       | 68                 | 36       | 31       | 19       | 66               | 81    | 47      | 156            | 26        | 12    |
|                        | 22.5   | 24.9  | 20.2   | 8.3                  | 22.7       | 26.3     | 19.3     | 21.3       | 25.9     | 16.1     | 26.2               | 27.7     | 24.8     | 30.9     | 19.1             | 24.2  | 26.1    | 25.8           | 12.2      | 28.1  |

Table 42

T42. [SATISFACTION WITH CITY SERVICES] Services for people experiencing homelessness (unhoused)

|                        | LIVED IN GLENWOOD SPRINGS |           |       |       |       |       |         |         |         | INCOME   |         |         |          |           |           |           | CONSOLIDATED INCOME |          |           | FOCUS ON RESIDENTS VS TOURISTS |          |          |
|------------------------|---------------------------|-----------|-------|-------|-------|-------|---------|---------|---------|----------|---------|---------|----------|-----------|-----------|-----------|---------------------|----------|-----------|--------------------------------|----------|----------|
|                        | TOTAL                     | LESS YEAR | 1 5   | 6 10  | 11 15 | 16 20 | MORE 20 | LESS 10 | MORE 10 | LESS 30K | 31K 50K | 50K 75K | 75K 100K | 100K 125K | 125K 150K | MORE 150K | LESS 50K            | 51K 100K | MORE 100K | RESI DENT                      | BAL ANCE | TOUR IST |
| TOTAL                  | 861                       | 15        | 154   | 111   | 93    | 111   | 377     | 280     | 581     | 47       | 108     | 147     | 133      | 130       | 55        | 124       | 155                 | 280      | 309       | 56                             | 236      | 484      |
|                        | 100.0                     | 100.0     | 100.0 | 100.0 | 100.0 | 100.0 | 100.0   | 100.0   | 100.0   | 100.0    | 100.0   | 100.0   | 100.0    | 100.0     | 100.0     | 100.0     | 100.0               | 100.0    | 100.0     | 100.0                          | 100.0    | 100.0    |
| Extremely              | 172                       | 1         | 32    | 18    | 13    | 25    | 85      | 50      | 122     | 6        | 43      | 21      | 21       | 23        | 10        | 25        | 49                  | 42       | 58        | 35                             | 70       | 58       |
| Somewhat Combined      | 20.0                      | 4.0       | 20.6  | 15.9  | 14.0  | 22.3  | 22.4    | 17.9    | 21.1    | 12.9     | 39.9    | 14.1    | 16.0     | 17.7      | 18.8      | 20.1      | 31.7                | 15.0     | 18.9      | 62.0                           | 29.6     | 12.0     |
| Extremely Satisfied    | 55                        | 1         | 13    | 7     | 7     | 14    | 15      | 20      | 35      | 1        | 12      | 3       | 4        | 12        | 5         | 9         | 13                  | 7        | 26        | 31                             | 6        | 16       |
|                        | 6.4                       | 4.0       | 8.3   | 5.8   | 7.5   | 12.2  | 3.9     | 7.1     | 6.1     | 2.3      | 11.5    | 2.2     | 3.0      | 9.1       | 8.6       | 7.3       | 8.7                 | 2.6      | 8.3       | 55.4                           | 2.6      | 3.3      |
| Somewhat Satisfied     | 117                       |           | 19    | 11    | 6     | 11    | 70      | 30      | 87      | 5        | 31      | 17      | 17       | 11        | 6         | 16        | 36                  | 35       | 33        | 4                              | 64       | 42       |
|                        | 13.6                      |           | 12.4  | 10.0  | 6.5   | 10.1  | 18.6    | 10.8    | 15.0    | 10.6     | 28.4    | 11.9    | 13.0     | 8.6       | 10.2      | 12.9      | 23.0                | 12.4     | 10.6      | 6.7                            | 27.0     | 8.7      |
| Not Satisfied          | 270                       | 6         | 52    | 36    | 42    | 35    | 98      | 95      | 175     | 23       | 19      | 44      | 50       | 37        | 20        | 42        | 42                  | 94       | 99        | 5                              | 82       | 165      |
|                        | 31.4                      | 42.4      | 34.0  | 32.8  | 45.5  | 31.3  | 26.0    | 34.0    | 30.1    | 47.8     | 18.0    | 29.6    | 37.9     | 28.1      | 37.3      | 33.8      | 27.1                | 33.5     | 32.0      | 8.7                            | 34.7     | 34.1     |
| Extremely Dissatisfied | 224                       | 6         | 18    | 28    | 25    | 31    | 117     | 51      | 173     | 13       | 22      | 49      | 35       | 29        | 11        | 20        | 35                  | 84       | 61        | 7                              | 37       | 164      |
|                        | 26.1                      | 38.0      | 11.8  | 24.8  | 26.6  | 27.8  | 31.1    | 18.4    | 29.8    | 27.2     | 20.9    | 33.3    | 26.5     | 22.3      | 21.1      | 16.5      | 22.8                | 30.1     | 19.7      | 13.3                           | 15.5     | 33.9     |
| No Opinion             | 194                       | 2         | 52    | 30    | 13    | 21    | 77      | 83      | 111     | 6        | 23      | 34      | 26       | 42        | 12        | 37        | 29                  | 60       | 91        | 9                              | 48       | 97       |
|                        | 22.5                      | 15.6      | 33.5  | 26.5  | 13.9  | 18.6  | 20.5    | 29.8    | 19.1    | 12.2     | 21.1    | 23.0    | 19.5     | 31.9      | 22.8      | 29.6      | 18.4                | 21.4     | 29.4      | 15.9                           | 20.2     | 20.1     |



Table 42

T42. [SATISFACTION WITH CITY SERVICES] Services for people experiencing homelessness (unhoused)

|                                | DEVELOPMENT OF NEW<br>HOUSING FOR SALE |              |              |              | DEVELOPMENT OF NEW<br>APARTMENTS |              |              | RATE OF RETAIL AND<br>COMMERICAL GROWTH |              |              | WARD         |              |              |              |              |
|--------------------------------|----------------------------------------|--------------|--------------|--------------|----------------------------------|--------------|--------------|-----------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
|                                | TOTAL                                  | TOO<br>SLOW  | RGHT<br>AMNT | TOO<br>FAST  | TOO<br>SLOW                      | RGHT<br>AMNT | TOO<br>FAST  | TOO<br>SLOW                             | RGHT<br>AMNT | TOO<br>FAST  | WARD<br>1    | WARD<br>2    | WARD<br>3    | WARD<br>4    | WARD<br>5    |
| TOTAL                          | 861<br>100.0                           | 262<br>100.0 | 155<br>100.0 | 353<br>100.0 | 190<br>100.0                     | 130<br>100.0 | 498<br>100.0 | 396<br>100.0                            | 274<br>100.0 | 116<br>100.0 | 207<br>100.0 | 172<br>100.0 | 164<br>100.0 | 164<br>100.0 | 155<br>100.0 |
| Extremely<br>Somewhat Combined | 172<br>20.0                            | 41<br>15.7   | 26<br>17.0   | 94<br>26.5   | 35<br>18.5                       | 18<br>14.0   | 115<br>23.1  | 55<br>13.8                              | 63<br>23.1   | 47<br>40.7   | 38<br>18.2   | 56<br>32.8   | 19<br>11.8   | 40<br>24.5   | 19<br>12.3   |
| Extremely Satisfied            | 55<br>6.4                              | 7<br>2.5     | 7<br>4.5     | 41<br>11.7   | 1<br>0.6                         | 9<br>6.8     | 45<br>9.1    | 4<br>0.9                                | 18<br>6.6    | 33<br>28.5   | 10<br>4.9    | 9<br>5.2     | 6<br>3.6     | 26<br>15.9   | 4<br>2.6     |
| Somewhat Satisfied             | 117<br>13.6                            | 34<br>13.2   | 19<br>12.4   | 52<br>14.8   | 34<br>18.0                       | 9<br>7.2     | 70<br>14.0   | 51<br>12.9                              | 45<br>16.6   | 14<br>12.1   | 28<br>13.3   | 48<br>27.6   | 13<br>8.2    | 14<br>8.5    | 15<br>9.6    |
| Not Satisfied                  | 270<br>31.4                            | 99<br>37.9   | 50<br>32.3   | 95<br>26.9   | 68<br>36.0                       | 39<br>29.9   | 152<br>30.5  | 115<br>29.1                             | 103<br>37.6  | 30<br>25.6   | 65<br>31.6   | 49<br>28.4   | 61<br>37.2   | 46<br>27.9   | 49<br>31.8   |
| Extremely Dissatisfied         | 224<br>26.1                            | 68<br>25.9   | 29<br>18.4   | 105<br>29.8  | 47<br>24.9                       | 25<br>19.5   | 140<br>28.1  | 137<br>34.6                             | 40<br>14.7   | 27<br>23.0   | 39<br>18.8   | 28<br>16.0   | 55<br>33.7   | 58<br>35.2   | 45<br>29.1   |
| No Opinion                     | 194<br>22.5                            | 54<br>20.5   | 50<br>32.3   | 59<br>16.7   | 39<br>20.6                       | 48<br>36.6   | 91<br>18.3   | 89<br>22.4                              | 67<br>24.6   | 12<br>10.7   | 65<br>31.4   | 39<br>22.8   | 28<br>17.2   | 20<br>12.5   | 42<br>26.8   |

Table 43

T43.1 The City of Glenwood Springs each year makes budget decisions allocating taxpayer dollars toward town services and programs. With that in mind, please rank the following budget items in the order of priority that you would like to see. Ranking a budget item #1 indicates your top priority and ranking a budget item #9 indicates your least or last priority.  
ROADWAY MAINTENANCE, RESURFACING, SNOW PLOWING, AND STREET SWEEPING

|            | GENDER       |              |              | GENZ AND MILLENNIALS |               |              |              | GEN X         |              |             | BOOMERS AND SILENT |              |              |             | CONSOLIDATED AGE |              |              | RACE ETHNICITY |              |             |
|------------|--------------|--------------|--------------|----------------------|---------------|--------------|--------------|---------------|--------------|-------------|--------------------|--------------|--------------|-------------|------------------|--------------|--------------|----------------|--------------|-------------|
|            | TOTAL        | MEN          | WO<br>MEN    | GENZ<br>18-24        | MILL<br>25-39 | MILL<br>MEN  | MILL<br>WOM  | GENX<br>40-54 | GENX<br>MEN  | GENX<br>WOM | BOOM<br>55-74      | BOOM<br>MEN  | BOOM<br>WOM  | SLNT<br>75+ | 18-39            | 40-64        | 65<br>PLUS   | WHI<br>TE      | HISP<br>ANIC | OTH         |
| TOTAL      | 861<br>100.0 | 435<br>100.0 | 424<br>100.0 | 86<br>100.0          | 258<br>100.0  | 127<br>100.0 | 131<br>100.0 | 198<br>100.0  | 106<br>100.0 | 91<br>100.0 | 258<br>100.0       | 131<br>100.0 | 127<br>100.0 | 60<br>100.0 | 344<br>100.0     | 336<br>100.0 | 181<br>100.0 | 603<br>100.0   | 215<br>100.0 | 43<br>100.0 |
| RANKING #1 | 240<br>27.8  | 124<br>28.5  | 114<br>26.9  | 27<br>30.8           | 66<br>25.7    | 29<br>22.6   | 37<br>28.5   | 62<br>31.1    | 36<br>34.2   | 24<br>26.9  | 70<br>27.2         | 42<br>32.0   | 28<br>22.0   | 15<br>24.8  | 93<br>27.0       | 105<br>31.3  | 42<br>23.0   | 178<br>29.6    | 46<br>21.2   | 16<br>36.6  |
| RANKING #2 | 151<br>17.5  | 87<br>20.1   | 64<br>15.0   | 12<br>13.6           | 45<br>17.5    | 29<br>22.8   | 16<br>12.5   | 32<br>16.2    | 19<br>18.4   | 13<br>13.9  | 47<br>18.1         | 20<br>15.2   | 27<br>21.2   | 15<br>24.9  | 57<br>16.5       | 59<br>17.7   | 34<br>19.1   | 109<br>18.1    | 31<br>14.6   | 10<br>23.6  |
| RANKING #3 | 148<br>17.2  | 73<br>16.8   | 75<br>17.7   | 21<br>23.9           | 52<br>20.0    | 29<br>23.1   | 22<br>17.0   | 28<br>14.3    | 16<br>15.1   | 12<br>13.3  | 39<br>15.0         | 21<br>16.2   | 17<br>13.8   | 9<br>15.2   | 72<br>21.0       | 48<br>14.3   | 28<br>15.6   | 90<br>14.9     | 55<br>25.6   | 3<br>7.9    |
| RANKING #4 | 106<br>12.3  | 54<br>12.5   | 52<br>12.2   | 3<br>3.0             | 24<br>9.2     | 13<br>10.0   | 11<br>8.3    | 29<br>14.7    | 13<br>12.7   | 16<br>17.3  | 40<br>15.3         | 23<br>17.6   | 16<br>13.0   | 11<br>18.3  | 26<br>7.6        | 46<br>13.6   | 34<br>18.8   | 96<br>15.9     | 7<br>3.4     | 3<br>6.6    |
| RANKING #5 | 78<br>9.0    | 26<br>6.0    | 51<br>12.1   | 4<br>5.0             | 26<br>9.9     | 8<br>6.5     | 17<br>13.3   | 18<br>9.3     | 7<br>6.8     | 11<br>12.2  | 27<br>10.5         | 11<br>8.2    | 16<br>13.0   | 2<br>3.6    | 30<br>8.7        | 31<br>9.3    | 16<br>9.1    | 54<br>8.9      | 22<br>10.4   | 2<br>3.8    |
| RANKING #6 | 54<br>6.3    | 22<br>5.0    | 32<br>7.6    |                      | 19<br>7.4     | 6<br>4.4     | 13<br>10.3   | 14<br>7.3     | 6<br>5.2     | 9<br>9.7    | 17<br>6.5          | 8<br>6.1     | 9<br>7.0     | 4<br>6.4    | 19<br>5.5        | 22<br>6.6    | 13<br>7.1    | 39<br>6.5      | 14<br>6.3    | 2<br>3.7    |
| RANKING #7 | 19<br>2.2    | 10<br>2.4    | 9<br>2.1     |                      | 10<br>4.0     | 9<br>7.2     | 1<br>0.9     | 3<br>1.6      |              | 3<br>3.6    | 4<br>1.7           | 1<br>0.9     | 3<br>2.5     | 1<br>2.2    | 10<br>3.0        | 4<br>1.2     | 5<br>2.7     | 11<br>1.8      | 8<br>3.8     | 0.9         |
| RANKING #8 | 47<br>5.4    | 33<br>7.6    | 14<br>3.2    | 20<br>23.6           | 10<br>3.7     | 4<br>2.9     | 6<br>4.4     | 7<br>3.4      | 5<br>4.9     | 2<br>1.7    | 10<br>4.0          | 4<br>3.0     | 6<br>5.0     |             | 30<br>8.7        | 13<br>3.8    | 4<br>2.3     | 15<br>2.5      | 26<br>12.1   | 6<br>13.7   |
| RANKING #9 | 18<br>2.1    | 5<br>1.1     | 13<br>3.2    |                      | 7<br>2.7      | 1<br>0.6     | 6<br>4.8     | 4<br>2.1      | 3<br>2.7     | 1<br>1.5    | 4<br>1.6           | 1<br>0.9     | 3<br>2.5     | 3<br>4.6    | 7<br>2.0         | 7<br>2.1     | 4<br>2.4     | 11<br>1.9      | 6<br>2.6     | 1<br>3.3    |

Table 43

T43.1 The City of Glenwood Springs each year makes budget decisions allocating taxpayer dollars toward town services and programs. With that in mind, please rank the following budget items in the order of priority that you would like to see. Ranking a budget item #1 indicates your top priority and ranking a budget item #9 indicates your least or last priority.

ROADWAY MAINTENANCE, RESURFACING, SNOW PLOWING, AND STREET SWEEPING

|            | LIVED IN GLENWOOD SPRINGS |             |              |              |             |              |              |              |              | INCOME      |              |              |              |              |             |              | CONSOLIDATED INCOME |              |              | FOCUS ON RESIDENTS VS TOURISTS |              |              |
|------------|---------------------------|-------------|--------------|--------------|-------------|--------------|--------------|--------------|--------------|-------------|--------------|--------------|--------------|--------------|-------------|--------------|---------------------|--------------|--------------|--------------------------------|--------------|--------------|
|            | TOTAL                     | LESS YEAR   | 1 5          | 6 10         | 11 15       | 16 20        | MORE 20      | LESS 10      | MORE 10      | LESS 30K    | 31K 50K      | 50K 75K      | 75K 100K     | 100K 125K    | 125K 150K   | MORE 150K    | LESS 50K            | 51K 100K     | MORE 100K    | RESI DENT                      | BAL ANCE     | TOUR IST     |
| TOTAL      | 861<br>100.0              | 15<br>100.0 | 154<br>100.0 | 111<br>100.0 | 93<br>100.0 | 111<br>100.0 | 377<br>100.0 | 280<br>100.0 | 581<br>100.0 | 47<br>100.0 | 108<br>100.0 | 147<br>100.0 | 133<br>100.0 | 130<br>100.0 | 55<br>100.0 | 124<br>100.0 | 155<br>100.0        | 280<br>100.0 | 309<br>100.0 | 56<br>100.0                    | 236<br>100.0 | 484<br>100.0 |
| RANKING #1 | 240<br>27.8               | 2<br>15.9   | 57<br>37.4   | 36<br>32.3   | 33<br>35.5  | 28<br>24.8   | 83<br>22.0   | 96<br>34.2   | 144<br>24.7  | 11<br>24.1  | 23<br>21.2   | 37<br>24.9   | 46<br>34.3   | 39<br>30.3   | 20<br>36.8  | 38<br>30.6   | 34<br>22.1          | 82<br>29.4   | 97<br>31.6   | 14<br>24.6                     | 69<br>29.2   | 137<br>28.4  |
| RANKING #2 | 151<br>17.5               | 6<br>40.3   | 17<br>10.8   | 17<br>14.9   | 13<br>14.2  | 21<br>18.9   | 78<br>20.6   | 39<br>14.0   | 112<br>19.2  | 8<br>17.0   | 14<br>12.9   | 24<br>16.6   | 16<br>11.7   | 30<br>23.1   | 10<br>18.7  | 27<br>21.6   | 22<br>14.2          | 40<br>14.3   | 67<br>21.8   | 9<br>16.0                      | 37<br>15.7   | 95<br>19.6   |
| RANKING #3 | 148<br>17.2               | 1<br>8.6    | 34<br>21.8   | 13<br>11.7   | 16<br>16.7  | 11<br>10.0   | 74<br>19.6   | 48<br>17.1   | 101<br>17.3  | 8<br>16.0   | 18<br>16.5   | 27<br>18.1   | 20<br>14.7   | 18<br>13.6   | 8<br>14.3   | 18<br>14.4   | 25<br>16.3          | 46<br>16.5   | 43<br>14.0   | 14<br>25.0                     | 27<br>11.3   | 92<br>19.1   |
| RANKING #4 | 106<br>12.3               | 2.5<br>12.3 | 12<br>7.5    | 15<br>13.3   | 9<br>9.6    | 21<br>18.9   | 49<br>13.1   | 27<br>9.6    | 79<br>13.6   | 3<br>6.8    | 7<br>6.4     | 15<br>10.1   | 20<br>14.8   | 20<br>15.5   | 4<br>7.3    | 19<br>15.4   | 10<br>6.5           | 35<br>12.4   | 43<br>14.0   | 14<br>25.0                     | 27<br>11.6   | 56<br>11.6   |
| RANKING #5 | 78<br>9.0                 | 3<br>19.3   | 18<br>11.5   | 7<br>6.6     | 9<br>9.4    | 6<br>5.2     | 35<br>9.4    | 28<br>10.0   | 50<br>8.6    | 5<br>11.0   | 14<br>12.9   | 9<br>6.1     | 19<br>14.0   | 12<br>9.1    | 4<br>6.7    | 10<br>8.1    | 19<br>12.3          | 28<br>9.8    | 26<br>8.3    |                                | 22<br>9.5    | 43<br>8.9    |
| RANKING #6 | 54<br>6.3                 |             | 4<br>2.8     | 11<br>9.8    | 8<br>8.8    | 9<br>8.2     | 22<br>5.7    | 15<br>5.4    | 39<br>6.7    | 4<br>7.9    | 8<br>7.1     | 12<br>7.9    | 5<br>3.6     | 7<br>5.3     | 5<br>8.7    | 7<br>6.0     | 11<br>7.3           | 16<br>5.9    | 19<br>6.2    | 3<br>5.4                       | 20<br>8.6    | 25<br>5.1    |
| RANKING #7 | 19<br>2.2                 |             | 4<br>2.5     | 2<br>1.8     | 2<br>2.1    | 7<br>5.9     | 5<br>1.3     | 6<br>2.1     | 13<br>2.3    |             | 4<br>3.6     | 8<br>5.7     | 1<br>0.6     | 2<br>1.2     | 1<br>1.2    | 1<br>0.9     | 4<br>2.5            | 9<br>3.3     | 3<br>1.1     | 0.9                            | 2<br>0.9     | 14<br>3.0    |
| RANKING #8 | 47<br>5.4                 | 2<br>13.4   | 6<br>3.8     | 10<br>8.6    | 1<br>1.1    | 2<br>1.6     | 27<br>7.1    | 17<br>6.2    | 29<br>5.1    | 6<br>12.2   | 21<br>19.4   | 11<br>7.7    | 2<br>1.2     | 3<br>2.0     | 2<br>3.1    | 2<br>1.2     | 27<br>17.2          | 13<br>4.6    | 6<br>1.9     | 1<br>2.3                       | 24<br>10.3   | 14<br>2.9    |
| RANKING #9 | 18<br>2.1                 |             | 3<br>1.8     | 1<br>1.1     | 3<br>2.7    | 7<br>6.6     | 4<br>1.2     | 4<br>1.4     | 14<br>2.5    | 2<br>5.1    |              | 4<br>2.9     | 7<br>4.9     |              | 2<br>3.0    | 2<br>1.7     | 2<br>1.6            | 11<br>3.9    | 4<br>1.2     | 1<br>0.9                       | 7<br>2.8     | 6<br>1.3     |

Table 43

T43.1 The City of Glenwood Springs each year makes budget decisions allocating taxpayer dollars toward town services and programs. With that in mind, please rank the following budget items in the order of priority that you would like to see. Ranking a budget item #1 indicates your top priority and ranking a budget item #9 indicates your least or last priority.  
ROADWAY MAINTENANCE, RESURFACING, SNOW PLOWING, AND STREET SWEEPING

|            | DEVELOPMENT OF NEW<br>HOUSING FOR SALE |              |              |              | DEVELOPMENT OF NEW<br>APARTMENTS |              |              | RATE OF RETAIL AND<br>COMMERICAL GROWTH |              |              | WARD         |              |              |              |              |
|------------|----------------------------------------|--------------|--------------|--------------|----------------------------------|--------------|--------------|-----------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
|            | TOTAL                                  | TOO<br>SLOW  | RGHT<br>AMNT | TOO<br>FAST  | TOO<br>SLOW                      | RGHT<br>AMNT | TOO<br>FAST  | TOO<br>SLOW                             | RGHT<br>AMNT | TOO<br>FAST  | WARD<br>1    | WARD<br>2    | WARD<br>3    | WARD<br>4    | WARD<br>5    |
| TOTAL      | 861<br>100.0                           | 262<br>100.0 | 155<br>100.0 | 353<br>100.0 | 190<br>100.0                     | 130<br>100.0 | 498<br>100.0 | 396<br>100.0                            | 274<br>100.0 | 116<br>100.0 | 207<br>100.0 | 172<br>100.0 | 164<br>100.0 | 164<br>100.0 | 155<br>100.0 |
| RANKING #1 | 240<br>27.8                            | 67<br>25.4   | 57<br>36.5   | 88<br>25.0   | 38<br>20.1                       | 47<br>36.1   | 144<br>29.0  | 121<br>30.6                             | 68<br>24.6   | 33<br>28.7   | 67<br>32.3   | 31<br>18.2   | 45<br>27.5   | 39<br>23.8   | 58<br>37.1   |
| RANKING #2 | 151<br>17.5                            | 47<br>18.1   | 31<br>19.8   | 52<br>14.7   | 39<br>20.8                       | 26<br>20.3   | 77<br>15.5   | 60<br>15.2                              | 53<br>19.3   | 16<br>13.8   | 43<br>20.9   | 20<br>11.3   | 36<br>22.1   | 25<br>15.1   | 27<br>17.5   |
| RANKING #3 | 148<br>17.2                            | 43<br>16.5   | 17<br>10.7   | 80<br>22.7   | 38<br>20.2                       | 15<br>11.7   | 88<br>17.8   | 66<br>16.6                              | 48<br>17.7   | 27<br>23.3   | 33<br>15.7   | 26<br>15.2   | 21<br>12.7   | 45<br>27.8   | 23<br>15.1   |
| RANKING #4 | 106<br>12.3                            | 30<br>11.5   | 19<br>12.2   | 54<br>15.2   | 14<br>7.2                        | 17<br>13.2   | 72<br>14.5   | 40<br>10.1                              | 44<br>16.2   | 17<br>14.2   | 25<br>12.0   | 21<br>12.4   | 26<br>15.9   | 13<br>8.1    | 21<br>13.3   |
| RANKING #5 | 78<br>9.0                              | 21<br>8.1    | 11<br>7.3    | 30<br>8.6    | 19<br>9.9                        | 8<br>6.3     | 44<br>8.8    | 35<br>8.9                               | 29<br>10.5   | 6<br>4.9     | 23<br>11.0   | 17<br>9.6    | 14<br>8.4    | 15<br>9.4    | 9<br>6.1     |
| RANKING #6 | 54<br>6.3                              | 12<br>4.5    | 12<br>7.6    | 24<br>6.8    | 8<br>4.2                         | 7<br>5.4     | 36<br>7.2    | 19<br>4.9                               | 17<br>6.2    | 9<br>7.5     | 6<br>3.0     | 22<br>12.8   | 9<br>5.4     | 8<br>5.1     | 9<br>5.6     |
| RANKING #7 | 19<br>2.2                              | 9<br>3.4     |              | 8<br>2.1     | 6<br>3.4                         | 2<br>1.9     | 8<br>1.6     | 9<br>2.1                                | 4<br>1.4     | 4<br>3.3     | 4<br>1.8     | 3<br>1.6     | 2<br>1.3     | 6<br>3.9     | 4<br>2.7     |
| RANKING #8 | 47<br>5.4                              | 26<br>10.1   | 3<br>2.0     | 12<br>3.4    | 26<br>13.9                       | 3<br>2.3     | 14<br>2.8    | 37<br>9.4                               | 4<br>1.6     | 2<br>1.7     | 6<br>3.1     | 23<br>13.5   | 6<br>3.6     | 9<br>5.4     | 2<br>1.6     |
| RANKING #9 | 18<br>2.1                              | 6<br>2.3     | 6<br>4.0     | 5<br>1.5     | 1<br>0.3                         | 4<br>2.7     | 14<br>2.8    | 8<br>2.0                                | 7<br>2.6     | 3<br>2.5     | 0.2          | 9<br>5.3     | 5<br>3.0     | 2<br>1.5     | 1<br>0.9     |

Table 44

T43.2 The City of Glenwood Springs each year makes budget decisions allocating taxpayer dollars toward town services and programs. With that in mind, please rank the following budget items in the order of priority that you would like to see. Ranking a budget item #1 indicates your top priority and ranking a budget item #9 indicates your least or last priority.

## PARKS PLANNING AND MANAGEMENT

|            | GENDER       |              |              | GENZ AND MILLENNIALS |               |              |              | GEN X         |              |             | BOOMERS AND SILENT |              |              |             | CONSOLIDATED AGE |              |              | RACE ETHNICITY |              |             |
|------------|--------------|--------------|--------------|----------------------|---------------|--------------|--------------|---------------|--------------|-------------|--------------------|--------------|--------------|-------------|------------------|--------------|--------------|----------------|--------------|-------------|
|            | TOTAL        | MEN          | WO<br>MEN    | GENZ<br>18-24        | MILL<br>25-39 | MILL<br>MEN  | MILL<br>WOM  | GENX<br>40-54 | GENX<br>MEN  | GENX<br>WOM | BOOM<br>55-74      | BOOM<br>MEN  | BOOM<br>WOM  | SLNT<br>75+ | 18-39            | 40-64        | 65<br>PLUS   | WHI<br>TE      | HISP<br>ANIC | OTH         |
| TOTAL      | 861<br>100.0 | 435<br>100.0 | 424<br>100.0 | 86<br>100.0          | 258<br>100.0  | 127<br>100.0 | 131<br>100.0 | 198<br>100.0  | 106<br>100.0 | 91<br>100.0 | 258<br>100.0       | 131<br>100.0 | 127<br>100.0 | 60<br>100.0 | 344<br>100.0     | 336<br>100.0 | 181<br>100.0 | 603<br>100.0   | 215<br>100.0 | 43<br>100.0 |
| RANKING #1 | 38<br>4.4    | 24<br>5.6    | 13<br>3.2    |                      | 19<br>7.3     | 13<br>10.5   | 6<br>4.3     | 7<br>3.7      | 5<br>4.6     | 2<br>2.7    | 11<br>4.2          | 6<br>4.7     | 5<br>3.6     | 1<br>1.4    | 19<br>5.5        | 14<br>4.1    | 5<br>2.8     | 28<br>4.6      | 10<br>4.6    | 0.4         |
| RANKING #2 | 36<br>4.2    | 18<br>4.2    | 18<br>4.2    |                      | 11<br>4.2     | 7<br>5.2     | 4<br>3.1     | 11<br>5.5     | 6<br>5.7     | 5<br>5.5    | 12<br>4.5          | 6<br>4.3     | 6<br>4.7     | 3<br>4.5    | 11<br>3.1        | 15<br>4.6    | 10<br>5.4    | 32<br>5.2      | 4<br>1.8     | 1<br>1.2    |
| RANKING #3 | 72<br>8.4    | 53<br>12.2   | 19<br>4.4    | 24<br>28.1           | 15<br>6.0     | 9<br>7.4     | 6<br>4.6     | 18<br>8.9     | 10<br>9.2    | 8<br>8.7    | 7<br>2.7           | 4<br>3.1     | 3<br>2.4     | 8<br>12.7   | 40<br>11.5       | 22<br>6.5    | 10<br>5.8    | 39<br>6.5      | 23<br>10.7   | 10<br>22.9  |
| RANKING #4 | 67<br>7.7    | 31<br>7.2    | 35<br>8.2    |                      | 26<br>10.0    | 8<br>6.5     | 17<br>13.3   | 17<br>8.8     | 8<br>7.3     | 10<br>10.7  | 21<br>8.1          | 13<br>9.9    | 8<br>6.2     | 2<br>3.9    | 26<br>7.5        | 32<br>9.4    | 9<br>5.0     | 48<br>7.9      | 13<br>5.9    | 6<br>14.4   |
| RANKING #5 | 117<br>13.6  | 62<br>14.3   | 55<br>13.0   | 20<br>22.7           | 24<br>9.2     | 11<br>8.9    | 12<br>9.5    | 22<br>11.3    | 13<br>12.3   | 9<br>10.2   | 43<br>16.6         | 26<br>19.7   | 17<br>13.5   | 9<br>14.5   | 43<br>12.6       | 42<br>12.6   | 32<br>17.5   | 86<br>14.3     | 26<br>11.9   | 6<br>12.8   |
| RANKING #6 | 129<br>15.0  | 72<br>16.5   | 57<br>13.5   | 10<br>11.2           | 44<br>17.1    | 20<br>15.6   | 24<br>18.7   | 31<br>15.6    | 21<br>20.3   | 9<br>10.0   | 40<br>15.7         | 21<br>15.9   | 19<br>15.4   | 4<br>6.5    | 54<br>15.7       | 49<br>14.5   | 27<br>14.7   | 102<br>16.9    | 24<br>11.1   | 3<br>7.8    |
| RANKING #7 | 152<br>17.7  | 76<br>17.5   | 76<br>17.8   | 3<br>2.9             | 47<br>18.0    | 23<br>18.0   | 24<br>18.1   | 32<br>16.2    | 16<br>15.4   | 15<br>16.6  | 59<br>22.9         | 30<br>23.0   | 29<br>23.0   | 12<br>19.5  | 49<br>14.3       | 69<br>20.6   | 34<br>18.7   | 108<br>17.9    | 36<br>16.7   | 8<br>19.5   |
| RANKING #8 | 160<br>18.6  | 69<br>16.0   | 90<br>21.3   | 21<br>23.9           | 51<br>19.7    | 28<br>21.9   | 23<br>17.7   | 37<br>18.6    | 17<br>16.5   | 19<br>21.2  | 39<br>15.0         | 17<br>12.7   | 22<br>17.4   | 13<br>21.0  | 72<br>20.8       | 57<br>17.1   | 31<br>17.1   | 93<br>15.5     | 60<br>28.0   | 6<br>14.8   |
| RANKING #9 | 90<br>10.5   | 28<br>6.5    | 61<br>14.4   | 10<br>11.1           | 22<br>8.5     | 8<br>6.0     | 14<br>10.6   | 23<br>11.4    | 9<br>8.8     | 13<br>14.3  | 27<br>10.3         | 9<br>6.6     | 18<br>14.0   | 10<br>15.9  | 31<br>9.1        | 36<br>10.6   | 23<br>12.9   | 68<br>11.2     | 20<br>9.3    | 3<br>6.0    |



Table 44

T43.2 The City of Glenwood Springs each year makes budget decisions allocating taxpayer dollars toward town services and programs. With that in mind, please rank the following budget items in the order of priority that you would like to see. Ranking a budget item #1 indicates your top priority and ranking a budget item #9 indicates your least or last priority.

PARKS PLANNING AND MANAGEMENT

|            | LIVED IN GLENWOOD SPRINGS |             |              |              |             |              |              |              |              | INCOME      |              |              |              |              |             |              | CONSOLIDATED INCOME |              |              | FOCUS ON RESIDENTS VS TOURISTS |              |              |
|------------|---------------------------|-------------|--------------|--------------|-------------|--------------|--------------|--------------|--------------|-------------|--------------|--------------|--------------|--------------|-------------|--------------|---------------------|--------------|--------------|--------------------------------|--------------|--------------|
|            | TOTAL                     | LESS YEAR   | 1 5          | 6 10         | 11 15       | 16 20        | MORE 20      | LESS 10      | MORE 10      | LESS 30K    | 31K 50K      | 50K 75K      | 75K 100K     | 100K 125K    | 125K 150K   | MORE 150K    | LESS 50K            | 51K 100K     | MORE 100K    | RESI DENT                      | BAL ANCE     | TOUR IST     |
| TOTAL      | 861<br>100.0              | 15<br>100.0 | 154<br>100.0 | 111<br>100.0 | 93<br>100.0 | 111<br>100.0 | 377<br>100.0 | 280<br>100.0 | 581<br>100.0 | 47<br>100.0 | 108<br>100.0 | 147<br>100.0 | 133<br>100.0 | 130<br>100.0 | 55<br>100.0 | 124<br>100.0 | 155<br>100.0        | 280<br>100.0 | 309<br>100.0 | 56<br>100.0                    | 236<br>100.0 | 484<br>100.0 |
| RANKING #1 | 38<br>4.4                 |             | 4<br>2.6     | 6<br>5.1     | 6<br>6.5    | 7<br>6.2     | 15<br>4.0    | 10<br>3.5    | 28<br>4.8    | 2<br>4.9    | 3<br>3.0     | 11<br>7.2    | 8<br>6.1     | 8<br>6.1     | 2<br>3.5    | 2<br>1.8     | 6<br>3.6            | 19<br>6.7    | 12<br>3.9    | 2<br>3.7                       | 7<br>3.1     | 23<br>4.8    |
| RANKING #2 | 36<br>4.2                 |             | 6<br>4.2     | 6<br>5.1     | 3<br>3.4    | 6<br>5.1     | 15<br>4.0    | 12<br>4.3    | 24<br>4.1    | 1<br>1.3    | 6<br>6.0     | 5<br>3.4     | 4<br>3.2     | 1<br>0.8     | 5<br>9.5    | 8<br>6.8     | 7<br>4.6            | 9<br>3.3     | 15<br>4.8    | 1<br>2.5                       | 11<br>4.6    | 20<br>4.1    |
| RANKING #3 | 72<br>8.4                 | 3<br>22.5   | 13<br>8.2    | 7<br>6.3     | 5<br>5.5    | 8<br>7.6     | 35<br>9.4    | 23<br>8.2    | 49<br>8.4    | 4<br>8.0    | 23<br>21.3   | 12<br>8.5    | 8<br>6.0     | 6<br>4.6     | 3<br>5.4    | 11<br>8.7    | 27<br>17.2          | 20<br>7.3    | 20<br>6.4    | 5<br>8.5                       | 36<br>15.2   | 23<br>4.8    |
| RANKING #4 | 67<br>7.7                 | 2<br>12.3   | 18<br>11.4   | 8<br>7.1     | 6<br>6.6    | 3<br>2.3     | 31<br>8.1    | 27<br>9.7    | 39<br>6.8    | 2<br>4.5    | 8<br>7.4     | 7<br>5.1     | 13<br>10.1   | 11<br>8.2    | 2<br>2.9    | 16<br>13.0   | 10<br>6.5           | 21<br>7.4    | 28<br>9.2    | 1<br>1.9                       | 25<br>10.7   | 29<br>5.9    |
| RANKING #5 | 117<br>13.6               | 2<br>16.2   | 14<br>9.1    | 16<br>14.3   | 15<br>16.0  | 12<br>11.0   | 58<br>15.3   | 32<br>11.6   | 85<br>14.6   | 7<br>15.6   | 11<br>10.3   | 30<br>20.6   | 15<br>11.1   | 13<br>9.8    | 9<br>16.9   | 20<br>16.3   | 19<br>11.9          | 45<br>16.1   | 42<br>13.6   | 7<br>11.9                      | 25<br>10.6   | 80<br>16.5   |
| RANKING #6 | 129<br>15.0               | 4<br>25.5   | 32<br>21.1   | 14<br>12.7   | 12<br>13.0  | 20<br>17.8   | 47<br>12.5   | 50<br>18.0   | 79<br>13.6   | 5<br>11.2   | 6<br>5.7     | 13<br>9.0    | 30<br>22.6   | 31<br>24.1   | 10<br>18.8  | 20<br>16.3   | 11<br>7.4           | 43<br>15.4   | 62<br>20.0   | 6<br>10.9                      | 34<br>14.5   | 74<br>15.3   |
| RANKING #7 | 152<br>17.7               | 3<br>23.5   | 28<br>18.1   | 18<br>16.2   | 23<br>24.6  | 23<br>21.2   | 56<br>15.0   | 49<br>17.6   | 103<br>17.7  | 2<br>3.7    | 32<br>30.2   | 20<br>13.6   | 22<br>16.7   | 15<br>11.6   | 17<br>30.7  | 22<br>18.1   | 34<br>22.1          | 42<br>15.1   | 54<br>17.6   | 22<br>38.5                     | 48<br>20.3   | 68<br>14.1   |
| RANKING #8 | 160<br>18.6               |             | 27<br>17.6   | 19<br>16.7   | 13<br>13.5  | 21<br>18.8   | 81<br>21.4   | 46<br>16.3   | 114<br>19.7  | 10<br>21.9  | 8<br>7.6     | 34<br>23.0   | 16<br>12.1   | 34<br>26.3   | 6<br>10.5   | 12<br>9.6    | 19<br>12.0          | 50<br>17.8   | 52<br>16.8   | 7<br>12.6                      | 27<br>11.7   | 112<br>23.2  |
| RANKING #9 | 90<br>10.5                |             | 12<br>7.7    | 18<br>16.4   | 10<br>10.8  | 11<br>9.9    | 39<br>10.4   | 30<br>10.7   | 60<br>10.4   | 14<br>28.9  | 9<br>8.5     | 14<br>9.6    | 16<br>12.3   | 11<br>8.5    | 1<br>1.7    | 12<br>9.5    | 23<br>14.7          | 30<br>10.9   | 24<br>7.7    | 5<br>9.5                       | 22<br>9.3    | 55<br>11.3   |

Table 44

T43.2 The City of Glenwood Springs each year makes budget decisions allocating taxpayer dollars toward town services and programs. With that in mind, please rank the following budget items in the order of priority that you would like to see. Ranking a budget item #1 indicates your top priority and ranking a budget item #9 indicates your least or last priority.

## PARKS PLANNING AND MANAGEMENT

|            | DEVELOPMENT OF NEW<br>HOUSING FOR SALE |              |              |              | DEVELOPMENT OF NEW<br>APARTMENTS |              |              | RATE OF RETAIL AND<br>COMMERICAL GROWTH |              |              | WARD         |              |              |              |              |
|------------|----------------------------------------|--------------|--------------|--------------|----------------------------------|--------------|--------------|-----------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
|            | TOTAL                                  | TOO<br>SLOW  | RGHT<br>AMNT | TOO<br>FAST  | TOO<br>SLOW                      | RGHT<br>AMNT | TOO<br>FAST  | TOO<br>SLOW                             | RGHT<br>AMNT | TOO<br>FAST  | WARD<br>1    | WARD<br>2    | WARD<br>3    | WARD<br>4    | WARD<br>5    |
| TOTAL      | 861<br>100.0                           | 262<br>100.0 | 155<br>100.0 | 353<br>100.0 | 190<br>100.0                     | 130<br>100.0 | 498<br>100.0 | 396<br>100.0                            | 274<br>100.0 | 116<br>100.0 | 207<br>100.0 | 172<br>100.0 | 164<br>100.0 | 164<br>100.0 | 155<br>100.0 |
| RANKING #1 | 38<br>4.4                              | 14<br>5.3    | 6<br>3.6     | 15<br>4.3    | 8<br>4.1                         | 8<br>5.9     | 21<br>4.2    | 13<br>3.3                               | 15<br>5.3    | 8<br>7.1     | 10<br>4.9    | 4<br>2.6     | 5<br>3.1     | 12<br>7.4    | 6<br>3.9     |
| RANKING #2 | 36<br>4.2                              | 11<br>4.1    | 7<br>4.6     | 17<br>4.7    | 5<br>2.6                         | 11<br>8.6    | 19<br>3.9    | 14<br>3.4                               | 13<br>4.8    | 5<br>4.2     | 6<br>3.1     | 8<br>4.8     | 11<br>6.7    | 5<br>3.2     | 5<br>3.2     |
| RANKING #3 | 72<br>8.4                              | 36<br>13.8   | 12<br>7.7    | 15<br>4.2    | 28<br>15.0                       | 11<br>8.3    | 29<br>5.7    | 42<br>10.7                              | 20<br>7.1    | 4<br>3.9     | 11<br>5.2    | 28<br>16.4   | 16<br>9.8    | 8<br>4.8     | 9<br>5.9     |
| RANKING #4 | 67<br>7.7                              | 22<br>8.5    | 8<br>5.0     | 26<br>7.4    | 16<br>8.3                        | 15<br>11.3   | 30<br>6.1    | 27<br>6.7                               | 25<br>9.3    | 4<br>3.2     | 18<br>8.8    | 18<br>10.4   | 12<br>7.5    | 8<br>4.8     | 10<br>6.5    |
| RANKING #5 | 117<br>13.6                            | 36<br>13.8   | 23<br>15.0   | 48<br>13.5   | 28<br>14.7                       | 14<br>10.6   | 71<br>14.2   | 54<br>13.5                              | 39<br>14.1   | 11<br>9.8    | 27<br>13.0   | 20<br>11.8   | 22<br>13.4   | 15<br>9.0    | 33<br>21.5   |
| RANKING #6 | 129<br>15.0                            | 43<br>16.5   | 21<br>13.7   | 47<br>13.4   | 23<br>12.0                       | 21<br>16.0   | 77<br>15.5   | 62<br>15.6                              | 46<br>16.8   | 10<br>8.9    | 29<br>14.2   | 25<br>14.3   | 27<br>16.7   | 18<br>10.8   | 30<br>19.7   |
| RANKING #7 | 152<br>17.7                            | 30<br>11.5   | 29<br>18.7   | 76<br>21.5   | 24<br>12.9                       | 14<br>11.0   | 108<br>21.7  | 64<br>16.2                              | 41<br>14.9   | 37<br>32.2   | 44<br>21.3   | 31<br>17.8   | 32<br>19.5   | 28<br>17.4   | 17<br>11.1   |
| RANKING #8 | 160<br>18.6                            | 50<br>19.0   | 27<br>17.5   | 69<br>19.6   | 44<br>23.3                       | 24<br>18.7   | 84<br>16.8   | 79<br>19.9                              | 56<br>20.4   | 17<br>14.6   | 48<br>23.3   | 22<br>12.7   | 21<br>12.6   | 47<br>28.5   | 23<br>14.6   |
| RANKING #9 | 90<br>10.5                             | 19<br>7.4    | 22<br>14.1   | 40<br>11.4   | 13<br>7.1                        | 13<br>9.7    | 60<br>12.0   | 42<br>10.6                              | 20<br>7.3    | 19<br>16.2   | 13<br>6.1    | 16<br>9.2    | 17<br>10.7   | 23<br>14.2   | 21<br>13.6   |

Table 45

T43.3 The City of Glenwood Springs each year makes budget decisions allocating taxpayer dollars toward town services and programs. With that in mind, please rank the following budget items in the order of priority that you would like to see. Ranking a budget item #1 indicates your top priority and ranking a budget item #9 indicates your least or last priority.

POLICE SERVICES

|            | GENDER       |              |              | GENZ AND MILLENNIALS |               |              |              | GEN X         |              |             | BOOMERS AND SILENT |              |              |             | CONSOLIDATED AGE |              |              | RACE ETHNICITY |              |             |
|------------|--------------|--------------|--------------|----------------------|---------------|--------------|--------------|---------------|--------------|-------------|--------------------|--------------|--------------|-------------|------------------|--------------|--------------|----------------|--------------|-------------|
|            | TOTAL        | MEN          | WO<br>MEN    | GENZ<br>18-24        | MILL<br>25-39 | MILL<br>MEN  | MILL<br>WOM  | GENX<br>40-54 | GENX<br>MEN  | GENX<br>WOM | BOOM<br>55-74      | BOOM<br>MEN  | BOOM<br>WOM  | SLNT<br>75+ | 18-39            | 40-64        | 65<br>PLUS   | WHI<br>TE      | HISP<br>ANIC | OTH         |
| TOTAL      | 861<br>100.0 | 435<br>100.0 | 424<br>100.0 | 86<br>100.0          | 258<br>100.0  | 127<br>100.0 | 131<br>100.0 | 198<br>100.0  | 106<br>100.0 | 91<br>100.0 | 258<br>100.0       | 131<br>100.0 | 127<br>100.0 | 60<br>100.0 | 344<br>100.0     | 336<br>100.0 | 181<br>100.0 | 603<br>100.0   | 215<br>100.0 | 43<br>100.0 |
| RANKING #1 | 66<br>7.7    | 50<br>11.4   | 16<br>3.8    |                      | 16<br>6.2     | 12<br>9.8    | 4<br>2.8     | 15<br>7.8     | 12<br>11.2   | 3<br>3.8    | 27<br>10.4         | 18<br>13.8   | 9<br>7.1     | 8<br>12.5   | 16<br>4.7        | 26<br>7.9    | 23<br>13.0   | 46<br>7.6      | 17<br>7.8    | 3<br>7.9    |
| RANKING #2 | 108<br>12.6  | 55<br>12.7   | 53<br>12.5   | 7<br>8.0             | 24<br>9.4     | 5<br>4.2     | 19<br>14.5   | 31<br>15.4    | 21<br>20.1   | 9<br>10.1   | 40<br>15.4         | 27<br>20.2   | 13<br>10.5   | 7<br>11.2   | 31<br>9.0        | 53<br>15.7   | 24<br>13.5   | 83<br>13.7     | 19<br>8.9    | 6<br>14.4   |
| RANKING #3 | 87<br>10.1   | 35<br>8.1    | 51<br>11.9   | 3<br>3.0             | 23<br>8.8     | 8<br>6.5     | 14<br>10.7   | 25<br>12.7    | 11<br>10.6   | 13<br>14.5  | 27<br>10.6         | 11<br>8.2    | 17<br>13.0   | 9<br>15.7   | 25<br>7.3        | 39<br>11.5   | 23<br>12.9   | 73<br>12.2     | 10<br>4.6    | 4<br>8.7    |
| RANKING #4 | 118<br>13.6  | 60<br>13.8   | 57<br>13.4   | 7<br>8.2             | 40<br>15.4    | 25<br>19.4   | 15<br>11.6   | 23<br>11.4    | 12<br>10.9   | 11<br>11.8  | 40<br>15.5         | 13<br>10.0   | 26<br>20.8   | 8<br>13.4   | 47<br>13.6       | 48<br>14.2   | 23<br>12.6   | 87<br>14.4     | 26<br>11.9   | 5<br>12.6   |
| RANKING #5 | 110<br>12.8  | 50<br>11.4   | 60<br>14.2   |                      | 27<br>10.4    | 10<br>8.0    | 17<br>12.7   | 29<br>14.4    | 17<br>15.7   | 12<br>13.1  | 43<br>16.5         | 20<br>15.3   | 22<br>17.7   | 12<br>20.1  | 27<br>7.8        | 52<br>15.6   | 31<br>17.2   | 84<br>14.0     | 23<br>10.6   | 3<br>6.6    |
| RANKING #6 | 77<br>8.9    | 28<br>6.5    | 48<br>11.4   | 5<br>5.4             | 20<br>7.6     | 5<br>4.2     | 14<br>11.0   | 25<br>12.4    | 7<br>7.0     | 17<br>18.8  | 18<br>7.0          | 6<br>4.5     | 12<br>9.7    | 10<br>16.3  | 24<br>7.1        | 36<br>10.7   | 17<br>9.3    | 52<br>8.6      | 19<br>8.9    | 6<br>13.9   |
| RANKING #7 | 82<br>9.5    | 50<br>11.4   | 32<br>7.6    | 3<br>3.0             | 30<br>11.6    | 19<br>15.0   | 11<br>8.3    | 15<br>7.5     | 9<br>8.1     | 6<br>6.9    | 31<br>12.2         | 19<br>14.5   | 12<br>9.8    | 3<br>4.6    | 33<br>9.5        | 28<br>8.4    | 21<br>11.6   | 59<br>9.8      | 19<br>9.0    | 3<br>7.5    |
| RANKING #8 | 71<br>8.3    | 38<br>8.8    | 33<br>7.8    |                      | 33<br>12.8    | 18<br>13.8   | 15<br>11.8   | 15<br>7.8     | 8<br>7.5     | 8<br>8.3    | 20<br>7.9          | 10<br>8.0    | 10<br>7.9    | 2<br>3.9    | 33<br>9.6        | 27<br>8.0    | 11<br>6.3    | 47<br>7.9      | 23<br>10.5   | 1<br>2.9    |
| RANKING #9 | 142<br>16.5  | 68<br>15.7   | 74<br>17.4   | 62<br>72.4           | 46<br>17.7    | 24<br>19.0   | 22<br>16.6   | 21<br>10.6    | 9<br>8.9     | 11<br>12.7  | 12<br>4.5          | 7<br>5.5     | 4<br>3.5     | 1<br>2.2    | 108<br>31.4      | 27<br>8.1    | 7<br>3.7     | 71<br>11.8     | 60<br>27.8   | 11<br>25.4  |

Table 45

T43.3 The City of Glenwood Springs each year makes budget decisions allocating taxpayer dollars toward town services and programs. With that in mind, please rank the following budget items in the order of priority that you would like to see. Ranking a budget item #1 indicates your top priority and ranking a budget item #9 indicates your least or last priority.

POLICE SERVICES

|            | LIVED IN GLENWOOD SPRINGS |             |              |              |             |              |              |              |              | INCOME      |              |              |              |              |             |              | CONSOLIDATED INCOME |              |              | FOCUS ON RESIDENTS VS TOURISTS |              |              |
|------------|---------------------------|-------------|--------------|--------------|-------------|--------------|--------------|--------------|--------------|-------------|--------------|--------------|--------------|--------------|-------------|--------------|---------------------|--------------|--------------|--------------------------------|--------------|--------------|
|            | TOTAL                     | LESS YEAR   | 1 5          | 6 10         | 11 15       | 16 20        | MORE 20      | LESS 10      | MORE 10      | LESS 30K    | 31K 50K      | 50K 75K      | 75K 100K     | 100K 125K    | 125K 150K   | MORE 150K    | LESS 50K            | 51K 100K     | MORE 100K    | RESI DENT                      | BAL ANCE     | TOUR IST     |
| TOTAL      | 861<br>100.0              | 15<br>100.0 | 154<br>100.0 | 111<br>100.0 | 93<br>100.0 | 111<br>100.0 | 377<br>100.0 | 280<br>100.0 | 581<br>100.0 | 47<br>100.0 | 108<br>100.0 | 147<br>100.0 | 133<br>100.0 | 130<br>100.0 | 55<br>100.0 | 124<br>100.0 | 155<br>100.0        | 280<br>100.0 | 309<br>100.0 | 56<br>100.0                    | 236<br>100.0 | 484<br>100.0 |
| RANKING #1 | 66<br>7.7                 |             | 13<br>8.2    | 7<br>5.9     | 4<br>4.5    | 16<br>14.6   | 26<br>7.0    | 19<br>6.9    | 47<br>8.1    |             | 21<br>19.5   | 4<br>2.8     | 4<br>3.3     | 18<br>13.6   | 2<br>3.6    | 7<br>5.6     | 21<br>13.5          | 8<br>3.0     | 27<br>8.6    | 13<br>23.1                     | 18<br>7.5    | 29<br>6.0    |
| RANKING #2 | 108<br>12.6               | 1<br>8.7    | 19<br>12.6   | 16<br>14.8   | 12<br>13.0  | 10<br>8.6    | 49<br>13.1   | 37<br>13.3   | 71<br>12.2   | 14<br>28.6  | 13<br>12.1   | 14<br>9.4    | 20<br>15.2   | 10<br>7.7    | 7<br>13.5   | 19<br>15.1   | 27<br>17.2          | 34<br>12.2   | 36<br>11.7   | 8<br>14.2                      | 25<br>10.7   | 60<br>12.4   |
| RANKING #3 | 87<br>10.1                | 2<br>10.4   | 18<br>12.0   | 18<br>16.0   | 10<br>10.4  | 7<br>6.7     | 32<br>8.5    | 38<br>13.5   | 49<br>8.5    | 2<br>4.8    | 6<br>5.7     | 12<br>8.2    | 19<br>14.4   | 15<br>11.3   | 3<br>4.7    | 12<br>9.9    | 8<br>5.4            | 31<br>11.1   | 30<br>9.6    | 6<br>11.3                      | 30<br>12.9   | 43<br>8.9    |
| RANKING #4 | 118<br>13.6               |             | 20<br>13.3   | 18<br>15.8   | 5<br>5.4    | 25<br>22.4   | 50<br>13.1   | 38<br>13.6   | 79<br>13.7   | 5<br>11.2   | 5<br>4.9     | 16<br>10.6   | 20<br>15.0   | 27<br>20.9   | 12<br>22.7  | 22<br>17.5   | 11<br>6.8           | 35<br>12.7   | 61<br>19.9   | 12<br>20.6                     | 29<br>12.3   | 64<br>13.3   |
| RANKING #5 | 110<br>12.8               | 2<br>12.3   | 12<br>7.5    | 15<br>13.2   | 18<br>18.9  | 14<br>12.5   | 51<br>13.4   | 28<br>10.0   | 82<br>14.1   | 8<br>17.3   | 11<br>10.3   | 21<br>14.2   | 17<br>12.6   | 17<br>13.0   | 5<br>9.7    | 13<br>10.9   | 19<br>12.4          | 38<br>13.4   | 36<br>11.5   | 10<br>17.6                     | 36<br>15.4   | 49<br>10.2   |
| RANKING #6 | 77<br>8.9                 | 3<br>20.3   | 11<br>6.9    | 8<br>7.2     | 8<br>8.5    | 7<br>6.8     | 40<br>10.6   | 22<br>7.7    | 55<br>9.5    | 9<br>19.8   | 6<br>5.2     | 12<br>8.5    | 16<br>12.1   | 5<br>3.7     | 7<br>12.1   | 12<br>9.3    | 15<br>9.6           | 29<br>10.2   | 23<br>7.5    | 3<br>5.9                       | 21<br>9.1    | 45<br>9.3    |
| RANKING #7 | 82<br>9.5                 | 1<br>5.1    | 24<br>15.8   | 9<br>8.0     | 8<br>8.6    | 9<br>8.4     | 31<br>8.1    | 34<br>12.1   | 48<br>8.2    | 0.7         | 6<br>5.6     | 22<br>14.7   | 13<br>9.9    | 17<br>13.4   | 7<br>13.5   | 12<br>10.1   | 6<br>4.1            | 35<br>12.4   | 37<br>12.1   | 1<br>2.6                       | 20<br>8.6    | 56<br>11.5   |
| RANKING #8 | 71<br>8.3                 | 3<br>18.6   | 9<br>5.8     | 12<br>10.9   | 19<br>20.0  | 11<br>10.1   | 18<br>4.7    | 24<br>8.5    | 48<br>8.2    | 6<br>12.6   | 7<br>6.8     | 23<br>15.6   | 9<br>6.6     | 11<br>8.6    | 3<br>5.1    | 9<br>7.1     | 13<br>8.6           | 32<br>11.4   | 23<br>7.4    | 1<br>2.2                       | 15<br>6.3    | 48<br>9.9    |
| RANKING #9 | 142<br>16.5               | 4<br>24.5   | 27<br>17.9   | 9<br>8.2     | 10<br>10.8  | 11<br>10.0   | 81<br>21.4   | 40<br>14.4   | 102<br>17.5  | 2<br>5.1    | 32<br>30.0   | 24<br>16.2   | 14<br>10.8   | 10<br>7.6    | 8<br>15.2   | 18<br>14.6   | 35<br>22.4          | 38<br>13.6   | 36<br>11.8   | 1<br>2.4                       | 41<br>17.3   | 90<br>18.6   |

Table 45

T43.3 The City of Glenwood Springs each year makes budget decisions allocating taxpayer dollars toward town services and programs. With that in mind, please rank the following budget items in the order of priority that you would like to see. Ranking a budget item #1 indicates your top priority and ranking a budget item #9 indicates your least or last priority.

POLICE SERVICES

|            | DEVELOPMENT OF NEW HOUSING FOR SALE |          |           |          | DEVELOPMENT OF NEW APARTMENTS |           |          | RATE OF RETAIL AND COMMERICAL GROWTH |           |          | WARD   |        |        |        |        |
|------------|-------------------------------------|----------|-----------|----------|-------------------------------|-----------|----------|--------------------------------------|-----------|----------|--------|--------|--------|--------|--------|
|            | TOTAL                               | TOO SLOW | RGHT AMNT | TOO FAST | TOO SLOW                      | RGHT AMNT | TOO FAST | TOO SLOW                             | RGHT AMNT | TOO FAST | WARD 1 | WARD 2 | WARD 3 | WARD 4 | WARD 5 |
| TOTAL      | 861                                 | 262      | 155       | 353      | 190                           | 130       | 498      | 396                                  | 274       | 116      | 207    | 172    | 164    | 164    | 155    |
|            | 100.0                               | 100.0    | 100.0     | 100.0    | 100.0                         | 100.0     | 100.0    | 100.0                                | 100.0     | 100.0    | 100.0  | 100.0  | 100.0  | 100.0  | 100.0  |
| RANKING #1 | 66                                  | 16       | 16        | 30       | 10                            | 16        | 41       | 24                                   | 25        | 16       | 11     | 11     | 14     | 24     | 6      |
|            | 7.7                                 | 6.3      | 10.5      | 8.6      | 5.0                           | 12.2      | 8.2      | 6.1                                  | 9.2       | 13.5     | 5.4    | 6.4    | 8.6    | 14.6   | 3.7    |
| RANKING #2 | 108                                 | 30       | 17        | 52       | 15                            | 15        | 73       | 62                                   | 31        | 8        | 31     | 20     | 18     | 21     | 17     |
|            | 12.6                                | 11.3     | 10.7      | 14.8     | 7.8                           | 11.5      | 14.6     | 15.7                                 | 11.3      | 6.5      | 14.9   | 11.7   | 11.3   | 13.1   | 11.2   |
| RANKING #3 | 87                                  | 17       | 18        | 33       | 17                            | 12        | 51       | 39                                   | 27        | 15       | 23     | 18     | 14     | 16     | 16     |
|            | 10.1                                | 6.4      | 11.9      | 9.2      | 9.0                           | 9.5       | 10.2     | 9.8                                  | 9.8       | 12.6     | 11.3   | 10.7   | 8.6    | 9.5    | 10.1   |
| RANKING #4 | 118                                 | 32       | 30        | 44       | 23                            | 20        | 68       | 53                                   | 42        | 21       | 37     | 18     | 25     | 15     | 22     |
|            | 13.6                                | 12.3     | 19.1      | 12.6     | 12.1                          | 15.7      | 13.6     | 13.3                                 | 15.1      | 17.8     | 17.9   | 10.7   | 15.1   | 9.4    | 14.2   |
| RANKING #5 | 110                                 | 23       | 27        | 45       | 11                            | 18        | 76       | 41                                   | 34        | 23       | 25     | 26     | 23     | 13     | 23     |
|            | 12.8                                | 8.9      | 17.6      | 12.7     | 5.7                           | 14.2      | 15.3     | 10.4                                 | 12.4      | 19.6     | 11.9   | 15.2   | 14.1   | 7.9    | 15.2   |
| RANKING #6 | 77                                  | 26       | 17        | 24       | 20                            | 12        | 39       | 33                                   | 27        | 8        | 18     | 15     | 16     | 12     | 16     |
|            | 8.9                                 | 9.9      | 10.8      | 6.9      | 10.7                          | 8.9       | 7.8      | 8.3                                  | 10.0      | 6.7      | 8.8    | 8.5    | 9.9    | 7.3    | 10.2   |
| RANKING #7 | 82                                  | 21       | 11        | 45       | 20                            | 11        | 49       | 29                                   | 30        | 16       | 26     | 18     | 15     | 13     | 10     |
|            | 9.5                                 | 8.2      | 7.2       | 12.6     | 10.4                          | 8.7       | 9.9      | 7.3                                  | 11.0      | 13.6     | 12.4   | 10.5   | 9.3    | 7.9    | 6.3    |
| RANKING #8 | 71                                  | 30       | 10        | 23       | 22                            | 12        | 32       | 29                                   | 23        | 8        | 14     | 11     | 15     | 17     | 15     |
|            | 8.3                                 | 11.5     | 6.4       | 6.6      | 11.9                          | 9.2       | 6.4      | 7.2                                  | 8.5       | 7.0      | 6.7    | 6.4    | 9.0    | 10.4   | 9.4    |
| RANKING #9 | 142                                 | 66       | 9         | 56       | 52                            | 13        | 70       | 86                                   | 34        | 3        | 22     | 34     | 23     | 32     | 31     |
|            | 16.5                                | 25.2     | 5.9       | 16.0     | 27.5                          | 10.1      | 14.1     | 21.8                                 | 12.6      | 2.8      | 10.7   | 19.7   | 14.1   | 19.8   | 19.7   |



Table 46

T43.4 The City of Glenwood Springs each year makes budget decisions allocating taxpayer dollars toward town services and programs. With that in mind, please rank the following budget items in the order of priority that you would like to see. Ranking a budget item #1 indicates your top priority and ranking a budget item #9 indicates your least or last priority.

## FIRE AND EMERGENCY MEDICAL SERVICES

|            | GENDER       |              |              | GENZ AND MILLENNIALS |               |              |              | GEN X         |              |             | BOOMERS AND SILENT |              |              |             | CONSOLIDATED AGE |              |              | RACE ETHNICITY |              |             |
|------------|--------------|--------------|--------------|----------------------|---------------|--------------|--------------|---------------|--------------|-------------|--------------------|--------------|--------------|-------------|------------------|--------------|--------------|----------------|--------------|-------------|
|            | TOTAL        | MEN          | WO<br>MEN    | GENZ<br>18-24        | MILL<br>25-39 | MILL<br>MEN  | MILL<br>WOM  | GENX<br>40-54 | GENX<br>MEN  | GENX<br>WOM | BOOM<br>55-74      | BOOM<br>MEN  | BOOM<br>WOM  | SLNT<br>75+ | 18-39            | 40-64        | 65<br>PLUS   | WHI<br>TE      | HISP<br>ANIC | OTH         |
| TOTAL      | 861<br>100.0 | 435<br>100.0 | 424<br>100.0 | 86<br>100.0          | 258<br>100.0  | 127<br>100.0 | 131<br>100.0 | 198<br>100.0  | 106<br>100.0 | 91<br>100.0 | 258<br>100.0       | 131<br>100.0 | 127<br>100.0 | 60<br>100.0 | 344<br>100.0     | 336<br>100.0 | 181<br>100.0 | 603<br>100.0   | 215<br>100.0 | 43<br>100.0 |
| RANKING #1 | 134<br>15.5  | 48<br>11.1   | 85<br>20.1   | 7<br>8.1             | 44<br>16.9    | 9<br>7.2     | 34<br>26.3   | 33<br>16.5    | 19<br>17.5   | 14<br>15.5  | 41<br>15.7         | 17<br>12.6   | 24<br>18.9   | 10<br>16.5  | 51<br>14.7       | 60<br>17.8   | 23<br>12.9   | 94<br>15.7     | 33<br>15.5   | 6<br>13.7   |
| RANKING #2 | 189<br>21.9  | 82<br>18.9   | 106<br>25.0  | 30<br>34.3           | 48<br>18.7    | 24<br>18.6   | 25<br>18.9   | 38<br>19.1    | 14<br>12.8   | 23<br>25.8  | 56<br>21.8         | 28<br>21.6   | 28<br>22.2   | 17<br>28.0  | 78<br>22.6       | 68<br>20.3   | 43<br>23.8   | 131<br>21.8    | 51<br>23.6   | 7<br>15.3   |
| RANKING #3 | 130<br>15.1  | 73<br>16.7   | 56<br>13.3   |                      | 40<br>15.4    | 24<br>18.6   | 16<br>12.3   | 31<br>15.5    | 17<br>16.3   | 13<br>14.5  | 51<br>19.6         | 27<br>20.3   | 24<br>18.6   | 9<br>14.7   | 40<br>11.5       | 56<br>16.5   | 35<br>19.2   | 110<br>18.3    | 18<br>8.1    | 2<br>5.4    |
| RANKING #4 | 104<br>12.1  | 55<br>12.5   | 49<br>11.5   |                      | 23<br>8.9     | 10<br>7.9    | 12<br>9.6    | 30<br>15.0    | 19<br>17.5   | 11<br>12.3  | 42<br>16.1         | 21<br>15.8   | 21<br>16.4   | 10<br>15.8  | 23<br>6.7        | 49<br>14.7   | 31<br>17.4   | 70<br>11.7     | 26<br>12.3   | 7<br>16.3   |
| RANKING #5 | 72<br>8.3    | 36<br>8.4    | 35<br>8.3    | 5<br>5.3             | 19<br>7.4     | 13<br>9.9    | 7<br>5.0     | 19<br>9.4     | 10<br>9.2    | 9<br>9.7    | 26<br>9.9          | 11<br>8.1    | 15<br>11.8   | 4<br>6.3    | 24<br>6.9        | 35<br>10.5   | 13<br>7.1    | 53<br>8.8      | 8<br>3.9     | 10<br>24.3  |
| RANKING #6 | 88<br>10.3   | 51<br>11.7   | 37<br>8.8    | 15<br>17.5           | 25<br>9.7     | 19<br>14.9   | 6<br>4.7     | 19<br>9.7     | 11<br>10.2   | 8<br>9.2    | 24<br>9.4          | 17<br>12.7   | 8<br>6.1     | 5<br>7.6    | 40<br>11.7       | 29<br>8.7    | 19<br>10.4   | 61<br>10.1     | 23<br>10.9   | 4<br>9.9    |
| RANKING #7 | 67<br>7.8    | 42<br>9.6    | 25<br>5.9    | 23<br>26.6           | 25<br>9.8     | 11<br>8.4    | 15<br>11.2   | 8<br>4.0      | 4<br>3.5     | 4<br>4.5    | 9<br>3.3           | 6<br>4.4     | 3<br>2.2     | 2<br>3.7    | 48<br>14.0       | 11<br>3.4    | 7<br>4.0     | 33<br>5.5      | 29<br>13.5   | 4<br>10.4   |
| RANKING #8 | 46<br>5.3    | 24<br>5.5    | 22<br>5.1    | 7<br>8.2             | 19<br>7.2     | 7<br>5.8     | 11<br>8.6    | 12<br>5.8     | 6<br>5.9     | 5<br>5.8    | 6<br>2.5           | 3<br>2.5     | 3<br>2.4     | 2<br>3.6    | 26<br>7.4        | 16<br>4.8    | 4<br>2.1     | 34<br>5.6      | 11<br>5.1    | 1<br>2.4    |
| RANKING #9 | 32<br>3.7    | 23<br>5.4    | 8<br>2.0     |                      | 15<br>6.0     | 11<br>8.7    | 4<br>3.4     | 10<br>5.0     | 8<br>7.1     | 2<br>2.7    | 4<br>1.6           | 3<br>1.9     | 2<br>1.3     | 2<br>3.9    | 15<br>4.5        | 11<br>3.2    | 6<br>3.2     | 16<br>2.6      | 15<br>7.0    | 1<br>2.3    |

Table 46

T43.4 The City of Glenwood Springs each year makes budget decisions allocating taxpayer dollars toward town services and programs. With that in mind, please rank the following budget items in the order of priority that you would like to see. Ranking a budget item #1 indicates your top priority and ranking a budget item #9 indicates your least or last priority.

FIRE AND EMERGENCY MEDICAL SERVICES

|            | LIVED IN GLENWOOD SPRINGS |             |              |              |             |              |              |              |              | INCOME      |              |              |              |              |             |              | CONSOLIDATED INCOME |              |              | FOCUS ON RESIDENTS VS TOURISTS |              |              |
|------------|---------------------------|-------------|--------------|--------------|-------------|--------------|--------------|--------------|--------------|-------------|--------------|--------------|--------------|--------------|-------------|--------------|---------------------|--------------|--------------|--------------------------------|--------------|--------------|
|            | TOTAL                     | LESS YEAR   | 1 5          | 6 10         | 11 15       | 16 20        | MORE 20      | LESS 10      | MORE 10      | LESS 30K    | 31K 50K      | 50K 75K      | 75K 100K     | 100K 125K    | 125K 150K   | MORE 150K    | LESS 50K            | 51K 100K     | MORE 100K    | RESI DENT                      | BAL ANCE     | TOUR IST     |
| TOTAL      | 861<br>100.0              | 15<br>100.0 | 154<br>100.0 | 111<br>100.0 | 93<br>100.0 | 111<br>100.0 | 377<br>100.0 | 280<br>100.0 | 581<br>100.0 | 47<br>100.0 | 108<br>100.0 | 147<br>100.0 | 133<br>100.0 | 130<br>100.0 | 55<br>100.0 | 124<br>100.0 | 155<br>100.0        | 280<br>100.0 | 309<br>100.0 | 56<br>100.0                    | 236<br>100.0 | 484<br>100.0 |
| RANKING #1 | 134<br>15.5               | 1<br>5.1    | 25<br>16.4   | 24<br>21.8   | 15<br>16.3  | 15<br>13.8   | 53<br>14.1   | 50<br>17.9   | 84<br>14.4   | 19<br>39.4  | 10<br>9.4    | 20<br>13.8   | 30<br>22.7   | 11<br>8.1    | 12<br>22.1  | 22<br>18.0   | 29<br>18.6          | 51<br>18.0   | 45<br>14.6   | 14<br>24.7                     | 39<br>16.8   | 71<br>14.7   |
| RANKING #2 | 189<br>21.9               | 1<br>8.6    | 27<br>17.4   | 21<br>18.6   | 20<br>21.8  | 30<br>27.1   | 90<br>23.8   | 49<br>17.4   | 140<br>24.1  | 9<br>18.3   | 28<br>25.6   | 17<br>11.4   | 32<br>24.1   | 24<br>18.3   | 9<br>16.0   | 18<br>14.9   | 36<br>23.4          | 49<br>17.4   | 51<br>16.5   | 23<br>41.5                     | 48<br>20.5   | 97<br>20.0   |
| RANKING #3 | 130<br>15.1               | 3<br>21.7   | 29<br>18.6   | 16<br>14.3   | 12<br>12.5  | 7<br>5.9     | 64<br>17.0   | 48<br>17.0   | 82<br>14.2   | 4<br>8.6    | 15<br>13.8   | 22<br>14.7   | 21<br>15.8   | 27<br>20.8   | 12<br>21.8  | 19<br>15.7   | 19<br>12.2          | 43<br>15.2   | 58<br>18.9   | 6<br>10.5                      | 21<br>9.0    | 93<br>19.2   |
| RANKING #4 | 104<br>12.1               | 5<br>32.9   | 14<br>8.9    | 11<br>10.2   | 15<br>16.6  | 10<br>9.1    | 48<br>12.8   | 30<br>10.7   | 74<br>12.7   | 7<br>15.7   | 9<br>8.7     | 17<br>11.7   | 12<br>8.8    | 24<br>18.3   | 8<br>15.5   | 10<br>8.2    | 17<br>10.8          | 29<br>10.3   | 42<br>13.8   | 2<br>3.1                       | 39<br>16.6   | 51<br>10.6   |
| RANKING #5 | 72<br>8.3                 | 2<br>13.8   | 13<br>8.3    | 14<br>12.8   | 7<br>7.4    | 11<br>9.5    | 25<br>6.7    | 29<br>10.4   | 43<br>7.3    | 7<br>14.9   | 3<br>2.6     | 13<br>8.8    | 8<br>5.8     | 9<br>7.1     | 3<br>6.4    | 17<br>13.4   | 10<br>6.4           | 21<br>7.4    | 29<br>9.5    | 5<br>8.3                       | 13<br>5.3    | 44<br>9.0    |
| RANKING #6 | 88<br>10.3                | 1<br>8.7    | 20<br>13.0   | 13<br>11.4   | 9<br>9.7    | 11<br>9.8    | 34<br>9.1    | 34<br>12.1   | 54<br>9.4    |             | 10<br>9.4    | 31<br>21.4   | 9<br>6.8     | 7<br>5.6     | 7<br>12.9   | 14<br>11.2   | 10<br>6.5           | 40<br>14.4   | 28<br>9.2    | 1<br>1.4                       | 23<br>9.6    | 57<br>11.7   |
| RANKING #7 | 67<br>7.8                 |             | 15<br>9.6    | 7<br>6.2     | 5<br>5.4    | 1<br>1.2     | 39<br>10.3   | 22<br>7.7    | 45<br>7.8    |             | 22<br>20.9   | 10<br>7.0    | 14<br>10.5   | 11<br>8.2    | 1<br>1.7    | 6<br>5.0     | 22<br>14.5          | 24<br>8.6    | 18<br>5.7    | 3<br>5.1                       | 32<br>13.4   | 26<br>5.4    |
| RANKING #8 | 46<br>5.3                 |             | 8<br>5.4     | 2<br>1.6     | 4<br>4.6    | 12<br>10.5   | 20<br>5.2    | 10<br>3.6    | 36<br>6.1    | 1<br>3.1    | 8<br>7.7     | 5<br>3.2     | 5<br>3.6     | 5<br>4.1     | 2<br>3.6    | 14<br>11.7   | 10<br>6.3           | 9<br>3.4     | 22<br>7.1    |                                | 9<br>4.0     | 28<br>5.8    |
| RANKING #9 | 32<br>3.7                 | 1<br>9.1    | 4<br>2.4     | 4<br>3.2     | 5<br>5.5    | 14<br>13.0   | 4<br>1.0     | 9<br>3.1     | 23<br>4.0    |             | 2<br>1.9     | 12<br>8.1    | 3<br>1.9     | 12<br>9.5    |             | 2<br>1.9     | 2<br>1.3            | 14<br>5.2    | 15<br>4.8    | 3<br>5.5                       | 11<br>4.9    | 17<br>3.6    |

Table 46

T43.4 The City of Glenwood Springs each year makes budget decisions allocating taxpayer dollars toward town services and programs. With that in mind, please rank the following budget items in the order of priority that you would like to see. Ranking a budget item #1 indicates your top priority and ranking a budget item #9 indicates your least or last priority.

FIRE AND EMERGENCY MEDICAL SERVICES

|            | DEVELOPMENT OF NEW HOUSING FOR SALE |          |           | DEVELOPMENT OF NEW APARTMENTS |          |           | RATE OF RETAIL AND COMMERICAL GROWTH |          |           | WARD     |        |        |        |        |        |
|------------|-------------------------------------|----------|-----------|-------------------------------|----------|-----------|--------------------------------------|----------|-----------|----------|--------|--------|--------|--------|--------|
|            | TOTAL                               | TOO SLOW | RGHT AMNT | TOO FAST                      | TOO SLOW | RGHT AMNT | TOO FAST                             | TOO SLOW | RGHT AMNT | TOO FAST | WARD 1 | WARD 2 | WARD 3 | WARD 4 | WARD 5 |
| TOTAL      | 861                                 | 262      | 155       | 353                           | 190      | 130       | 498                                  | 396      | 274       | 116      | 207    | 172    | 164    | 164    | 155    |
|            | 100.0                               | 100.0    | 100.0     | 100.0                         | 100.0    | 100.0     | 100.0                                | 100.0    | 100.0     | 100.0    | 100.0  | 100.0  | 100.0  | 100.0  | 100.0  |
| RANKING #1 | 134                                 | 32       | 21        | 63                            | 20       | 17        | 86                                   | 60       | 44        | 19       | 37     | 29     | 23     | 20     | 24     |
|            | 15.5                                | 12.2     | 13.4      | 17.8                          | 10.8     | 13.4      | 17.2                                 | 15.0     | 16.2      | 16.7     | 17.9   | 17.1   | 14.3   | 12.3   | 15.3   |
| RANKING #2 | 189                                 | 38       | 34        | 97                            | 24       | 20        | 137                                  | 81       | 54        | 40       | 36     | 30     | 36     | 67     | 19     |
|            | 21.9                                | 14.6     | 22.1      | 27.6                          | 12.6     | 15.3      | 27.5                                 | 20.4     | 19.8      | 34.4     | 17.3   | 17.6   | 22.2   | 41.1   | 12.5   |
| RANKING #3 | 130                                 | 49       | 23        | 47                            | 31       | 22        | 71                                   | 57       | 46        | 16       | 43     | 21     | 28     | 16     | 23     |
|            | 15.1                                | 18.7     | 14.7      | 13.5                          | 16.2     | 16.8      | 14.2                                 | 14.4     | 16.9      | 14.0     | 20.6   | 12.0   | 17.0   | 9.8    | 14.7   |
| RANKING #4 | 104                                 | 28       | 19        | 40                            | 21       | 17        | 60                                   | 47       | 37        | 9        | 29     | 13     | 21     | 17     | 24     |
|            | 12.1                                | 10.8     | 12.2      | 11.3                          | 10.8     | 12.7      | 12.0                                 | 11.8     | 13.5      | 7.9      | 14.0   | 7.4    | 13.1   | 10.4   | 15.4   |
| RANKING #5 | 72                                  | 22       | 15        | 25                            | 15       | 9         | 43                                   | 35       | 23        | 9        | 16     | 17     | 12     | 8      | 19     |
|            | 8.3                                 | 8.5      | 9.9       | 7.2                           | 7.7      | 7.2       | 8.6                                  | 8.8      | 8.2       | 7.8      | 7.8    | 9.9    | 7.1    | 4.8    | 12.4   |
| RANKING #6 | 88                                  | 19       | 18        | 42                            | 20       | 16        | 47                                   | 41       | 31        | 9        | 20     | 10     | 23     | 9      | 26     |
|            | 10.3                                | 7.4      | 11.8      | 11.8                          | 10.7     | 12.3      | 9.5                                  | 10.4     | 11.2      | 7.4      | 9.8    | 5.8    | 14.1   | 5.3    | 16.9   |
| RANKING #7 | 67                                  | 35       | 11        | 16                            | 33       | 7         | 24                                   | 41       | 13        | 5        | 15     | 31     | 3      | 7      | 10     |
|            | 7.8                                 | 13.5     | 7.1       | 4.5                           | 17.5     | 5.7       | 4.8                                  | 10.4     | 4.6       | 4.3      | 7.2    | 18.2   | 1.9    | 4.3    | 6.7    |
| RANKING #8 | 46                                  | 20       | 6         | 17                            | 13       | 12        | 21                                   | 17       | 16        | 5        | 8      | 15     | 14     | 4      | 5      |
|            | 5.3                                 | 7.7      | 3.8       | 4.8                           | 6.9      | 8.9       | 4.1                                  | 4.4      | 5.9       | 3.9      | 3.8    | 8.5    | 8.7    | 2.4    | 3.2    |
| RANKING #9 | 32                                  | 17       | 8         | 5                             | 13       | 10        | 9                                    | 17       | 10        | 4        | 3      | 6      | 3      | 16     | 4      |
|            | 3.7                                 | 6.6      | 5.0       | 1.5                           | 6.7      | 7.7       | 1.9                                  | 4.4      | 3.6       | 3.6      | 1.5    | 3.5    | 1.5    | 9.6    | 2.9    |

Table 47

T43.5 The City of Glenwood Springs each year makes budget decisions allocating taxpayer dollars toward town services and programs. With that in mind, please rank the following budget items in the order of priority that you would like to see. Ranking a budget item #1 indicates your top priority and ranking a budget item #9 indicates your least or last priority.  
EMERGENCY PREPAREDNESS (INCLUDING FIRE AND FLOOD PREPARATION)

|            | GENDER       |              |              | GENZ AND MILLENNIALS |               |              |              | GEN X         |              |             | BOOMERS AND SILENT |              |              |             | CONSOLIDATED AGE |              |              | RACE ETHNICITY |              |             |
|------------|--------------|--------------|--------------|----------------------|---------------|--------------|--------------|---------------|--------------|-------------|--------------------|--------------|--------------|-------------|------------------|--------------|--------------|----------------|--------------|-------------|
|            | TOTAL        | MEN          | WO<br>MEN    | GENZ<br>18-24        | MILL<br>25-39 | MILL<br>MEN  | MILL<br>WOM  | GENX<br>40-54 | GENX<br>MEN  | GENX<br>WOM | BOOM<br>55-74      | BOOM<br>MEN  | BOOM<br>WOM  | SLNT<br>75+ | 18-39            | 40-64        | 65<br>PLUS   | WHI<br>TE      | HISP<br>ANIC | OTH         |
| TOTAL      | 861<br>100.0 | 435<br>100.0 | 424<br>100.0 | 86<br>100.0          | 258<br>100.0  | 127<br>100.0 | 131<br>100.0 | 198<br>100.0  | 106<br>100.0 | 91<br>100.0 | 258<br>100.0       | 131<br>100.0 | 127<br>100.0 | 60<br>100.0 | 344<br>100.0     | 336<br>100.0 | 181<br>100.0 | 603<br>100.0   | 215<br>100.0 | 43<br>100.0 |
| RANKING #1 | 136<br>15.8  | 49<br>11.3   | 87<br>20.5   |                      | 32<br>12.5    | 14<br>11.2   | 18<br>13.9   | 45<br>23.0    | 19<br>17.9   | 27<br>29.2  | 52<br>20.3         | 16<br>12.2   | 36<br>28.7   | 6<br>9.4    | 32<br>9.4        | 75<br>22.5   | 28<br>15.5   | 102<br>17.0    | 24<br>11.1   | 10<br>22.6  |
| RANKING #2 | 146<br>16.9  | 74<br>17.0   | 71<br>16.7   | 23<br>26.6           | 47<br>18.3    | 25<br>19.6   | 22<br>16.6   | 36<br>18.1    | 19<br>17.9   | 17<br>18.6  | 33<br>12.6         | 7<br>5.4     | 25<br>20.0   | 7<br>11.9   | 70<br>20.4       | 51<br>15.1   | 25<br>13.8   | 89<br>14.7     | 53<br>24.6   | 4<br>9.3    |
| RANKING #3 | 138<br>16.0  | 74<br>17.0   | 64<br>15.1   | 7<br>8.2             | 46<br>17.7    | 19<br>14.7   | 27<br>20.8   | 31<br>15.4    | 20<br>18.8   | 11<br>11.7  | 48<br>18.5         | 28<br>21.4   | 20<br>15.6   | 7<br>10.9   | 53<br>15.4       | 55<br>16.5   | 30<br>16.4   | 92<br>15.2     | 36<br>16.6   | 11<br>24.9  |
| RANKING #4 | 120<br>14.0  | 55<br>12.7   | 64<br>15.1   | 25<br>29.0           | 25<br>9.7     | 12<br>9.4    | 13<br>10.0   | 26<br>13.0    | 15<br>14.3   | 10<br>10.8  | 34<br>13.1         | 22<br>16.6   | 12<br>9.6    | 11<br>17.8  | 50<br>14.5       | 44<br>13.1   | 26<br>14.6   | 86<br>14.3     | 32<br>14.8   | 2<br>5.0    |
| RANKING #5 | 110<br>12.8  | 73<br>16.9   | 36<br>8.6    | 14<br>16.5           | 43<br>16.5    | 31<br>24.5   | 11<br>8.7    | 16<br>7.9     | 8<br>7.9     | 7<br>8.0    | 26<br>10.1         | 18<br>13.4   | 8<br>6.7     | 11<br>19.0  | 57<br>16.5       | 28<br>8.4    | 25<br>13.9   | 80<br>13.3     | 25<br>11.7   | 5<br>11.7   |
| RANKING #6 | 78<br>9.1    | 34<br>7.8    | 44<br>10.5   | 3<br>2.9             | 29<br>11.4    | 12<br>9.5    | 17<br>13.2   | 17<br>8.8     | 5<br>5.2     | 12<br>13.2  | 23<br>8.8          | 10<br>7.6    | 13<br>10.0   | 7<br>10.8   | 32<br>9.2        | 32<br>9.7    | 14<br>7.8    | 55<br>9.1      | 22<br>10.1   | 2<br>3.9    |
| RANKING #7 | 60<br>7.0    | 32<br>7.4    | 28<br>6.5    | 14<br>16.8           | 15<br>5.8     | 6<br>5.0     | 8<br>6.5     | 11<br>5.4     | 7<br>6.6     | 3<br>3.8    | 18<br>6.9          | 14<br>11.0   | 3<br>2.6     | 2<br>3.9    | 29<br>8.5        | 21<br>6.3    | 9<br>5.2     | 39<br>6.5      | 18<br>8.6    | 3<br>5.9    |
| RANKING #8 | 42<br>4.8    | 26<br>5.9    | 16<br>3.7    |                      | 13<br>5.2     | 8<br>6.1     | 6<br>4.4     | 10<br>5.3     | 8<br>7.5     | 3<br>2.8    | 14<br>5.5          | 9<br>6.6     | 5<br>4.3     | 4<br>5.9    | 13<br>3.9        | 18<br>5.3    | 10<br>5.6    | 36<br>6.0      |              | 6<br>13.0   |
| RANKING #9 | 31<br>3.6    | 17<br>3.9    | 14<br>3.2    |                      | 8<br>3.0      |              | 8<br>5.9     | 6<br>3.1      | 4<br>4.1     | 2<br>2.0    | 11<br>4.2          | 8<br>5.8     | 3<br>2.5     | 6<br>10.3   | 8<br>2.2         | 10<br>3.1    | 13<br>7.0    | 24<br>3.9      | 6<br>2.7     | 2<br>3.6    |

Table 47

T43.5 The City of Glenwood Springs each year makes budget decisions allocating taxpayer dollars toward town services and programs. With that in mind, please rank the following budget items in the order of priority that you would like to see. Ranking a budget item #1 indicates your top priority and ranking a budget item #9 indicates your least or last priority.  
EMERGENCY PREPAREDNESS (INCLUDING FIRE AND FLOOD PREPARATION)

|            | LIVED IN GLENWOOD SPRINGS |             |              |              |             |              |              |              |              | INCOME      |              |              |              |              |             |              | CONSOLIDATED INCOME |              |              | FOCUS ON RESIDENTS VS TOURISTS |              |              |
|------------|---------------------------|-------------|--------------|--------------|-------------|--------------|--------------|--------------|--------------|-------------|--------------|--------------|--------------|--------------|-------------|--------------|---------------------|--------------|--------------|--------------------------------|--------------|--------------|
|            | TOTAL                     | LESS YEAR   | 1 5          | 6 10         | 11 15       | 16 20        | MORE 20      | LESS 10      | MORE 10      | LESS 30K    | 31K 50K      | 50K 75K      | 75K 100K     | 100K 125K    | 125K 150K   | MORE 150K    | LESS 50K            | 51K 100K     | MORE 100K    | RESI DENT                      | BAL ANCE     | TOUR IST     |
| TOTAL      | 861<br>100.0              | 15<br>100.0 | 154<br>100.0 | 111<br>100.0 | 93<br>100.0 | 111<br>100.0 | 377<br>100.0 | 280<br>100.0 | 581<br>100.0 | 47<br>100.0 | 108<br>100.0 | 147<br>100.0 | 133<br>100.0 | 130<br>100.0 | 55<br>100.0 | 124<br>100.0 | 155<br>100.0        | 280<br>100.0 | 309<br>100.0 | 56<br>100.0                    | 236<br>100.0 | 484<br>100.0 |
| RANKING #1 | 136<br>15.8               | 3<br>23.0   | 20<br>13.0   | 15<br>13.8   | 18<br>18.8  | 18<br>16.3   | 62<br>16.3   | 39<br>13.8   | 97<br>16.7   | 3<br>6.6    | 11<br>10.3   | 35<br>23.7   | 14<br>10.5   | 16<br>12.2   | 11<br>19.6  | 22<br>18.0   | 14<br>9.2           | 49<br>17.5   | 49<br>15.8   | 3<br>4.6                       | 35<br>14.8   | 76<br>15.8   |
| RANKING #2 | 146<br>16.9               | 4<br>24.0   | 36<br>23.1   | 17<br>15.1   | 16<br>16.8  | 13<br>12.0   | 61<br>16.1   | 56<br>20.0   | 90<br>15.5   | 11<br>22.4  | 30<br>27.6   | 22<br>14.9   | 27<br>20.1   | 23<br>17.3   | 7<br>12.4   | 17<br>14.1   | 40<br>26.0          | 49<br>17.3   | 47<br>15.1   | 7<br>12.8                      | 54<br>22.9   | 71<br>14.7   |
| RANKING #3 | 138<br>16.0               | 2<br>14.2   | 12<br>7.5    | 29<br>26.4   | 21<br>22.0  | 21<br>18.7   | 54<br>14.2   | 43<br>15.4   | 95<br>16.3   | 12<br>25.0  | 11<br>10.1   | 14<br>9.2    | 22<br>16.4   | 20<br>15.6   | 14<br>26.5  | 31<br>25.3   | 23<br>14.7          | 35<br>12.6   | 66<br>21.4   | 19<br>33.2                     | 29<br>12.4   | 76<br>15.7   |
| RANKING #4 | 120<br>14.0               |             | 14<br>9.2    | 11<br>9.5    | 11<br>12.3  | 13<br>11.7   | 71<br>18.9   | 25<br>8.8    | 96<br>16.4   | 9<br>19.3   | 8<br>7.8     | 12<br>8.0    | 18<br>13.9   | 16<br>12.0   | 8<br>14.7   | 15<br>12.1   | 18<br>11.3          | 30<br>10.8   | 39<br>12.6   | 3<br>6.0                       | 27<br>11.4   | 86<br>17.8   |
| RANKING #5 | 110<br>12.8               | 4<br>25.0   | 28<br>18.5   | 14<br>12.3   | 2<br>1.9    | 19<br>17.6   | 43<br>11.4   | 46<br>16.4   | 64<br>11.1   | 2<br>3.9    | 22<br>20.4   | 22<br>14.9   | 17<br>12.6   | 25<br>19.3   | 6<br>10.8   | 10<br>7.7    | 24<br>15.3          | 39<br>13.8   | 41<br>13.2   | 13<br>23.6                     | 32<br>13.4   | 56<br>11.5   |
| RANKING #6 | 78<br>9.1                 |             | 18<br>11.5   | 12<br>10.6   | 3<br>3.7    | 14<br>12.8   | 31<br>8.3    | 29<br>10.5   | 49<br>8.4    | 2<br>4.1    | 10<br>9.3    | 17<br>11.4   | 11<br>8.6    | 14<br>10.7   | 2<br>4.3    | 9<br>7.4     | 12<br>7.7           | 28<br>10.1   | 25<br>8.3    | 4<br>7.1                       | 14<br>5.8    | 52<br>10.7   |
| RANKING #7 | 60<br>7.0                 | 2<br>13.8   | 12<br>7.8    | 4<br>3.4     | 11<br>11.5  | 7<br>6.2     | 25<br>6.5    | 18<br>6.4    | 42<br>7.3    | 8<br>17.2   | 6<br>5.8     | 20<br>13.3   | 7<br>5.3     | 9<br>7.0     | 2<br>3.7    | 4<br>3.4     | 14<br>9.3           | 27<br>9.5    | 15<br>5.0    | 4<br>6.7                       | 17<br>7.3    | 37<br>7.6    |
| RANKING #8 | 42<br>4.8                 |             | 11<br>7.0    | 6<br>5.8     | 7<br>7.1    | 2<br>1.6     | 16<br>4.2    | 17<br>6.2    | 24<br>4.2    |             | 3<br>2.8     | 2<br>1.5     | 12<br>8.7    | 7<br>5.6     | 3<br>4.7    | 10<br>8.1    | 3<br>1.9            | 14<br>4.9    | 20<br>6.4    | 3<br>4.7                       | 15<br>6.5    | 18<br>3.6    |
| RANKING #9 | 31<br>3.6                 |             | 4<br>2.3     | 4<br>3.2     | 6<br>6.0    | 3<br>3.1     | 15<br>3.9    | 7<br>2.5     | 24<br>4.1    | 1<br>1.4    | 6<br>5.9     | 5<br>3.2     | 5<br>4.0     | 0.3          | 2<br>3.2    | 5<br>3.8     | 7<br>4.6            | 10<br>3.6    | 7<br>2.2     | 1<br>1.4                       | 12<br>5.3    | 13<br>2.6    |



Table 47

T43.5 The City of Glenwood Springs each year makes budget decisions allocating taxpayer dollars toward town services and programs. With that in mind, please rank the following budget items in the order of priority that you would like to see. Ranking a budget item #1 indicates your top priority and ranking a budget item #9 indicates your least or last priority.  
EMERGENCY PREPAREDNESS (INCLUDING FIRE AND FLOOD PREPARATION)

|            | DEVELOPMENT OF NEW<br>HOUSING FOR SALE |              |              |              | DEVELOPMENT OF NEW<br>APARTMENTS |              |              | RATE OF RETAIL AND<br>COMMERICAL GROWTH |              |              | WARD         |              |              |              |              |
|------------|----------------------------------------|--------------|--------------|--------------|----------------------------------|--------------|--------------|-----------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
|            | TOTAL                                  | TOO<br>SLOW  | RGHT<br>AMNT | TOO<br>FAST  | TOO<br>SLOW                      | RGHT<br>AMNT | TOO<br>FAST  | TOO<br>SLOW                             | RGHT<br>AMNT | TOO<br>FAST  | WARD<br>1    | WARD<br>2    | WARD<br>3    | WARD<br>4    | WARD<br>5    |
| TOTAL      | 861<br>100.0                           | 262<br>100.0 | 155<br>100.0 | 353<br>100.0 | 190<br>100.0                     | 130<br>100.0 | 498<br>100.0 | 396<br>100.0                            | 274<br>100.0 | 116<br>100.0 | 207<br>100.0 | 172<br>100.0 | 164<br>100.0 | 164<br>100.0 | 155<br>100.0 |
| RANKING #1 | 136<br>15.8                            | 43<br>16.6   | 22<br>13.9   | 51<br>14.4   | 28<br>14.8                       | 14<br>10.9   | 84<br>16.9   | 53<br>13.4                              | 53<br>19.3   | 15<br>12.5   | 29<br>14.0   | 34<br>19.9   | 36<br>21.9   | 11<br>6.9    | 26<br>16.5   |
| RANKING #2 | 146<br>16.9                            | 53<br>20.4   | 20<br>12.6   | 50<br>14.1   | 57<br>29.9                       | 21<br>16.1   | 58<br>11.6   | 66<br>16.6                              | 49<br>17.8   | 19<br>16.6   | 37<br>18.1   | 43<br>24.9   | 21<br>13.1   | 11<br>6.5    | 33<br>21.5   |
| RANKING #3 | 138<br>16.0                            | 48<br>18.4   | 16<br>10.3   | 63<br>17.8   | 31<br>16.3                       | 14<br>10.4   | 88<br>17.6   | 64<br>16.3                              | 32<br>11.6   | 24<br>20.8   | 33<br>16.0   | 23<br>13.5   | 27<br>16.4   | 33<br>20.0   | 22<br>14.3   |
| RANKING #4 | 120<br>14.0                            | 21<br>8.1    | 31<br>20.0   | 59<br>16.7   | 9<br>4.9                         | 19<br>14.4   | 88<br>17.6   | 60<br>15.2                              | 40<br>14.6   | 15<br>13.2   | 22<br>10.7   | 17<br>9.7    | 17<br>10.4   | 50<br>30.7   | 15<br>9.4    |
| RANKING #5 | 110<br>12.8                            | 39<br>14.8   | 19<br>12.4   | 43<br>12.3   | 27<br>14.1                       | 14<br>10.9   | 65<br>13.0   | 48<br>12.1                              | 32<br>11.6   | 19<br>16.7   | 22<br>10.8   | 16<br>9.1    | 22<br>13.7   | 29<br>17.7   | 21<br>13.4   |
| RANKING #6 | 78<br>9.1                              | 20<br>7.6    | 17<br>10.9   | 36<br>10.3   | 17<br>9.2                        | 12<br>9.4    | 47<br>9.4    | 42<br>10.6                              | 25<br>9.3    | 8<br>7.0     | 27<br>12.9   | 15<br>8.5    | 17<br>10.1   | 15<br>9.1    | 6<br>3.8     |
| RANKING #7 | 60<br>7.0                              | 18<br>6.8    | 16<br>10.3   | 22<br>6.3    | 9<br>4.8                         | 22<br>16.9   | 27<br>5.4    | 32<br>8.0                               | 17<br>6.3    | 6<br>5.0     | 13<br>6.2    | 11<br>6.1    | 7<br>4.5     | 9<br>5.4     | 21<br>13.3   |
| RANKING #8 | 42<br>4.8                              | 12<br>4.5    | 12<br>7.6    | 15<br>4.2    | 8<br>4.1                         | 10<br>7.6    | 21<br>4.1    | 19<br>4.7                               | 14<br>5.1    | 5<br>4.3     | 18<br>8.9    | 6<br>3.8     | 8<br>4.8     | 2<br>1.4     | 7<br>4.2     |
| RANKING #9 | 31<br>3.6                              | 7<br>2.8     | 3<br>2.1     | 14<br>4.0    | 4<br>2.0                         | 4<br>3.4     | 21<br>4.3    | 13<br>3.2                               | 12<br>4.3    | 5<br>3.9     | 5<br>2.6     | 8<br>4.5     | 9<br>5.2     | 4<br>2.3     | 6<br>3.6     |

Table 48

T43.6 The City of Glenwood Springs each year makes budget decisions allocating taxpayer dollars toward town services and programs. With that in mind, please rank the following budget items in the order of priority that you would like to see. Ranking a budget item #1 indicates your top priority and ranking a budget item #9 indicates your least or last priority.  
WATER AND WASTEWATER TREATMENT, WASTEWATER AND WATER BILLING SERVICES

|            | GENDER       |              |              | GENZ AND MILLENNIALS |               |              |              | GEN X         |              |             | BOOMERS AND SILENT |              |              |             | CONSOLIDATED AGE |              |              | RACE ETHNICITY |              |             |
|------------|--------------|--------------|--------------|----------------------|---------------|--------------|--------------|---------------|--------------|-------------|--------------------|--------------|--------------|-------------|------------------|--------------|--------------|----------------|--------------|-------------|
|            | TOTAL        | MEN          | WO<br>MEN    | GENZ<br>18-24        | MILL<br>25-39 | MILL<br>MEN  | MILL<br>WOM  | GENX<br>40-54 | GENX<br>MEN  | GENX<br>WOM | BOOM<br>55-74      | BOOM<br>MEN  | BOOM<br>WOM  | SLNT<br>75+ | 18-39            | 40-64        | 65<br>PLUS   | WHI<br>TE      | HISP<br>ANIC | OTH         |
| TOTAL      | 861<br>100.0 | 435<br>100.0 | 424<br>100.0 | 86<br>100.0          | 258<br>100.0  | 127<br>100.0 | 131<br>100.0 | 198<br>100.0  | 106<br>100.0 | 91<br>100.0 | 258<br>100.0       | 131<br>100.0 | 127<br>100.0 | 60<br>100.0 | 344<br>100.0     | 336<br>100.0 | 181<br>100.0 | 603<br>100.0   | 215<br>100.0 | 43<br>100.0 |
| RANKING #1 | 96<br>11.1   | 66<br>15.1   | 30<br>7.1    | 22<br>25.9           | 31<br>12.0    | 22<br>17.1   | 9<br>7.2     | 13<br>6.6     | 5<br>4.6     | 8<br>9.0    | 21<br>8.0          | 9<br>7.0     | 11<br>8.9    | 9<br>14.7   | 53<br>15.5       | 21<br>6.1    | 22<br>12.1   | 53<br>8.8      | 39<br>18.3   | 3<br>8.1    |
| RANKING #2 | 87<br>10.1   | 43<br>10.0   | 44<br>10.3   |                      | 28<br>10.9    | 8<br>6.2     | 20<br>15.6   | 23<br>11.7    | 13<br>11.8   | 10<br>11.3  | 33<br>12.8         | 22<br>16.4   | 12<br>9.2    | 3<br>4.6    | 28<br>8.2        | 39<br>11.6   | 20<br>11.2   | 60<br>10.0     | 19<br>8.7    | 8<br>19.2   |
| RANKING #3 | 140<br>16.3  | 70<br>16.0   | 71<br>16.6   | 29<br>33.7           | 29<br>11.3    | 14<br>10.6   | 16<br>12.1   | 36<br>18.0    | 23<br>21.4   | 13<br>14.3  | 39<br>15.3         | 22<br>16.7   | 18<br>13.9   | 7<br>11.2   | 58<br>16.9       | 59<br>17.7   | 23<br>12.5   | 101<br>16.8    | 37<br>17.4   | 2<br>3.9    |
| RANKING #4 | 147<br>17.1  | 79<br>18.2   | 67<br>15.9   | 10<br>11.2           | 60<br>23.1    | 29<br>22.7   | 31<br>23.7   | 34<br>17.0    | 19<br>17.5   | 15<br>16.7  | 32<br>12.5         | 17<br>13.2   | 15<br>11.9   | 11<br>18.8  | 69<br>20.2       | 50<br>15.0   | 27<br>14.9   | 93<br>15.4     | 44<br>20.4   | 10<br>23.9  |
| RANKING #5 | 123<br>14.3  | 49<br>11.3   | 74<br>17.4   | 21<br>23.9           | 27<br>10.5    | 13<br>10.4   | 14<br>10.7   | 39<br>19.5    | 19<br>17.6   | 20<br>21.8  | 29<br>11.2         | 12<br>9.4    | 16<br>12.8   | 8<br>13.5   | 48<br>13.9       | 57<br>16.9   | 19<br>10.4   | 84<br>13.9     | 33<br>15.1   | 7<br>16.3   |
| RANKING #6 | 88<br>10.2   | 39<br>9.0    | 48<br>11.3   | 2<br>2.2             | 24<br>9.3     | 10<br>8.0    | 13<br>10.1   | 14<br>7.1     | 6<br>5.5     | 8<br>8.4    | 42<br>16.2         | 19<br>14.7   | 22<br>17.7   | 6<br>10.4   | 26<br>7.5        | 37<br>11.1   | 25<br>13.8   | 63<br>10.4     | 18<br>8.3    | 7<br>16.6   |
| RANKING #7 | 78<br>9.1    | 28<br>6.5    | 49<br>11.7   |                      | 26<br>10.0    | 7<br>5.3     | 19<br>14.7   | 18<br>9.1     | 10<br>9.5    | 8<br>8.7    | 27<br>10.3         | 12<br>8.8    | 15<br>11.8   | 8<br>12.6   | 26<br>7.5        | 33<br>9.8    | 19<br>10.7   | 63<br>10.4     | 14<br>6.4    | 1<br>3.4    |
| RANKING #8 | 61<br>7.1    | 39<br>9.0    | 22<br>5.3    |                      | 20<br>7.8     | 17<br>13.2   | 3<br>2.5     | 17<br>8.6     | 10<br>9.0    | 8<br>8.4    | 20<br>7.9          | 11<br>8.6    | 9<br>7.2     | 4<br>6.0    | 20<br>5.8        | 26<br>7.7    | 15<br>8.5    | 47<br>7.9      | 11<br>5.3    | 2<br>5.5    |
| RANKING #9 | 40<br>4.7    | 21<br>4.9    | 19<br>4.5    | 3<br>3.0             | 13<br>4.9     | 8<br>6.5     | 4<br>3.4     | 5<br>2.4      | 3<br>3.2     | 1<br>1.4    | 15<br>5.8          | 7<br>5.1     | 8<br>6.6     | 5<br>8.2    | 15<br>4.5        | 14<br>4.2    | 11<br>5.9    | 39<br>6.4      |              | 1<br>3.0    |

Table 48

T43.6 The City of Glenwood Springs each year makes budget decisions allocating taxpayer dollars toward town services and programs. With that in mind, please rank the following budget items in the order of priority that you would like to see. Ranking a budget item #1 indicates your top priority and ranking a budget item #9 indicates your least or last priority.  
WATER AND WASTEWATER TREATMENT, WASTEWATER AND WATER BILLING SERVICES

|            | LIVED IN GLENWOOD SPRINGS |             |              |              |             |              |              |              |              | INCOME      |              |              |              |              |             |              | CONSOLIDATED INCOME |              |              | FOCUS ON RESIDENTS VS TOURISTS |              |              |
|------------|---------------------------|-------------|--------------|--------------|-------------|--------------|--------------|--------------|--------------|-------------|--------------|--------------|--------------|--------------|-------------|--------------|---------------------|--------------|--------------|--------------------------------|--------------|--------------|
|            | TOTAL                     | LESS YEAR   | 1 5          | 6 10         | 11 15       | 16 20        | MORE 20      | LESS 10      | MORE 10      | LESS 30K    | 31K 50K      | 50K 75K      | 75K 100K     | 100K 125K    | 125K 150K   | MORE 150K    | LESS 50K            | 51K 100K     | MORE 100K    | RESI DENT                      | BAL ANCE     | TOUR IST     |
| TOTAL      | 861<br>100.0              | 15<br>100.0 | 154<br>100.0 | 111<br>100.0 | 93<br>100.0 | 111<br>100.0 | 377<br>100.0 | 280<br>100.0 | 581<br>100.0 | 47<br>100.0 | 108<br>100.0 | 147<br>100.0 | 133<br>100.0 | 130<br>100.0 | 55<br>100.0 | 124<br>100.0 | 155<br>100.0        | 280<br>100.0 | 309<br>100.0 | 56<br>100.0                    | 236<br>100.0 | 484<br>100.0 |
| RANKING #1 | 96<br>11.1                | 6<br>40.3   | 8<br>4.9     | 9<br>7.7     | 8<br>8.4    | 5<br>4.8     | 61<br>16.1   | 22<br>7.9    | 74<br>12.7   | 5<br>10.7   | 30<br>27.7   | 12<br>8.0    | 8<br>6.1     | 20<br>15.0   | 5<br>9.1    | 5<br>4.3     | 35<br>22.5          | 20<br>7.1    | 30<br>9.7    | 3<br>6.1                       | 38<br>16.0   | 39<br>8.0    |
| RANKING #2 | 87<br>10.1                | 2<br>14.5   | 24<br>15.9   | 15<br>13.4   | 5<br>4.9    | 13<br>11.4   | 29<br>7.6    | 41<br>14.8   | 46<br>7.9    | 2<br>3.6    | 7<br>6.5     | 14<br>9.5    | 17<br>12.4   | 22<br>16.8   | 3<br>6.1    | 14<br>11.4   | 9<br>5.6            | 30<br>10.9   | 39<br>12.8   | 2<br>4.3                       | 26<br>11.1   | 51<br>10.4   |
| RANKING #3 | 140<br>16.3               | 1<br>9.1    | 18<br>11.8   | 18<br>16.2   | 12<br>13.4  | 26<br>23.6   | 64<br>17.0   | 37<br>13.4   | 103<br>17.7  | 11<br>23.4  | 10<br>9.5    | 31<br>20.9   | 19<br>14.6   | 25<br>19.2   | 10<br>17.9  | 18<br>14.9   | 21<br>13.8          | 50<br>17.9   | 53<br>17.3   | 3<br>5.0                       | 39<br>16.5   | 85<br>17.5   |
| RANKING #4 | 147<br>17.1               |             | 45<br>29.0   | 15<br>13.8   | 23<br>24.6  | 24<br>21.8   | 40<br>10.6   | 60<br>21.4   | 87<br>15.0   | 6<br>13.5   | 19<br>18.0   | 41<br>27.6   | 22<br>16.8   | 11<br>8.5    | 8<br>14.6   | 20<br>16.4   | 26<br>16.6          | 63<br>22.5   | 39<br>12.8   | 12<br>22.1                     | 34<br>14.6   | 84<br>17.5   |
| RANKING #5 | 123<br>14.3               |             | 18<br>11.9   | 9<br>8.0     | 13<br>14.2  | 13<br>11.7   | 70<br>18.5   | 27<br>9.7    | 96<br>16.5   | 6<br>12.2   | 7<br>6.6     | 13<br>8.8    | 26<br>19.8   | 18<br>13.4   | 5<br>9.2    | 19<br>15.4   | 13<br>8.3           | 39<br>14.0   | 42<br>13.5   | 10<br>17.4                     | 23<br>9.8    | 80<br>16.6   |
| RANKING #6 | 88<br>10.2                | 3.2         | 11<br>7.4    | 12<br>11.2   | 12<br>12.7  | 12<br>10.8   | 40<br>10.6   | 24<br>8.7    | 64<br>11.0   | 4<br>8.5    | 8<br>7.1     | 16<br>10.5   | 14<br>10.6   | 14<br>10.9   | 6<br>11.1   | 13<br>10.8   | 12<br>7.5           | 30<br>10.6   | 34<br>10.9   | 6<br>11.0                      | 29<br>12.1   | 49<br>10.1   |
| RANKING #7 | 78<br>9.1                 | 1<br>8.6    | 5<br>3.5     | 17<br>14.9   | 8<br>8.5    | 13<br>11.6   | 34<br>9.0    | 23<br>8.3    | 55<br>9.4    | 12<br>24.6  | 9<br>8.3     | 8<br>5.5     | 13<br>9.4    | 6<br>4.7     | 6<br>10.4   | 15<br>12.2   | 21<br>13.3          | 21<br>7.4    | 27<br>8.7    | 4<br>7.1                       | 19<br>8.2    | 46<br>9.5    |
| RANKING #8 | 61<br>7.1                 | 2<br>10.4   | 20<br>12.9   | 8<br>6.8     | 5<br>5.8    | 3<br>2.8     | 24<br>6.3    | 29<br>10.3   | 32<br>5.6    | 2<br>3.5    | 15<br>14.0   | 7<br>4.5     | 9<br>6.6     | 7<br>5.7     | 7<br>12.5   | 7<br>5.4     | 17<br>10.8          | 15<br>5.5    | 21<br>6.8    | 11<br>20.0                     | 18<br>7.6    | 28<br>5.8    |
| RANKING #9 | 40<br>4.7                 | 2<br>13.8   | 4<br>2.7     | 9<br>8.1     | 7<br>7.5    | 2<br>1.5     | 16<br>4.3    | 15<br>5.5    | 25<br>4.3    |             | 2<br>2.3     | 7<br>4.6     | 5<br>3.6     | 7<br>5.7     | 5<br>9.0    | 11<br>9.1    | 2<br>1.6            | 12<br>4.1    | 24<br>7.7    | 4<br>7.0                       | 10<br>4.0    | 22<br>4.6    |

Table 48

T43.6 The City of Glenwood Springs each year makes budget decisions allocating taxpayer dollars toward town services and programs. With that in mind, please rank the following budget items in the order of priority that you would like to see. Ranking a budget item #1 indicates your top priority and ranking a budget item #9 indicates your least or last priority.  
WATER AND WASTEWATER TREATMENT, WASTEWATER AND WATER BILLING SERVICES

|            | DEVELOPMENT OF NEW HOUSING FOR SALE |          |           | DEVELOPMENT OF NEW APARTMENTS |          |           | RATE OF RETAIL AND COMMERCIAL GROWTH |          |           | WARD     |        |        |        |        |        |
|------------|-------------------------------------|----------|-----------|-------------------------------|----------|-----------|--------------------------------------|----------|-----------|----------|--------|--------|--------|--------|--------|
|            | TOTAL                               | TOO SLOW | RGHT AMNT | TOO FAST                      | TOO SLOW | RGHT AMNT | TOO FAST                             | TOO SLOW | RGHT AMNT | TOO FAST | WARD 1 | WARD 2 | WARD 3 | WARD 4 | WARD 5 |
| TOTAL      | 861                                 | 262      | 155       | 353                           | 190      | 130       | 498                                  | 396      | 274       | 116      | 207    | 172    | 164    | 164    | 155    |
|            | 100.0                               | 100.0    | 100.0     | 100.0                         | 100.0    | 100.0     | 100.0                                | 100.0    | 100.0     | 100.0    | 100.0  | 100.0  | 100.0  | 100.0  | 100.0  |
| RANKING #1 | 96                                  | 43       | 15        | 30                            | 39       | 13        | 37                                   | 46       | 31        | 10       | 16     | 33     | 14     | 19     | 14     |
|            | 11.1                                | 16.5     | 9.7       | 8.6                           | 20.4     | 9.9       | 7.4                                  | 11.5     | 11.4      | 8.9      | 7.7    | 19.4   | 8.6    | 11.3   | 9.1    |
| RANKING #2 | 87                                  | 30       | 20        | 29                            | 18       | 17        | 46                                   | 37       | 37        | 9        | 30     | 9      | 19     | 15     | 14     |
|            | 10.1                                | 11.6     | 12.8      | 8.1                           | 9.6      | 12.9      | 9.3                                  | 9.3      | 13.5      | 7.9      | 14.3   | 5.4    | 11.7   | 9.2    | 9.3    |
| RANKING #3 | 140                                 | 23       | 42        | 65                            | 15       | 32        | 89                                   | 72       | 48        | 8        | 28     | 25     | 24     | 25     | 38     |
|            | 16.3                                | 8.6      | 26.8      | 18.5                          | 7.9      | 24.3      | 17.8                                 | 18.1     | 17.4      | 7.3      | 13.7   | 14.6   | 14.7   | 15.1   | 24.6   |
| RANKING #4 | 147                                 | 60       | 19        | 48                            | 62       | 13        | 63                                   | 63       | 39        | 22       | 46     | 23     | 28     | 27     | 23     |
|            | 17.1                                | 22.9     | 12.5      | 13.7                          | 32.8     | 9.9       | 12.7                                 | 15.9     | 14.2      | 18.9     | 22.1   | 13.5   | 17.3   | 16.5   | 14.6   |
| RANKING #5 | 123                                 | 29       | 13        | 71                            | 16       | 15        | 90                                   | 69       | 32        | 18       | 26     | 15     | 29     | 35     | 19     |
|            | 14.3                                | 11.2     | 8.7       | 20.2                          | 8.5      | 11.6      | 18.1                                 | 17.4     | 11.7      | 15.5     | 12.5   | 9.0    | 17.5   | 21.3   | 12.0   |
| RANKING #6 | 88                                  | 22       | 19        | 33                            | 16       | 11        | 58                                   | 34       | 30        | 19       | 29     | 19     | 9      | 13     | 18     |
|            | 10.2                                | 8.4      | 12.4      | 9.4                           | 8.3      | 8.5       | 11.7                                 | 8.5      | 11.1      | 16.6     | 13.9   | 11.2   | 5.4    | 7.8    | 11.9   |
| RANKING #7 | 78                                  | 25       | 12        | 28                            | 12       | 12        | 49                                   | 41       | 25        | 7        | 14     | 23     | 15     | 16     | 9      |
|            | 9.1                                 | 9.7      | 7.6       | 8.0                           | 6.1      | 9.4       | 9.9                                  | 10.2     | 9.3       | 5.7      | 6.7    | 13.5   | 9.4    | 9.9    | 6.0    |
| RANKING #8 | 61                                  | 16       | 7         | 32                            | 6        | 9         | 43                                   | 18       | 20        | 14       | 9      | 13     | 14     | 14     | 11     |
|            | 7.1                                 | 6.2      | 4.8       | 9.0                           | 3.0      | 6.7       | 8.7                                  | 4.6      | 7.4       | 12.1     | 4.4    | 7.7    | 8.3    | 8.6    | 7.4    |
| RANKING #9 | 40                                  | 13       | 7         | 16                            | 6        | 9         | 22                                   | 17       | 11        | 8        | 10     | 10     | 12     | 1      | 8      |
|            | 4.7                                 | 4.8      | 4.7       | 4.5                           | 3.3      | 6.8       | 4.4                                  | 4.4      | 3.9       | 7.2      | 4.7    | 5.7    | 7.2    | 0.4    | 5.2    |

Table 49

T43.7 The City of Glenwood Springs each year makes budget decisions allocating taxpayer dollars toward town services and programs. With that in mind, please rank the following budget items in the order of priority that you would like to see. Ranking a budget item #1 indicates your top priority and ranking a budget item #9 indicates your least or last priority.

RESIDENTIAL AND COMMERCIAL PERMITTING, LAND PLANNING AND DEVELOPMENT

|            | GENDER       |              |              | GENZ AND MILLENNIALS |               |              |              | GEN X         |              |             | BOOMERS AND SILENT |              |              |             | CONSOLIDATED AGE |              |              | RACE ETHNICITY |              |             |
|------------|--------------|--------------|--------------|----------------------|---------------|--------------|--------------|---------------|--------------|-------------|--------------------|--------------|--------------|-------------|------------------|--------------|--------------|----------------|--------------|-------------|
|            | TOTAL        | MEN          | WO<br>MEN    | GENZ<br>18-24        | MILL<br>25-39 | MILL<br>MEN  | MILL<br>WOM  | GENX<br>40-54 | GENX<br>MEN  | GENX<br>WOM | BOOM<br>55-74      | BOOM<br>MEN  | BOOM<br>WOM  | SLNT<br>75+ | 18-39            | 40-64        | 65<br>PLUS   | WHI<br>TE      | HISP<br>ANIC | OTH         |
| TOTAL      | 861<br>100.0 | 435<br>100.0 | 424<br>100.0 | 86<br>100.0          | 258<br>100.0  | 127<br>100.0 | 131<br>100.0 | 198<br>100.0  | 106<br>100.0 | 91<br>100.0 | 258<br>100.0       | 131<br>100.0 | 127<br>100.0 | 60<br>100.0 | 344<br>100.0     | 336<br>100.0 | 181<br>100.0 | 603<br>100.0   | 215<br>100.0 | 43<br>100.0 |
| RANKING #1 | 101<br>11.7  | 59<br>13.5   | 42<br>10.0   | 10<br>11.2           | 39<br>15.3    | 24<br>18.8   | 16<br>11.9   | 16<br>8.3     | 8<br>7.9     | 8<br>8.8    | 26<br>10.1         | 14<br>10.8   | 12<br>9.4    | 9<br>15.6   | 49<br>14.3       | 24<br>7.2    | 28<br>15.3   | 77<br>12.8     | 20<br>9.5    | 3<br>7.8    |
| RANKING #2 | 78<br>9.0    | 37<br>8.4    | 41<br>9.7    | 15<br>17.5           | 18<br>7.0     | 10<br>7.9    | 8<br>6.2     | 15<br>7.8     | 8<br>7.9     | 7<br>7.8    | 24<br>9.4          | 14<br>10.9   | 10<br>7.8    | 5<br>7.6    | 33<br>9.7        | 28<br>8.4    | 16<br>9.0    | 55<br>9.1      | 18<br>8.6    | 4<br>9.6    |
| RANKING #3 | 60<br>7.0    | 28<br>6.5    | 32<br>7.5    |                      | 21<br>8.3     | 15<br>11.7   | 7<br>5.0     | 16<br>8.2     | 3<br>3.1     | 13<br>14.3  | 19<br>7.3          | 9<br>6.6     | 10<br>8.0    | 4<br>5.9    | 21<br>6.2        | 26<br>7.6    | 13<br>7.2    | 40<br>6.6      | 16<br>7.3    | 5<br>10.8   |
| RANKING #4 | 82<br>9.6    | 56<br>12.9   | 26<br>6.3    | 20<br>23.6           | 23<br>8.9     | 17<br>13.6   | 6<br>4.4     | 12<br>6.3     | 7<br>6.5     | 6<br>6.1    | 24<br>9.2          | 11<br>8.6    | 12<br>9.9    | 3<br>4.4    | 43<br>12.6       | 24<br>7.1    | 15<br>8.4    | 46<br>7.6      | 34<br>16.0   | 2<br>4.4    |
| RANKING #5 | 85<br>9.9    | 41<br>9.5    | 43<br>10.1   |                      | 31<br>12.1    | 7<br>5.4     | 24<br>18.3   | 28<br>14.0    | 20<br>18.7   | 7<br>7.8    | 22<br>8.4          | 11<br>8.3    | 11<br>8.5    | 5<br>7.6    | 31<br>9.1        | 40<br>11.9   | 14<br>7.7    | 62<br>10.3     | 18<br>8.5    | 5<br>10.9   |
| RANKING #6 | 111<br>12.9  | 54<br>12.5   | 56<br>13.3   | 21<br>23.9           | 25<br>9.6     | 14<br>11.3   | 10<br>8.0    | 20<br>10.2    | 16<br>15.2   | 4<br>4.6    | 37<br>14.3         | 19<br>14.3   | 18<br>14.3   | 8<br>13.6   | 45<br>13.2       | 42<br>12.4   | 24<br>13.2   | 76<br>12.7     | 26<br>12.1   | 8<br>19.7   |
| RANKING #7 | 111<br>12.9  | 55<br>12.6   | 55<br>13.1   | 6<br>7.2             | 31<br>12.0    | 16<br>12.7   | 15<br>11.3   | 36<br>18.2    | 19<br>17.7   | 17<br>18.8  | 31<br>11.9         | 16<br>12.4   | 14<br>11.2   | 7<br>11.5   | 37<br>10.8       | 54<br>16.2   | 19<br>10.6   | 77<br>12.7     | 28<br>13.1   | 6<br>14.3   |
| RANKING #8 | 105<br>12.2  | 51<br>11.8   | 54<br>12.7   | 5<br>5.4             | 23<br>8.7     | 8<br>6.6     | 14<br>10.9   | 28<br>14.1    | 15<br>14.5   | 12<br>13.8  | 36<br>13.8         | 16<br>12.6   | 19<br>14.9   | 14<br>23.8  | 27<br>7.9        | 48<br>14.3   | 30<br>16.6   | 78<br>13.0     | 24<br>10.9   | 4<br>8.3    |
| RANKING #9 | 128<br>14.8  | 54<br>12.4   | 74<br>17.4   | 10<br>11.1           | 46<br>18.0    | 15<br>11.9   | 31<br>24.0   | 25<br>12.7    | 9<br>8.4     | 16<br>17.9  | 41<br>15.7         | 20<br>15.5   | 20<br>15.9   | 6<br>9.8    | 56<br>16.3       | 50<br>14.9   | 22<br>11.9   | 91<br>15.2     | 30<br>14.0   | 6<br>14.3   |



Table 49

T43.7 The City of Glenwood Springs each year makes budget decisions allocating taxpayer dollars toward town services and programs. With that in mind, please rank the following budget items in the order of priority that you would like to see. Ranking a budget item #1 indicates your top priority and ranking a budget item #9 indicates your least or last priority.

## RESIDENTIAL AND COMMERCIAL PERMITTING, LAND PLANNING AND DEVELOPMENT

|            | LIVED IN GLENWOOD SPRINGS |             |              |              |             |              |              |              |              | INCOME      |              |              |              |              |             |              | CONSOLIDATED INCOME |              |              | FOCUS ON RESIDENTS VS TOURISTS |              |              |
|------------|---------------------------|-------------|--------------|--------------|-------------|--------------|--------------|--------------|--------------|-------------|--------------|--------------|--------------|--------------|-------------|--------------|---------------------|--------------|--------------|--------------------------------|--------------|--------------|
|            | TOTAL                     | LESS YEAR   | 1 5          | 6 10         | 11 15       | 16 20        | MORE 20      | LESS 10      | MORE 10      | LESS 30K    | 31K 50K      | 50K 75K      | 75K 100K     | 100K 125K    | 125K 150K   | MORE 150K    | LESS 50K            | 51K 100K     | MORE 100K    | RESI DENT                      | BAL ANCE     | TOUR IST     |
| TOTAL      | 861<br>100.0              | 15<br>100.0 | 154<br>100.0 | 111<br>100.0 | 93<br>100.0 | 111<br>100.0 | 377<br>100.0 | 280<br>100.0 | 581<br>100.0 | 47<br>100.0 | 108<br>100.0 | 147<br>100.0 | 133<br>100.0 | 130<br>100.0 | 55<br>100.0 | 124<br>100.0 | 155<br>100.0        | 280<br>100.0 | 309<br>100.0 | 56<br>100.0                    | 236<br>100.0 | 484<br>100.0 |
| RANKING #1 | 101<br>11.7               | 2<br>15.6   | 24<br>15.8   | 9<br>8.4     | 7<br>7.3    | 17<br>15.7   | 41<br>10.9   | 36<br>12.9   | 65<br>11.2   | 1<br>2.2    | 5<br>4.9     | 26<br>17.4   | 18<br>13.8   | 16<br>12.1   | 3<br>5.2    | 21<br>16.8   | 6<br>4.1            | 44<br>15.7   | 39<br>12.8   | 3<br>5.3                       | 22<br>9.5    | 70<br>14.5   |
| RANKING #2 | 78<br>9.0                 | 1<br>3.9    | 10<br>6.3    | 10<br>8.8    | 11<br>11.3  | 6<br>5.3     | 41<br>11.0   | 20<br>7.2    | 58<br>9.9    | 1<br>2.7    | 6<br>5.2     | 28<br>18.7   | 7<br>5.3     | 10<br>7.8    | 11<br>20.2  | 10<br>8.4    | 7<br>4.4            | 34<br>12.3   | 32<br>10.3   | 3<br>5.2                       | 17<br>7.1    | 48<br>9.9    |
| RANKING #3 | 60<br>7.0                 | 2<br>13.4   | 11<br>7.0    | 4<br>3.5     | 5<br>5.1    | 15<br>13.2   | 24<br>6.4    | 17<br>5.9    | 43<br>7.5    | 2<br>4.1    | 6<br>5.2     | 17<br>11.2   | 5<br>3.9     | 11<br>8.7    | 2<br>3.4    | 7<br>5.8     | 7<br>4.8            | 22<br>7.7    | 20<br>6.6    | 3<br>5.0                       | 13<br>5.7    | 34<br>7.1    |
| RANKING #4 | 82<br>9.6                 |             | 16<br>10.3   | 9<br>7.8     | 8<br>8.9    | 5<br>4.4     | 45<br>11.9   | 24<br>8.7    | 58<br>10.0   |             | 34<br>31.6   | 7<br>5.0     | 8<br>6.2     | 10<br>7.3    | 3<br>6.4    | 12<br>9.6    | 34<br>21.9          | 16<br>5.6    | 25<br>8.1    | 10<br>17.6                     | 36<br>15.2   | 33<br>6.9    |
| RANKING #5 | 85<br>9.9                 |             | 18<br>12.0   | 16<br>14.0   | 10<br>10.6  | 11<br>9.6    | 31<br>8.1    | 34<br>12.1   | 51<br>8.8    | 7<br>14.7   | 9<br>8.6     | 4<br>2.9     | 15<br>11.2   | 14<br>10.6   | 6<br>10.2   | 15<br>12.0   | 16<br>10.4          | 19<br>6.8    | 34<br>11.1   | 2<br>3.5                       | 18<br>7.7    | 57<br>11.7   |
| RANKING #6 | 111<br>12.9               | 1<br>4.0    | 17<br>11.2   | 15<br>13.8   | 9<br>9.5    | 7<br>6.2     | 62<br>16.5   | 33<br>11.8   | 78<br>13.4   | 5<br>10.2   | 15<br>13.5   | 16<br>10.8   | 15<br>11.2   | 16<br>12.3   | 6<br>11.0   | 10<br>7.7    | 19<br>12.5          | 31<br>11.0   | 32<br>10.2   | 2<br>2.9                       | 25<br>10.5   | 67<br>14.0   |
| RANKING #7 | 111<br>12.9               | 3<br>18.5   | 23<br>15.2   | 15<br>13.6   | 16<br>16.7  | 9<br>7.8     | 45<br>12.0   | 41<br>14.7   | 70<br>12.0   | 9<br>18.2   | 6<br>6.0     | 13<br>9.0    | 19<br>14.5   | 25<br>19.2   | 7<br>12.6   | 18<br>14.3   | 15<br>9.7           | 33<br>11.6   | 50<br>16.1   | 9<br>16.2                      | 36<br>15.1   | 60<br>12.3   |
| RANKING #8 | 105<br>12.2               | 6<br>39.1   | 16<br>10.3   | 17<br>15.6   | 13<br>14.2  | 13<br>11.5   | 40<br>10.6   | 39<br>13.9   | 66<br>11.4   | 7<br>15.4   | 17<br>15.8   | 15<br>10.2   | 17<br>12.8   | 14<br>10.5   | 4<br>6.8    | 18<br>14.4   | 24<br>15.7          | 32<br>11.4   | 35<br>11.4   | 19<br>33.9                     | 38<br>15.9   | 41<br>8.5    |
| RANKING #9 | 128<br>14.8               | 1<br>5.5    | 18<br>11.9   | 16<br>14.6   | 15<br>16.4  | 29<br>26.3   | 48<br>12.7   | 35<br>12.6   | 92<br>15.9   | 15<br>32.6  | 10<br>9.4    | 22<br>14.8   | 28<br>21.1   | 15<br>11.4   | 13<br>24.1  | 14<br>11.0   | 26<br>16.5          | 50<br>17.8   | 42<br>13.5   | 6<br>10.4                      | 31<br>13.3   | 73<br>15.0   |

Table 49

T43.7 The City of Glenwood Springs each year makes budget decisions allocating taxpayer dollars toward town services and programs. With that in mind, please rank the following budget items in the order of priority that you would like to see. Ranking a budget item #1 indicates your top priority and ranking a budget item #9 indicates your least or last priority.

RESIDENTIAL AND COMMERCIAL PERMITTING, LAND PLANNING AND DEVELOPMENT

|            | DEVELOPMENT OF NEW<br>HOUSING FOR SALE |              |              | DEVELOPMENT OF NEW<br>APARTMENTS |              |              | RATE OF RETAIL AND<br>COMMERICAL GROWTH |              |              | WARD         |              |              |              |              |              |
|------------|----------------------------------------|--------------|--------------|----------------------------------|--------------|--------------|-----------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
|            | TOTAL                                  | TOO<br>SLOW  | RGHT<br>AMNT | TOO<br>FAST                      | TOO<br>SLOW  | RGHT<br>AMNT | TOO<br>FAST                             | TOO<br>SLOW  | RGHT<br>AMNT | TOO<br>FAST  | WARD<br>1    | WARD<br>2    | WARD<br>3    | WARD<br>4    | WARD<br>5    |
| TOTAL      | 861<br>100.0                           | 262<br>100.0 | 155<br>100.0 | 353<br>100.0                     | 190<br>100.0 | 130<br>100.0 | 498<br>100.0                            | 396<br>100.0 | 274<br>100.0 | 116<br>100.0 | 207<br>100.0 | 172<br>100.0 | 164<br>100.0 | 164<br>100.0 | 155<br>100.0 |
| RANKING #1 | 101<br>11.7                            | 35<br>13.4   | 16<br>10.2   | 43<br>12.1                       | 38<br>20.0   | 13<br>9.7    | 47<br>9.4                               | 42<br>10.5   | 32<br>11.6   | 12<br>10.1   | 30<br>14.3   | 21<br>12.2   | 21<br>13.0   | 12<br>7.6    | 17<br>10.8   |
| RANKING #2 | 78<br>9.0                              | 24<br>9.2    | 16<br>10.5   | 34<br>9.6                        | 12<br>6.5    | 8<br>6.5     | 55<br>11.1                              | 44<br>11.2   | 19<br>7.1    | 9<br>7.4     | 12<br>6.0    | 15<br>8.7    | 12<br>7.3    | 9<br>5.5     | 29<br>18.9   |
| RANKING #3 | 60<br>7.0                              | 17<br>6.4    | 9<br>5.7     | 28<br>7.9                        | 11<br>6.0    | 9<br>7.2     | 35<br>7.0                               | 25<br>6.2    | 19<br>7.0    | 9<br>7.9     | 8<br>4.0     | 12<br>6.9    | 18<br>11.0   | 12<br>7.5    | 10<br>6.2    |
| RANKING #4 | 82<br>9.6                              | 37<br>14.1   | 13<br>8.1    | 28<br>8.0                        | 29<br>15.3   | 11<br>8.4    | 40<br>7.9                               | 45<br>11.3   | 20<br>7.3    | 16<br>14.0   | 11<br>5.3    | 33<br>19.2   | 11<br>6.8    | 19<br>11.3   | 9<br>5.7     |
| RANKING #5 | 85<br>9.9                              | 27<br>10.2   | 17<br>11.1   | 34<br>9.7                        | 19<br>9.8    | 15<br>11.2   | 49<br>9.8                               | 44<br>11.2   | 27<br>9.9    | 5<br>4.3     | 23<br>11.2   | 13<br>7.7    | 13<br>7.7    | 26<br>16.1   | 10<br>6.4    |
| RANKING #6 | 111<br>12.9                            | 25<br>9.7    | 19<br>11.9   | 57<br>16.0                       | 14<br>7.6    | 17<br>12.8   | 74<br>15.0                              | 55<br>13.9   | 37<br>13.7   | 12<br>10.1   | 17<br>8.3    | 19<br>11.0   | 16<br>10.1   | 39<br>23.9   | 19<br>12.4   |
| RANKING #7 | 111<br>12.9                            | 40<br>15.3   | 15<br>9.5    | 39<br>11.0                       | 33<br>17.3   | 17<br>13.3   | 56<br>11.2                              | 50<br>12.6   | 40<br>14.4   | 16<br>13.3   | 39<br>19.1   | 14<br>8.4    | 18<br>11.0   | 18<br>10.7   | 21<br>13.8   |
| RANKING #8 | 105<br>12.2                            | 27<br>10.4   | 23<br>15.0   | 36<br>10.2                       | 15<br>7.9    | 21<br>15.9   | 62<br>12.4                              | 38<br>9.5    | 29<br>10.5   | 28<br>24.0   | 32<br>15.5   | 17<br>9.9    | 22<br>13.4   | 14<br>8.8    | 20<br>12.8   |
| RANKING #9 | 128<br>14.8                            | 29<br>11.2   | 28<br>18.0   | 54<br>15.4                       | 18<br>9.5    | 20<br>15.0   | 80<br>16.1                              | 54<br>13.6   | 51<br>18.6   | 10<br>8.9    | 34<br>16.4   | 28<br>16.0   | 32<br>19.7   | 14<br>8.5    | 20<br>13.0   |

Table 50

T43.8 The City of Glenwood Springs each year makes budget decisions allocating taxpayer dollars toward town services and programs. With that in mind, please rank the following budget items in the order of priority that you would like to see. Ranking a budget item #1 indicates your top priority and ranking a budget item #9 indicates your least or last priority.

## COMMUNITY OUTREACH AND COMMUNICATION

|            | GENDER       |              |              | GENZ AND MILLENNIALS |               |              |              | GEN X         |              |             | BOOMERS AND SILENT |              |              |             | CONSOLIDATED AGE |              |              | RACE ETHNICITY |              |             |
|------------|--------------|--------------|--------------|----------------------|---------------|--------------|--------------|---------------|--------------|-------------|--------------------|--------------|--------------|-------------|------------------|--------------|--------------|----------------|--------------|-------------|
|            | TOTAL        | MEN          | WO<br>MEN    | GENZ<br>18-24        | MILL<br>25-39 | MILL<br>MEN  | MILL<br>WOM  | GENX<br>40-54 | GENX<br>MEN  | GENX<br>WOM | BOOM<br>55-74      | BOOM<br>MEN  | BOOM<br>WOM  | SLNT<br>75+ | 18-39            | 40-64        | 65<br>PLUS   | WHI<br>TE      | HISP<br>ANIC | OTH         |
| TOTAL      | 861<br>100.0 | 435<br>100.0 | 424<br>100.0 | 86<br>100.0          | 258<br>100.0  | 127<br>100.0 | 131<br>100.0 | 198<br>100.0  | 106<br>100.0 | 91<br>100.0 | 258<br>100.0       | 131<br>100.0 | 127<br>100.0 | 60<br>100.0 | 344<br>100.0     | 336<br>100.0 | 181<br>100.0 | 603<br>100.0   | 215<br>100.0 | 43<br>100.0 |
| RANKING #1 | 34<br>3.9    | 7<br>1.5     | 27<br>6.4    | 21<br>23.9           | 6<br>2.5      | 2<br>1.2     | 5<br>3.7     | 2<br>1.2      | 2<br>1.9     | 0.4         | 4<br>1.4           | 3<br>2.4     | 1<br>0.4     | 1<br>1.4    | 27<br>7.8        | 4<br>1.1     | 3<br>1.8     | 9<br>1.5       | 24<br>11.2   | 1<br>1.2    |
| RANKING #2 | 25<br>2.9    | 7<br>1.5     | 18<br>4.2    |                      | 16<br>6.2     | 4<br>2.9     | 12<br>9.3    | 6<br>2.8      | 2<br>2.1     | 3<br>3.7    | 3<br>1.1           | 1<br>0.5     | 2<br>1.7     | 0.4         | 16<br>4.6        | 6<br>1.9     | 2<br>1.2     | 10<br>1.6      | 12<br>5.5    | 3<br>7.3    |
| RANKING #3 | 44<br>5.2    | 14<br>3.3    | 30<br>7.0    | 3<br>3.0             | 15<br>5.9     | 5<br>3.8     | 10<br>7.9    | 7<br>3.7      | 2<br>2.2     | 5<br>5.5    | 16<br>6.0          | 6<br>4.4     | 10<br>7.7    | 4<br>6.0    | 18<br>5.2        | 16<br>4.9    | 10<br>5.6    | 33<br>5.5      | 11<br>5.1    | 0.4         |
| RANKING #4 | 62<br>7.2    | 22<br>5.0    | 40<br>9.4    | 7<br>8.3             | 24<br>9.3     | 5<br>3.8     | 19<br>14.6   | 14<br>7.3     | 7<br>6.4     | 8<br>8.4    | 14<br>5.4          | 7<br>5.1     | 7<br>5.7     | 2<br>3.7    | 31<br>9.0        | 22<br>6.5    | 9<br>5.0     | 40<br>6.7      | 18<br>8.5    | 3<br>7.1    |
| RANKING #5 | 92<br>10.7   | 65<br>15.1   | 27<br>6.3    | 20<br>23.6           | 33<br>12.9    | 25<br>19.4   | 9<br>6.7     | 13<br>6.5     | 6<br>5.2     | 7<br>8.2    | 20<br>7.9          | 10<br>7.5    | 11<br>8.3    | 5<br>8.5    | 54<br>15.6       | 20<br>5.9    | 19<br>10.2   | 49<br>8.1      | 42<br>19.6   | 1<br>2.9    |
| RANKING #6 | 111<br>12.9  | 58<br>13.4   | 52<br>12.3   | 4<br>5.0             | 35<br>13.6    | 21<br>16.4   | 14<br>10.9   | 30<br>15.4    | 19<br>18.1   | 11<br>12.2  | 32<br>12.4         | 17<br>12.8   | 15<br>11.8   | 9<br>14.9   | 39<br>11.4       | 50<br>14.8   | 22<br>12.0   | 81<br>13.4     | 23<br>10.6   | 7<br>16.7   |
| RANKING #7 | 152<br>17.7  | 77<br>17.7   | 75<br>17.7   | 17<br>19.4           | 41<br>16.0    | 24<br>18.6   | 17<br>13.1   | 37<br>18.6    | 15<br>13.8   | 22<br>24.2  | 47<br>18.3         | 20<br>15.1   | 28<br>21.8   | 10<br>17.2  | 58<br>16.8       | 62<br>18.4   | 33<br>18.1   | 126<br>20.9    | 20<br>9.1    | 7<br>16.2   |
| RANKING #8 | 161<br>18.7  | 76<br>17.4   | 85<br>20.0   | 14<br>16.7           | 41<br>16.0    | 18<br>13.8   | 24<br>18.2   | 36<br>18.3    | 17<br>16.1   | 19<br>21.0  | 58<br>22.4         | 34<br>25.6   | 24<br>19.0   | 11<br>18.2  | 56<br>16.2       | 66<br>19.6   | 39<br>21.8   | 119<br>19.8    | 30<br>14.1   | 11<br>26.0  |
| RANKING #9 | 180<br>20.9  | 109<br>25.1  | 70<br>16.6   |                      | 46<br>17.7    | 25<br>20.0   | 20<br>15.6   | 52<br>26.1    | 36<br>34.1   | 15<br>16.4  | 65<br>25.1         | 35<br>26.6   | 30<br>23.5   | 18<br>29.7  | 46<br>13.3       | 90<br>26.9   | 44<br>24.4   | 136<br>22.5    | 35<br>16.3   | 10<br>22.4  |

Table 50

T43.8 The City of Glenwood Springs each year makes budget decisions allocating taxpayer dollars toward town services and programs. With that in mind, please rank the following budget items in the order of priority that you would like to see. Ranking a budget item #1 indicates your top priority and ranking a budget item #9 indicates your least or last priority.

## COMMUNITY OUTREACH AND COMMUNICATION

|            | LIVED IN GLENWOOD SPRINGS |             |              |              |             |              |              |              |              | INCOME      |              |              |              |              |             |              | CONSOLIDATED INCOME |              |              | FOCUS ON RESIDENTS VS TOURISTS |              |              |
|------------|---------------------------|-------------|--------------|--------------|-------------|--------------|--------------|--------------|--------------|-------------|--------------|--------------|--------------|--------------|-------------|--------------|---------------------|--------------|--------------|--------------------------------|--------------|--------------|
|            | TOTAL                     | LESS YEAR   | 1 5          | 6 10         | 11 15       | 16 20        | MORE 20      | LESS 10      | MORE 10      | LESS 30K    | 31K 50K      | 50K 75K      | 75K 100K     | 100K 125K    | 125K 150K   | MORE 150K    | LESS 50K            | 51K 100K     | MORE 100K    | RESI DENT                      | BAL ANCE     | TOUR IST     |
| TOTAL      | 861<br>100.0              | 15<br>100.0 | 154<br>100.0 | 111<br>100.0 | 93<br>100.0 | 111<br>100.0 | 377<br>100.0 | 280<br>100.0 | 581<br>100.0 | 47<br>100.0 | 108<br>100.0 | 147<br>100.0 | 133<br>100.0 | 130<br>100.0 | 55<br>100.0 | 124<br>100.0 | 155<br>100.0        | 280<br>100.0 | 309<br>100.0 | 56<br>100.0                    | 236<br>100.0 | 484<br>100.0 |
| RANKING #1 | 34<br>3.9                 |             |              | 3<br>2.4     | 0.5         | 2<br>1.5     | 29<br>7.7    | 3<br>0.9     | 31<br>5.4    | 5<br>9.6    | 1<br>1.0     | 2<br>1.6     | 1<br>0.7     | 2<br>1.4     |             | 3<br>2.0     | 6<br>3.7            | 3<br>1.2     | 4<br>1.4     |                                | 2<br>0.9     | 30<br>6.3    |
| RANKING #2 | 25<br>2.9                 |             | 4<br>2.7     | 4<br>3.9     | 10<br>10.9  | 3<br>2.9     | 3<br>0.7     | 8<br>3.0     | 16<br>2.8    | 2<br>4.6    |              | 9<br>6.0     | 4<br>3.2     | 5<br>3.5     |             | 2<br>1.6     | 2<br>1.4            | 13<br>4.7    | 7<br>2.1     | 2<br>3.6                       | 6<br>2.5     | 17<br>3.5    |
| RANKING #3 | 44<br>5.2                 |             | 9<br>6.0     | 3<br>2.4     | 8<br>8.7    | 8<br>7.5     | 16<br>4.3    | 12<br>4.2    | 32<br>5.6    | 1<br>1.4    | 9<br>8.6     | 10<br>6.7    | 9<br>6.9     | 5<br>3.7     | 2<br>4.2    | 2<br>1.5     | 10<br>6.4           | 19<br>6.8    | 9<br>2.9     | 1<br>1.4                       | 15<br>6.4    | 24<br>5.0    |
| RANKING #4 | 62<br>7.2                 | 3<br>23.3   | 5<br>3.2     | 18<br>16.3   | 10<br>10.5  | 9<br>8.0     | 17<br>4.4    | 26<br>9.4    | 35<br>6.1    | 10<br>20.9  | 10<br>8.9    | 11<br>7.6    | 13<br>9.8    | 6<br>4.9     | 4<br>7.0    | 5<br>3.9     | 20<br>12.6          | 24<br>8.6    | 15<br>4.9    | 2<br>3.6                       | 9<br>3.8     | 38<br>7.8    |
| RANKING #5 | 92<br>10.7                | 2<br>13.4   | 22<br>14.1   | 6<br>5.3     | 7<br>7.2    | 16<br>14.2   | 40<br>10.7   | 29<br>10.5   | 63<br>10.8   | 2<br>3.3    | 24<br>22.6   | 24<br>16.3   | 5<br>3.7     | 11<br>8.8    | 9<br>16.0   | 8<br>6.5     | 26<br>16.7          | 29<br>10.4   | 28<br>9.1    | 1<br>2.3                       | 40<br>16.8   | 41<br>8.4    |
| RANKING #6 | 111<br>12.9               | 3<br>20.1   | 29<br>19.2   | 6<br>5.6     | 18<br>18.8  | 13<br>12.0   | 41<br>11.0   | 39<br>13.8   | 72<br>12.4   | 8<br>16.5   | 21<br>19.1   | 14<br>9.3    | 21<br>15.5   | 17<br>13.0   | 7<br>12.5   | 15<br>12.0   | 28<br>18.3          | 34<br>12.2   | 39<br>12.5   | 12<br>21.6                     | 31<br>13.1   | 60<br>12.3   |
| RANKING #7 | 152<br>17.7               | 1<br>9.1    | 22<br>14.1   | 24<br>21.2   | 14<br>14.5  | 28<br>25.4   | 64<br>17.0   | 47<br>16.6   | 106<br>18.2  | 7<br>15.5   | 9<br>8.3     | 23<br>15.9   | 31<br>23.4   | 26<br>19.9   | 6<br>11.5   | 27<br>21.7   | 16<br>10.5          | 55<br>19.5   | 59<br>19.1   | 8<br>14.8                      | 41<br>17.3   | 87<br>17.9   |
| RANKING #8 | 161<br>18.7               | 2<br>15.3   | 29<br>18.9   | 19<br>17.3   | 10<br>11.2  | 14<br>12.9   | 85<br>22.6   | 51<br>18.1   | 110<br>18.9  | 6<br>13.1   | 12<br>11.3   | 26<br>17.8   | 31<br>23.1   | 22<br>16.6   | 18<br>32.8  | 25<br>20.6   | 18<br>11.8          | 57<br>20.3   | 65<br>21.1   | 10<br>18.7                     | 40<br>17.0   | 101<br>20.9  |
| RANKING #9 | 180<br>20.9               | 3<br>18.9   | 34<br>21.9   | 29<br>25.6   | 17<br>17.8  | 17<br>15.5   | 81<br>21.6   | 65<br>23.2   | 115<br>19.8  | 7<br>15.2   | 22<br>20.3   | 28<br>18.8   | 18<br>13.8   | 37<br>28.2   | 9<br>15.9   | 37<br>30.2   | 29<br>18.7          | 46<br>16.4   | 83<br>26.8   | 19<br>33.9                     | 52<br>22.2   | 86<br>17.9   |

Table 50

T43.8 The City of Glenwood Springs each year makes budget decisions allocating taxpayer dollars toward town services and programs. With that in mind, please rank the following budget items in the order of priority that you would like to see. Ranking a budget item #1 indicates your top priority and ranking a budget item #9 indicates your least or last priority.

## COMMUNITY OUTREACH AND COMMUNICATION

|            | DEVELOPMENT OF NEW HOUSING FOR SALE |              |              | DEVELOPMENT OF NEW APARTMENTS |              |              | RATE OF RETAIL AND COMMERCIAL GROWTH |              |              | WARD         |              |              |              |              |              |
|------------|-------------------------------------|--------------|--------------|-------------------------------|--------------|--------------|--------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
|            | TOTAL                               | TOO SLOW     | RGHT AMNT    | TOO FAST                      | TOO SLOW     | RGHT AMNT    | TOO FAST                             | TOO SLOW     | RGHT AMNT    | TOO FAST     | WARD 1       | WARD 2       | WARD 3       | WARD 4       | WARD 5       |
| TOTAL      | 861<br>100.0                        | 262<br>100.0 | 155<br>100.0 | 353<br>100.0                  | 190<br>100.0 | 130<br>100.0 | 498<br>100.0                         | 396<br>100.0 | 274<br>100.0 | 116<br>100.0 | 207<br>100.0 | 172<br>100.0 | 164<br>100.0 | 164<br>100.0 | 155<br>100.0 |
| RANKING #1 | 34<br>3.9                           | 7<br>2.7     | 1<br>0.5     | 25<br>7.2                     | 7<br>3.4     | 1<br>0.6     | 27<br>5.3                            | 30<br>7.7    | 2<br>0.6     | 1<br>0.9     | 6<br>2.8     | 3<br>1.6     | 1<br>0.7     | 22<br>13.2   | 3<br>1.6     |
| RANKING #2 | 25<br>2.9                           | 11<br>4.1    | 2<br>1.3     | 10<br>2.9                     | 8<br>4.2     | 1<br>1.0     | 14<br>2.8                            | 8<br>2.0     | 4<br>1.6     | 9<br>7.9     | 5<br>2.3     | 12<br>7.0    | 3<br>1.6     | 2<br>1.1     | 3<br>2.2     |
| RANKING #3 | 44<br>5.2                           | 9<br>3.6     | 11<br>6.9    | 14<br>3.9                     | 7<br>3.9     | 7<br>5.3     | 26<br>5.3                            | 16<br>4.0    | 15<br>5.4    | 9<br>8.1     | 17<br>8.0    | 9<br>5.0     | 6<br>3.8     | 4<br>2.1     | 9<br>6.0     |
| RANKING #4 | 62<br>7.2                           | 17<br>6.6    | 10<br>6.7    | 26<br>7.3                     | 6<br>3.1     | 14<br>10.6   | 41<br>8.2                            | 27<br>6.9    | 17<br>6.3    | 10<br>8.7    | 9<br>4.4     | 20<br>11.5   | 7<br>4.0     | 13<br>7.9    | 13<br>8.6    |
| RANKING #5 | 92<br>10.7                          | 43<br>16.3   | 15<br>9.6    | 27<br>7.7                     | 45<br>23.6   | 17<br>13.1   | 22<br>4.5                            | 46<br>11.5   | 34<br>12.6   | 5<br>4.2     | 22<br>10.6   | 29<br>16.9   | 20<br>12.4   | 12<br>7.2    | 9<br>5.9     |
| RANKING #6 | 111<br>12.9                         | 39<br>14.8   | 18<br>11.3   | 48<br>13.6                    | 27<br>14.3   | 18<br>13.6   | 61<br>12.3                           | 44<br>11.1   | 40<br>14.5   | 18<br>15.6   | 24<br>11.7   | 18<br>10.3   | 24<br>14.7   | 27<br>16.5   | 18<br>11.5   |
| RANKING #7 | 152<br>17.7                         | 51<br>19.5   | 28<br>18.3   | 57<br>16.3                    | 32<br>16.8   | 21<br>15.8   | 91<br>18.4                           | 63<br>16.0   | 53<br>19.5   | 16<br>13.5   | 26<br>12.8   | 24<br>13.9   | 42<br>25.9   | 24<br>14.6   | 36<br>23.0   |
| RANKING #8 | 161<br>18.7                         | 31<br>11.7   | 33<br>21.4   | 77<br>21.9                    | 25<br>13.2   | 22<br>16.5   | 108<br>21.7                          | 80<br>20.2   | 56<br>20.4   | 15<br>13.0   | 35<br>16.7   | 28<br>16.1   | 30<br>18.2   | 35<br>21.4   | 34<br>21.8   |
| RANKING #9 | 180<br>20.9                         | 54<br>20.7   | 37<br>23.9   | 68<br>19.2                    | 33<br>17.5   | 30<br>23.4   | 107<br>21.5                          | 82<br>20.6   | 53<br>19.2   | 33<br>28.1   | 63<br>30.6   | 30<br>17.7   | 30<br>18.6   | 26<br>16.1   | 30<br>19.3   |



Table 51

T43.9 The City of Glenwood Springs each year makes budget decisions allocating taxpayer dollars toward town services and programs. With that in mind, please rank the following budget items in the order of priority that you would like to see. Ranking a budget item #1 indicates your top priority and ranking a budget item #9 indicates your least or last priority.

CITY EVENTS, GATHERINGS, CONCERTS, AND HOLIDAY CELEBRATIONS

|            | GENDER       |              |              | GENZ AND MILLENNIALS |               |              |              | GEN X         |              |             | BOOMERS AND SILENT |              |              |             | CONSOLIDATED AGE |              |              | RACE ETHNICITY |              |             |
|------------|--------------|--------------|--------------|----------------------|---------------|--------------|--------------|---------------|--------------|-------------|--------------------|--------------|--------------|-------------|------------------|--------------|--------------|----------------|--------------|-------------|
|            | TOTAL        | MEN          | WO<br>MEN    | GENZ<br>18-24        | MILL<br>25-39 | MILL<br>MEN  | MILL<br>WOM  | GENX<br>40-54 | GENX<br>MEN  | GENX<br>WOM | BOOM<br>55-74      | BOOM<br>MEN  | BOOM<br>WOM  | SLNT<br>75+ | 18-39            | 40-64        | 65<br>PLUS   | WHI<br>TE      | HISP<br>ANIC | OTH         |
| TOTAL      | 861<br>100.0 | 435<br>100.0 | 424<br>100.0 | 86<br>100.0          | 258<br>100.0  | 127<br>100.0 | 131<br>100.0 | 198<br>100.0  | 106<br>100.0 | 91<br>100.0 | 258<br>100.0       | 131<br>100.0 | 127<br>100.0 | 60<br>100.0 | 344<br>100.0     | 336<br>100.0 | 181<br>100.0 | 603<br>100.0   | 215<br>100.0 | 43<br>100.0 |
| RANKING #1 | 17<br>2.0    | 8<br>1.9     | 9<br>2.1     |                      | 4<br>1.6      | 2<br>1.7     | 2<br>1.5     | 4<br>1.9      | 0.5          | 3<br>3.6    | 7<br>2.8           | 6<br>4.4     | 1<br>1.1     | 2<br>3.7    | 4<br>1.2         | 7<br>1.9     | 7<br>3.7     | 15<br>2.5      | 2<br>0.8     | 1<br>1.6    |
| RANKING #2 | 42<br>4.8    | 31<br>7.1    | 11<br>2.5    |                      | 20<br>7.8     | 16<br>12.6   | 4<br>3.2     | 6<br>3.3      | 3<br>3.3     | 3<br>3.3    | 11<br>4.2          | 7<br>5.6     | 4<br>2.8     | 4<br>7.0    | 20<br>5.9        | 16<br>4.7    | 6<br>3.1     | 34<br>5.6      | 8<br>3.7     |             |
| RANKING #3 | 41<br>4.8    | 14<br>3.3    | 27<br>6.3    |                      | 17<br>6.6     | 4<br>3.5     | 13<br>9.7    | 6<br>3.2      | 4<br>3.4     | 3<br>3.1    | 13<br>5.1          | 4<br>3.1     | 9<br>7.1     | 5<br>7.6    | 17<br>5.0        | 15<br>4.5    | 9<br>4.9     | 25<br>4.1      | 10<br>4.6    | 6<br>15.0   |
| RANKING #4 | 56<br>6.5    | 22<br>5.1    | 34<br>7.9    | 14<br>16.7           | 14<br>5.5     | 8<br>6.6     | 6<br>4.4     | 13<br>6.4     | 7<br>6.9     | 5<br>5.9    | 12<br>4.8          | 4<br>3.2     | 8<br>6.4     | 2<br>3.8    | 28<br>8.3        | 21<br>6.3    | 6<br>3.3     | 37<br>6.1      | 15<br>6.9    | 4<br>9.7    |
| RANKING #5 | 73<br>8.5    | 31<br>7.0    | 43<br>10.1   | 3<br>3.0             | 29<br>11.1    | 9<br>7.0     | 20<br>15.1   | 15<br>7.6     | 7<br>6.5     | 8<br>9.0    | 23<br>8.9          | 13<br>10.1   | 10<br>7.6    | 4<br>6.8    | 31<br>9.1        | 30<br>8.9    | 12<br>6.8    | 51<br>8.5      | 17<br>8.1    | 5<br>10.6   |
| RANKING #6 | 124<br>14.4  | 76<br>17.5   | 48<br>11.3   | 27<br>31.8           | 37<br>14.3    | 20<br>15.6   | 17<br>13.0   | 27<br>13.6    | 14<br>13.3   | 13<br>14.0  | 25<br>9.7          | 15<br>11.3   | 10<br>7.9    | 8<br>13.5   | 64<br>18.7       | 39<br>11.6   | 21<br>11.6   | 74<br>12.3     | 47<br>21.7   | 3<br>7.8    |
| RANKING #7 | 139<br>16.2  | 65<br>14.9   | 74<br>17.6   | 21<br>23.9           | 33<br>12.8    | 12<br>9.7    | 21<br>15.9   | 39<br>19.5    | 27<br>25.3   | 12<br>12.9  | 32<br>12.5         | 13<br>9.8    | 19<br>15.1   | 15<br>24.7  | 54<br>15.6       | 52<br>15.6   | 33<br>18.5   | 87<br>14.5     | 43<br>19.9   | 9<br>21.9   |
| RANKING #8 | 168<br>19.6  | 78<br>18.0   | 88<br>20.9   | 19<br>22.2           | 49<br>18.9    | 20<br>16.0   | 28<br>21.4   | 36<br>18.0    | 19<br>18.2   | 16<br>17.1  | 54<br>21.1         | 27<br>20.4   | 28<br>21.8   | 11<br>17.5  | 68<br>19.7       | 65<br>19.4   | 35<br>19.6   | 133<br>22.0    | 30<br>13.9   | 6<br>13.5   |
| RANKING #9 | 200<br>23.2  | 109<br>25.0  | 90<br>21.3   | 2<br>2.4             | 56<br>21.5    | 35<br>27.4   | 21<br>15.7   | 53<br>26.5    | 24<br>22.6   | 28<br>31.1  | 80<br>31.1         | 42<br>32.1   | 38<br>30.2   | 9<br>15.4   | 58<br>16.7       | 91<br>27.0   | 52<br>28.5   | 147<br>24.5    | 44<br>20.3   | 8<br>19.7   |

Table 51

T43.9 The City of Glenwood Springs each year makes budget decisions allocating taxpayer dollars toward town services and programs. With that in mind, please rank the following budget items in the order of priority that you would like to see. Ranking a budget item #1 indicates your top priority and ranking a budget item #9 indicates your least or last priority.  
CITY EVENTS, GATHERINGS, CONCERTS, AND HOLIDAY CELEBRATIONS

|            | LIVED IN GLENWOOD SPRINGS |             |              |              |             |              |              |              |              | INCOME      |              |              |              |              |             |              | CONSOLIDATED INCOME |              |              | FOCUS ON RESIDENTS VS TOURISTS |              |              |
|------------|---------------------------|-------------|--------------|--------------|-------------|--------------|--------------|--------------|--------------|-------------|--------------|--------------|--------------|--------------|-------------|--------------|---------------------|--------------|--------------|--------------------------------|--------------|--------------|
|            | TOTAL                     | LESS YEAR   | 1 5          | 6 10         | 11 15       | 16 20        | MORE 20      | LESS 10      | MORE 10      | LESS 30K    | 31K 50K      | 50K 75K      | 75K 100K     | 100K 125K    | 125K 150K   | MORE 150K    | LESS 50K            | 51K 100K     | MORE 100K    | RESI DENT                      | BAL ANCE     | TOUR IST     |
| TOTAL      | 861<br>100.0              | 15<br>100.0 | 154<br>100.0 | 111<br>100.0 | 93<br>100.0 | 111<br>100.0 | 377<br>100.0 | 280<br>100.0 | 581<br>100.0 | 47<br>100.0 | 108<br>100.0 | 147<br>100.0 | 133<br>100.0 | 130<br>100.0 | 55<br>100.0 | 124<br>100.0 | 155<br>100.0        | 280<br>100.0 | 309<br>100.0 | 56<br>100.0                    | 236<br>100.0 | 484<br>100.0 |
| RANKING #1 | 17<br>2.0                 |             | 3<br>1.7     | 3<br>2.6     | 2<br>2.1    | 3<br>2.4     | 7<br>1.9     | 6<br>2.0     | 12<br>2.0    | 1<br>2.5    | 3<br>2.9     | 1<br>0.6     | 3<br>2.5     | 2<br>1.3     |             | 3<br>2.8     | 4<br>2.8            | 4<br>1.5     | 5<br>1.7     | 4<br>7.9                       | 5<br>2.3     | 7<br>1.5     |
| RANKING #2 | 42<br>4.8                 |             | 11<br>6.9    | 6<br>5.5     | 3<br>3.6    | 10<br>8.7    | 12<br>3.2    | 17<br>6.0    | 25<br>4.3    | 1<br>1.5    | 4<br>4.1     | 15<br>10.1   | 6<br>4.8     | 6<br>4.6     | 2<br>3.5    | 7<br>6.0     | 5<br>3.3            | 21<br>7.6    | 15<br>5.0    |                                | 12<br>5.0    | 26<br>5.4    |
| RANKING #3 | 41<br>4.8                 |             | 11<br>7.1    | 4<br>3.2     | 5<br>5.7    | 7<br>6.7     | 14<br>3.7    | 14<br>5.2    | 27<br>4.6    | 4<br>8.8    | 10<br>9.3    | 4<br>2.6     | 10<br>7.2    | 3<br>2.5     | 1<br>1.8    | 5<br>3.8     | 14<br>9.2           | 13<br>4.8    | 9<br>2.9     |                                | 25<br>10.6   | 13<br>2.8    |
| RANKING #4 | 56<br>6.5                 | 4<br>29.0   | 11<br>7.1    | 7<br>6.1     | 5<br>5.5    | 2<br>1.5     | 27<br>7.1    | 22<br>7.9    | 34<br>5.8    | 4<br>8.1    | 7<br>6.4     | 21<br>14.4   | 6<br>4.6     | 6<br>4.2     | 5<br>8.8    | 5<br>3.9     | 11<br>6.9           | 27<br>9.8    | 15<br>4.9    |                                | 9<br>3.8     | 42<br>8.6    |
| RANKING #5 | 73<br>8.5                 |             | 11<br>7.1    | 15<br>13.5   | 13<br>14.4  | 10<br>8.8    | 24<br>6.5    | 26<br>9.2    | 48<br>8.2    | 3<br>7.2    | 6<br>5.8     | 11<br>7.4    | 12<br>9.2    | 12<br>8.8    | 8<br>14.1   | 12<br>9.7    | 10<br>6.2           | 23<br>8.2    | 31<br>10.1   | 9<br>15.6                      | 27<br>11.3   | 34<br>7.1    |
| RANKING #6 | 124<br>14.4               | 3<br>18.1   | 11<br>6.9    | 20<br>17.9   | 14<br>15.3  | 17<br>15.6   | 59<br>15.7   | 33<br>11.9   | 91<br>15.6   | 10<br>21.9  | 25<br>23.6   | 16<br>11.2   | 12<br>9.1    | 19<br>14.4   | 5<br>8.5    | 24<br>19.3   | 36<br>23.1          | 29<br>10.2   | 47<br>15.3   | 19<br>33.8                     | 39<br>16.7   | 56<br>11.5   |
| RANKING #7 | 139<br>16.2               | 3<br>21.4   | 21<br>13.4   | 16<br>14.8   | 8<br>8.1    | 14<br>12.3   | 78<br>20.7   | 40<br>14.4   | 99<br>17.1   | 10<br>20.2  | 12<br>11.4   | 23<br>15.3   | 13<br>9.7    | 19<br>14.8   | 8<br>14.6   | 18<br>14.4   | 22<br>14.1          | 35<br>12.7   | 45<br>14.6   | 4<br>8.0                       | 21<br>8.8    | 91<br>18.7   |
| RANKING #8 | 168<br>19.6               | 3.2         | 28<br>18.2   | 19<br>16.8   | 21<br>22.5  | 33<br>30.1   | 67<br>17.8   | 47<br>16.9   | 121<br>20.9  | 9<br>18.2   | 16<br>14.7   | 24<br>16.5   | 34<br>25.4   | 27<br>20.7   | 11<br>20.8  | 27<br>21.9   | 24<br>15.8          | 58<br>20.7   | 65<br>21.2   | 3<br>5.6                       | 49<br>20.7   | 93<br>19.3   |
| RANKING #9 | 200<br>23.2               | 4<br>28.2   | 48<br>31.5   | 22<br>19.6   | 21<br>22.7  | 16<br>14.0   | 89<br>23.5   | 74<br>26.6   | 125<br>21.6  | 6<br>11.7   | 23<br>21.8   | 32<br>21.9   | 37<br>27.6   | 37<br>28.7   | 15<br>27.8  | 22<br>18.2   | 29<br>18.7          | 69<br>24.6   | 75<br>24.3   | 16<br>29.1                     | 49<br>20.9   | 121<br>25.1  |

Table 51

T43.9 The City of Glenwood Springs each year makes budget decisions allocating taxpayer dollars toward town services and programs. With that in mind, please rank the following budget items in the order of priority that you would like to see. Ranking a budget item #1 indicates your top priority and ranking a budget item #9 indicates your least or last priority.  
CITY EVENTS, GATHERINGS, CONCERTS, AND HOLIDAY CELEBRATIONS

|            | DEVELOPMENT OF NEW<br>HOUSING FOR SALE |              |              | DEVELOPMENT OF NEW<br>APARTMENTS |              |              | RATE OF RETAIL AND<br>COMMERICAL GROWTH |              |              | WARD         |              |              |              |              |              |
|------------|----------------------------------------|--------------|--------------|----------------------------------|--------------|--------------|-----------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
|            | TOTAL                                  | TOO<br>SLOW  | RGHT<br>AMNT | TOO<br>FAST                      | TOO<br>SLOW  | RGHT<br>AMNT | TOO<br>FAST                             | TOO<br>SLOW  | RGHT<br>AMNT | TOO<br>FAST  | WARD<br>1    | WARD<br>2    | WARD<br>3    | WARD<br>4    | WARD<br>5    |
| TOTAL      | 861<br>100.0                           | 262<br>100.0 | 155<br>100.0 | 353<br>100.0                     | 190<br>100.0 | 130<br>100.0 | 498<br>100.0                            | 396<br>100.0 | 274<br>100.0 | 116<br>100.0 | 207<br>100.0 | 172<br>100.0 | 164<br>100.0 | 164<br>100.0 | 155<br>100.0 |
| RANKING #1 | 17<br>2.0                              | 4<br>1.5     | 3<br>1.8     | 7<br>2.0                         | 3<br>1.4     | 2<br>1.2     | 12<br>2.4                               | 7<br>1.9     | 5<br>1.8     | 2<br>1.8     | 1<br>0.7     | 4<br>2.6     | 4<br>2.2     | 5<br>2.9     | 3<br>1.9     |
| RANKING #2 | 42<br>4.8                              | 17<br>6.6    | 9<br>5.7     | 12<br>3.5                        | 11<br>6.0    | 10<br>7.8    | 18<br>3.6                               | 25<br>6.2    | 13<br>4.7    | 2<br>1.5     | 6<br>3.0     | 15<br>8.6    | 7<br>4.0     | 8<br>5.0     | 6<br>3.8     |
| RANKING #3 | 41<br>4.8                              | 19<br>7.4    | 8<br>5.2     | 8<br>2.3                         | 10<br>5.5    | 8<br>6.5     | 21<br>4.3                               | 15<br>3.9    | 19<br>7.1    | 2<br>2.0     | 11<br>5.4    | 10<br>5.7    | 10<br>6.0    | 6<br>3.5     | 5<br>3.0     |
| RANKING #4 | 56<br>6.5                              | 14<br>5.4    | 7<br>4.2     | 27<br>7.8                        | 10<br>5.4    | 5<br>3.8     | 37<br>7.4                               | 35<br>8.8    | 10<br>3.5    | 2<br>2.0     | 10<br>4.8    | 9<br>5.1     | 16<br>10.0   | 1<br>0.9     | 19<br>12.4   |
| RANKING #5 | 73<br>8.5                              | 21<br>8.1    | 13<br>8.5    | 28<br>8.0                        | 11<br>6.0    | 20<br>15.0   | 38<br>7.7                               | 24<br>6.1    | 25<br>9.0    | 20<br>17.2   | 23<br>11.2   | 19<br>10.8   | 10<br>5.8    | 11<br>6.7    | 11<br>7.1    |
| RANKING #6 | 124<br>14.4                            | 55<br>21.1   | 15<br>9.4    | 42<br>11.8                       | 44<br>23.1   | 17<br>13.1   | 58<br>11.7                              | 66<br>16.7   | 20<br>7.4    | 24<br>20.2   | 36<br>17.5   | 30<br>17.5   | 22<br>13.5   | 23<br>14.3   | 12<br>8.0    |
| RANKING #7 | 139<br>16.2                            | 31<br>12.0   | 33<br>21.3   | 62<br>17.7                       | 20<br>10.8   | 22<br>17.3   | 86<br>17.2                              | 68<br>17.2   | 51<br>18.6   | 11<br>9.2    | 26<br>12.4   | 17<br>10.0   | 28<br>17.1   | 42<br>25.9   | 26<br>17.0   |
| RANKING #8 | 168<br>19.6                            | 49<br>18.9   | 33<br>21.5   | 72<br>20.3                       | 30<br>15.8   | 18<br>14.1   | 114<br>22.8                             | 79<br>19.9   | 55<br>20.2   | 22<br>19.3   | 36<br>17.6   | 37<br>21.4   | 35<br>21.4   | 21<br>13.1   | 39<br>25.0   |
| RANKING #9 | 200<br>23.2                            | 50<br>18.9   | 35<br>22.4   | 93<br>26.5                       | 49<br>26.0   | 27<br>21.1   | 114<br>23.0                             | 77<br>19.4   | 76<br>27.8   | 31<br>26.8   | 56<br>27.2   | 32<br>18.3   | 33<br>20.0   | 45<br>27.7   | 34<br>21.8   |

City of Glenwood Springs Community Survey, 861n, +- 3.15% MoE, September 7th - 22nd, 2021, Weighted Crosstabs  
Table 52  
Rate of Residential and Commercial Development  
T44. How would you rate the speed of the development of new housing for sale over the past five years in Glenwood Springs?

|                   | GENDER |       |        | GENZ AND MILLENNIALS |            |          |          | GEN X      |          |          | BOOMERS AND SILENT |          |          |          | CONSOLIDATED AGE |       |         | RACE ETHNICITY |           |       |
|-------------------|--------|-------|--------|----------------------|------------|----------|----------|------------|----------|----------|--------------------|----------|----------|----------|------------------|-------|---------|----------------|-----------|-------|
|                   | TOTAL  | MEN   | WO MEN | GENZ 18-24           | MILL 25-39 | MILL MEN | MILL WOM | GENX 40-54 | GENX MEN | GENX WOM | BOOM 55-74         | BOOM MEN | BOOM WOM | SLNT 75+ | 18-39            | 40-64 | 65 PLUS | WHI TE         | HISP ANIC | OTH   |
| TOTAL             | 861    | 435   | 424    | 86                   | 258        | 127      | 131      | 198        | 106      | 91       | 258                | 131      | 127      | 60       | 344              | 336   | 181     | 603            | 215       | 43    |
|                   | 100.0  | 100.0 | 100.0  | 100.0                | 100.0      | 100.0    | 100.0    | 100.0      | 100.0    | 100.0    | 100.0              | 100.0    | 100.0    | 100.0    | 100.0            | 100.0 | 100.0   | 100.0          | 100.0     | 100.0 |
| Total Too Slow    | 262    | 159   | 102    | 30                   | 104        | 58       | 46       | 66         | 39       | 27       | 53                 | 28       | 24       | 9        | 134              | 94    | 34      | 186            | 62        | 13    |
|                   | 30.4   | 36.6  | 24.1   | 34.8                 | 40.2       | 45.4     | 35.3     | 33.3       | 36.8     | 29.5     | 20.4               | 21.5     | 19.3     | 15.2     | 38.8             | 28.0  | 18.6    | 30.9           | 28.8      | 30.6  |
| Total Too Fast    | 353    | 149   | 202    | 44                   | 91         | 38       | 53       | 68         | 30       | 36       | 125                | 62       | 62       | 25       | 135              | 123   | 95      | 230            | 106       | 17    |
|                   | 41.0   | 34.3  | 47.7   | 51.6                 | 35.1       | 29.8     | 40.3     | 34.2       | 28.7     | 40.1     | 48.2               | 47.0     | 49.3     | 42.1     | 39.2             | 36.7  | 52.3    | 38.1           | 49.4      | 38.6  |
| Right Amount      | 155    | 93    | 61     | 7                    | 38         | 22       | 16       | 43         | 28       | 15       | 51                 | 29       | 22       | 16       | 46               | 72    | 37      | 118            | 28        | 9     |
|                   | 18.0   | 21.4  | 14.5   | 8.4                  | 14.8       | 17.1     | 12.2     | 21.6       | 26.4     | 16.2     | 19.8               | 22.2     | 17.3     | 26.3     | 13.2             | 21.5  | 20.7    | 19.7           | 12.9      | 21.0  |
| Don't Know        | 91     | 33    | 58     | 4                    | 26         | 10       | 16       | 22         | 9        | 13       | 30                 | 12       | 18       | 10       | 30               | 46    | 15      | 68             | 19        | 4     |
|                   | 10.6   | 7.7   | 13.7   | 5.1                  | 9.9        | 7.6      | 12.2     | 10.9       | 8.1      | 14.3     | 11.6               | 9.3      | 14.1     | 16.4     | 8.7              | 13.7  | 8.4     | 11.3           | 9.0       | 9.7   |
|                   |        |       |        |                      |            |          |          |            |          |          |                    |          |          |          |                  |       |         |                |           |       |
| Much Too Slow     | 107    | 69    | 38     | 7                    | 47         | 34       | 13       | 24         | 11       | 13       | 23                 | 12       | 11       | 6        | 54               | 38    | 15      | 77             | 29        | 1     |
|                   | 12.5   | 15.9  | 9.0    | 8.2                  | 18.2       | 26.6     | 10.1     | 12.3       | 10.6     | 14.2     | 8.9                | 9.3      | 8.4      | 10.0     | 15.7             | 11.4  | 8.3     | 12.8           | 13.5      | 2.4   |
| Somewhat Too Slow | 154    | 90    | 64     | 23                   | 57         | 24       | 33       | 42         | 28       | 14       | 30                 | 16       | 14       | 3        | 80               | 56    | 19      | 109            | 33        | 12    |
|                   | 17.9   | 20.7  | 15.1   | 26.6                 | 22.0       | 18.8     | 25.1     | 21.0       | 26.1     | 15.3     | 11.5               | 12.2     | 10.8     | 5.2      | 23.1             | 16.6  | 10.3    | 18.1           | 15.3      | 28.1  |
|                   |        |       |        |                      |            |          |          |            |          |          |                    |          |          |          |                  |       |         |                |           |       |
| Somewhat Too Fast | 161    | 62    | 99     | 40                   | 44         | 17       | 27       | 24         | 12       | 12       | 47                 | 24       | 24       | 6        | 84               | 49    | 28      | 94             | 63        | 4     |
|                   | 18.7   | 14.3  | 23.3   | 46.6                 | 16.9       | 13.3     | 20.4     | 12.2       | 11.1     | 13.6     | 18.3               | 18.1     | 18.7     | 9.7      | 24.3             | 14.6  | 15.6    | 15.6           | 29.4      | 8.8   |
| Much Too Fast     | 192    | 87    | 103    | 4                    | 47         | 21       | 26       | 44         | 19       | 24       | 77                 | 38       | 39       | 20       | 51               | 74    | 66      | 136            | 43        | 13    |
|                   | 22.3   | 20.0  | 24.4   | 5.0                  | 18.2       | 16.5     | 20.0     | 22.0       | 17.6     | 26.5     | 29.9               | 29.0     | 30.7     | 32.5     | 14.9             | 22.1  | 36.6    | 22.6           | 19.9      | 29.8  |

City of Glenwood Springs Community Survey, 861n, +- 3.15% MoE, September 7th - 22nd, 2021, Weighted Crosstabs  
Table 52  
Rate of Residential and Commercial Development  
T44. How would you rate the speed of the development of new housing for sale over the past five years in Glenwood Springs?

|                   | LIVED IN GLENWOOD SPRINGS |           |       |       |       |       |         |         |         | INCOME   |         |         |          |           |           |           | CONSOLIDATED INCOME |          |           | FOCUS ON RESIDENTS VS TOURISTS |          |          |
|-------------------|---------------------------|-----------|-------|-------|-------|-------|---------|---------|---------|----------|---------|---------|----------|-----------|-----------|-----------|---------------------|----------|-----------|--------------------------------|----------|----------|
|                   | TOTAL                     | LESS YEAR | 1 5   | 6 10  | 11 15 | 16 20 | MORE 20 | LESS 10 | MORE 10 | LESS 30K | 31K 50K | 50K 75K | 75K 100K | 100K 125K | 125K 150K | MORE 150K | LESS 50K            | 51K 100K | MORE 100K | RESI DENT                      | BAL ANCE | TOUR IST |
| TOTAL             | 861                       | 15        | 154   | 111   | 93    | 111   | 377     | 280     | 581     | 47       | 108     | 147     | 133      | 130       | 55        | 124       | 155                 | 280      | 309       | 56                             | 236      | 484      |
|                   | 100.0                     | 100.0     | 100.0 | 100.0 | 100.0 | 100.0 | 100.0   | 100.0   | 100.0   | 100.0    | 100.0   | 100.0   | 100.0    | 100.0     | 100.0     | 100.0     | 100.0               | 100.0    | 100.0     | 100.0                          | 100.0    | 100.0    |
| Total Too Slow    | 262                       | 6         | 60    | 38    | 29    | 37    | 93      | 103     | 159     | 10       | 43      | 41      | 42       | 43        | 19        | 45        | 53                  | 83       | 108       | 7                              | 77       | 156      |
|                   | 30.4                      | 37.3      | 38.8  | 33.9  | 31.1  | 33.2  | 24.6    | 36.8    | 27.3    | 21.3     | 40.0    | 27.7    | 31.9     | 32.9      | 35.3      | 36.8      | 34.3                | 29.7     | 34.8      | 12.0                           | 32.8     | 32.3     |
| Total Too Fast    | 353                       | 2         | 42    | 33    | 35    | 30    | 210     | 77      | 275     | 27       | 42      | 69      | 50       | 44        | 20        | 34        | 68                  | 119      | 98        | 37                             | 69       | 222      |
|                   | 41.0                      | 13.8      | 27.6  | 29.6  | 37.1  | 27.2  | 55.8    | 27.7    | 47.4    | 56.0     | 39.0    | 46.7    | 37.7     | 33.6      | 36.1      | 27.8      | 44.2                | 42.4     | 31.7      | 67.1                           | 29.1     | 45.9     |
| Right Amount      | 155                       | 3         | 23    | 27    | 22    | 32    | 50      | 52      | 103     | 6        | 8       | 24      | 18       | 29        | 12        | 33        | 15                  | 42       | 75        | 7                              | 59       | 74       |
|                   | 18.0                      | 17.7      | 14.8  | 24.0  | 23.2  | 28.9  | 13.2    | 18.6    | 17.8    | 13.1     | 7.9     | 16.5    | 13.6     | 22.4      | 22.6      | 27.0      | 9.5                 | 15.1     | 24.3      | 12.4                           | 24.9     | 15.3     |
| Don't Know        | 91                        | 5         | 29    | 14    | 8     | 12    | 24      | 47      | 44      | 5        | 14      | 13      | 22       | 14        | 3         | 10        | 19                  | 36       | 28        | 5                              | 31       | 31       |
|                   | 10.6                      | 31.2      | 18.8  | 12.4  | 8.6   | 10.6  | 6.4     | 16.9    | 7.6     | 9.7      | 13.2    | 9.1     | 16.8     | 11.1      | 6.0       | 8.5       | 12.1                | 12.8     | 9.1       | 8.5                            | 13.1     | 6.4      |
|                   |                           |           |       |       |       |       |         |         |         |          |         |         |          |           |           |           |                     |          |           |                                |          |          |
| Much Too Slow     | 107                       | 3         | 25    | 14    | 15    | 20    | 30      | 42      | 65      | 8        | 7       | 14      | 19       | 26        | 4         | 19        | 15                  | 33       | 50        | 3                              | 17       | 82       |
|                   | 12.5                      | 17.6      | 16.6  | 12.9  | 16.2  | 17.7  | 8.0     | 15.2    | 11.2    | 17.0     | 6.5     | 9.7     | 14.1     | 20.0      | 7.4       | 15.8      | 9.7                 | 11.8     | 16.1      | 4.5                            | 7.0      | 17.0     |
| Somewhat Too Slow | 154                       | 3         | 34    | 23    | 14    | 17    | 63      | 61      | 94      | 2        | 36      | 26      | 24       | 17        | 15        | 26        | 38                  | 50       | 58        | 4                              | 61       | 74       |
|                   | 17.9                      | 19.7      | 22.2  | 21.1  | 14.9  | 15.5  | 16.6    | 21.6    | 16.1    | 4.3      | 33.6    | 17.9    | 17.8     | 12.8      | 27.8      | 21.0      | 24.6                | 17.9     | 18.8      | 7.5                            | 25.8     | 15.3     |
|                   |                           |           |       |       |       |       |         |         |         |          |         |         |          |           |           |           |                     |          |           |                                |          |          |
| Somewhat Too Fast | 161                       | 1         | 25    | 14    | 17    | 12    | 91      | 41      | 120     | 9        | 15      | 39      | 28       | 15        | 11        | 11        | 24                  | 66       | 37        | 5                              | 34       | 110      |
|                   | 18.7                      | 9.8       | 16.3  | 12.8  | 18.1  | 10.9  | 24.2    | 14.6    | 20.7    | 19.1     | 13.7    | 26.3    | 20.8     | 11.9      | 19.5      | 9.1       | 15.3                | 23.7     | 12.1      | 8.7                            | 14.5     | 22.7     |
| Much Too Fast     | 192                       | 1         | 17    | 19    | 18    | 18    | 119     | 37      | 155     | 18       | 27      | 30      | 22       | 28        | 9         | 23        | 45                  | 52       | 61        | 33                             | 34       | 112      |
|                   | 22.3                      | 4.0       | 11.3  | 16.8  | 19.0  | 16.3  | 31.6    | 13.1    | 26.7    | 36.9     | 25.3    | 20.4    | 16.9     | 21.8      | 16.6      | 18.7      | 28.8                | 18.7     | 19.7      | 58.4                           | 14.6     | 23.2     |



Table 52

Rate of Residential and Commercial Development

T44. How would you rate the speed of the development of new housing for sale over the past five years in Glenwood Springs?

|                   | DEVELOPMENT OF NEW<br>HOUSING FOR SALE |             |              |             | DEVELOPMENT OF NEW<br>APARTMENTS |              |             | RATE OF RETAIL AND<br>COMMERICAL GROWTH |              |             | WARD      |           |           |           |           |
|-------------------|----------------------------------------|-------------|--------------|-------------|----------------------------------|--------------|-------------|-----------------------------------------|--------------|-------------|-----------|-----------|-----------|-----------|-----------|
|                   | TOTAL                                  | TOO<br>SLOW | RGHT<br>AMNT | TOO<br>FAST | TOO<br>SLOW                      | RGHT<br>AMNT | TOO<br>FAST | TOO<br>SLOW                             | RGHT<br>AMNT | TOO<br>FAST | WARD<br>1 | WARD<br>2 | WARD<br>3 | WARD<br>4 | WARD<br>5 |
| TOTAL             | 861                                    | 262         | 155          | 353         | 190                              | 130          | 498         | 396                                     | 274          | 116         | 207       | 172       | 164       | 164       | 155       |
|                   | 100.0                                  | 100.0       | 100.0        | 100.0       | 100.0                            | 100.0        | 100.0       | 100.0                                   | 100.0        | 100.0       | 100.0     | 100.0     | 100.0     | 100.0     | 100.0     |
| Total Too Slow    | 262                                    | 262         |              |             | 160                              | 40           | 59          | 167                                     | 70           | 11          | 66        | 61        | 53        | 35        | 46        |
|                   | 30.4                                   | 100.0       |              |             | 84.6                             | 31.1         | 11.8        | 42.0                                    | 25.5         | 9.1         | 31.7      | 35.6      | 32.6      | 21.6      | 29.7      |
| Total Too Fast    | 353                                    |             |              | 353         | 14                               | 5            | 331         | 141                                     | 108          | 88          | 71        | 76        | 63        | 85        | 58        |
|                   | 41.0                                   |             |              | 100.0       | 7.5                              | 3.5          | 66.5        | 35.6                                    | 39.5         | 76.0        | 34.3      | 44.4      | 38.2      | 52.1      | 37.3      |
| Right Amount      | 155                                    |             | 155          |             | 8                                | 76           | 69          | 62                                      | 72           | 9           | 35        | 22        | 28        | 34        | 36        |
|                   | 18.0                                   |             | 100.0        |             | 4.1                              | 58.4         | 13.8        | 15.7                                    | 26.3         | 7.6         | 17.2      | 12.9      | 16.8      | 20.8      | 23.3      |
| Don't Know        | 91                                     |             |              |             | 7                                | 9            | 40          | 26                                      | 24           | 9           | 35        | 12        | 20        | 9         | 15        |
|                   | 10.6                                   |             |              |             | 3.9                              | 6.9          | 8.0         | 6.6                                     | 8.7          | 7.3         | 16.9      | 7.2       | 12.3      | 5.5       | 9.7       |
|                   |                                        |             |              |             |                                  |              |             |                                         |              |             |           |           |           |           |           |
| Much Too Slow     | 107                                    | 107         |              |             | 77                               | 11           | 19          | 74                                      | 15           | 6           | 33        | 17        | 25        | 17        | 16        |
|                   | 12.5                                   | 41.0        |              |             | 40.8                             | 8.7          | 3.7         | 18.7                                    | 5.6          | 5.4         | 16.0      | 9.6       | 15.0      | 10.6      | 10.2      |
| Somewhat Too Slow | 154                                    | 154         |              |             | 83                               | 29           | 40          | 92                                      | 55           | 4           | 32        | 45        | 29        | 18        | 30        |
|                   | 17.9                                   | 59.0        |              |             | 43.8                             | 22.4         | 8.1         | 23.3                                    | 19.9         | 3.6         | 15.7      | 26.0      | 17.7      | 11.1      | 19.5      |
|                   |                                        |             |              |             |                                  |              |             |                                         |              |             |           |           |           |           |           |
| Somewhat Too Fast | 161                                    |             |              | 161         | 14                               | 4            | 140         | 89                                      | 46           | 19          | 34        | 24        | 28        | 40        | 35        |
|                   | 18.7                                   |             |              | 45.6        | 7.5                              | 2.7          | 28.2        | 22.4                                    | 16.9         | 16.7        | 16.3      | 14.1      | 17.1      | 24.4      | 22.5      |
| Much Too Fast     | 192                                    |             |              | 192         |                                  | 1            | 191         | 52                                      | 62           | 69          | 37        | 52        | 34        | 45        | 23        |
|                   | 22.3                                   |             |              | 54.4        |                                  | 0.8          | 38.3        | 13.2                                    | 22.6         | 59.3        | 17.9      | 30.2      | 21.1      | 27.7      | 14.8      |

City of Glenwood Springs Community Survey, 861n, +- 3.15% MoE, September 7th - 22nd, 2021, Weighted Crosstabs  
Table 53  
T45. How would you rate the speed of the development of new apartments over the past five years in Glenwood Springs?

|                   | GENDER       |              |              | GENZ AND MILLENNIALS |              |              |              | GEN X        |              |             | BOOMERS AND SILENT |              |              |             | CONSOLIDATED AGE |              |              | RACE ETHNICITY |              |             |
|-------------------|--------------|--------------|--------------|----------------------|--------------|--------------|--------------|--------------|--------------|-------------|--------------------|--------------|--------------|-------------|------------------|--------------|--------------|----------------|--------------|-------------|
|                   | TOTAL        | MEN          | WO MEN       | GENZ 18-24           | MILL 25-39   | MILL MEN     | MILL WOM     | GENX 40-54   | GENX MEN     | GENX WOM    | BOOM 55-74         | BOOM MEN     | BOOM WOM     | SLNT 75+    | 18-39            | 40-64        | 65 PLUS      | WHI TE         | HISP ANIC    | OTH         |
| TOTAL             | 861<br>100.0 | 435<br>100.0 | 424<br>100.0 | 86<br>100.0          | 258<br>100.0 | 127<br>100.0 | 131<br>100.0 | 198<br>100.0 | 106<br>100.0 | 91<br>100.0 | 258<br>100.0       | 131<br>100.0 | 127<br>100.0 | 60<br>100.0 | 344<br>100.0     | 336<br>100.0 | 181<br>100.0 | 603<br>100.0   | 215<br>100.0 | 43<br>100.0 |
| Total Too Slow    | 190<br>22.0  | 120<br>27.5  | 69<br>16.4   | 33<br>37.9           | 79<br>30.6   | 46<br>36.3   | 32<br>24.9   | 43<br>21.8   | 24<br>22.8   | 19<br>20.7  | 28<br>10.9         | 17<br>12.8   | 11<br>9.0    | 6<br>10.6   | 112<br>32.4      | 62<br>18.4   | 16<br>9.0    | 109<br>18.1    | 69<br>32.1   | 12<br>27.1  |
| Total Too Fast    | 498<br>57.8  | 216<br>49.7  | 280<br>66.1  | 49<br>56.7           | 131<br>50.9  | 53<br>41.8   | 78<br>59.9   | 97<br>49.0   | 46<br>43.7   | 50<br>54.7  | 183<br>70.8        | 90<br>68.3   | 93<br>73.4   | 38<br>62.9  | 180<br>52.3      | 187<br>55.6  | 131<br>72.4  | 350<br>58.0    | 121<br>56.3  | 27<br>62.3  |
| Right Amount      | 130<br>15.1  | 79<br>18.3   | 50<br>11.9   | 5<br>5.4             | 35<br>13.5   | 19<br>14.7   | 16<br>12.4   | 45<br>22.9   | 33<br>30.8   | 13<br>14.0  | 34<br>13.4         | 19<br>14.2   | 16<br>12.4   | 11<br>17.5  | 40<br>11.5       | 68<br>20.1   | 23<br>12.6   | 106<br>17.6    | 20<br>9.4    | 3<br>8.1    |
| Don't Know        | 44<br>5.1    | 20<br>4.5    | 24<br>5.6    |                      | 13<br>5.0    | 9<br>7.3     | 4<br>2.8     | 13<br>6.3    | 3<br>2.8     | 10<br>10.6  | 13<br>4.9          | 6<br>4.7     | 7<br>5.2     | 5<br>9.0    | 13<br>3.7        | 20<br>5.9    | 11<br>6.0    | 38<br>6.3      | 5<br>2.2     | 1<br>2.5    |
| Much Too Slow     | 94<br>10.9   | 68<br>15.6   | 26<br>6.1    | 27<br>31.8           | 41<br>15.7   | 27<br>20.9   | 14<br>10.8   | 13<br>6.7    | 6<br>5.3     | 7<br>8.1    | 9<br>3.4           | 6<br>4.6     | 3<br>2.3     | 4<br>6.0    | 68<br>19.7       | 19<br>5.7    | 7<br>3.6     | 43<br>7.1      | 49<br>22.9   | 1<br>3.3    |
| Somewhat Too Slow | 96<br>11.1   | 52<br>11.9   | 44<br>10.3   | 5<br>6.1             | 39<br>14.9   | 20<br>15.5   | 18<br>14.1   | 30<br>15.2   | 18<br>17.4   | 11<br>12.6  | 19<br>7.5          | 11<br>8.3    | 9<br>6.8     | 3<br>4.6    | 44<br>12.7       | 43<br>12.7   | 10<br>5.3    | 66<br>11.0     | 20<br>9.2    | 10<br>23.8  |
| Somewhat Too Fast | 147<br>17.1  | 70<br>16.1   | 77<br>18.2   | 3<br>2.9             | 40<br>15.3   | 11<br>8.8    | 28<br>21.7   | 33<br>16.9   | 19<br>18.2   | 14<br>15.6  | 53<br>20.6         | 27<br>20.7   | 26<br>20.6   | 18<br>30.5  | 42<br>12.2       | 61<br>18.2   | 44<br>24.3   | 124<br>20.5    | 18<br>8.4    | 5<br>12.7   |
| Much Too Fast     | 351<br>40.7  | 146<br>33.6  | 203<br>47.9  | 46<br>53.8           | 92<br>35.5   | 42<br>32.9   | 50<br>38.2   | 64<br>32.1   | 27<br>25.5   | 36<br>39.1  | 130<br>50.2        | 62<br>47.5   | 67<br>52.8   | 20<br>32.4  | 138<br>40.1      | 126<br>37.4  | 87<br>48.1   | 226<br>37.5    | 103<br>48.0  | 21<br>49.7  |

City of Glenwood Springs Community Survey, 861n, +/- 3.15% MoE, September 7th - 22nd, 2021, Weighted Crosstabs  
Table 53  
T45. How would you rate the speed of the development of new apartments over the past five years in Glenwood Springs?

|                   | LIVED IN GLENWOOD SPRINGS |             |              |              |             |              |              |              |              | INCOME      |              |              |              |              |             |              | CONSOLIDATED INCOME |              |              | FOCUS ON RESIDENTS VS TOURISTS |              |              |
|-------------------|---------------------------|-------------|--------------|--------------|-------------|--------------|--------------|--------------|--------------|-------------|--------------|--------------|--------------|--------------|-------------|--------------|---------------------|--------------|--------------|--------------------------------|--------------|--------------|
|                   | TOTAL                     | LESS YEAR   | 1 5          | 6 10         | 11 15       | 16 20        | MORE 20      | LESS 10      | MORE 10      | LESS 30K    | 31K 50K      | 50K 75K      | 75K 100K     | 100K 125K    | 125K 150K   | MORE 150K    | LESS 50K            | 51K 100K     | MORE 100K    | RESI DENT                      | BAL ANCE     | TOUR IST     |
| TOTAL             | 861<br>100.0              | 15<br>100.0 | 154<br>100.0 | 111<br>100.0 | 93<br>100.0 | 111<br>100.0 | 377<br>100.0 | 280<br>100.0 | 581<br>100.0 | 47<br>100.0 | 108<br>100.0 | 147<br>100.0 | 133<br>100.0 | 130<br>100.0 | 55<br>100.0 | 124<br>100.0 | 155<br>100.0        | 280<br>100.0 | 309<br>100.0 | 56<br>100.0                    | 236<br>100.0 | 484<br>100.0 |
| Total Too Slow    | 190<br>22.0               | 5<br>32.2   | 60<br>38.9   | 22<br>19.6   | 17<br>18.4  | 23<br>20.9   | 63<br>16.7   | 86<br>30.9   | 103<br>17.8  | 10<br>20.3  | 35<br>32.7   | 43<br>29.3   | 29<br>21.7   | 28<br>21.8   | 7<br>13.7   | 26<br>21.2   | 45<br>28.9          | 72<br>25.7   | 62<br>20.1   | 5<br>9.3                       | 55<br>23.3   | 116<br>23.9  |
| Total Too Fast    | 498<br>57.8               | 2<br>12.7   | 47<br>30.6   | 57<br>51.7   | 55<br>59.3  | 53<br>48.2   | 283<br>75.0  | 106<br>38.0  | 392<br>67.3  | 29<br>60.7  | 60<br>55.5   | 80<br>54.0   | 82<br>62.1   | 61<br>46.9   | 35<br>63.7  | 62<br>50.5   | 88<br>57.1          | 162<br>57.8  | 158<br>51.3  | 41<br>73.3                     | 119<br>50.6  | 298<br>61.7  |
| Right Amount      | 130<br>15.1               | 4<br>24.2   | 31<br>20.0   | 25<br>22.1   | 19<br>20.5  | 30<br>26.9   | 22<br>5.9    | 59<br>21.1   | 71<br>12.2   | 8<br>16.9   | 11<br>10.2   | 16<br>10.9   | 11<br>8.0    | 32<br>24.8   | 10<br>18.8  | 29<br>23.3   | 19<br>12.3          | 27<br>9.5    | 71<br>23.1   | 9<br>16.2                      | 55<br>23.2   | 55<br>11.3   |
| Don't Know        | 44<br>5.1                 | 5<br>30.9   | 16<br>10.5   | 7<br>6.6     | 2<br>1.7    | 4<br>4.0     | 9<br>2.5     | 28<br>10.0   | 16<br>2.7    | 1<br>2.1    | 2<br>1.6     | 9<br>5.8     | 11<br>8.2    | 9<br>6.5     | 2<br>3.8    | 6<br>5.0     | 3<br>1.8            | 19<br>6.9    | 17<br>5.5    | 1<br>1.1                       | 7<br>2.9     | 15<br>3.1    |
| Much Too Slow     | 94<br>10.9                | 3<br>20.7   | 17<br>11.0   | 4<br>3.2     | 9<br>9.3    | 17<br>15.7   | 44<br>11.7   | 23<br>8.4    | 70<br>12.1   | 8<br>17.9   | 26<br>24.4   | 14<br>9.5    | 15<br>11.4   | 11<br>8.5    | 1<br>1.9    | 13<br>10.4   | 35<br>22.4          | 29<br>10.4   | 25<br>8.1    | 1<br>1.4                       | 26<br>10.9   | 62<br>12.8   |
| Somewhat Too Slow | 96<br>11.1                | 2<br>11.5   | 43<br>27.9   | 18<br>16.4   | 9<br>9.2    | 6<br>5.3     | 19<br>5.0    | 63<br>22.5   | 33<br>5.7    | 1<br>2.5    | 9<br>8.2     | 29<br>19.8   | 14<br>10.3   | 17<br>13.3   | 6<br>11.8   | 13<br>10.8   | 10<br>6.5           | 43<br>15.3   | 37<br>12.0   | 4<br>7.9                       | 29<br>12.4   | 53<br>11.1   |
| Somewhat Too Fast | 147<br>17.1               | 1<br>8.7    | 14<br>8.8    | 25<br>22.4   | 17<br>18.2  | 18<br>16.0   | 73<br>19.3   | 40<br>14.2   | 108<br>18.5  | 10<br>20.3  | 16<br>14.8   | 25<br>17.2   | 34<br>25.8   | 14<br>11.0   | 13<br>23.2  | 18<br>14.3   | 26<br>16.5          | 60<br>21.3   | 45<br>14.5   | 1<br>2.7                       | 49<br>21.0   | 77<br>16.0   |
| Much Too Fast     | 351<br>40.7               | 1<br>4.0    | 34<br>21.8   | 33<br>29.3   | 38<br>41.2  | 36<br>32.2   | 210<br>55.7  | 67<br>23.9   | 284<br>48.8  | 19<br>40.3  | 44<br>40.7   | 54<br>36.8   | 48<br>36.2   | 47<br>35.9   | 22<br>40.5  | 45<br>36.1   | 63<br>40.6          | 102<br>36.5  | 114<br>36.8  | 39<br>70.7                     | 70<br>29.6   | 221<br>45.7  |

City of Glenwood Springs Community Survey, 861n, +- 3.15% MoE, September 7th - 22nd, 2021, Weighted Crosstabs  
Table 53  
T45. How would you rate the speed of the development of new apartments over the past five years in Glenwood Springs?

|                   | DEVELOPMENT OF NEW HOUSING FOR SALE |          |           |          | DEVELOPMENT OF NEW APARTMENTS |           |          | RATE OF RETAIL AND COMMERICAL GROWTH |           |          | WARD   |        |        |        |        |
|-------------------|-------------------------------------|----------|-----------|----------|-------------------------------|-----------|----------|--------------------------------------|-----------|----------|--------|--------|--------|--------|--------|
|                   | TOTAL                               | TOO SLOW | RGHT AMNT | TOO FAST | TOO SLOW                      | RGHT AMNT | TOO FAST | TOO SLOW                             | RGHT AMNT | TOO FAST | WARD 1 | WARD 2 | WARD 3 | WARD 4 | WARD 5 |
| TOTAL             | 861                                 | 262      | 155       | 353      | 190                           | 130       | 498      | 396                                  | 274       | 116      | 207    | 172    | 164    | 164    | 155    |
|                   | 100.0                               | 100.0    | 100.0     | 100.0    | 100.0                         | 100.0     | 100.0    | 100.0                                | 100.0     | 100.0    | 100.0  | 100.0  | 100.0  | 100.0  | 100.0  |
| Total Too Slow    | 190                                 | 160      | 8         | 14       | 190                           |           |          | 116                                  | 46        | 10       | 70     | 38     | 36     | 17     | 28     |
|                   | 22.0                                | 61.3     | 4.9       | 4.0      | 100.0                         |           |          | 29.2                                 | 16.9      | 8.8      | 33.9   | 22.1   | 22.1   | 10.4   | 18.2   |
| Total Too Fast    | 498                                 | 59       | 69        | 331      |                               |           | 498      | 214                                  | 161       | 102      | 93     | 112    | 87     | 117    | 89     |
|                   | 57.8                                | 22.5     | 44.2      | 93.8     |                               |           | 100.0    | 53.9                                 | 58.6      | 87.6     | 44.8   | 64.8   | 53.3   | 71.6   | 57.7   |
| Right Amount      | 130                                 | 40       | 76        | 5        |                               | 130       |          | 60                                   | 61        | 2        | 36     | 18     | 26     | 23     | 27     |
|                   | 15.1                                | 15.5     | 48.9      | 1.3      |                               | 100.0     |          | 15.1                                 | 22.1      | 1.5      | 17.4   | 10.3   | 16.2   | 14.0   | 17.4   |
| Don't Know        | 44                                  | 2        | 3         | 3        |                               |           |          | 7                                    | 7         | 2        | 8      | 5      | 14     | 7      | 10     |
|                   | 5.1                                 | 0.7      | 2.0       | 0.9      |                               |           |          | 1.9                                  | 2.4       | 2.1      | 3.8    | 2.8    | 8.4    | 4.0    | 6.7    |
|                   |                                     |          |           |          |                               |           |          |                                      |           |          |        |        |        |        |        |
| Much Too Slow     | 94                                  | 92       | 1         | 1        | 94                            |           |          | 67                                   | 10        | 4        | 30     | 27     | 19     | 8      | 9      |
|                   | 10.9                                | 35.0     | 0.5       | 0.2      | 49.4                          |           |          | 16.8                                 | 3.7       | 3.7      | 14.7   | 15.4   | 11.6   | 5.2    | 5.9    |
| Somewhat Too Slow | 96                                  | 69       | 7         | 13       | 96                            |           |          | 49                                   | 36        | 6        | 40     | 11     | 17     | 9      | 19     |
|                   | 11.1                                | 26.3     | 4.5       | 3.8      | 50.6                          |           |          | 12.3                                 | 13.2      | 5.0      | 19.2   | 6.7    | 10.5   | 5.2    | 12.3   |
|                   |                                     |          |           |          |                               |           |          |                                      |           |          |        |        |        |        |        |
| Somewhat Too Fast | 147                                 | 31       | 35        | 62       |                               |           | 147      | 68                                   | 56        | 15       | 25     | 24     | 36     | 31     | 30     |
|                   | 17.1                                | 12.0     | 22.3      | 17.6     |                               |           | 29.6     | 17.1                                 | 20.6      | 13.1     | 12.3   | 14.2   | 22.2   | 19.1   | 19.3   |
| Much Too Fast     | 351                                 | 27       | 34        | 269      |                               |           | 351      | 146                                  | 104       | 87       | 67     | 87     | 51     | 86     | 60     |
|                   | 40.7                                | 10.5     | 21.9      | 76.2     |                               |           | 70.4     | 36.8                                 | 38.0      | 74.6     | 32.6   | 50.6   | 31.1   | 52.4   | 38.5   |

Table 54

T46. How would you rate the speed of retail and commercial growth over the past five years in Glenwood Springs?

|                   | GENDER       |              |              | GENZ AND MILLENNIALS |               |              |              | GEN X         |              |             | BOOMERS AND SILENT |              |              |             | CONSOLIDATED AGE |              |              | RACE ETHNICITY |              |             |
|-------------------|--------------|--------------|--------------|----------------------|---------------|--------------|--------------|---------------|--------------|-------------|--------------------|--------------|--------------|-------------|------------------|--------------|--------------|----------------|--------------|-------------|
|                   | TOTAL        | MEN          | WO<br>MEN    | GENZ<br>18-24        | MILL<br>25-39 | MILL<br>MEN  | MILL<br>WOM  | GENX<br>40-54 | GENX<br>MEN  | GENX<br>WOM | BOOM<br>55-74      | BOOM<br>MEN  | BOOM<br>WOM  | SLNT<br>75+ | 18-39            | 40-64        | 65<br>PLUS   | WHI<br>TE      | HISP<br>ANIC | OTH         |
| TOTAL             | 861<br>100.0 | 435<br>100.0 | 424<br>100.0 | 86<br>100.0          | 258<br>100.0  | 127<br>100.0 | 131<br>100.0 | 198<br>100.0  | 106<br>100.0 | 91<br>100.0 | 258<br>100.0       | 131<br>100.0 | 127<br>100.0 | 60<br>100.0 | 344<br>100.0     | 336<br>100.0 | 181<br>100.0 | 603<br>100.0   | 215<br>100.0 | 43<br>100.0 |
| Total Too Slow    | 396<br>46.1  | 204<br>46.9  | 192<br>45.4  | 70<br>81.2           | 100<br>38.8   | 54<br>42.2   | 47<br>35.7   | 85<br>43.1    | 46<br>43.6   | 39<br>42.9  | 116<br>44.9        | 60<br>45.6   | 56<br>44.3   | 25<br>41.5  | 170<br>49.4      | 144<br>42.8  | 83<br>45.7   | 271<br>45.0    | 108<br>50.0  | 18<br>41.5  |
| Total Too Fast    | 116<br>13.5  | 54<br>12.5   | 60<br>14.2   | 3<br>3.0             | 42<br>16.4    | 22<br>17.5   | 20<br>15.0   | 27<br>13.6    | 12<br>11.2   | 14<br>15.6  | 37<br>14.4         | 19<br>14.3   | 18<br>14.3   | 7<br>12.2   | 45<br>13.0       | 42<br>12.6   | 29<br>16.0   | 70<br>11.5     | 41<br>18.9   | 6<br>14.3   |
| Right Amount      | 274<br>31.8  | 142<br>32.8  | 131<br>31.0  | 2<br>2.4             | 100<br>38.6   | 42<br>33.3   | 57<br>43.7   | 68<br>34.3    | 42<br>39.4   | 26<br>28.8  | 84<br>32.4         | 42<br>31.9   | 42<br>33.0   | 21<br>34.5  | 102<br>29.5      | 118<br>35.0  | 55<br>30.3   | 202<br>33.5    | 56<br>26.1   | 16<br>36.8  |
| Don't Know        | 74<br>8.6    | 34<br>7.9    | 40<br>9.4    | 12<br>13.4           | 16<br>6.3     | 9<br>7.0     | 7<br>5.6     | 18<br>8.9     | 6<br>5.8     | 11<br>12.7  | 21<br>8.3          | 11<br>8.3    | 11<br>8.4    | 7<br>11.9   | 28<br>8.1        | 32<br>9.5    | 14<br>7.9    | 60<br>9.9      | 11<br>5.1    | 3<br>7.4    |
| Much Too Slow     | 129<br>15.0  | 73<br>16.8   | 56<br>13.3   | 17<br>19.5           | 38<br>14.8    | 27<br>21.5   | 11<br>8.4    | 32<br>16.0    | 20<br>18.5   | 12<br>12.9  | 37<br>14.2         | 21<br>16.2   | 15<br>12.2   | 6<br>10.0   | 55<br>16.0       | 49<br>14.5   | 26<br>14.2   | 84<br>13.9     | 39<br>18.0   | 7<br>15.9   |
| Somewhat Too Slow | 267<br>31.0  | 131<br>30.1  | 136<br>32.1  | 53<br>61.7           | 62<br>24.0    | 26<br>20.7   | 36<br>27.2   | 54<br>27.1    | 27<br>25.0   | 27<br>30.0  | 79<br>30.7         | 39<br>29.4   | 41<br>32.1   | 19<br>31.5  | 115<br>33.4      | 95<br>28.3   | 57<br>31.5   | 187<br>31.1    | 69<br>31.9   | 11<br>25.6  |
| Somewhat Too Fast | 59<br>6.8    | 27<br>6.3    | 31<br>7.3    | 3<br>3.0             | 20<br>7.7     | 8<br>6.5     | 11<br>8.5    | 15<br>7.5     | 9<br>8.7     | 6<br>6.1    | 18<br>7.1          | 10<br>7.4    | 9<br>6.9     | 3<br>4.9    | 22<br>6.5        | 22<br>6.6    | 14<br>7.7    | 37<br>6.1      | 20<br>9.3    | 2<br>3.6    |
| Much Too Fast     | 58<br>6.7    | 27<br>6.2    | 29<br>6.9    |                      | 22<br>8.7     | 14<br>11.0   | 8<br>6.5     | 12<br>6.2     | 3<br>2.5     | 9<br>9.5    | 19<br>7.2          | 9<br>6.9     | 9<br>7.4     | 4<br>7.2    | 22<br>6.5        | 20<br>6.0    | 15<br>8.4    | 32<br>5.4      | 21<br>9.6    | 5<br>10.7   |



Table 54

T46. How would you rate the speed of retail and commercial growth over the past five years in Glenwood Springs?

|                   | LIVED IN GLENWOOD SPRINGS |           |       |       |       |       |         |         |         | INCOME   |         |         |          |           |           |           | CONSOLIDATED INCOME |          |           | FOCUS ON RESIDENTS VS TOURISTS |          |          |
|-------------------|---------------------------|-----------|-------|-------|-------|-------|---------|---------|---------|----------|---------|---------|----------|-----------|-----------|-----------|---------------------|----------|-----------|--------------------------------|----------|----------|
|                   | TOTAL                     | LESS YEAR | 1 5   | 6 10  | 11 15 | 16 20 | MORE 20 | LESS 10 | MORE 10 | LESS 30K | 31K 50K | 50K 75K | 75K 100K | 100K 125K | 125K 150K | MORE 150K | LESS 50K            | 51K 100K | MORE 100K | RESI DENT                      | BAL ANCE | TOUR IST |
| TOTAL             | 861                       | 15        | 154   | 111   | 93    | 111   | 377     | 280     | 581     | 47       | 108     | 147     | 133      | 130       | 55        | 124       | 155                 | 280      | 309       | 56                             | 236      | 484      |
|                   | 100.0                     | 100.0     | 100.0 | 100.0 | 100.0 | 100.0 | 100.0   | 100.0   | 100.0   | 100.0    | 100.0   | 100.0   | 100.0    | 100.0     | 100.0     | 100.0     | 100.0               | 100.0    | 100.0     | 100.0                          | 100.0    | 100.0    |
| Total Too Slow    | 396                       | 5         | 61    | 58    | 29    | 47    | 195     | 125     | 272     | 21       | 44      | 73      | 58       | 61        | 23        | 56        | 64                  | 131      | 140       | 13                             | 101      | 251      |
|                   | 46.1                      | 33.2      | 39.9  | 52.5  | 31.4  | 42.6  | 51.8    | 44.6    | 46.8    | 43.5     | 40.6    | 49.3    | 44.0     | 46.6      | 42.6      | 45.5      | 41.5                | 46.7     | 45.5      | 23.6                           | 42.9     | 52.0     |
| Total Too Fast    | 116                       | 1         | 18    | 13    | 23    | 18    | 44      | 32      | 85      | 7        | 26      | 9       | 20       | 13        | 7         | 19        | 33                  | 29       | 39        | 35                             | 14       | 63       |
|                   | 13.5                      | 4.0       | 12.0  | 11.5  | 24.1  | 15.9  | 11.8    | 11.4    | 14.6    | 14.8     | 24.0    | 6.2     | 15.2     | 9.9       | 12.5      | 15.8      | 21.1                | 10.5     | 12.7      | 62.2                           | 5.8      | 13.0     |
| Right Amount      | 274                       | 5         | 54    | 34    | 29    | 34    | 117     | 94      | 181     | 14       | 30      | 50      | 44       | 47        | 22        | 35        | 44                  | 94       | 104       | 8                              | 111      | 128      |
|                   | 31.8                      | 37.0      | 35.1  | 30.7  | 31.2  | 30.8  | 31.1    | 33.4    | 31.1    | 28.9     | 28.1    | 33.6    | 33.4     | 35.9      | 40.8      | 28.0      | 28.4                | 33.5     | 33.6      | 14.2                           | 46.9     | 26.5     |
| Don't Know        | 74                        | 4         | 20    | 6     | 12    | 12    | 20      | 30      | 44      | 6        | 8       | 16      | 10       | 10        | 2         | 13        | 14                  | 26       | 25        |                                | 10       | 41       |
|                   | 8.6                       | 25.7      | 13.0  | 5.4   | 13.3  | 10.7  | 5.3     | 10.6    | 7.6     | 12.8     | 7.3     | 11.0    | 7.4      | 7.5       | 4.1       | 10.8      | 9.0                 | 9.3      | 8.2       |                                | 4.4      | 8.5      |
|                   |                           |           |       |       |       |       |         |         |         |          |         |         |          |           |           |           |                     |          |           |                                |          |          |
| Much Too Slow     | 129                       | 4         | 20    | 17    | 6     | 15    | 68      | 41      | 89      | 5        | 6       | 28      | 19       | 31        | 5         | 21        | 11                  | 47       | 58        | 7                              | 15       | 99       |
|                   | 15.0                      | 24.2      | 13.2  | 15.3  | 6.2   | 13.4  | 18.0    | 14.6    | 15.2    | 10.9     | 5.9     | 18.8    | 14.1     | 23.9      | 9.8       | 17.3      | 7.4                 | 16.6     | 18.8      | 12.8                           | 6.4      | 20.4     |
| Somewhat Too Slow | 267                       | 1         | 41    | 41    | 24    | 32    | 128     | 84      | 183     | 15       | 37      | 45      | 40       | 30        | 18        | 35        | 53                  | 84       | 82        | 6                              | 86       | 153      |
|                   | 31.0                      | 9.0       | 26.8  | 37.1  | 25.2  | 29.1  | 33.8    | 30.0    | 31.5    | 32.6     | 34.7    | 30.4    | 29.8     | 22.8      | 32.8      | 28.2      | 34.1                | 30.1     | 26.7      | 10.8                           | 36.5     | 31.6     |
|                   |                           |           |       |       |       |       |         |         |         |          |         |         |          |           |           |           |                     |          |           |                                |          |          |
| Somewhat Too Fast | 59                        |           | 7     | 6     | 14    | 9     | 23      | 13      | 46      | 6        | 12      | 5       | 5        | 8         | 3         | 13        | 18                  | 11       | 24        | 10                             | 12       | 32       |
|                   | 6.8                       |           | 4.6   | 5.2   | 14.6  | 7.8   | 6.2     | 4.6     | 7.9     | 11.7     | 11.2    | 3.7     | 4.0      | 6.4       | 4.8       | 10.4      | 11.3                | 3.8      | 7.7       | 17.7                           | 5.2      | 6.7      |
| Much Too Fast     | 58                        | 1         | 11    | 7     | 9     | 9     | 21      | 19      | 39      | 1        | 14      | 4       | 15       | 5         | 4         | 7         | 15                  | 19       | 15        | 25                             | 2        | 30       |
|                   | 6.7                       | 4.0       | 7.4   | 6.2   | 9.5   | 8.1   | 5.6     | 6.7     | 6.7     | 3.1      | 12.8    | 2.5     | 11.3     | 3.6       | 7.6       | 5.4       | 9.8                 | 6.6      | 5.0       | 44.4                           | 0.6      | 6.3      |

Table 54

T46. How would you rate the speed of retail and commercial growth over the past five years in Glenwood Springs?

|                   | DEVELOPMENT OF NEW HOUSING FOR SALE |          |           |          | DEVELOPMENT OF NEW APARTMENTS |           |          | RATE OF RETAIL AND COMMERICAL GROWTH |           |          | WARD   |        |        |        |        |
|-------------------|-------------------------------------|----------|-----------|----------|-------------------------------|-----------|----------|--------------------------------------|-----------|----------|--------|--------|--------|--------|--------|
|                   | TOTAL                               | TOO SLOW | RGHT AMNT | TOO FAST | TOO SLOW                      | RGHT AMNT | TOO FAST | TOO SLOW                             | RGHT AMNT | TOO FAST | WARD 1 | WARD 2 | WARD 3 | WARD 4 | WARD 5 |
| TOTAL             | 861                                 | 262      | 155       | 353      | 190                           | 130       | 498      | 396                                  | 274       | 116      | 207    | 172    | 164    | 164    | 155    |
|                   | 100.0                               | 100.0    | 100.0     | 100.0    | 100.0                         | 100.0     | 100.0    | 100.0                                | 100.0     | 100.0    | 100.0  | 100.0  | 100.0  | 100.0  | 100.0  |
| Total Too Slow    | 396                                 | 167      | 62        | 141      | 116                           | 60        | 214      | 396                                  |           |          | 97     | 84     | 68     | 84     | 63     |
|                   | 46.1                                | 63.7     | 40.1      | 40.1     | 61.0                          | 46.0      | 42.9     | 100.0                                |           |          | 47.1   | 48.6   | 41.3   | 51.6   | 40.9   |
| Total Too Fast    | 116                                 | 11       | 9         | 88       | 10                            | 2         | 102      |                                      |           | 116      | 28     | 23     | 18     | 27     | 20     |
|                   | 13.5                                | 4.0      | 5.7       | 25.1     | 5.4                           | 1.4       | 20.5     |                                      |           | 100.0    | 13.7   | 13.3   | 10.7   | 16.7   | 13.1   |
| Right Amount      | 274                                 | 70       | 72        | 108      | 46                            | 61        | 161      |                                      | 274       |          | 64     | 53     | 54     | 50     | 54     |
|                   | 31.8                                | 26.7     | 46.4      | 30.7     | 24.4                          | 46.6      | 32.3     |                                      | 100.0     |          | 31.0   | 30.7   | 32.7   | 30.5   | 34.6   |
| Don't Know        | 74                                  | 15       | 12        | 15       | 17                            | 8         | 22       |                                      |           |          | 17     | 13     | 25     | 2      | 18     |
|                   | 8.6                                 | 5.5      | 7.8       | 4.2      | 9.2                           | 6.0       | 4.3      |                                      |           |          | 8.1    | 7.4    | 15.2   | 1.1    | 11.4   |
|                   |                                     |          |           |          |                               |           |          |                                      |           |          |        |        |        |        |        |
| Much Too Slow     | 129                                 | 59       | 13        | 44       | 49                            | 11        | 65       | 129                                  |           |          | 32     | 16     | 20     | 31     | 30     |
|                   | 15.0                                | 22.5     | 8.3       | 12.5     | 25.8                          | 8.2       | 13.0     | 32.6                                 |           |          | 15.4   | 9.5    | 12.1   | 19.2   | 19.3   |
| Somewhat Too Slow | 267                                 | 108      | 49        | 97       | 67                            | 49        | 149      | 267                                  |           |          | 66     | 67     | 48     | 53     | 33     |
|                   | 31.0                                | 41.2     | 31.8      | 27.6     | 35.2                          | 37.8      | 29.9     | 67.4                                 |           |          | 31.7   | 39.0   | 29.3   | 32.4   | 21.6   |
|                   |                                     |          |           |          |                               |           |          |                                      |           |          |        |        |        |        |        |
| Somewhat Too Fast | 59                                  | 8        | 8         | 36       | 7                             | 2         | 47       |                                      |           | 59       | 15     | 11     | 8      | 9      | 15     |
|                   | 6.8                                 | 2.9      | 5.0       | 10.3     | 3.8                           | 1.4       | 9.5      |                                      |           | 50.4     | 7.3    | 6.6    | 5.2    | 5.6    | 9.4    |
| Much Too Fast     | 58                                  | 3        | 1         | 52       | 3                             |           | 55       |                                      |           | 58       | 13     | 11     | 9      | 18     | 6      |
|                   | 6.7                                 | 1.1      | 0.7       | 14.7     | 1.6                           |           | 11.0     |                                      |           | 49.6     | 6.4    | 6.6    | 5.6    | 11.2   | 3.7    |

Table 55

T47. How do you rate city government's focus on residents versus tourists?

|                                                 | GENDER       |              |              | GENZ AND MILLENNIALS |              |              |              | GEN X        |              |             | BOOMERS AND SILENT |              |              |             | CONSOLIDATED AGE |              |              | RACE ETHNICITY |              |             |
|-------------------------------------------------|--------------|--------------|--------------|----------------------|--------------|--------------|--------------|--------------|--------------|-------------|--------------------|--------------|--------------|-------------|------------------|--------------|--------------|----------------|--------------|-------------|
|                                                 | TOTAL        | MEN          | WO MEN       | GENZ 18-24           | MILL 25-39   | MILL MEN     | MILL WOM     | GENX 40-54   | GENX MEN     | GENX WOM    | BOOM 55-74         | BOOM MEN     | BOOM WOM     | SLNT 75+    | 18-39            | 40-64        | 65 PLUS      | WHI TE         | HISP ANIC    | OTH         |
| TOTAL                                           | 861<br>100.0 | 435<br>100.0 | 424<br>100.0 | 86<br>100.0          | 258<br>100.0 | 127<br>100.0 | 131<br>100.0 | 198<br>100.0 | 106<br>100.0 | 91<br>100.0 | 258<br>100.0       | 131<br>100.0 | 127<br>100.0 | 60<br>100.0 | 344<br>100.0     | 336<br>100.0 | 181<br>100.0 | 603<br>100.0   | 215<br>100.0 | 43<br>100.0 |
| City is more focused on tourists than residents | 484<br>56.2  | 232<br>53.4  | 250<br>59.1  | 50<br>57.7           | 152<br>58.9  | 83<br>65.3   | 69<br>52.5   | 108<br>54.6  | 55<br>51.8   | 53<br>58.1  | 149<br>57.7        | 72<br>54.7   | 77<br>61.0   | 25<br>40.9  | 202<br>58.6      | 185<br>55.0  | 97<br>53.7   | 350<br>58.0    | 117<br>54.2  | 17<br>40.0  |
| City has a balanced focus                       | 236<br>27.4  | 125<br>28.8  | 109<br>25.8  | 29<br>34.0           | 63<br>24.5   | 19<br>15.2   | 44<br>33.6   | 50<br>25.0   | 30<br>28.8   | 18<br>20.3  | 69<br>26.8         | 36<br>27.3   | 33<br>26.3   | 24<br>40.3  | 93<br>26.9       | 88<br>26.1   | 55<br>30.5   | 162<br>26.9    | 58<br>27.1   | 15<br>34.7  |
| City is more focused on residents than tourists | 56<br>6.5    | 35<br>8.1    | 20<br>4.8    | 5<br>5.4             | 18<br>7.0    | 16<br>12.4   | 2<br>1.9     | 16<br>7.9    | 8<br>7.5     | 8<br>8.4    | 14<br>5.6          | 8<br>6.1     | 6<br>4.9     | 3<br>4.6    | 23<br>6.6        | 24<br>7.1    | 9<br>5.1     | 31<br>5.2      | 19<br>8.8    | 6<br>12.8   |
| No Opinion                                      | 86<br>10.0   | 42<br>9.7    | 44<br>10.3   | 3<br>2.9             | 25<br>9.6    | 9<br>7.1     | 16<br>12.0   | 25<br>12.4   | 13<br>11.9   | 12<br>13.2  | 26<br>9.9          | 16<br>11.9   | 10<br>7.9    | 9<br>14.3   | 27<br>7.9        | 40<br>11.8   | 19<br>10.6   | 59<br>9.8      | 21<br>9.9    | 5<br>12.5   |

Table 55

T47. How do you rate city government's focus on residents versus tourists?

|                                                 | LIVED IN GLENWOOD SPRINGS |           |       |       |       |       |         |         |         | INCOME   |         |         |          |           |           |           | CONSOLIDATED INCOME |          |           | FOCUS ON RESIDENTS VS TOURISTS |          |          |
|-------------------------------------------------|---------------------------|-----------|-------|-------|-------|-------|---------|---------|---------|----------|---------|---------|----------|-----------|-----------|-----------|---------------------|----------|-----------|--------------------------------|----------|----------|
|                                                 | TOTAL                     | LESS YEAR | 1 5   | 6 10  | 11 15 | 16 20 | MORE 20 | LESS 10 | MORE 10 | LESS 30K | 31K 50K | 50K 75K | 75K 100K | 100K 125K | 125K 150K | MORE 150K | LESS 50K            | 51K 100K | MORE 100K | RESI DENT                      | BAL ANCE | TOUR IST |
| TOTAL                                           | 861                       | 15        | 154   | 111   | 93    | 111   | 377     | 280     | 581     | 47       | 108     | 147     | 133      | 130       | 55        | 124       | 155                 | 280      | 309       | 56                             | 236      | 484      |
|                                                 | 100.0                     | 100.0     | 100.0 | 100.0 | 100.0 | 100.0 | 100.0   | 100.0   | 100.0   | 100.0    | 100.0   | 100.0   | 100.0    | 100.0     | 100.0     | 100.0     | 100.0               | 100.0    | 100.0     | 100.0                          | 100.0    | 100.0    |
| City is more focused on tourists than residents | 484                       | 5         | 71    | 72    | 42    | 50    | 244     | 148     | 336     | 31       | 38      | 97      | 70       | 82        | 26        | 64        | 69                  | 167      | 172       |                                |          | 484      |
|                                                 | 56.2                      | 34.3      | 46.2  | 64.4  | 45.2  | 45.1  | 64.7    | 52.8    | 57.8    | 65.6     | 34.9    | 66.2    | 52.5     | 62.9      | 47.4      | 51.7      | 44.3                | 59.7     | 55.7      |                                |          | 100.0    |
| City has a balanced focus                       | 236                       | 3         | 48    | 24    | 35    | 37    | 88      | 75      | 160     | 8        | 46      | 28      | 42       | 28        | 17        | 38        | 54                  | 69       | 83        |                                | 236      |          |
|                                                 | 27.4                      | 22.9      | 31.0  | 21.7  | 37.3  | 33.8  | 23.4    | 26.9    | 27.6    | 16.6     | 42.7    | 18.7    | 31.5     | 21.2      | 32.0      | 31.0      | 34.7                | 24.8     | 27.0      |                                | 100.0    |          |
| City is more focused on residents than tourists | 56                        | 2         | 13    | 8     | 5     | 9     | 19      | 23      | 33      | 4        | 12      | 5       | 5        | 6         | 5         | 12        | 15                  | 10       | 23        | 56                             |          |          |
|                                                 | 6.5                       | 13.8      | 8.4   | 7.4   | 4.9   | 8.2   | 5.0     | 8.3     | 5.6     | 7.6      | 11.0    | 3.7     | 3.6      | 4.6       | 8.6       | 9.7       | 10.0                | 3.6      | 7.3       | 100.0                          |          |          |
| No Opinion                                      | 86                        | 4         | 22    | 7     | 12    | 14    | 26      | 34      | 52      | 5        | 12      | 17      | 17       | 15        | 7         | 9         | 17                  | 33       | 31        |                                |          |          |
|                                                 | 10.0                      | 29.0      | 14.4  | 6.5   | 12.7  | 12.9  | 7.0     | 12.0    | 9.0     | 10.3     | 11.4    | 11.5    | 12.5     | 11.4      | 12.1      | 7.6       | 11.0                | 11.9     | 10.0      |                                |          |          |

Table 55

T47. How do you rate city government's focus on residents versus tourists?

|                                                 | DEVELOPMENT OF NEW<br>HOUSING FOR SALE |             |              | DEVELOPMENT OF NEW<br>APARTMENTS |             |              | RATE OF RETAIL AND<br>COMMERICAL GROWTH |             |              | WARD        |           |           |           |           |           |
|-------------------------------------------------|----------------------------------------|-------------|--------------|----------------------------------|-------------|--------------|-----------------------------------------|-------------|--------------|-------------|-----------|-----------|-----------|-----------|-----------|
|                                                 | TOTAL                                  | TOO<br>SLOW | RGHT<br>AMNT | TOO<br>FAST                      | TOO<br>SLOW | RGHT<br>AMNT | TOO<br>FAST                             | TOO<br>SLOW | RGHT<br>AMNT | TOO<br>FAST | WARD<br>1 | WARD<br>2 | WARD<br>3 | WARD<br>4 | WARD<br>5 |
| TOTAL                                           | 861                                    | 262         | 155          | 353                              | 190         | 130          | 498                                     | 396         | 274          | 116         | 207       | 172       | 164       | 164       | 155       |
|                                                 | 100.0                                  | 100.0       | 100.0        | 100.0                            | 100.0       | 100.0        | 100.0                                   | 100.0       | 100.0        | 100.0       | 100.0     | 100.0     | 100.0     | 100.0     | 100.0     |
| City is more focused on tourists than residents | 484                                    | 156         | 74           | 222                              | 116         | 55           | 298                                     | 251         | 128          | 63          | 119       | 71        | 94        | 108       | 92        |
|                                                 | 56.2                                   | 59.8        | 47.7         | 62.9                             | 61.0        | 42.1         | 59.9                                    | 63.4        | 46.8         | 53.8        | 57.5      | 41.2      | 57.5      | 65.8      | 59.3      |
| City has a balanced focus                       | 236                                    | 77          | 59           | 69                               | 55          | 55           | 119                                     | 101         | 111          | 14          | 56        | 70        | 46        | 25        | 38        |
|                                                 | 27.4                                   | 29.6        | 37.7         | 19.5                             | 29.0        | 42.1         | 23.9                                    | 25.5        | 40.3         | 11.7        | 27.3      | 40.6      | 28.3      | 15.4      | 24.4      |
| City is more focused on residents than tourists | 56                                     | 7           | 7            | 37                               | 5           | 9            | 41                                      | 13          | 8            | 35          | 11        | 6         | 6         | 23        | 10        |
|                                                 | 6.5                                    | 2.6         | 4.4          | 10.6                             | 2.7         | 7.0          | 8.2                                     | 3.3         | 2.9          | 29.8        | 5.3       | 3.4       | 3.8       | 13.8      | 6.7       |
| No Opinion                                      | 86                                     | 21          | 16           | 25                               | 14          | 12           | 39                                      | 31          | 27           | 5           | 20        | 25        | 17        | 8         | 15        |
|                                                 | 10.0                                   | 8.0         | 10.1         | 7.0                              | 7.3         | 8.8          | 7.9                                     | 7.8         | 9.9          | 4.6         | 9.9       | 14.8      | 10.5      | 5.0       | 9.6       |



Table 56

Please indicate the importance of the following land use and planning issues

T48. [LAND USE AND PLANNING ISSUES] Affordable or employee housing

|                      | GENDER |       |        | GENZ AND MILLENNIALS |            |          |          | GEN X      |          |          | BOOMERS AND SILENT |          |          |          | CONSOLIDATED AGE |       |         | RACE ETHNICITY |           |       |
|----------------------|--------|-------|--------|----------------------|------------|----------|----------|------------|----------|----------|--------------------|----------|----------|----------|------------------|-------|---------|----------------|-----------|-------|
|                      | TOTAL  | MEN   | WO MEN | GENZ 18-24           | MILL 25-39 | MILL MEN | MILL WOM | GENX 40-54 | GENX MEN | GENX WOM | BOOM 55-74         | BOOM MEN | BOOM WOM | SLNT 75+ | 18-39            | 40-64 | 65 PLUS | WHI TE         | HISP ANIC | OTH   |
| TOTAL                | 861    | 435   | 424    | 86                   | 258        | 127      | 131      | 198        | 106      | 91       | 258                | 131      | 127      | 60       | 344              | 336   | 181     | 603            | 215       | 43    |
|                      | 100.0  | 100.0 | 100.0  | 100.0                | 100.0      | 100.0    | 100.0    | 100.0      | 100.0    | 100.0    | 100.0              | 100.0    | 100.0    | 100.0    | 100.0            | 100.0 | 100.0   | 100.0          | 100.0     | 100.0 |
| Extremely            | 618    | 281   | 336    | 86                   | 196        | 92       | 104      | 140        | 67       | 73       | 157                | 66       | 91       | 39       | 282              | 228   | 109     | 423            | 166       | 29    |
| Very Combined        | 71.8   | 64.7  | 79.3   | 100.0                | 75.8       | 72.1     | 79.3     | 70.7       | 63.1     | 80.0     | 60.9               | 50.4     | 71.9     | 65.0     | 81.9             | 67.8  | 60.1    | 70.2           | 77.1      | 67.5  |
|                      |        |       |        |                      |            |          |          |            |          |          |                    |          |          |          |                  |       |         |                |           |       |
| Extremely Important  | 418    | 164   | 253    | 76                   | 150        | 61       | 88       | 90         | 43       | 46       | 79                 | 22       | 58       | 23       | 226              | 140   | 52      | 262            | 138       | 18    |
|                      | 48.5   | 37.6  | 59.7   | 88.8                 | 58.0       | 47.9     | 67.6     | 45.2       | 40.4     | 51.2     | 30.7               | 16.5     | 45.4     | 37.9     | 65.7             | 41.6  | 28.8    | 43.4           | 64.1      | 42.6  |
| Very Important       | 201    | 118   | 83     | 10                   | 46         | 31       | 15       | 50         | 24       | 26       | 78                 | 44       | 34       | 16       | 56               | 88    | 57      | 162            | 28        | 11    |
|                      | 23.3   | 27.0  | 19.6   | 11.2                 | 17.9       | 24.2     | 11.7     | 25.5       | 22.7     | 28.9     | 30.2               | 33.9     | 26.5     | 27.1     | 16.2             | 26.3  | 31.3    | 26.8           | 13.0      | 24.9  |
|                      |        |       |        |                      |            |          |          |            |          |          |                    |          |          |          |                  |       |         |                |           |       |
| Somewhat Important   | 138    | 80    | 58     |                      | 35         | 13       | 22       | 34         | 25       | 10       | 60                 | 39       | 21       | 9        | 35               | 61    | 42      | 106            | 29        | 4     |
|                      | 16.1   | 18.5  | 13.7   |                      | 13.7       | 10.2     | 17.1     | 17.3       | 23.2     | 10.7     | 23.3               | 29.4     | 17.0     | 14.2     | 10.3             | 18.2  | 23.1    | 17.5           | 13.5      | 8.4   |
| Not Important at All | 97     | 71    | 24     |                      | 27         | 22       | 5        | 23         | 14       | 8        | 34                 | 24       | 9        | 13       | 27               | 41    | 28      | 69             | 18        | 10    |
|                      | 11.2   | 16.4  | 5.7    |                      | 10.5       | 17.7     | 3.6      | 11.6       | 13.7     | 8.4      | 13.2               | 18.6     | 7.3      | 20.8     | 7.9              | 12.3  | 15.6    | 11.5           | 8.3       | 22.9  |
|                      |        |       |        |                      |            |          |          |            |          |          |                    |          |          |          |                  |       |         |                |           |       |
| No Opinion           | 8      | 2     | 6      |                      |            |          |          | 1          |          | 1        | 7                  | 2        | 5        |          |                  | 5     | 2       | 5              | 2         | 1.1   |
|                      | 0.9    | 0.5   | 1.3    |                      |            |          |          | 0.4        |          | 0.9      | 2.7                | 1.6      | 3.8      |          |                  | 1.6   | 1.2     | 0.8            | 1.1       |       |

Table 56

Please indicate the importance of the following land use and planning issues

T48. [LAND USE AND PLANNING ISSUES] Affordable or employee housing

|                      | LIVED IN GLENWOOD SPRINGS |           |       |       |       |       |         |         |         | INCOME   |         |         |          |           |           |           | CONSOLIDATED INCOME |          |           | FOCUS ON RESIDENTS VS TOURISTS |          |          |
|----------------------|---------------------------|-----------|-------|-------|-------|-------|---------|---------|---------|----------|---------|---------|----------|-----------|-----------|-----------|---------------------|----------|-----------|--------------------------------|----------|----------|
|                      | TOTAL                     | LESS YEAR | 1 5   | 6 10  | 11 15 | 16 20 | MORE 20 | LESS 10 | MORE 10 | LESS 30K | 31K 50K | 50K 75K | 75K 100K | 100K 125K | 125K 150K | MORE 150K | LESS 50K            | 51K 100K | MORE 100K | RESI DENT                      | BAL ANCE | TOUR IST |
| TOTAL                | 861                       | 15        | 154   | 111   | 93    | 111   | 377     | 280     | 581     | 47       | 108     | 147     | 133      | 130       | 55        | 124       | 155                 | 280      | 309       | 56                             | 236      | 484      |
|                      | 100.0                     | 100.0     | 100.0 | 100.0 | 100.0 | 100.0 | 100.0   | 100.0   | 100.0   | 100.0    | 100.0   | 100.0   | 100.0    | 100.0     | 100.0     | 100.0     | 100.0               | 100.0    | 100.0     | 100.0                          | 100.0    | 100.0    |
| Extremely            | 618                       | 12        | 125   | 88    | 64    | 83    | 247     | 224     | 394     | 34       | 83      | 119     | 96       | 94        | 35        | 83        | 117                 | 215      | 213       | 17                             | 179      | 365      |
| Very Combined        | 71.8                      | 78.7      | 81.4  | 78.7  | 68.2  | 75.2  | 65.6    | 80.2    | 67.8    | 71.8     | 77.4    | 80.6    | 72.4     | 72.2      | 64.6      | 67.5      | 75.7                | 76.7     | 69.0      | 31.1                           | 75.8     | 75.5     |
|                      |                           |           |       |       |       |       |         |         |         |          |         |         |          |           |           |           |                     |          |           |                                |          |          |
| Extremely Important  | 418                       | 10        | 91    | 56    | 48    | 53    | 160     | 157     | 261     | 32       | 69      | 87      | 71       | 52        | 22        | 38        | 101                 | 158      | 112       | 8                              | 126      | 251      |
|                      | 48.5                      | 68.9      | 59.0  | 50.1  | 51.1  | 48.1  | 42.5    | 56.0    | 44.9    | 67.6     | 64.1    | 58.9    | 53.5     | 39.6      | 39.9      | 30.9      | 65.2                | 56.3     | 36.2      | 13.9                           | 53.5     | 51.9     |
| Very Important       | 201                       | 1         | 34    | 32    | 16    | 30    | 87      | 68      | 133     | 2        | 14      | 32      | 25       | 43        | 14        | 45        | 16                  | 57       | 101       | 10                             | 53       | 114      |
|                      | 23.3                      | 9.8       | 22.4  | 28.6  | 17.1  | 27.1  | 23.1    | 24.2    | 22.9    | 4.2      | 13.3    | 21.7    | 18.9     | 32.6      | 24.7      | 36.6      | 10.5                | 20.4     | 32.8      | 17.2                           | 22.3     | 23.5     |
|                      |                           |           |       |       |       |       |         |         |         |          |         |         |          |           |           |           |                     |          |           |                                |          |          |
| Somewhat Important   | 138                       | 3         | 11    | 12    | 15    | 16    | 81      | 27      | 112     | 7        | 8       | 18      | 25       | 26        | 10        | 25        | 15                  | 43       | 60        | 5                              | 44       | 78       |
|                      | 16.1                      | 21.3      | 7.3   | 11.0  | 16.0  | 14.1  | 21.5    | 9.5     | 19.2    | 13.8     | 7.9     | 12.0    | 18.6     | 19.7      | 18.2      | 20.0      | 9.7                 | 15.2     | 19.6      | 8.4                            | 18.5     | 16.1     |
| Not Important at All | 97                        |           | 17    | 11    | 12    | 12    | 44      | 29      | 68      | 4        | 16      | 10      | 11       | 11        | 9         | 14        | 20                  | 21       | 34        | 34                             | 13       | 37       |
|                      | 11.2                      |           | 11.3  | 10.3  | 13.2  | 10.6  | 11.6    | 10.3    | 11.7    | 8.5      | 14.7    | 6.9     | 8.2      | 8.1       | 17.1      | 11.6      | 12.8                | 7.5      | 11.1      | 60.5                           | 5.6      | 7.6      |
|                      |                           |           |       |       |       |       |         |         |         |          |         |         |          |           |           |           |                     |          |           |                                |          |          |
| No Opinion           | 8                         |           |       |       | 2     | 0.2   | 5       |         | 8       | 3        |         | 1       | 1        |           |           | 1         | 3                   | 2        | 1         |                                |          | 4        |
|                      | 0.9                       |           |       |       | 2.6   |       | 1.3     |         | 1.3     | 5.9      |         | 0.5     | 0.8      |           |           | 0.9       | 1.8                 | 0.6      | 0.4       |                                |          | 0.8      |

Table 56

Please indicate the importance of the following land use and planning issues

T48. [LAND USE AND PLANNING ISSUES] Affordable or employee housing

|                            | DEVELOPMENT OF NEW HOUSING FOR SALE |              |              |              | DEVELOPMENT OF NEW APARTMENTS |              |              | RATE OF RETAIL AND COMMERCIAL GROWTH |              |              | WARD         |              |              |              |              |
|----------------------------|-------------------------------------|--------------|--------------|--------------|-------------------------------|--------------|--------------|--------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
|                            | TOTAL                               | TOO SLOW     | RGHT AMNT    | TOO FAST     | TOO SLOW                      | RGHT AMNT    | TOO FAST     | TOO SLOW                             | RGHT AMNT    | TOO FAST     | WARD 1       | WARD 2       | WARD 3       | WARD 4       | WARD 5       |
| TOTAL                      | 861<br>100.0                        | 262<br>100.0 | 155<br>100.0 | 353<br>100.0 | 190<br>100.0                  | 130<br>100.0 | 498<br>100.0 | 396<br>100.0                         | 274<br>100.0 | 116<br>100.0 | 207<br>100.0 | 172<br>100.0 | 164<br>100.0 | 164<br>100.0 | 155<br>100.0 |
| Extremely<br>Very Combined | 618<br>71.8                         | 237<br>90.8  | 100<br>64.3  | 208<br>59.0  | 174<br>91.6                   | 101<br>77.7  | 310<br>62.2  | 327<br>82.6                          | 180<br>65.5  | 53<br>46.0   | 159<br>77.1  | 110<br>63.7  | 129<br>79.0  | 105<br>64.3  | 115<br>74.1  |
| Extremely Important        | 418                                 | 174          | 48           | 151          | 135                           | 58           | 207          | 223                                  | 121          | 40           | 97           | 78           | 81           | 75           | 86           |
|                            | 48.5                                | 66.5         | 31.1         | 42.8         | 71.2                          | 44.9         | 41.6         | 56.2                                 | 44.3         | 34.7         | 47.0         | 45.3         | 49.7         | 46.1         | 55.4         |
| Very Important             | 201                                 | 63           | 52           | 57           | 39                            | 43           | 102          | 105                                  | 58           | 13           | 62           | 32           | 48           | 30           | 29           |
|                            | 23.3                                | 24.3         | 33.3         | 16.2         | 20.4                          | 32.8         | 20.6         | 26.4                                 | 21.2         | 11.2         | 30.1         | 18.4         | 29.2         | 18.2         | 18.7         |
| Somewhat Important         | 138                                 | 18           | 34           | 71           | 13                            | 22           | 98           | 46                                   | 64           | 19           | 23           | 40           | 24           | 23           | 28           |
|                            | 16.1                                | 6.7          | 21.6         | 20.2         | 6.7                           | 16.6         | 19.6         | 11.6                                 | 23.2         | 16.6         | 11.3         | 23.1         | 14.9         | 14.1         | 17.8         |
| Not Important at All       | 97                                  | 6            | 19           | 70           | 3                             | 5            | 86           | 21                                   | 29           | 43           | 22           | 20           | 10           | 35           | 11           |
|                            | 11.2                                | 2.2          | 12.2         | 19.9         | 1.8                           | 3.9          | 17.3         | 5.3                                  | 10.7         | 36.9         | 10.4         | 11.4         | 5.9          | 21.2         | 7.2          |
| No Opinion                 | 8                                   | 1            | 3            | 3            |                               | 2            | 5            | 2                                    | 2            | 1            | 2            | 3            | 0.2          | 1            | 1            |
|                            | 0.9                                 | 0.2          | 1.8          | 0.9          |                               | 1.8          | 0.9          | 0.5                                  | 0.6          | 0.5          | 1.1          | 1.9          |              | 0.4          | 0.8          |

Table 57

T49. [LAND USE AND PLANNING ISSUES] Retail opportunities in the downtown core

|                            | GENDER       |              |              | GENZ AND MILLENNIALS |              |              |              | GEN X        |              |             | BOOMERS AND SILENT |              |              |             | CONSOLIDATED AGE |              |              | RACE ETHNICITY |              |             |
|----------------------------|--------------|--------------|--------------|----------------------|--------------|--------------|--------------|--------------|--------------|-------------|--------------------|--------------|--------------|-------------|------------------|--------------|--------------|----------------|--------------|-------------|
|                            | TOTAL        | MEN          | WO MEN       | GENZ 18-24           | MILL 25-39   | MILL MEN     | MILL WOM     | GENX 40-54   | GENX MEN     | GENX WOM    | BOOM 55-74         | BOOM MEN     | BOOM WOM     | SLNT 75+    | 18-39            | 40-64        | 65 PLUS      | WHI TE         | HISP ANIC    | OTH         |
| TOTAL                      | 861<br>100.0 | 435<br>100.0 | 424<br>100.0 | 86<br>100.0          | 258<br>100.0 | 127<br>100.0 | 131<br>100.0 | 198<br>100.0 | 106<br>100.0 | 91<br>100.0 | 258<br>100.0       | 131<br>100.0 | 127<br>100.0 | 60<br>100.0 | 344<br>100.0     | 336<br>100.0 | 181<br>100.0 | 603<br>100.0   | 215<br>100.0 | 43<br>100.0 |
| Extremely<br>Very Combined | 519<br>60.3  | 261<br>60.0  | 256<br>60.5  | 43<br>49.4           | 150<br>57.9  | 73<br>57.7   | 76<br>58.1   | 125<br>63.0  | 63<br>59.9   | 60<br>66.2  | 164<br>63.4        | 79<br>60.0   | 85<br>67.0   | 38<br>63.5  | 192<br>55.8      | 215<br>64.2  | 111<br>61.5  | 352<br>58.4    | 145<br>67.5  | 22<br>50.5  |
| Extremely Important        | 165<br>19.1  | 69<br>15.9   | 95<br>22.4   | 17<br>19.8           | 45<br>17.4   | 19<br>14.7   | 26<br>20.0   | 38<br>19.3   | 20<br>19.3   | 17<br>19.1  | 56<br>21.8         | 23<br>17.7   | 33<br>25.9   | 8<br>14.0   | 62<br>18.0       | 73<br>21.7   | 30<br>16.7   | 115<br>19.0    | 43<br>19.8   | 7<br>17.4   |
| Very Important             | 354<br>41.1  | 192<br>44.1  | 161<br>38.1  | 26<br>29.7           | 105<br>40.6  | 55<br>43.0   | 50<br>38.0   | 87<br>43.7   | 43<br>40.6   | 43<br>47.1  | 107<br>41.6        | 55<br>42.3   | 52<br>41.1   | 30<br>49.5  | 130<br>37.8      | 143<br>42.5  | 81<br>44.8   | 237<br>39.3    | 103<br>47.7  | 14<br>33.2  |
| Somewhat Important         | 289<br>33.6  | 139<br>32.1  | 149<br>35.2  | 44<br>50.6           | 79<br>30.7   | 34<br>27.1   | 45<br>34.3   | 64<br>32.4   | 39<br>36.9   | 25<br>27.5  | 80<br>31.1         | 41<br>30.9   | 39<br>31.1   | 22<br>36.5  | 123<br>35.7      | 101<br>30.2  | 65<br>35.9   | 216<br>35.8    | 54<br>25.1   | 19<br>45.1  |
| Not Important at All       | 37<br>4.3    | 27<br>6.3    | 9<br>2.2     |                      | 22<br>8.6    | 17<br>13.1   | 5<br>4.1     | 3<br>1.7     | 1<br>1.0     | 2<br>2.7    | 11<br>4.3          | 10<br>7.4    | 1<br>1.2     |             | 22<br>6.5        | 11<br>3.2    | 4<br>2.2     | 23<br>3.9      | 12<br>5.6    | 1<br>3.3    |
| No Opinion                 | 16<br>1.9    | 7<br>1.6     | 9<br>2.1     |                      | 7<br>2.8     | 3<br>2.1     | 5<br>3.5     | 6<br>2.8     | 2<br>2.2     | 3<br>3.6    | 3<br>1.2           | 2<br>1.7     | 1<br>0.8     |             | 7<br>2.1         | 8<br>2.4     | 1<br>0.4     | 12<br>1.9      | 4<br>1.8     | 1.1         |

Table 57

T49. [LAND USE AND PLANNING ISSUES] Retail opportunities in the downtown core

|                            | LIVED IN GLENWOOD SPRINGS |             |              |              |             |              |              |              |              | INCOME      |              |              |              |              |             |              | CONSOLIDATED INCOME |              |              | FOCUS ON RESIDENTS VS TOURISTS |              |              |
|----------------------------|---------------------------|-------------|--------------|--------------|-------------|--------------|--------------|--------------|--------------|-------------|--------------|--------------|--------------|--------------|-------------|--------------|---------------------|--------------|--------------|--------------------------------|--------------|--------------|
|                            | TOTAL                     | LESS YEAR   | 1 5          | 6 10         | 11 15       | 16 20        | MORE 20      | LESS 10      | MORE 10      | LESS 30K    | 31K 50K      | 50K 75K      | 75K 100K     | 100K 125K    | 125K 150K   | MORE 150K    | LESS 50K            | 51K 100K     | MORE 100K    | RESI DENT                      | BAL ANCE     | TOUR IST     |
| TOTAL                      | 861<br>100.0              | 15<br>100.0 | 154<br>100.0 | 111<br>100.0 | 93<br>100.0 | 111<br>100.0 | 377<br>100.0 | 280<br>100.0 | 581<br>100.0 | 47<br>100.0 | 108<br>100.0 | 147<br>100.0 | 133<br>100.0 | 130<br>100.0 | 55<br>100.0 | 124<br>100.0 | 155<br>100.0        | 280<br>100.0 | 309<br>100.0 | 56<br>100.0                    | 236<br>100.0 | 484<br>100.0 |
| Extremely<br>Very Combined | 519<br>60.3               | 11<br>73.5  | 93<br>60.8   | 76<br>68.2   | 56<br>59.8  | 56<br>50.9   | 226<br>60.0  | 180<br>64.4  | 339<br>58.3  | 28<br>59.0  | 67<br>61.8   | 93<br>62.8   | 76<br>57.3   | 88<br>67.8   | 33<br>59.6  | 81<br>65.4   | 95<br>61.0          | 169<br>60.2  | 202<br>65.4  | 26<br>47.0                     | 157<br>66.4  | 283<br>58.5  |
| Extremely Important        | 165<br>19.1               | 4<br>26.7   | 29<br>19.2   | 17<br>14.9   | 20<br>21.1  | 27<br>24.0   | 69<br>18.2   | 50<br>17.9   | 115<br>19.8  | 11<br>22.1  | 15<br>14.2   | 37<br>25.2   | 23<br>17.6   | 24<br>18.5   | 11<br>19.9  | 24<br>19.7   | 26<br>16.6          | 60<br>21.6   | 59<br>19.2   | 8<br>14.3                      | 45<br>18.9   | 91<br>18.8   |
| Very Important             | 354<br>41.1               | 7<br>46.8   | 64<br>41.6   | 59<br>53.3   | 36<br>38.8  | 30<br>26.9   | 158<br>41.9  | 130<br>46.5  | 224<br>38.5  | 18<br>36.9  | 51<br>47.6   | 55<br>37.6   | 53<br>39.7   | 64<br>49.3   | 22<br>39.7  | 57<br>45.8   | 69<br>44.3          | 108<br>38.6  | 143<br>46.2  | 18<br>32.7                     | 112<br>47.5  | 192<br>39.7  |
| Somewhat Important         | 289<br>33.6               | 1<br>9.1    | 45<br>29.5   | 29<br>25.8   | 33<br>35.5  | 47<br>42.7   | 133<br>35.4  | 75<br>27.0   | 214<br>36.8  | 17<br>35.3  | 25<br>23.6   | 43<br>29.4   | 50<br>37.8   | 36<br>27.8   | 20<br>36.6  | 40<br>32.1   | 42<br>27.2          | 94<br>33.4   | 96<br>31.1   | 17<br>30.4                     | 72<br>30.5   | 183<br>37.9  |
| Not Important at All       | 37<br>4.3                 | 3<br>17.4   | 12<br>7.9    | 5<br>4.3     | 1<br>1.0    | 3<br>2.5     | 14<br>3.7    | 19<br>7.0    | 17<br>3.0    |             | 14<br>12.6   | 7<br>4.6     | 5<br>4.0     | 3<br>2.5     | 1<br>2.5    | 3<br>2.5     | 14<br>8.7           | 12<br>4.3    | 8<br>2.5     | 13<br>22.6                     | 4<br>1.7     | 13<br>2.7    |
| No Opinion                 | 16<br>1.9                 |             | 3<br>1.8     | 2<br>1.7     | 3<br>3.7    | 4<br>3.9     | 4<br>0.9     | 5<br>1.7     | 11<br>1.9    | 3<br>5.6    | 2<br>2.0     | 5<br>3.2     | 1<br>0.9     | 2<br>1.8     | 1<br>1.2    |              | 5<br>3.1            | 6<br>2.1     | 3<br>1.0     |                                | 3<br>1.4     | 4<br>0.9     |



Table 57

T49. [LAND USE AND PLANNING ISSUES] Retail opportunities in the downtown core

|                            | DEVELOPMENT OF NEW HOUSING FOR SALE |              |              |              | DEVELOPMENT OF NEW APARTMENTS |              |              | RATE OF RETAIL AND COMMERCIAL GROWTH |              |              | WARD         |              |              |              |              |
|----------------------------|-------------------------------------|--------------|--------------|--------------|-------------------------------|--------------|--------------|--------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
|                            | TOTAL                               | TOO SLOW     | RGHT AMNT    | TOO FAST     | TOO SLOW                      | RGHT AMNT    | TOO FAST     | TOO SLOW                             | RGHT AMNT    | TOO FAST     | WARD 1       | WARD 2       | WARD 3       | WARD 4       | WARD 5       |
| TOTAL                      | 861<br>100.0                        | 262<br>100.0 | 155<br>100.0 | 353<br>100.0 | 190<br>100.0                  | 130<br>100.0 | 498<br>100.0 | 396<br>100.0                         | 274<br>100.0 | 116<br>100.0 | 207<br>100.0 | 172<br>100.0 | 164<br>100.0 | 164<br>100.0 | 155<br>100.0 |
| Extremely<br>Very Combined | 519<br>60.3                         | 171<br>65.3  | 95<br>61.3   | 186<br>52.7  | 132<br>69.6                   | 91<br>69.8   | 272<br>54.5  | 288<br>72.7                          | 155<br>56.6  | 43<br>36.9   | 140<br>67.6  | 111<br>64.7  | 96<br>58.4   | 76<br>46.6   | 96<br>61.9   |
| Extremely Important        | 165<br>19.1                         | 49<br>18.6   | 28<br>18.2   | 61<br>17.4   | 31<br>16.4                    | 34<br>25.9   | 95<br>19.0   | 111<br>28.1                          | 35<br>12.7   | 11<br>9.8    | 32<br>15.6   | 31<br>17.8   | 33<br>20.1   | 27<br>16.7   | 42<br>26.8   |
| Very Important             | 354<br>41.1                         | 122<br>46.7  | 67<br>43.1   | 124<br>35.3  | 101<br>53.2                   | 57<br>43.9   | 177<br>35.6  | 177<br>44.6                          | 120<br>43.8  | 31<br>27.0   | 107<br>52.0  | 81<br>46.9   | 63<br>38.3   | 49<br>29.9   | 54<br>35.1   |
| Somewhat Important         | 289<br>33.6                         | 84<br>32.3   | 55<br>35.3   | 136<br>38.6  | 54<br>28.7                    | 35<br>27.0   | 191<br>38.4  | 105<br>26.5                          | 100<br>36.4  | 56<br>48.4   | 63<br>30.6   | 49<br>28.6   | 58<br>35.7   | 70<br>42.7   | 49<br>31.4   |
| Not Important at All       | 37<br>4.3                           | 3<br>1.2     | 2<br>1.4     | 26<br>7.4    | 2<br>1.0                      | 1<br>0.7     | 28<br>5.7    | 2<br>0.4                             | 11<br>4.1    | 16<br>13.9   | 2<br>1.0     | 6<br>3.5     | 8<br>4.7     | 14<br>8.7    | 7<br>4.5     |
| No Opinion                 | 16<br>1.9                           | 3<br>1.3     | 3<br>2.0     | 5<br>1.4     | 1<br>0.6                      | 3<br>2.4     | 7<br>1.4     | 2<br>0.4                             | 8<br>3.0     | 1<br>0.9     | 2<br>0.8     | 6<br>3.2     | 2<br>1.2     | 3<br>2.0     | 3<br>2.3     |

Table 58

Police and Public Safety Questions

T50. [LAND USE AND PLANNING ISSUES] Water use and conservation

|                      | GENDER |       |        | GENZ AND MILLENNIALS |            |          |          | GEN X      |          |          | BOOMERS AND SILENT |          |          |          | CONSOLIDATED AGE |       |         | RACE ETHNICITY |           |       |
|----------------------|--------|-------|--------|----------------------|------------|----------|----------|------------|----------|----------|--------------------|----------|----------|----------|------------------|-------|---------|----------------|-----------|-------|
|                      | TOTAL  | MEN   | WO MEN | GENZ 18-24           | MILL 25-39 | MILL MEN | MILL WOM | GENX 40-54 | GENX MEN | GENX WOM | BOOM 55-74         | BOOM MEN | BOOM WOM | SLNT 75+ | 18-39            | 40-64 | 65 PLUS | WHI TE         | HISP ANIC | OTH   |
| TOTAL                | 861    | 435   | 424    | 86                   | 258        | 127      | 131      | 198        | 106      | 91       | 258                | 131      | 127      | 60       | 344              | 336   | 181     | 603            | 215       | 43    |
|                      | 100.0  | 100.0 | 100.0  | 100.0                | 100.0      | 100.0    | 100.0    | 100.0      | 100.0    | 100.0    | 100.0              | 100.0    | 100.0    | 100.0    | 100.0            | 100.0 | 100.0   | 100.0          | 100.0     | 100.0 |
| Extremely            | 717    | 334   | 381    | 86                   | 204        | 87       | 117      | 169        | 87       | 81       | 216                | 104      | 112      | 42       | 290              | 285   | 142     | 505            | 180       | 32    |
| Very Combined        | 83.3   | 76.9  | 90.0   | 100.0                | 79.1       | 68.4     | 89.4     | 85.2       | 82.3     | 89.2     | 83.7               | 79.3     | 88.4     | 69.1     | 84.3             | 84.8  | 78.3    | 83.8           | 83.7      | 73.4  |
|                      |        |       |        |                      |            |          |          |            |          |          |                    |          |          |          |                  |       |         |                |           |       |
| Extremely Important  | 422    | 175   | 245    | 62                   | 128        | 55       | 73       | 96         | 42       | 54       | 115                | 44       | 71       | 21       | 190              | 160   | 72      | 297            | 106       | 18    |
|                      | 49.0   | 40.4  | 57.8   | 71.9                 | 49.5       | 42.9     | 55.7     | 48.5       | 39.8     | 59.0     | 44.5               | 33.5     | 56.0     | 34.7     | 55.1             | 47.5  | 40.0    | 49.3           | 49.4      | 41.8  |
| Very Important       | 295    | 159   | 136    | 24                   | 76         | 32       | 44       | 73         | 45       | 27       | 101                | 60       | 41       | 21       | 101              | 125   | 69      | 208            | 74        | 14    |
|                      | 34.3   | 36.5  | 32.2   | 28.1                 | 29.6       | 25.5     | 33.7     | 36.7       | 42.5     | 30.3     | 39.2               | 45.8     | 32.4     | 34.3     | 29.2             | 37.3  | 38.3    | 34.5           | 34.3      | 31.6  |
|                      |        |       |        |                      |            |          |          |            |          |          |                    |          |          |          |                  |       |         |                |           |       |
| Somewhat Important   | 107    | 84    | 23     |                      | 30         | 27       | 3        | 26         | 18       | 7        | 34                 | 24       | 11       | 16       | 30               | 43    | 33      | 80             | 17        | 9     |
|                      | 12.4   | 19.2  | 5.4    |                      | 11.8       | 21.2     | 2.6      | 13.3       | 17.3     | 8.2      | 13.3               | 18.1     | 8.4      | 26.5     | 8.8              | 12.9  | 18.5    | 13.3           | 8.1       | 21.7  |
| Not Important at All | 26     | 14    | 11     |                      | 15         | 11       | 5        | 2          | 0.4      | 1        | 8                  | 3        | 4        | 1        | 15               | 7     | 5       | 12             | 12        | 2     |
|                      | 3.1    | 3.3   | 2.7    |                      | 5.9        | 8.3      | 3.5      | 1.0        |          | 1.6      | 3.0                | 2.6      | 3.2      | 2.2      | 4.4              | 2.0   | 2.5     | 2.0            | 5.6       | 5.0   |
|                      |        |       |        |                      |            |          |          |            |          |          |                    |          |          |          |                  |       |         |                |           |       |
| No Opinion           | 11     | 3     | 8      |                      | 8          | 3        | 6        | 1          |          | 1        |                    |          |          | 1        | 8                | 1     | 1       | 5              | 6         |       |
|                      | 1.2    | 0.6   | 1.9    |                      | 3.3        | 2.1      | 4.4      | 0.5        |          | 1.0      |                    |          |          | 2.2      | 2.5              | 0.3   | 0.7     | 0.8            | 2.7       |       |

City of Glenwood Springs Community Survey, 861n, +- 3.15% MoE, September 7th - 22nd, 2021, Weighted Crosstabs  
Table 58  
Police and Public Safety Questions  
T50. [LAND USE AND PLANNING ISSUES] Water use and conservavtion

|                      | LIVED IN GLENWOOD SPRINGS |           |       |       |       |       |         |         |         | INCOME   |         |         |          |           |           |           | CONSOLIDATED INCOME |          |           | FOCUS ON RESIDENTS VS TOURISTS |          |          |
|----------------------|---------------------------|-----------|-------|-------|-------|-------|---------|---------|---------|----------|---------|---------|----------|-----------|-----------|-----------|---------------------|----------|-----------|--------------------------------|----------|----------|
|                      | TOTAL                     | LESS YEAR | 1 5   | 6 10  | 11 15 | 16 20 | MORE 20 | LESS 10 | MORE 10 | LESS 30K | 31K 50K | 50K 75K | 75K 100K | 100K 125K | 125K 150K | MORE 150K | LESS 50K            | 51K 100K | MORE 100K | RESI DENT                      | BAL ANCE | TOUR IST |
| TOTAL                | 861                       | 15        | 154   | 111   | 93    | 111   | 377     | 280     | 581     | 47       | 108     | 147     | 133      | 130       | 55        | 124       | 155                 | 280      | 309       | 56                             | 236      | 484      |
|                      | 100.0                     | 100.0     | 100.0 | 100.0 | 100.0 | 100.0 | 100.0   | 100.0   | 100.0   | 100.0    | 100.0   | 100.0   | 100.0    | 100.0     | 100.0     | 100.0     | 100.0               | 100.0    | 100.0     | 100.0                          | 100.0    | 100.0    |
| Extremely            | 717                       | 15        | 134   | 84    | 76    | 98    | 310     | 233     | 484     | 37       | 91      | 135     | 118      | 103       | 42        | 99        | 129                 | 253      | 244       | 21                             | 204      | 417      |
| Very Combined        | 83.3                      | 100.0     | 87.1  | 75.6  | 81.7  | 88.4  | 82.2    | 83.2    | 83.3    | 78.7     | 84.9    | 91.4    | 88.8     | 79.2      | 77.0      | 79.9      | 83.0                | 90.1     | 79.1      | 38.2                           | 86.6     | 86.3     |
|                      |                           |           |       |       |       |       |         |         |         |          |         |         |          |           |           |           |                     |          |           |                                |          |          |
| Extremely Important  | 422                       | 6         | 89    | 52    | 44    | 41    | 190     | 147     | 275     | 19       | 59      | 74      | 75       | 60        | 23        | 53        | 78                  | 149      | 136       | 10                             | 122      | 247      |
|                      | 49.0                      | 41.6      | 57.9  | 46.3  | 46.9  | 37.3  | 50.4    | 52.4    | 47.3    | 39.9     | 54.8    | 50.3    | 56.3     | 46.4      | 41.8      | 42.5      | 50.3                | 53.2     | 44.0      | 17.4                           | 51.8     | 51.1     |
| Very Important       | 295                       | 9         | 45    | 33    | 32    | 57    | 120     | 86      | 209     | 18       | 32      | 60      | 43       | 43        | 19        | 46        | 51                  | 104      | 108       | 12                             | 82       | 170      |
|                      | 34.3                      | 58.4      | 29.3  | 29.3  | 34.8  | 51.0  | 31.8    | 30.8    | 35.9    | 38.8     | 30.0    | 41.0    | 32.5     | 32.8      | 35.2      | 37.4      | 32.7                | 37.0     | 35.1      | 20.8                           | 34.8     | 35.2     |
|                      |                           |           |       |       |       |       |         |         |         |          |         |         |          |           |           |           |                     |          |           |                                |          |          |
| Somewhat Important   | 107                       |           | 7     | 16    | 14    | 11    | 60      | 23      | 84      | 1        | 5       | 12      | 13       | 22        | 11        | 21        | 7                   | 25       | 54        | 20                             | 26       | 53       |
|                      | 12.4                      |           | 4.4   | 14.5  | 15.2  | 9.5   | 15.8    | 8.2     | 14.5    | 2.8      | 4.9     | 8.4     | 9.5      | 17.0      | 20.7      | 16.6      | 4.3                 | 8.9      | 17.5      | 36.6                           | 11.2     | 11.0     |
| Not Important at All | 26                        |           | 13    | 1     | 3     | 2     | 8       | 14      | 13      | 2        | 11      | 0.2     | 2        | 3         | 1         | 4         | 13                  | 3        | 9         | 14                             | 5        | 6        |
|                      | 3.1                       |           | 8.5   | 0.6   | 3.2   | 1.8   | 2.0     | 4.9     | 2.2     | 3.5      | 10.2    |         | 1.8      | 2.3       | 2.3       | 3.5       | 8.1                 | 1.0      | 2.8       | 25.2                           | 2.2      | 1.1      |
|                      |                           |           |       |       |       |       |         |         |         |          |         |         |          |           |           |           |                     |          |           |                                |          |          |
| No Opinion           | 11                        |           |       | 10    |       | 0.3   |         | 10      | 0.1     | 7        |         |         |          | 2         |           |           | 7                   |          | 2         |                                |          | 7        |
|                      | 1.2                       |           |       | 9.3   |       |       |         | 3.7     |         | 15.0     |         |         |          | 1.5       |           |           | 4.6                 |          | 0.6       |                                |          | 1.5      |

Table 58

Police and Public Safety Questions

T50. [LAND USE AND PLANNING ISSUES] Water use and conservation

|                            | DEVELOPMENT OF NEW HOUSING FOR SALE |              |              |              | DEVELOPMENT OF NEW APARTMENTS |              |              | RATE OF RETAIL AND COMMERCIAL GROWTH |              |              | WARD         |              |              |              |              |
|----------------------------|-------------------------------------|--------------|--------------|--------------|-------------------------------|--------------|--------------|--------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
|                            | TOTAL                               | TOO SLOW     | RGHT AMNT    | TOO FAST     | TOO SLOW                      | RGHT AMNT    | TOO FAST     | TOO SLOW                             | RGHT AMNT    | TOO FAST     | WARD 1       | WARD 2       | WARD 3       | WARD 4       | WARD 5       |
| TOTAL                      | 861<br>100.0                        | 262<br>100.0 | 155<br>100.0 | 353<br>100.0 | 190<br>100.0                  | 130<br>100.0 | 498<br>100.0 | 396<br>100.0                         | 274<br>100.0 | 116<br>100.0 | 207<br>100.0 | 172<br>100.0 | 164<br>100.0 | 164<br>100.0 | 155<br>100.0 |
| Extremely<br>Very Combined | 717<br>83.3                         | 223<br>85.1  | 126<br>81.1  | 285<br>80.7  | 166<br>87.8                   | 109<br>83.6  | 405<br>81.4  | 334<br>84.2                          | 240<br>87.5  | 74<br>63.9   | 167<br>80.9  | 147<br>85.1  | 143<br>87.4  | 118<br>72.2  | 142<br>91.6  |
| Extremely Important        | 422                                 | 136          | 65           | 171          | 107                           | 59           | 235          | 188                                  | 148          | 40           | 89           | 93           | 80           | 80           | 80           |
|                            | 49.0                                | 52.1         | 41.8         | 48.5         | 56.4                          | 45.6         | 47.2         | 47.4                                 | 53.9         | 34.7         | 43.1         | 53.9         | 49.0         | 48.8         | 51.4         |
| Very Important             | 295                                 | 86           | 61           | 114          | 59                            | 49           | 170          | 146                                  | 92           | 34           | 78           | 54           | 63           | 38           | 62           |
|                            | 34.3                                | 33.0         | 39.3         | 32.2         | 31.4                          | 38.0         | 34.2         | 36.8                                 | 33.6         | 29.3         | 37.7         | 31.1         | 38.4         | 23.4         | 40.2         |
| Somewhat Important         | 107                                 | 36           | 25           | 43           | 20                            | 19           | 64           | 51                                   | 28           | 24           | 33           | 21           | 17           | 24           | 12           |
|                            | 12.4                                | 13.7         | 16.2         | 12.1         | 10.8                          | 14.4         | 12.9         | 12.9                                 | 10.4         | 20.9         | 16.2         | 12.2         | 10.4         | 14.7         | 7.6          |
| Not Important at All       | 26                                  | 3            | 3            | 19           | 3                             | 1            | 22           | 5                                    | 3            | 18           | 4            | 5            | 4            | 13           | 1            |
|                            | 3.1                                 | 1.1          | 1.9          | 5.4          | 1.5                           | 1.0          | 4.5          | 1.3                                  | 1.2          | 15.2         | 2.0          | 2.7          | 2.2          | 7.9          | 0.6          |
| No Opinion                 | 11                                  |              | 1            | 6            |                               | 1            | 6            | 7                                    | 3            |              | 2            |              |              | 8            | 0.2          |
|                            | 1.2                                 |              | 0.9          | 1.7          |                               | 1.0          | 1.2          | 1.7                                  | 1.0          |              | 0.9          |              |              | 5.2          |              |

Table 59

T51. LAND USE AND PLANNING ISSUES] Economic development

|                            | GENDER       |              |              | GENZ AND MILLENNIALS |              |              |              | GEN X        |              |             | BOOMERS AND SILENT |              |              |             | CONSOLIDATED AGE |              |              | RACE ETHNICITY |              |             |
|----------------------------|--------------|--------------|--------------|----------------------|--------------|--------------|--------------|--------------|--------------|-------------|--------------------|--------------|--------------|-------------|------------------|--------------|--------------|----------------|--------------|-------------|
|                            | TOTAL        | MEN          | WO MEN       | GENZ 18-24           | MILL 25-39   | MILL MEN     | MILL WOM     | GENX 40-54   | GENX MEN     | GENX WOM    | BOOM 55-74         | BOOM MEN     | BOOM WOM     | SLNT 75+    | 18-39            | 40-64        | 65 PLUS      | WHI TE         | HISP ANIC    | OTH         |
| TOTAL                      | 861<br>100.0 | 435<br>100.0 | 424<br>100.0 | 86<br>100.0          | 258<br>100.0 | 127<br>100.0 | 131<br>100.0 | 198<br>100.0 | 106<br>100.0 | 91<br>100.0 | 258<br>100.0       | 131<br>100.0 | 127<br>100.0 | 60<br>100.0 | 344<br>100.0     | 336<br>100.0 | 181<br>100.0 | 603<br>100.0   | 215<br>100.0 | 43<br>100.0 |
| Extremely<br>Very Combined | 535<br>62.1  | 243<br>56.0  | 291<br>68.6  | 77<br>89.6           | 161<br>62.3  | 67<br>52.4   | 94<br>71.9   | 121<br>61.2  | 66<br>62.6   | 55<br>60.4  | 143<br>55.4        | 63<br>48.2   | 80<br>63.0   | 33<br>54.0  | 238<br>69.1      | 204<br>60.9  | 92<br>51.1   | 345<br>57.3    | 166<br>77.2  | 24<br>55.1  |
| Extremely Important        | 219<br>25.4  | 81<br>18.5   | 138<br>32.5  | 60<br>69.9           | 66<br>25.4   | 23<br>18.0   | 43<br>32.8   | 41<br>20.6   | 22<br>20.8   | 19<br>20.5  | 47<br>18.0         | 15<br>11.8   | 31<br>24.4   | 5<br>9.1    | 126<br>36.6      | 69<br>20.5   | 24<br>13.1   | 112<br>18.5    | 102<br>47.3  | 5<br>12.2   |
| Very Important             | 316<br>36.7  | 163<br>37.4  | 153<br>36.2  | 17<br>19.7           | 95<br>36.9   | 44<br>34.4   | 51<br>39.0   | 80<br>40.6   | 44<br>41.8   | 36<br>39.9  | 97<br>37.4         | 48<br>36.4   | 49<br>38.6   | 27<br>44.9  | 112<br>32.6      | 135<br>40.3  | 69<br>38.0   | 233<br>38.7    | 64<br>29.9   | 18<br>42.8  |
| Somewhat Important         | 251<br>29.2  | 146<br>33.5  | 104<br>24.7  | 2<br>2.2             | 79<br>30.6   | 47<br>37.2   | 32<br>24.2   | 62<br>31.5   | 33<br>30.9   | 29<br>31.6  | 88<br>34.0         | 54<br>41.4   | 34<br>26.5   | 20<br>33.0  | 81<br>23.5       | 99<br>29.6   | 71<br>39.1   | 192<br>31.9    | 42<br>19.6   | 17<br>38.4  |
| Not Important at All       | 58<br>6.7    | 39<br>8.9    | 18<br>4.3    | 7<br>8.2             | 13<br>4.9    | 9<br>7.3     | 3<br>2.6     | 12<br>6.0    | 6<br>6.1     | 5<br>5.7    | 19<br>7.5          | 12<br>9.3    | 7<br>5.4     | 6<br>10.7   | 20<br>5.7        | 22<br>6.6    | 16<br>8.6    | 52<br>8.7      | 3<br>1.3     | 2<br>5.5    |
| No Opinion                 | 17<br>2.0    | 7<br>1.6     | 10<br>2.4    |                      | 6<br>2.2     | 4<br>3.0     | 2<br>1.3     | 3<br>1.3     | 0.4          | 2<br>2.4    | 8<br>3.0           | 1<br>1.1     | 6<br>5.1     | 1<br>2.3    | 6<br>1.6         | 10<br>2.9    | 2<br>1.1     | 13<br>2.2      | 4<br>1.8     | 1.1         |



Table 59

T51. LAND USE AND PLANNING ISSUES] Economic development

|                      | LIVED IN GLENWOOD SPRINGS |           |       |       |       |       |         |         |         | INCOME   |         |         |          |           |           |           | CONSOLIDATED INCOME |          |           | FOCUS ON RESIDENTS VS TOURISTS |          |          |
|----------------------|---------------------------|-----------|-------|-------|-------|-------|---------|---------|---------|----------|---------|---------|----------|-----------|-----------|-----------|---------------------|----------|-----------|--------------------------------|----------|----------|
|                      | TOTAL                     | LESS YEAR | 1 5   | 6 10  | 11 15 | 16 20 | MORE 20 | LESS 10 | MORE 10 | LESS 30K | 31K 50K | 50K 75K | 75K 100K | 100K 125K | 125K 150K | MORE 150K | LESS 50K            | 51K 100K | MORE 100K | RESI DENT                      | BAL ANCE | TOUR IST |
| TOTAL                | 861                       | 15        | 154   | 111   | 93    | 111   | 377     | 280     | 581     | 47       | 108     | 147     | 133      | 130       | 55        | 124       | 155                 | 280      | 309       | 56                             | 236      | 484      |
|                      | 100.0                     | 100.0     | 100.0 | 100.0 | 100.0 | 100.0 | 100.0   | 100.0   | 100.0   | 100.0    | 100.0   | 100.0   | 100.0    | 100.0     | 100.0     | 100.0     | 100.0               | 100.0    | 100.0     | 100.0                          | 100.0    | 100.0    |
| Extremely            | 535                       | 9         | 97    | 66    | 60    | 74    | 230     | 171     | 363     | 33       | 70      | 95      | 74       | 81        | 31        | 77        | 103                 | 169      | 189       | 19                             | 162      | 298      |
| Very Combined        | 62.1                      | 59.4      | 63.0  | 59.3  | 64.0  | 66.7  | 60.9    | 61.3    | 62.5    | 69.3     | 64.9    | 64.8    | 55.6     | 62.4      | 57.2      | 62.0      | 66.2                | 60.5     | 61.3      | 33.8                           | 68.6     | 61.7     |
| Extremely Important  | 219                       | 2         | 32    | 24    | 22    | 29    | 109     | 58      | 160     | 13       | 43      | 40      | 28       | 21        | 11        | 26        | 56                  | 67       | 58        | 5                              | 71       | 116      |
|                      | 25.4                      | 15.6      | 20.8  | 21.7  | 23.9  | 26.3  | 28.8    | 20.9    | 27.5    | 28.3     | 39.7    | 26.8    | 20.8     | 15.7      | 20.9      | 20.8      | 36.2                | 24.0     | 18.7      | 9.2                            | 30.0     | 24.0     |
| Very Important       | 316                       | 6         | 65    | 42    | 37    | 45    | 121     | 113     | 203     | 19       | 27      | 56      | 46       | 61        | 20        | 51        | 47                  | 102      | 132       | 14                             | 91       | 182      |
|                      | 36.7                      | 43.8      | 42.2  | 37.6  | 40.1  | 40.4  | 32.1    | 40.4    | 35.0    | 40.9     | 25.2    | 38.0    | 34.8     | 46.6      | 36.3      | 41.2      | 30.0                | 36.5     | 42.6      | 24.6                           | 38.6     | 37.7     |
| Somewhat Important   | 251                       | 4         | 49    | 35    | 29    | 23    | 111     | 88      | 163     | 10       | 30      | 42      | 41       | 38        | 20        | 39        | 40                  | 83       | 97        | 23                             | 57       | 148      |
|                      | 29.2                      | 27.2      | 31.8  | 31.4  | 30.9  | 20.7  | 29.5    | 31.4    | 28.1    | 21.1     | 28.1    | 28.4    | 31.1     | 28.9      | 36.9      | 31.9      | 26.0                | 29.7     | 31.5      | 41.8                           | 24.4     | 30.5     |
| Not Important at All | 58                        | 2         | 6     | 6     | 2     | 13    | 28      | 14      | 43      | 2        | 3       | 8       | 16       | 8         | 3         | 6         | 5                   | 24       | 17        | 14                             | 12       | 27       |
|                      | 6.7                       | 13.4      | 3.8   | 5.7   | 2.5   | 11.8  | 7.4     | 5.0     | 7.5     | 4.3      | 2.9     | 5.1     | 12.2     | 6.2       | 4.8       | 5.0       | 3.4                 | 8.5      | 5.5       | 24.4                           | 5.1      | 5.7      |
| No Opinion           | 17                        |           | 2     | 4     | 2     | 1     | 8       | 6       | 11      | 2        | 4       | 3       | 1        | 3         | 1         | 1         | 7                   | 4        | 5         |                                | 5        | 10       |
|                      | 2.0                       |           | 1.4   | 3.6   | 2.5   | 0.7   | 2.1     | 2.2     | 1.9     | 5.3      | 4.1     | 1.7     | 1.0      | 2.5       | 1.1       | 1.1       | 4.4                 | 1.4      | 1.7       |                                | 2.0      | 2.1      |

Table 59

T51. LAND USE AND PLANNING ISSUES] Economic development

|                            | DEVELOPMENT OF NEW HOUSING FOR SALE |              |              |              | DEVELOPMENT OF NEW APARTMENTS |              |              | RATE OF RETAIL AND COMMERCIAL GROWTH |              |              | WARD         |              |              |              |              |
|----------------------------|-------------------------------------|--------------|--------------|--------------|-------------------------------|--------------|--------------|--------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
|                            | TOTAL                               | TOO SLOW     | RGHT AMNT    | TOO FAST     | TOO SLOW                      | RGHT AMNT    | TOO FAST     | TOO SLOW                             | RGHT AMNT    | TOO FAST     | WARD 1       | WARD 2       | WARD 3       | WARD 4       | WARD 5       |
| TOTAL                      | 861<br>100.0                        | 262<br>100.0 | 155<br>100.0 | 353<br>100.0 | 190<br>100.0                  | 130<br>100.0 | 498<br>100.0 | 396<br>100.0                         | 274<br>100.0 | 116<br>100.0 | 207<br>100.0 | 172<br>100.0 | 164<br>100.0 | 164<br>100.0 | 155<br>100.0 |
| Extremely<br>Very Combined | 535<br>62.1                         | 200<br>76.3  | 100<br>64.3  | 179<br>50.7  | 157<br>82.6                   | 94<br>72.5   | 258<br>51.9  | 312<br>78.6                          | 147<br>53.7  | 31<br>27.0   | 123<br>59.3  | 128<br>74.3  | 93<br>56.9   | 97<br>59.2   | 94<br>60.9   |
| Extremely Important        | 219<br>25.4                         | 91<br>34.8   | 27<br>17.6   | 80<br>22.6   | 72<br>38.2                    | 32<br>24.2   | 111<br>22.3  | 154<br>38.8                          | 42<br>15.2   | 16<br>13.6   | 31<br>15.0   | 69<br>40.0   | 32<br>19.4   | 45<br>27.4   | 42<br>27.3   |
| Very Important             | 316<br>36.7                         | 109<br>41.5  | 73<br>46.7   | 99<br>28.1   | 84<br>44.4                    | 63<br>48.3   | 147<br>29.6  | 158<br>39.8                          | 105<br>38.5  | 16<br>13.4   | 92<br>44.4   | 59<br>34.3   | 61<br>37.5   | 52<br>31.8   | 52<br>33.7   |
| Somewhat Important         | 251<br>29.2                         | 52<br>19.9   | 51<br>32.6   | 129<br>36.5  | 27<br>14.3                    | 30<br>22.7   | 184<br>37.0  | 71<br>17.8                           | 99<br>36.0   | 61<br>52.4   | 69<br>33.4   | 35<br>20.3   | 45<br>27.7   | 53<br>32.1   | 49<br>31.7   |
| Not Important at All       | 58<br>6.7                           | 8<br>3.1     | 3<br>2.0     | 41<br>11.7   | 5<br>2.9                      | 3<br>2.2     | 44<br>8.8    | 11<br>2.9                            | 18<br>6.6    | 21<br>18.1   | 8<br>4.1     | 5<br>3.0     | 23<br>14.1   | 10<br>6.3    | 11<br>6.8    |
| No Opinion                 | 17<br>2.0                           | 2<br>0.6     | 2<br>1.2     | 4<br>1.2     | 0.2                           | 3<br>2.6     | 11<br>2.2    | 3<br>0.8                             | 10<br>3.7    | 3<br>2.4     | 7<br>3.2     | 4<br>2.3     | 2<br>1.2     | 4<br>2.4     | 1<br>0.6     |

Table 60

T52. [LAND USE AND PLANNING ISSUES] Small town character and community

|                            | GENDER       |              |              | GENZ AND MILLENNIALS |              |              |              | GEN X        |              |             | BOOMERS AND SILENT |              |              |             | CONSOLIDATED AGE |              |              | RACE ETHNICITY |              |             |
|----------------------------|--------------|--------------|--------------|----------------------|--------------|--------------|--------------|--------------|--------------|-------------|--------------------|--------------|--------------|-------------|------------------|--------------|--------------|----------------|--------------|-------------|
|                            | TOTAL        | MEN          | WO MEN       | GENZ 18-24           | MILL 25-39   | MILL MEN     | MILL WOM     | GENX 40-54   | GENX MEN     | GENX WOM    | BOOM 55-74         | BOOM MEN     | BOOM WOM     | SLNT 75+    | 18-39            | 40-64        | 65 PLUS      | WHI TE         | HISP ANIC    | OTH         |
| TOTAL                      | 861<br>100.0 | 435<br>100.0 | 424<br>100.0 | 86<br>100.0          | 258<br>100.0 | 127<br>100.0 | 131<br>100.0 | 198<br>100.0 | 106<br>100.0 | 91<br>100.0 | 258<br>100.0       | 131<br>100.0 | 127<br>100.0 | 60<br>100.0 | 344<br>100.0     | 336<br>100.0 | 181<br>100.0 | 603<br>100.0   | 215<br>100.0 | 43<br>100.0 |
| Extremely<br>Very Combined | 650<br>75.5  | 297<br>68.3  | 351<br>82.9  | 28<br>33.1           | 190<br>73.7  | 84<br>66.4   | 106<br>80.9  | 156<br>78.5  | 74<br>69.8   | 80<br>88.6  | 227<br>87.8        | 112<br>85.5  | 114<br>90.2  | 49<br>81.6  | 219<br>63.6      | 270<br>80.5  | 161<br>89.1  | 469<br>77.7    | 146<br>67.8  | 36<br>83.3  |
| Extremely Important        | 418<br>48.5  | 179<br>41.1  | 237<br>56.0  | 26<br>30.1           | 125<br>48.6  | 61<br>48.1   | 64<br>48.9   | 92<br>46.6   | 39<br>36.9   | 52<br>57.4  | 147<br>57.0        | 66<br>50.7   | 80<br>63.6   | 27<br>44.3  | 151<br>44.0      | 169<br>50.5  | 97<br>53.6   | 294<br>48.7    | 101<br>46.7  | 23<br>54.3  |
| Very Important             | 233<br>27.0  | 118<br>27.2  | 114<br>27.0  | 3<br>2.9             | 65<br>25.1   | 23<br>18.2   | 42<br>32.0   | 63<br>31.9   | 35<br>32.8   | 28<br>31.2  | 79<br>30.8         | 46<br>34.9   | 34<br>26.6   | 22<br>37.3  | 67<br>19.6       | 101<br>30.0  | 64<br>35.6   | 175<br>29.0    | 45<br>21.1   | 12<br>29.0  |
| Somewhat Important         | 140<br>16.3  | 77<br>17.8   | 63<br>14.8   | 37<br>43.4           | 35<br>13.7   | 17<br>13.2   | 18<br>14.1   | 32<br>16.3   | 24<br>22.2   | 9<br>9.7    | 26<br>9.9          | 14<br>11.0   | 11<br>8.7    | 10<br>16.1  | 73<br>21.1       | 51<br>15.3   | 16<br>9.1    | 105<br>17.4    | 30<br>13.9   | 6<br>13.7   |
| Not Important at All       | 65<br>7.6    | 60<br>13.8   | 5<br>1.2     | 20<br>23.6           | 29<br>11.1   | 26<br>20.4   | 3<br>2.1     | 9<br>4.6     | 8<br>7.5     | 1<br>1.1    | 6<br>2.3           | 4<br>3.4     | 1<br>1.1     | 1<br>2.3    | 49<br>14.2       | 13<br>3.9    | 3<br>1.8     | 28<br>4.6      | 36<br>16.7   | 1<br>3.0    |
| No Opinion                 | 5<br>0.6     | 1<br>0.1     | 4<br>1.0     |                      | 4<br>1.5     |              | 4<br>2.9     | 1<br>0.6     | 1<br>0.6     | 1<br>0.6    |                    |              |              |             | 4<br>1.1         | 1<br>0.3     |              | 2<br>0.3       | 3<br>1.6     |             |

Table 60

T52. [LAND USE AND PLANNING ISSUES] Small town character and community

|                            | LIVED IN GLENWOOD SPRINGS |             |              |              |             |              |              |              |              | INCOME      |              |              |              |              |             |              | CONSOLIDATED INCOME |              |              | FOCUS ON RESIDENTS VS TOURISTS |              |              |
|----------------------------|---------------------------|-------------|--------------|--------------|-------------|--------------|--------------|--------------|--------------|-------------|--------------|--------------|--------------|--------------|-------------|--------------|---------------------|--------------|--------------|--------------------------------|--------------|--------------|
|                            | TOTAL                     | LESS YEAR   | 1 5          | 6 10         | 11 15       | 16 20        | MORE 20      | LESS 10      | MORE 10      | LESS 30K    | 31K 50K      | 50K 75K      | 75K 100K     | 100K 125K    | 125K 150K   | MORE 150K    | LESS 50K            | 51K 100K     | MORE 100K    | RESI DENT                      | BAL ANCE     | TOUR IST     |
| TOTAL                      | 861<br>100.0              | 15<br>100.0 | 154<br>100.0 | 111<br>100.0 | 93<br>100.0 | 111<br>100.0 | 377<br>100.0 | 280<br>100.0 | 581<br>100.0 | 47<br>100.0 | 108<br>100.0 | 147<br>100.0 | 133<br>100.0 | 130<br>100.0 | 55<br>100.0 | 124<br>100.0 | 155<br>100.0        | 280<br>100.0 | 309<br>100.0 | 56<br>100.0                    | 236<br>100.0 | 484<br>100.0 |
| Extremely<br>Very Combined | 650<br>75.5               | 9<br>64.1   | 121<br>78.7  | 87<br>78.6   | 72<br>76.7  | 74<br>66.6   | 287<br>76.2  | 218<br>77.9  | 433<br>74.4  | 39<br>82.0  | 79<br>73.7   | 122<br>83.0  | 97<br>73.3   | 103<br>79.2  | 44<br>79.8  | 89<br>72.0   | 118<br>76.2         | 220<br>78.4  | 236<br>76.4  | 52<br>92.8                     | 173<br>73.3  | 359<br>74.3  |
| Extremely Important        | 418<br>48.5               | 4<br>29.2   | 75<br>48.8   | 52<br>47.0   | 48<br>51.2  | 45<br>40.3   | 194<br>51.4  | 132<br>47.1  | 286<br>49.2  | 24<br>49.8  | 52<br>48.7   | 74<br>50.1   | 57<br>43.0   | 72<br>54.9   | 34<br>62.0  | 53<br>43.2   | 76<br>49.0          | 131<br>46.7  | 159<br>51.5  | 44<br>79.6                     | 105<br>44.4  | 231<br>47.7  |
| Very Important             | 233<br>27.0               | 5<br>34.9   | 46<br>29.8   | 35<br>31.6   | 24<br>25.4  | 29<br>26.4   | 94<br>24.8   | 86<br>30.8   | 147<br>25.2  | 15<br>32.2  | 27<br>25.0   | 49<br>32.9   | 40<br>30.3   | 32<br>24.3   | 10<br>17.7  | 36<br>28.8   | 42<br>27.2          | 89<br>31.7   | 77<br>24.9   | 7<br>13.2                      | 68<br>28.9   | 129<br>26.6  |
| Somewhat Important         | 140<br>16.3               | 2<br>11.7   | 24<br>15.7   | 21<br>18.8   | 16<br>16.7  | 24<br>21.6   | 54<br>14.3   | 47<br>16.7   | 94<br>16.1   | 9<br>18.0   | 5<br>4.6     | 14<br>9.2    | 28<br>21.3   | 13<br>10.0   | 9<br>15.9   | 25<br>20.4   | 13<br>8.7           | 42<br>15.0   | 47<br>15.2   | 3<br>5.7                       | 34<br>14.5   | 93<br>19.2   |
| Not Important at All       | 65<br>7.6                 | 4<br>24.3   | 9<br>5.6     | 2<br>2.1     | 6<br>6.6    | 10<br>8.7    | 35<br>9.2    | 15<br>5.2    | 51<br>8.7    |             | 23<br>21.7   | 10<br>7.0    | 4<br>2.9     | 14<br>10.4   | 2<br>4.3    | 9<br>7.6     | 23<br>15.1          | 14<br>5.1    | 25<br>8.2    | 1<br>1.4                       | 28<br>12.0   | 31<br>6.4    |
| No Opinion                 | 5<br>0.6                  |             |              | 1<br>0.5     |             | 3<br>3.0     | 1<br>0.3     | 1<br>0.2     | 4<br>0.8     |             |              | 1<br>0.7     | 3<br>2.5     | 1<br>0.4     |             |              |                     | 4<br>1.6     | 1<br>0.2     |                                | 1<br>0.3     | 0.1          |

Table 60

T52. [LAND USE AND PLANNING ISSUES] Small town character and community

|                            | DEVELOPMENT OF NEW HOUSING FOR SALE |              |              |              | DEVELOPMENT OF NEW APARTMENTS |              |              | RATE OF RETAIL AND COMMERCIAL GROWTH |              |              | WARD         |              |              |              |              |
|----------------------------|-------------------------------------|--------------|--------------|--------------|-------------------------------|--------------|--------------|--------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
|                            | TOTAL                               | TOO SLOW     | RGHT AMNT    | TOO FAST     | TOO SLOW                      | RGHT AMNT    | TOO FAST     | TOO SLOW                             | RGHT AMNT    | TOO FAST     | WARD 1       | WARD 2       | WARD 3       | WARD 4       | WARD 5       |
| TOTAL                      | 861<br>100.0                        | 262<br>100.0 | 155<br>100.0 | 353<br>100.0 | 190<br>100.0                  | 130<br>100.0 | 498<br>100.0 | 396<br>100.0                         | 274<br>100.0 | 116<br>100.0 | 207<br>100.0 | 172<br>100.0 | 164<br>100.0 | 164<br>100.0 | 155<br>100.0 |
| Extremely<br>Very Combined | 650<br>75.5                         | 155<br>59.1  | 125<br>80.4  | 292<br>82.9  | 104<br>54.6                   | 97<br>74.7   | 416<br>83.5  | 260<br>65.6                          | 234<br>85.3  | 106<br>91.4  | 157<br>76.1  | 133<br>77.2  | 127<br>77.5  | 105<br>64.2  | 128<br>82.9  |
| Extremely Important        | 418<br>48.5                         | 81<br>31.1   | 76<br>49.2   | 220<br>62.3  | 53<br>28.0                    | 56<br>43.1   | 292<br>58.6  | 151<br>38.0                          | 156<br>57.0  | 87<br>74.5   | 99<br>48.1   | 85<br>49.2   | 72<br>44.1   | 73<br>44.8   | 88<br>56.9   |
| Very Important             | 233<br>27.0                         | 73<br>28.0   | 48<br>31.2   | 72<br>20.5   | 50<br>26.6                    | 41<br>31.6   | 124<br>24.9  | 109<br>27.6                          | 78<br>28.3   | 20<br>16.9   | 58<br>28.0   | 48<br>28.1   | 55<br>33.4   | 32<br>19.4   | 40<br>26.0   |
| Somewhat Important         | 140<br>16.3                         | 49<br>18.7   | 23<br>14.9   | 58<br>16.6   | 37<br>19.5                    | 25<br>19.1   | 72<br>14.5   | 80<br>20.1                           | 33<br>12.2   | 8<br>6.9     | 31<br>14.9   | 9<br>5.2     | 36<br>21.8   | 46<br>28.0   | 19<br>12.4   |
| Not Important at All       | 65<br>7.6                           | 55<br>20.9   | 7<br>4.6     | 1<br>0.3     | 49<br>25.9                    | 8<br>6.2     | 5<br>1.1     | 52<br>13.1                           | 7<br>2.5     | 2<br>1.7     | 18<br>8.7    | 26<br>15.0   | 1<br>0.7     | 13<br>7.8    | 7<br>4.7     |
| No Opinion                 | 5<br>0.6                            | 3<br>1.3     |              | 1<br>0.3     |                               |              | 4<br>0.9     | 5<br>1.3                             |              |              | 1<br>0.3     | 4<br>2.6     |              |              |              |



Table 61

T53. [LAND USE AND PLANNING ISSUES] Tourism

|                            | GENDER       |              |              | GENZ AND MILLENNIALS |              |              |              | GEN X        |              |             | BOOMERS AND SILENT |              |              |             | CONSOLIDATED AGE |              |              | RACE ETHNICITY |              |             |
|----------------------------|--------------|--------------|--------------|----------------------|--------------|--------------|--------------|--------------|--------------|-------------|--------------------|--------------|--------------|-------------|------------------|--------------|--------------|----------------|--------------|-------------|
|                            | TOTAL        | MEN          | WO MEN       | GENZ 18-24           | MILL 25-39   | MILL MEN     | MILL WOM     | GENX 40-54   | GENX MEN     | GENX WOM    | BOOM 55-74         | BOOM MEN     | BOOM WOM     | SLNT 75+    | 18-39            | 40-64        | 65 PLUS      | WHI TE         | HISP ANIC    | OTH         |
| TOTAL                      | 861<br>100.0 | 435<br>100.0 | 424<br>100.0 | 86<br>100.0          | 258<br>100.0 | 127<br>100.0 | 131<br>100.0 | 198<br>100.0 | 106<br>100.0 | 91<br>100.0 | 258<br>100.0       | 131<br>100.0 | 127<br>100.0 | 60<br>100.0 | 344<br>100.0     | 336<br>100.0 | 181<br>100.0 | 603<br>100.0   | 215<br>100.0 | 43<br>100.0 |
| Extremely<br>Very Combined | 497<br>57.8  | 256<br>58.9  | 239<br>56.5  | 46<br>53.4           | 149<br>57.5  | 70<br>54.9   | 78<br>60.0   | 117<br>59.1  | 61<br>57.8   | 55<br>60.4  | 148<br>57.2        | 70<br>53.6   | 77<br>60.9   | 38<br>62.6  | 195<br>56.5      | 203<br>60.6  | 99<br>54.9   | 346<br>57.5    | 131<br>60.7  | 20<br>46.7  |
| Extremely Important        | 148<br>17.2  | 75<br>17.1   | 73<br>17.2   |                      | 53<br>20.4   | 27<br>21.2   | 26<br>19.8   | 37<br>18.7   | 21<br>19.9   | 15<br>16.8  | 50<br>19.2         | 24<br>18.5   | 25<br>20.1   | 9<br>14.6   | 53<br>15.3       | 72<br>21.5   | 23<br>12.9   | 92<br>15.2     | 49<br>22.9   | 7<br>16.7   |
| Very Important             | 349<br>40.5  | 181<br>41.7  | 166<br>39.3  | 46<br>53.4           | 96<br>37.1   | 43<br>33.8   | 52<br>40.2   | 80<br>40.4   | 40<br>37.9   | 40<br>43.6  | 98<br>38.0         | 46<br>35.1   | 52<br>40.9   | 29<br>48.0  | 142<br>41.2      | 131<br>39.1  | 76<br>42.1   | 255<br>42.3    | 81<br>37.8   | 13<br>30.1  |
| Somewhat Important         | 288<br>33.5  | 137<br>31.5  | 151<br>35.6  | 25<br>29.0           | 84<br>32.4   | 39<br>30.5   | 45<br>34.2   | 73<br>37.0   | 41<br>38.6   | 32<br>35.5  | 91<br>35.3         | 48<br>36.2   | 44<br>34.4   | 15<br>25.0  | 109<br>31.5      | 119<br>35.5  | 60<br>33.3   | 212<br>35.2    | 55<br>25.6   | 21<br>48.5  |
| Not Important at All       | 67<br>7.8    | 38<br>8.7    | 29<br>6.9    | 12<br>14.5           | 25<br>9.6    | 17<br>13.5   | 8<br>5.8     | 6<br>3.2     | 4<br>3.7     | 2<br>2.7    | 18<br>6.9          | 12<br>9.3    | 5<br>4.3     | 6<br>10.1   | 37<br>10.8       | 12<br>3.4    | 19<br>10.3   | 36<br>5.9      | 30<br>13.7   | 2<br>4.8    |
| No Opinion                 | 8<br>1.0     | 4<br>0.9     | 4<br>1.0     | 3<br>3.0             | 1<br>0.5     | 1<br>1.1     |              | 1<br>0.6     |              | 1<br>1.3    | 2<br>0.6           | 1<br>0.9     | 1<br>0.4     | 1<br>2.3    | 4<br>1.1         | 2<br>0.5     | 3<br>1.4     | 8<br>1.4       |              |             |

Table 61

T53. [LAND USE AND PLANNING ISSUES] Tourism

|                      | LIVED IN GLENWOOD SPRINGS |           |       |       |       |       |         |         |         | INCOME   |         |         |          |           |           |           | CONSOLIDATED INCOME |          |           | FOCUS ON RESIDENTS VS TOURISTS |          |          |
|----------------------|---------------------------|-----------|-------|-------|-------|-------|---------|---------|---------|----------|---------|---------|----------|-----------|-----------|-----------|---------------------|----------|-----------|--------------------------------|----------|----------|
|                      | TOTAL                     | LESS YEAR | 1 5   | 6 10  | 11 15 | 16 20 | MORE 20 | LESS 10 | MORE 10 | LESS 30K | 31K 50K | 50K 75K | 75K 100K | 100K 125K | 125K 150K | MORE 150K | LESS 50K            | 51K 100K | MORE 100K | RESI DENT                      | BAL ANCE | TOUR IST |
| TOTAL                | 861                       | 15        | 154   | 111   | 93    | 111   | 377     | 280     | 581     | 47       | 108     | 147     | 133      | 130       | 55        | 124       | 155                 | 280      | 309       | 56                             | 236      | 484      |
|                      | 100.0                     | 100.0     | 100.0 | 100.0 | 100.0 | 100.0 | 100.0   | 100.0   | 100.0   | 100.0    | 100.0   | 100.0   | 100.0    | 100.0     | 100.0     | 100.0     | 100.0               | 100.0    | 100.0     | 100.0                          | 100.0    | 100.0    |
| Extremely            | 497                       | 7         | 89    | 66    | 58    | 74    | 203     | 162     | 335     | 37       | 81      | 71      | 68       | 74        | 34        | 79        | 118                 | 139      | 188       | 53                             | 181      | 203      |
| Very Combined        | 57.8                      | 44.5      | 58.2  | 59.8  | 62.0  | 66.9  | 53.8    | 58.1    | 57.6    | 77.1     | 75.7    | 48.1    | 51.1     | 57.0      | 61.9      | 64.3      | 76.1                | 49.5     | 60.8      | 95.8                           | 76.9     | 42.0     |
|                      |                           |           |       |       |       |       |         |         |         |          |         |         |          |           |           |           |                     |          |           |                                |          |          |
| Extremely Important  | 148                       | 2         | 29    | 14    | 18    | 32    | 53      | 45      | 104     | 6        | 25      | 21      | 25       | 17        | 14        | 26        | 32                  | 45       | 56        | 38                             | 50       | 41       |
|                      | 17.2                      | 12.9      | 19.0  | 12.2  | 19.6  | 28.7  | 14.2    | 16.0    | 17.8    | 13.5     | 23.4    | 14.1    | 18.6     | 12.7      | 24.9      | 20.7      | 20.4                | 16.2     | 18.0      | 68.5                           | 21.3     | 8.5      |
| Very Important       | 349                       | 5         | 60    | 53    | 40    | 42    | 149     | 118     | 231     | 30       | 56      | 50      | 43       | 58        | 20        | 54        | 86                  | 93       | 132       | 15                             | 131      | 162      |
|                      | 40.5                      | 31.5      | 39.2  | 47.6  | 42.3  | 38.2  | 39.6    | 42.1    | 39.8    | 63.6     | 52.3    | 34.0    | 32.5     | 44.3      | 37.0      | 43.6      | 55.7                | 33.3     | 42.8      | 27.3                           | 55.6     | 33.6     |
|                      |                           |           |       |       |       |       |         |         |         |          |         |         |          |           |           |           |                     |          |           |                                |          |          |
| Somewhat Important   | 288                       | 5         | 48    | 42    | 30    | 30    | 133     | 95      | 193     | 9        | 21      | 47      | 55       | 40        | 19        | 39        | 30                  | 102      | 98        | 1                              | 49       | 218      |
|                      | 33.5                      | 33.5      | 31.4  | 37.7  | 31.7  | 27.1  | 35.3    | 34.0    | 33.2    | 18.1     | 20.0    | 31.7    | 41.8     | 31.0      | 34.8      | 31.4      | 19.4                | 36.5     | 31.8      | 2.1                            | 20.9     | 45.0     |
| Not Important at All | 67                        | 3         | 16    | 1     | 4     | 4     | 39      | 20      | 47      | 2        | 2       | 30      | 10       | 14        | 2         | 4         | 4                   | 39       | 19        |                                | 5        | 58       |
|                      | 7.8                       | 22.1      | 10.4  | 0.8   | 4.3   | 3.6   | 10.4    | 7.2     | 8.1     | 3.8      | 1.9     | 20.2    | 7.2      | 10.5      | 3.2       | 3.2       | 2.5                 | 14.0     | 6.3       |                                | 2.2      | 11.9     |
|                      |                           |           |       |       |       |       |         |         |         |          |         |         |          |           |           |           |                     |          |           |                                |          |          |
| No Opinion           | 8                         |           |       | 2     | 2     | 3     | 2       | 2       | 6       | 1        | 3       |         |          | 2         |           | 1         | 3                   |          | 3         | 1                              |          | 5        |
|                      | 1.0                       |           |       | 1.7   | 2.0   | 2.4   | 0.5     | 0.7     | 1.1     | 1.1      | 2.4     |         |          | 1.5       |           | 1.1       | 2.0                 |          | 1.1       | 2.1                            |          | 1.1      |

Table 61

T53. [LAND USE AND PLANNING ISSUES] Tourism

|                            | DEVELOPMENT OF NEW<br>HOUSING FOR SALE |              |              |              | DEVELOPMENT OF NEW<br>APARTMENTS |              |              | RATE OF RETAIL AND<br>COMMERICAL GROWTH |              |              | WARD         |              |              |              |              |
|----------------------------|----------------------------------------|--------------|--------------|--------------|----------------------------------|--------------|--------------|-----------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
|                            | TOTAL                                  | TOO<br>SLOW  | RGHT<br>AMNT | TOO<br>FAST  | TOO<br>SLOW                      | RGHT<br>AMNT | TOO<br>FAST  | TOO<br>SLOW                             | RGHT<br>AMNT | TOO<br>FAST  | WARD<br>1    | WARD<br>2    | WARD<br>3    | WARD<br>4    | WARD<br>5    |
| TOTAL                      | 861<br>100.0                           | 262<br>100.0 | 155<br>100.0 | 353<br>100.0 | 190<br>100.0                     | 130<br>100.0 | 498<br>100.0 | 396<br>100.0                            | 274<br>100.0 | 116<br>100.0 | 207<br>100.0 | 172<br>100.0 | 164<br>100.0 | 164<br>100.0 | 155<br>100.0 |
| Extremely<br>Very Combined | 497<br>57.8                            | 180<br>68.9  | 85<br>54.7   | 175<br>49.6  | 127<br>67.1                      | 88<br>67.4   | 260<br>52.3  | 230<br>58.0                             | 156<br>57.1  | 66<br>56.4   | 121<br>58.5  | 116<br>67.5  | 92<br>56.2   | 85<br>51.8   | 83<br>53.9   |
| Extremely Important        | 148<br>17.2                            | 46<br>17.7   | 21<br>13.3   | 63<br>17.8   | 30<br>15.9                       | 25<br>19.2   | 90<br>18.1   | 59<br>14.9                              | 43<br>15.5   | 38<br>32.9   | 33<br>16.0   | 36<br>20.8   | 24<br>14.7   | 33<br>20.4   | 22<br>14.1   |
| Very Important             | 349<br>40.5                            | 134<br>51.2  | 64<br>41.4   | 112<br>31.7  | 97<br>51.2                       | 63<br>48.2   | 170<br>34.2  | 171<br>43.1                             | 114<br>41.5  | 27<br>23.5   | 88<br>42.5   | 80<br>46.7   | 68<br>41.5   | 51<br>31.4   | 62<br>39.8   |
| Somewhat Important         | 288<br>33.5                            | 68<br>26.1   | 65<br>41.6   | 127<br>35.9  | 45<br>23.7                       | 40<br>30.7   | 188<br>37.8  | 133<br>33.6                             | 92<br>33.7   | 37<br>32.2   | 67<br>32.6   | 49<br>28.7   | 59<br>35.8   | 63<br>38.3   | 50<br>32.4   |
| Not Important at All       | 67<br>7.8                              | 11<br>4.0    | 3<br>2.0     | 49<br>14.0   | 15<br>7.8                        | 1<br>1.1     | 47<br>9.4    | 33<br>8.2                               | 23<br>8.4    | 9<br>7.5     | 18<br>8.6    | 5<br>2.7     | 12<br>7.6    | 14<br>8.3    | 19<br>12.1   |
| No Opinion                 | 8<br>1.0                               | 3<br>1.0     | 3<br>1.6     | 2<br>0.6     | 3<br>1.4                         | 1<br>0.9     | 3<br>0.5     | 1<br>0.1                                | 3<br>0.9     | 5<br>4.0     | 1<br>0.3     | 2<br>1.1     | 1<br>0.4     | 3<br>1.5     | 3<br>1.7     |

Table 62

T54. [LAND USE AND PLANNING ISSUES] Social diversity

|                            | GENDER       |              |              | GENZ AND MILLENNIALS |              |              |              | GEN X        |              |             | BOOMERS AND SILENT |              |              |             | CONSOLIDATED AGE |              |              | RACE ETHNICITY |              |             |
|----------------------------|--------------|--------------|--------------|----------------------|--------------|--------------|--------------|--------------|--------------|-------------|--------------------|--------------|--------------|-------------|------------------|--------------|--------------|----------------|--------------|-------------|
|                            | TOTAL        | MEN          | WO MEN       | GENZ 18-24           | MILL 25-39   | MILL MEN     | MILL WOM     | GENX 40-54   | GENX MEN     | GENX WOM    | BOOM 55-74         | BOOM MEN     | BOOM WOM     | SLNT 75+    | 18-39            | 40-64        | 65 PLUS      | WHI TE         | HISP ANIC    | OTH         |
| TOTAL                      | 861<br>100.0 | 435<br>100.0 | 424<br>100.0 | 86<br>100.0          | 258<br>100.0 | 127<br>100.0 | 131<br>100.0 | 198<br>100.0 | 106<br>100.0 | 91<br>100.0 | 258<br>100.0       | 131<br>100.0 | 127<br>100.0 | 60<br>100.0 | 344<br>100.0     | 336<br>100.0 | 181<br>100.0 | 603<br>100.0   | 215<br>100.0 | 43<br>100.0 |
| Extremely<br>Very Combined | 502<br>58.3  | 210<br>48.2  | 292<br>68.9  | 82<br>94.8           | 160<br>62.1  | 58<br>45.4   | 102<br>78.2  | 99<br>50.1   | 45<br>42.3   | 54<br>59.8  | 133<br>51.6        | 58<br>44.3   | 75<br>59.4   | 28<br>46.2  | 242<br>70.3      | 169<br>50.2  | 92<br>50.7   | 312<br>51.7    | 168<br>77.9  | 23<br>52.9  |
| Extremely Important        | 238<br>27.6  | 63<br>14.5   | 174<br>41.2  | 38<br>44.4           | 101<br>39.2  | 29<br>22.9   | 72<br>55.1   | 43<br>21.8   | 15<br>14.5   | 28<br>30.7  | 47<br>18.2         | 16<br>12.4   | 31<br>24.3   | 8<br>13.7   | 139<br>40.5      | 74<br>22.1   | 24<br>13.5   | 130<br>21.6    | 92<br>42.9   | 15<br>35.2  |
| Very Important             | 264<br>30.7  | 147<br>33.7  | 117<br>27.7  | 43<br>50.4           | 59<br>22.9   | 29<br>22.5   | 30<br>23.1   | 56<br>28.3   | 29<br>27.8   | 26<br>29.2  | 86<br>33.4         | 42<br>31.9   | 44<br>35.0   | 20<br>32.5  | 103<br>29.8      | 94<br>28.1   | 67<br>37.2   | 182<br>30.1    | 75<br>35.0   | 8<br>17.7   |
| Somewhat Important         | 183<br>21.3  | 104<br>23.9  | 79<br>18.7   | 5<br>5.2             | 47<br>18.0   | 28<br>22.0   | 19<br>14.2   | 50<br>25.5   | 30<br>28.2   | 21<br>22.7  | 60<br>23.4         | 32<br>24.3   | 28<br>22.5   | 21<br>35.2  | 51<br>14.8       | 82<br>24.4   | 50<br>27.7   | 168<br>27.8    | 10<br>4.9    | 5<br>11.4   |
| Not Important at All       | 147<br>17.1  | 105<br>24.1  | 41<br>9.6    |                      | 42<br>16.3   | 35<br>27.8   | 7<br>5.3     | 42<br>21.3   | 29<br>27.3   | 12<br>13.4  | 53<br>20.6         | 34<br>26.3   | 18<br>14.3   | 10<br>16.3  | 42<br>12.2       | 70<br>21.0   | 35<br>19.1   | 100<br>16.5    | 35<br>16.1   | 13<br>30.0  |
| No Opinion                 | 28<br>3.3    | 17<br>3.8    | 12<br>2.7    |                      | 9<br>3.6     | 6<br>4.8     | 3<br>2.3     | 6<br>3.1     | 2<br>2.2     | 4<br>4.1    | 12<br>4.5          | 7<br>5.1     | 5<br>3.8     | 1<br>2.3    | 9<br>2.7         | 15<br>4.4    | 4<br>2.4     | 23<br>3.9      | 2<br>1.1     | 2<br>5.7    |

Table 62

T54. [LAND USE AND PLANNING ISSUES] Social diversity

|                            | LIVED IN GLENWOOD SPRINGS |             |              |              |             |              |              |              |              | INCOME      |              |              |              |              |             |              | CONSOLIDATED INCOME |              |              | FOCUS ON RESIDENTS VS TOURISTS |              |              |
|----------------------------|---------------------------|-------------|--------------|--------------|-------------|--------------|--------------|--------------|--------------|-------------|--------------|--------------|--------------|--------------|-------------|--------------|---------------------|--------------|--------------|--------------------------------|--------------|--------------|
|                            | TOTAL                     | LESS YEAR   | 1 5          | 6 10         | 11 15       | 16 20        | MORE 20      | LESS 10      | MORE 10      | LESS 30K    | 31K 50K      | 50K 75K      | 75K 100K     | 100K 125K    | 125K 150K   | MORE 150K    | LESS 50K            | 51K 100K     | MORE 100K    | RESI DENT                      | BAL ANCE     | TOUR IST     |
| TOTAL                      | 861<br>100.0              | 15<br>100.0 | 154<br>100.0 | 111<br>100.0 | 93<br>100.0 | 111<br>100.0 | 377<br>100.0 | 280<br>100.0 | 581<br>100.0 | 47<br>100.0 | 108<br>100.0 | 147<br>100.0 | 133<br>100.0 | 130<br>100.0 | 55<br>100.0 | 124<br>100.0 | 155<br>100.0        | 280<br>100.0 | 309<br>100.0 | 56<br>100.0                    | 236<br>100.0 | 484<br>100.0 |
| Extremely<br>Very Combined | 502<br>58.3               | 10<br>67.3  | 86<br>55.9   | 58<br>51.9   | 63<br>67.6  | 70<br>63.2   | 216<br>57.2  | 154<br>54.9  | 349<br>60.0  | 33<br>68.7  | 71<br>65.7   | 107<br>72.4  | 75<br>56.5   | 68<br>52.2   | 26<br>48.5  | 60<br>48.2   | 103<br>66.6         | 182<br>64.8  | 154<br>50.0  | 14<br>25.7                     | 166<br>70.6  | 272<br>56.2  |
| Extremely Important        | 238<br>27.6               | 4<br>26.1   | 48<br>30.9   | 29<br>26.4   | 27<br>29.2  | 35<br>31.5   | 95<br>25.2   | 81<br>28.9   | 157<br>27.0  | 6<br>13.2   | 25<br>23.4   | 62<br>42.3   | 44<br>32.8   | 33<br>25.3   | 10<br>17.7  | 22<br>18.1   | 31<br>20.3          | 106<br>37.8  | 65<br>21.1   | 8<br>14.8                      | 70<br>29.7   | 131<br>27.0  |
| Very Important             | 264<br>30.7               | 6<br>41.3   | 38<br>24.9   | 28<br>25.5   | 36<br>38.4  | 35<br>31.6   | 121<br>32.0  | 73<br>26.0   | 192<br>33.0  | 26<br>55.5  | 45<br>42.3   | 44<br>30.0   | 31<br>23.7   | 35<br>26.9   | 17<br>30.8  | 37<br>30.2   | 72<br>46.3          | 76<br>27.0   | 89<br>28.9   | 6<br>10.9                      | 96<br>40.9   | 141<br>29.1  |
| Somewhat Important         | 183<br>21.3               | 3<br>17.4   | 41<br>26.6   | 31<br>27.5   | 11<br>11.9  | 18<br>16.5   | 80<br>21.1   | 74<br>26.5   | 109<br>18.8  | 2<br>4.9    | 21<br>19.1   | 16<br>10.8   | 35<br>26.0   | 26<br>20.1   | 16<br>29.7  | 40<br>32.5   | 23<br>14.8          | 50<br>18.0   | 83<br>26.8   | 5<br>8.4                       | 41<br>17.4   | 120<br>24.8  |
| Not Important at All       | 147<br>17.1               | 2<br>15.3   | 26<br>17.1   | 20<br>17.9   | 11<br>11.4  | 20<br>18.2   | 68<br>18.0   | 48<br>17.3   | 99<br>17.0   | 7<br>13.7   | 16<br>14.8   | 20<br>13.6   | 19<br>14.1   | 31<br>23.6   | 9<br>16.5   | 22<br>17.4   | 22<br>14.5          | 39<br>13.9   | 61<br>19.9   | 36<br>64.9                     | 23<br>9.8    | 76<br>15.7   |
| No Opinion                 | 28<br>3.3                 |             | 1<br>0.4     | 3<br>2.6     | 8<br>9.0    | 2<br>2.1     | 14<br>3.7    | 4<br>1.3     | 25<br>4.3    | 6<br>12.6   | 0.4          | 5<br>3.2     | 4<br>3.4     | 5<br>4.0     | 3<br>5.3    | 2<br>1.8     | 6<br>4.2            | 9<br>3.3     | 10<br>3.4    | 1<br>1.1                       | 5<br>2.2     | 16<br>3.4    |



Table 62

T54. [LAND USE AND PLANNING ISSUES] Social diversity

|                            | DEVELOPMENT OF NEW<br>HOUSING FOR SALE |              |              |              | DEVELOPMENT OF NEW<br>APARTMENTS |              |              | RATE OF RETAIL AND<br>COMMERICAL GROWTH |              |              | WARD         |              |              |              |              |
|----------------------------|----------------------------------------|--------------|--------------|--------------|----------------------------------|--------------|--------------|-----------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
|                            | TOTAL                                  | TOO<br>SLOW  | RGHT<br>AMNT | TOO<br>FAST  | TOO<br>SLOW                      | RGHT<br>AMNT | TOO<br>FAST  | TOO<br>SLOW                             | RGHT<br>AMNT | TOO<br>FAST  | WARD<br>1    | WARD<br>2    | WARD<br>3    | WARD<br>4    | WARD<br>5    |
| TOTAL                      | 861<br>100.0                           | 262<br>100.0 | 155<br>100.0 | 353<br>100.0 | 190<br>100.0                     | 130<br>100.0 | 498<br>100.0 | 396<br>100.0                            | 274<br>100.0 | 116<br>100.0 | 207<br>100.0 | 172<br>100.0 | 164<br>100.0 | 164<br>100.0 | 155<br>100.0 |
| Extremely<br>Very Combined | 502<br>58.3                            | 173<br>66.0  | 74<br>47.5   | 201<br>57.0  | 121<br>64.0                      | 78<br>59.9   | 276<br>55.5  | 242<br>61.1                             | 164<br>59.7  | 48<br>41.6   | 107<br>52.0  | 107<br>62.3  | 104<br>63.3  | 83<br>50.7   | 101<br>65.3  |
| Extremely Important        | 238<br>27.6                            | 85<br>32.6   | 29<br>18.5   | 96<br>27.2   | 55<br>29.1                       | 34<br>26.5   | 142<br>28.4  | 128<br>32.3                             | 72<br>26.2   | 26<br>22.7   | 54<br>26.3   | 45<br>26.1   | 45<br>27.5   | 46<br>27.9   | 48<br>31.0   |
| Very Important             | 264<br>30.7                            | 87<br>33.4   | 45<br>29.1   | 105<br>29.7  | 66<br>34.9                       | 43<br>33.4   | 134<br>27.0  | 114<br>28.8                             | 92<br>33.6   | 22<br>18.8   | 53<br>25.6   | 62<br>36.2   | 59<br>35.8   | 37<br>22.8   | 53<br>34.3   |
| Somewhat Important         | 183<br>21.3                            | 52<br>19.9   | 48<br>31.0   | 63<br>17.8   | 36<br>19.1                       | 34<br>26.4   | 104<br>20.9  | 85<br>21.4                              | 65<br>23.6   | 19<br>16.4   | 55<br>26.8   | 35<br>20.1   | 35<br>21.1   | 25<br>15.4   | 33<br>21.6   |
| Not Important at All       | 147<br>17.1                            | 33<br>12.4   | 28<br>18.2   | 77<br>21.7   | 30<br>15.8                       | 15<br>11.5   | 96<br>19.3   | 58<br>14.7                              | 39<br>14.1   | 45<br>38.4   | 40<br>19.4   | 21<br>12.1   | 21<br>12.8   | 50<br>30.7   | 15<br>9.8    |
| No Opinion                 | 28<br>3.3                              | 4<br>1.7     | 5<br>3.2     | 12<br>3.5    | 2<br>1.1                         | 3<br>2.2     | 21<br>4.3    | 11<br>2.8                               | 7<br>2.6     | 4<br>3.7     | 4<br>1.8     | 9<br>5.5     | 5<br>2.8     | 5<br>3.3     | 5<br>3.3     |

Table 63

T55. [LAND USE AND PLANNING ISSUES] Transportation options

|                            | GENDER       |              |              | GENZ AND MILLENNIALS |              |              |              | GEN X        |              |             | BOOMERS AND SILENT |              |              |             | CONSOLIDATED AGE |              |              | RACE ETHNICITY |              |             |
|----------------------------|--------------|--------------|--------------|----------------------|--------------|--------------|--------------|--------------|--------------|-------------|--------------------|--------------|--------------|-------------|------------------|--------------|--------------|----------------|--------------|-------------|
|                            | TOTAL        | MEN          | WO MEN       | GENZ 18-24           | MILL 25-39   | MILL MEN     | MILL WOM     | GENX 40-54   | GENX MEN     | GENX WOM    | BOOM 55-74         | BOOM MEN     | BOOM WOM     | SLNT 75+    | 18-39            | 40-64        | 65 PLUS      | WHI TE         | HISP ANIC    | OTH         |
| TOTAL                      | 861<br>100.0 | 435<br>100.0 | 424<br>100.0 | 86<br>100.0          | 258<br>100.0 | 127<br>100.0 | 131<br>100.0 | 198<br>100.0 | 106<br>100.0 | 91<br>100.0 | 258<br>100.0       | 131<br>100.0 | 127<br>100.0 | 60<br>100.0 | 344<br>100.0     | 336<br>100.0 | 181<br>100.0 | 603<br>100.0   | 215<br>100.0 | 43<br>100.0 |
| Extremely<br>Very Combined | 615<br>71.5  | 273<br>62.7  | 341<br>80.5  | 77<br>89.6           | 189<br>73.2  | 80<br>62.7   | 109<br>83.3  | 147<br>74.1  | 73<br>69.1   | 73<br>79.9  | 170<br>65.8        | 75<br>57.3   | 95<br>74.8   | 32<br>53.8  | 266<br>77.3      | 232<br>69.2  | 117<br>64.6  | 403<br>66.8    | 184<br>85.5  | 28<br>65.9  |
| Extremely Important        | 237<br>27.5  | 93<br>21.4   | 142<br>33.6  | 11<br>13.4           | 79<br>30.4   | 36<br>28.0   | 42<br>32.5   | 57<br>28.7   | 24<br>22.8   | 32<br>35.3  | 73<br>28.4         | 25<br>19.4   | 48<br>37.7   | 17<br>27.5  | 90<br>26.1       | 98<br>29.1   | 49<br>27.1   | 175<br>29.1    | 51<br>23.7   | 10<br>23.8  |
| Very Important             | 379<br>44.0  | 180<br>41.3  | 199<br>46.9  | 66<br>76.3           | 111<br>42.8  | 44<br>34.8   | 66<br>50.8   | 90<br>45.4   | 49<br>46.4   | 41<br>44.6  | 97<br>37.4         | 50<br>37.9   | 47<br>37.1   | 16<br>26.3  | 176<br>51.2      | 135<br>40.1  | 68<br>37.6   | 227<br>37.7    | 133<br>61.8  | 18<br>42.2  |
| Somewhat Important         | 194<br>22.6  | 124<br>28.6  | 70<br>16.4   | 9<br>10.4            | 50<br>19.4   | 30<br>23.8   | 20<br>15.3   | 43<br>21.5   | 28<br>26.5   | 14<br>15.8  | 71<br>27.6         | 42<br>32.0   | 29<br>22.8   | 21<br>35.5  | 59<br>17.2       | 88<br>26.3   | 47<br>25.9   | 163<br>27.0    | 21<br>9.9    | 10<br>23.1  |
| Not Important at All       | 42<br>4.9    | 33<br>7.6    | 9<br>2.1     |                      | 17<br>6.5    | 15<br>11.8   | 2<br>1.5     | 7<br>3.7     | 4<br>3.8     | 3<br>3.3    | 13<br>4.9          | 11<br>8.7    | 1<br>1.0     | 5<br>8.5    | 17<br>4.9        | 12<br>3.4    | 14<br>7.5    | 28<br>4.6      | 10<br>4.6    | 4<br>10.3   |
| No Opinion                 | 9<br>1.1     | 5<br>1.2     | 4<br>1.0     |                      | 2<br>0.8     | 2<br>1.7     |              | 2<br>0.8     | 1<br>0.6     | 1<br>1.0    | 4<br>1.7           | 3<br>1.9     | 2<br>1.4     | 1<br>2.2    | 2<br>0.6         | 4<br>1.1     | 3<br>1.9     | 9<br>1.5       |              | 0.7         |

Table 63

T55. [LAND USE AND PLANNING ISSUES] Transportation options

|                            | LIVED IN GLENWOOD SPRINGS |             |              |              |             |              |              |              |              | INCOME      |              |              |              |              |             |              | CONSOLIDATED INCOME |              |              | FOCUS ON RESIDENTS VS TOURISTS |              |              |
|----------------------------|---------------------------|-------------|--------------|--------------|-------------|--------------|--------------|--------------|--------------|-------------|--------------|--------------|--------------|--------------|-------------|--------------|---------------------|--------------|--------------|--------------------------------|--------------|--------------|
|                            | TOTAL                     | LESS YEAR   | 1 5          | 6 10         | 11 15       | 16 20        | MORE 20      | LESS 10      | MORE 10      | LESS 30K    | 31K 50K      | 50K 75K      | 75K 100K     | 100K 125K    | 125K 150K   | MORE 150K    | LESS 50K            | 51K 100K     | MORE 100K    | RESI DENT                      | BAL ANCE     | TOUR IST     |
| TOTAL                      | 861<br>100.0              | 15<br>100.0 | 154<br>100.0 | 111<br>100.0 | 93<br>100.0 | 111<br>100.0 | 377<br>100.0 | 280<br>100.0 | 581<br>100.0 | 47<br>100.0 | 108<br>100.0 | 147<br>100.0 | 133<br>100.0 | 130<br>100.0 | 55<br>100.0 | 124<br>100.0 | 155<br>100.0        | 280<br>100.0 | 309<br>100.0 | 56<br>100.0                    | 236<br>100.0 | 484<br>100.0 |
| Extremely<br>Very Combined | 615<br>71.5               | 13<br>87.3  | 110<br>71.9  | 84<br>75.4   | 77<br>82.7  | 74<br>67.2   | 256<br>68.0  | 207<br>74.1  | 408<br>70.2  | 42<br>87.7  | 83<br>77.3   | 111<br>75.3  | 91<br>68.1   | 87<br>66.8   | 39<br>71.4  | 82<br>66.0   | 125<br>80.5         | 201<br>71.9  | 208<br>67.3  | 23<br>41.5                     | 181<br>76.9  | 347<br>71.7  |
| Extremely Important        | 237<br>27.5               | 7<br>50.4   | 45<br>29.4   | 28<br>25.2   | 25<br>27.0  | 39<br>34.9   | 92<br>24.4   | 81<br>28.8   | 156<br>26.8  | 20<br>41.4  | 22<br>20.5   | 43<br>29.4   | 38<br>28.5   | 37<br>28.4   | 15<br>28.3  | 32<br>26.0   | 42<br>26.9          | 81<br>29.0   | 85<br>27.4   | 13<br>22.5                     | 62<br>26.2   | 130<br>26.9  |
| Very Important             | 379<br>44.0               | 5<br>36.9   | 65<br>42.5   | 56<br>50.2   | 52<br>55.7  | 36<br>32.2   | 164<br>43.6  | 127<br>45.2  | 252<br>43.4  | 22<br>46.2  | 61<br>56.8   | 68<br>45.8   | 53<br>39.6   | 50<br>38.4   | 24<br>43.1  | 49<br>40.0   | 83<br>53.6          | 120<br>42.9  | 123<br>39.9  | 11<br>18.9                     | 119<br>50.7  | 216<br>44.8  |
| Somewhat Important         | 194<br>22.6               | 2<br>12.7   | 26<br>17.1   | 22<br>19.4   | 14<br>15.4  | 32<br>28.6   | 98<br>26.1   | 50<br>17.8   | 145<br>24.9  | 4<br>9.4    | 13<br>12.5   | 30<br>20.2   | 37<br>27.8   | 38<br>29.2   | 13<br>23.4  | 36<br>28.8   | 18<br>11.6          | 67<br>23.8   | 86<br>28.0   | 15<br>27.6                     | 46<br>19.4   | 117<br>24.2  |
| Not Important at All       | 42<br>4.9                 |             | 13<br>8.3    | 3<br>2.9     | 1<br>0.7    | 4<br>3.2     | 22<br>5.8    | 16<br>5.7    | 26<br>4.5    | 1<br>2.9    | 11<br>10.2   | 5<br>3.4     | 5<br>3.6     | 3<br>2.0     | 2<br>3.4    | 6<br>4.5     | 12<br>8.0           | 10<br>3.5    | 10<br>3.3    | 16<br>29.4                     | 5<br>2.1     | 17<br>3.5    |
| No Opinion                 | 9<br>1.1                  |             | 4<br>2.7     | 3<br>2.3     | 1<br>1.3    | 1<br>1.0     | 0.1          | 7<br>2.4     | 3<br>0.4     |             |              | 2<br>1.2     | 1<br>0.5     | 3<br>2.1     | 1<br>1.8    | 1<br>0.7     |                     | 2<br>0.8     | 5<br>1.5     | 1<br>1.4                       | 4<br>1.7     | 3<br>0.6     |

Table 63

T55. [LAND USE AND PLANNING ISSUES] Transportation options

|                            | DEVELOPMENT OF NEW HOUSING FOR SALE |              |              |              | DEVELOPMENT OF NEW APARTMENTS |              |              | RATE OF RETAIL AND COMMERCIAL GROWTH |              |              | WARD         |              |              |              |              |
|----------------------------|-------------------------------------|--------------|--------------|--------------|-------------------------------|--------------|--------------|--------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
|                            | TOTAL                               | TOO SLOW     | RGHT AMNT    | TOO FAST     | TOO SLOW                      | RGHT AMNT    | TOO FAST     | TOO SLOW                             | RGHT AMNT    | TOO FAST     | WARD 1       | WARD 2       | WARD 3       | WARD 4       | WARD 5       |
| TOTAL                      | 861<br>100.0                        | 262<br>100.0 | 155<br>100.0 | 353<br>100.0 | 190<br>100.0                  | 130<br>100.0 | 498<br>100.0 | 396<br>100.0                         | 274<br>100.0 | 116<br>100.0 | 207<br>100.0 | 172<br>100.0 | 164<br>100.0 | 164<br>100.0 | 155<br>100.0 |
| Extremely<br>Very Combined | 615<br>71.5                         | 192<br>73.6  | 107<br>68.9  | 246<br>69.8  | 148<br>78.3                   | 92<br>71.0   | 342<br>68.7  | 298<br>75.2                          | 197<br>71.7  | 69<br>59.4   | 151<br>73.3  | 124<br>72.3  | 115<br>70.4  | 104<br>63.8  | 120<br>77.3  |
| Extremely Important        | 237<br>27.5                         | 83<br>31.8   | 43<br>27.7   | 85<br>24.1   | 56<br>29.6                    | 38<br>29.4   | 130<br>26.2  | 108<br>27.2                          | 83<br>30.3   | 28<br>24.0   | 47<br>22.6   | 50<br>29.1   | 48<br>29.4   | 42<br>25.6   | 50<br>32.3   |
| Very Important             | 379<br>44.0                         | 109<br>41.8  | 64<br>41.2   | 161<br>45.7  | 92<br>48.7                    | 54<br>41.6   | 212<br>42.6  | 190<br>48.0                          | 114<br>41.4  | 41<br>35.3   | 105<br>50.7  | 74<br>43.2   | 67<br>41.1   | 62<br>38.2   | 70<br>45.1   |
| Somewhat Important         | 194<br>22.6                         | 65<br>24.8   | 36<br>23.1   | 77<br>21.8   | 37<br>19.3                    | 34<br>26.5   | 116<br>23.3  | 83<br>21.0                           | 65<br>23.9   | 26<br>22.0   | 46<br>22.3   | 42<br>24.7   | 41<br>25.0   | 36<br>21.8   | 29<br>18.9   |
| Not Important at All       | 42<br>4.9                           | 3<br>1.3     | 10<br>6.4    | 29<br>8.2    | 4<br>2.0                      | 3<br>2.5     | 35<br>7.0    | 12<br>3.0                            | 8<br>2.9     | 22<br>18.6   | 5<br>2.5     | 5<br>2.9     | 5<br>3.1     | 22<br>13.6   | 4<br>2.9     |
| No Opinion                 | 9<br>1.1                            | 1<br>0.3     | 2<br>1.6     | 1<br>0.3     | 1<br>0.4                      |              | 5<br>0.9     | 3<br>0.8                             | 4<br>1.5     |              | 4<br>1.9     | 0.2          | 2<br>1.4     | 1<br>0.8     | 1<br>0.9     |

Table 64

T56. [LAND USE AND PLANNING ISSUES] Parks, trails, and open space

|                            | GENDER       |              |              | GENZ AND MILLENNIALS |              |              |              | GEN X        |              |             | BOOMERS AND SILENT |              |              |             | CONSOLIDATED AGE |              |              | RACE ETHNICITY |              |             |
|----------------------------|--------------|--------------|--------------|----------------------|--------------|--------------|--------------|--------------|--------------|-------------|--------------------|--------------|--------------|-------------|------------------|--------------|--------------|----------------|--------------|-------------|
|                            | TOTAL        | MEN          | WO MEN       | GENZ 18-24           | MILL 25-39   | MILL MEN     | MILL WOM     | GENX 40-54   | GENX MEN     | GENX WOM    | BOOM 55-74         | BOOM MEN     | BOOM WOM     | SLNT 75+    | 18-39            | 40-64        | 65 PLUS      | WHI TE         | HISP ANIC    | OTH         |
| TOTAL                      | 861<br>100.0 | 435<br>100.0 | 424<br>100.0 | 86<br>100.0          | 258<br>100.0 | 127<br>100.0 | 131<br>100.0 | 198<br>100.0 | 106<br>100.0 | 91<br>100.0 | 258<br>100.0       | 131<br>100.0 | 127<br>100.0 | 60<br>100.0 | 344<br>100.0     | 336<br>100.0 | 181<br>100.0 | 603<br>100.0   | 215<br>100.0 | 43<br>100.0 |
| Extremely<br>Very Combined | 707<br>82.1  | 339<br>78.0  | 367<br>86.6  | 86<br>100.0          | 217<br>84.0  | 100<br>78.9  | 116<br>88.9  | 162<br>81.9  | 82<br>77.4   | 80<br>88.2  | 198<br>76.7        | 95<br>72.2   | 103<br>81.4  | 44<br>72.8  | 303<br>88.0      | 267<br>79.6  | 137<br>75.6  | 492<br>81.6    | 181<br>84.1  | 34<br>79.5  |
| Extremely Important        | 359<br>41.7  | 171<br>39.3  | 188<br>44.4  | 51<br>59.8           | 114<br>44.1  | 53<br>41.9   | 61<br>46.5   | 84<br>42.5   | 44<br>41.3   | 40<br>44.4  | 88<br>34.0         | 33<br>25.3   | 55<br>43.2   | 22<br>35.8  | 165<br>48.1      | 136<br>40.5  | 58<br>31.9   | 263<br>43.6    | 81<br>37.6   | 15<br>35.3  |
| Very Important             | 348<br>40.4  | 168<br>38.7  | 179<br>42.2  | 35<br>40.2           | 103<br>39.9  | 47<br>37.0   | 55<br>42.4   | 78<br>39.5   | 38<br>36.1   | 40<br>43.8  | 110<br>42.6        | 62<br>46.9   | 48<br>38.2   | 22<br>37.0  | 138<br>40.0      | 131<br>39.1  | 79<br>43.8   | 229<br>38.0    | 100<br>46.5  | 19<br>44.3  |
| Somewhat Important         | 105<br>12.2  | 64<br>14.7   | 41<br>9.7    |                      | 26<br>9.9    | 14<br>10.7   | 12<br>9.2    | 23<br>11.6   | 17<br>16.1   | 6<br>6.3    | 46<br>17.9         | 29<br>21.8   | 18<br>13.9   | 11<br>17.5  | 26<br>7.4        | 45<br>13.3   | 35<br>19.3   | 86<br>14.2     | 16<br>7.6    | 3<br>7.4    |
| Not Important at All       | 48<br>5.5    | 31<br>7.1    | 16<br>3.7    |                      | 16<br>6.1    | 13<br>10.4   | 2<br>1.9     | 13<br>6.5    | 7<br>6.6     | 5<br>5.5    | 13<br>5.1          | 7<br>5.3     | 6<br>4.7     | 6<br>9.7    | 16<br>4.6        | 23<br>6.8    | 9<br>5.0     | 24<br>4.0      | 18<br>8.3    | 6<br>13.1   |
| No Opinion                 | 1<br>0.1     | 1<br>0.2     |              |                      |              |              |              |              |              |             | 1<br>0.3           | 1<br>0.7     |              |             |                  | 1<br>0.3     |              | 1<br>0.1       |              |             |



Table 64

T56. [LAND USE AND PLANNING ISSUES] Parks, trails, and open space

|                            | LIVED IN GLENWOOD SPRINGS |             |              |              |             |              |              |              |              | INCOME      |              |              |              |              |             |              | CONSOLIDATED INCOME |              |              | FOCUS ON RESIDENTS VS TOURISTS |              |              |
|----------------------------|---------------------------|-------------|--------------|--------------|-------------|--------------|--------------|--------------|--------------|-------------|--------------|--------------|--------------|--------------|-------------|--------------|---------------------|--------------|--------------|--------------------------------|--------------|--------------|
|                            | TOTAL                     | LESS YEAR   | 1 5          | 6 10         | 11 15       | 16 20        | MORE 20      | LESS 10      | MORE 10      | LESS 30K    | 31K 50K      | 50K 75K      | 75K 100K     | 100K 125K    | 125K 150K   | MORE 150K    | LESS 50K            | 51K 100K     | MORE 100K    | RESI DENT                      | BAL ANCE     | TOUR IST     |
| TOTAL                      | 861<br>100.0              | 15<br>100.0 | 154<br>100.0 | 111<br>100.0 | 93<br>100.0 | 111<br>100.0 | 377<br>100.0 | 280<br>100.0 | 581<br>100.0 | 47<br>100.0 | 108<br>100.0 | 147<br>100.0 | 133<br>100.0 | 130<br>100.0 | 55<br>100.0 | 124<br>100.0 | 155<br>100.0        | 280<br>100.0 | 309<br>100.0 | 56<br>100.0                    | 236<br>100.0 | 484<br>100.0 |
| Extremely<br>Very Combined | 707<br>82.1               | 13<br>86.9  | 131<br>85.5  | 86<br>77.6   | 78<br>84.0  | 93<br>83.8   | 305<br>81.0  | 230<br>82.4  | 477<br>82.0  | 32<br>67.8  | 91<br>84.8   | 124<br>84.5  | 114<br>86.1  | 111<br>85.3  | 45<br>83.0  | 99<br>80.4   | 123<br>79.6         | 239<br>85.2  | 256<br>82.9  | 21<br>38.2                     | 212<br>90.1  | 393<br>81.3  |
| Extremely Important        | 359<br>41.7               | 8<br>52.9   | 71<br>46.4   | 56<br>50.3   | 34<br>36.0  | 44<br>39.6   | 147<br>38.9  | 135<br>48.3  | 224<br>38.5  | 17<br>34.8  | 55<br>51.1   | 64<br>43.4   | 62<br>46.7   | 55<br>42.1   | 23<br>42.5  | 55<br>44.4   | 71<br>46.1          | 126<br>45.0  | 133<br>43.1  | 15<br>26.1                     | 117<br>49.8  | 180<br>37.3  |
| Very Important             | 348<br>40.4               | 5<br>34.0   | 60<br>39.1   | 30<br>27.2   | 45<br>48.0  | 49<br>44.3   | 159<br>42.1  | 95<br>34.1   | 253<br>43.5  | 16<br>33.0  | 36<br>33.7   | 61<br>41.1   | 52<br>39.4   | 56<br>43.3   | 22<br>40.5  | 44<br>36.0   | 52<br>33.5          | 113<br>40.3  | 123<br>39.9  | 7<br>12.1                      | 95<br>40.3   | 213<br>44.0  |
| Somewhat Important         | 105<br>12.2               | 2<br>13.1   | 9<br>5.9     | 21<br>18.9   | 9<br>9.5    | 7<br>6.6     | 57<br>15.1   | 32<br>11.5   | 73<br>12.6   | 14<br>29.0  | 5<br>5.0     | 19<br>12.6   | 16<br>11.7   | 17<br>13.1   | 3<br>5.7    | 17<br>13.5   | 19<br>12.3          | 34<br>12.2   | 37<br>12.0   | 3<br>5.5                       | 21<br>9.1    | 77<br>15.9   |
| Not Important at All       | 48<br>5.5                 |             | 13<br>8.6    | 4<br>3.5     | 6<br>6.5    | 11<br>9.5    | 14<br>3.7    | 17<br>6.1    | 31<br>5.3    | 2<br>3.2    | 11<br>10.2   | 4<br>2.9     | 2<br>1.6     | 2<br>1.6     | 6<br>11.3   | 8<br>6.1     | 13<br>8.1           | 6<br>2.3     | 16<br>5.1    | 31<br>56.2                     | 2<br>0.8     | 13<br>2.6    |
| No Opinion                 | 1<br>0.1                  |             |              |              |             |              | 1<br>0.2     |              | 1<br>0.1     |             |              |              | 1<br>0.6     |              |             |              |                     | 1<br>0.3     |              |                                |              | 1<br>0.2     |

Table 64

T56. [LAND USE AND PLANNING ISSUES] Parks, trails, and open space

|                            | DEVELOPMENT OF NEW HOUSING FOR SALE |              |              |              | DEVELOPMENT OF NEW APARTMENTS |              |              | RATE OF RETAIL AND COMMERCIAL GROWTH |              |              | WARD         |              |              |              |              |
|----------------------------|-------------------------------------|--------------|--------------|--------------|-------------------------------|--------------|--------------|--------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
|                            | TOTAL                               | TOO SLOW     | RGHT AMNT    | TOO FAST     | TOO SLOW                      | RGHT AMNT    | TOO FAST     | TOO SLOW                             | RGHT AMNT    | TOO FAST     | WARD 1       | WARD 2       | WARD 3       | WARD 4       | WARD 5       |
| TOTAL                      | 861<br>100.0                        | 262<br>100.0 | 155<br>100.0 | 353<br>100.0 | 190<br>100.0                  | 130<br>100.0 | 498<br>100.0 | 396<br>100.0                         | 274<br>100.0 | 116<br>100.0 | 207<br>100.0 | 172<br>100.0 | 164<br>100.0 | 164<br>100.0 | 155<br>100.0 |
| Extremely<br>Very Combined | 707<br>82.1                         | 227<br>86.7  | 124<br>80.0  | 274<br>77.7  | 170<br>89.9                   | 112<br>86.3  | 386<br>77.5  | 329<br>82.9                          | 244<br>89.1  | 68<br>58.3   | 172<br>83.1  | 149<br>86.5  | 142<br>86.7  | 118<br>72.4  | 126<br>81.5  |
| Extremely Important        | 359<br>41.7                         | 123<br>47.0  | 56<br>36.0   | 131<br>37.3  | 86<br>45.6                    | 61<br>46.7   | 196<br>39.3  | 169<br>42.7                          | 131<br>47.8  | 32<br>27.9   | 76<br>36.8   | 83<br>48.3   | 71<br>43.2   | 48<br>29.5   | 81<br>52.2   |
| Very Important             | 348<br>40.4                         | 104<br>39.7  | 68<br>44.0   | 143<br>40.4  | 84<br>44.3                    | 51<br>39.6   | 190<br>38.2  | 159<br>40.2                          | 113<br>41.3  | 35<br>30.5   | 96<br>46.3   | 66<br>38.1   | 71<br>43.5   | 70<br>42.8   | 45<br>29.3   |
| Somewhat Important         | 105<br>12.2                         | 31<br>12.0   | 22<br>14.3   | 44<br>12.6   | 18<br>9.4                     | 12<br>9.1    | 72<br>14.5   | 56<br>14.1                           | 24<br>8.9    | 18<br>15.5   | 23<br>11.0   | 17<br>9.7    | 19<br>11.6   | 24<br>14.9   | 23<br>14.6   |
| Not Important at All       | 48<br>5.5                           | 3<br>1.2     | 8<br>5.2     | 34<br>9.7    | 1<br>0.7                      | 6<br>4.7     | 39<br>7.8    | 11<br>2.7                            | 5<br>2.0     | 31<br>26.2   | 12<br>5.9    | 6<br>3.3     | 3<br>1.7     | 21<br>12.8   | 6<br>3.9     |
| No Opinion                 | 1<br>0.1                            |              | 1<br>0.5     |              |                               |              | 1<br>0.2     | 1<br>0.2                             |              |              |              | 1<br>0.5     |              |              |              |

Table 65

T57. [LAND USE AND PLANNING ISSUES] Historic preservation and cultural resources

|                            | GENDER       |              |              | GENZ AND MILLENNIALS |              |              |              | GEN X        |              |             | BOOMERS AND SILENT |              |              |             | CONSOLIDATED AGE |              |              | RACE ETHNICITY |              |             |
|----------------------------|--------------|--------------|--------------|----------------------|--------------|--------------|--------------|--------------|--------------|-------------|--------------------|--------------|--------------|-------------|------------------|--------------|--------------|----------------|--------------|-------------|
|                            | TOTAL        | MEN          | WO MEN       | GENZ 18-24           | MILL 25-39   | MILL MEN     | MILL WOM     | GENX 40-54   | GENX MEN     | GENX WOM    | BOOM 55-74         | BOOM MEN     | BOOM WOM     | SLNT 75+    | 18-39            | 40-64        | 65 PLUS      | WHI TE         | HISP ANIC    | OTH         |
| TOTAL                      | 861<br>100.0 | 435<br>100.0 | 424<br>100.0 | 86<br>100.0          | 258<br>100.0 | 127<br>100.0 | 131<br>100.0 | 198<br>100.0 | 106<br>100.0 | 91<br>100.0 | 258<br>100.0       | 131<br>100.0 | 127<br>100.0 | 60<br>100.0 | 344<br>100.0     | 336<br>100.0 | 181<br>100.0 | 603<br>100.0   | 215<br>100.0 | 43<br>100.0 |
| Extremely<br>Very Combined | 586<br>68.0  | 259<br>59.5  | 325<br>76.8  | 79<br>91.8           | 179<br>69.4  | 79<br>62.2   | 100<br>76.3  | 125<br>62.9  | 56<br>53.1   | 67<br>74.1  | 170<br>65.9        | 77<br>58.7   | 93<br>73.4   | 33<br>54.5  | 258<br>75.0      | 213<br>63.6  | 114<br>63.1  | 383<br>63.5    | 174<br>81.0  | 29<br>66.5  |
| Extremely Important        | 263<br>30.6  | 121<br>27.7  | 141<br>33.4  | 27<br>31.2           | 92<br>35.7   | 40<br>31.1   | 52<br>39.9   | 42<br>21.3   | 14<br>13.3   | 27<br>30.2  | 86<br>33.3         | 38<br>29.0   | 48<br>37.9   | 16<br>26.6  | 119<br>34.5      | 92<br>27.4   | 52<br>29.0   | 159<br>26.4    | 85<br>39.6   | 19<br>43.7  |
| Very Important             | 323<br>37.5  | 138<br>31.7  | 184<br>43.4  | 52<br>60.6           | 87<br>33.7   | 40<br>31.1   | 47<br>36.4   | 82<br>41.6   | 42<br>39.8   | 40<br>43.9  | 84<br>32.5         | 39<br>29.7   | 45<br>35.5   | 17<br>27.9  | 139<br>40.4      | 122<br>36.2  | 62<br>34.1   | 224<br>37.1    | 89<br>41.4   | 10<br>22.9  |
| Somewhat Important         | 247<br>28.7  | 155<br>35.7  | 91<br>21.5   | 7<br>8.2             | 71<br>27.4   | 41<br>31.9   | 30<br>23.0   | 65<br>32.9   | 45<br>42.9   | 19<br>21.4  | 80<br>30.8         | 46<br>35.4   | 33<br>25.9   | 25<br>41.0  | 78<br>22.6       | 109<br>32.6  | 60<br>33.2   | 193<br>32.0    | 41<br>19.0   | 13<br>30.7  |
| Not Important at All       | 24<br>2.7    | 18<br>4.1    | 6<br>1.4     |                      | 7<br>2.7     | 6<br>4.8     | 1<br>0.6     | 7<br>3.6     | 4<br>4.0     | 3<br>3.2    | 8<br>3.2           | 7<br>5.6     | 1<br>0.7     | 1<br>2.2    | 7<br>2.0         | 12<br>3.5    | 5<br>2.8     | 23<br>3.8      |              | 1<br>1.6    |
| No Opinion                 | 4<br>0.5     | 3<br>0.7     | 1<br>0.3     |                      | 2<br>0.6     | 1<br>1.1     | 0.2          | 1<br>0.6     |              | 1<br>1.3    | 0.1                | 0.2          |              | 1<br>2.3    | 2<br>0.4         | 1<br>0.3     | 2<br>0.9     | 4<br>0.6       |              | 1<br>1.2    |

Table 65

T57. [LAND USE AND PLANNING ISSUES] Historic preservation and cultural resources

|                            | LIVED IN GLENWOOD SPRINGS |             |              |              |             |              |              |              |              | INCOME      |              |              |              |              |             |              | CONSOLIDATED INCOME |              |              | FOCUS ON RESIDENTS VS TOURISTS |              |              |
|----------------------------|---------------------------|-------------|--------------|--------------|-------------|--------------|--------------|--------------|--------------|-------------|--------------|--------------|--------------|--------------|-------------|--------------|---------------------|--------------|--------------|--------------------------------|--------------|--------------|
|                            | TOTAL                     | LESS YEAR   | 1 5          | 6 10         | 11 15       | 16 20        | MORE 20      | LESS 10      | MORE 10      | LESS 30K    | 31K 50K      | 50K 75K      | 75K 100K     | 100K 125K    | 125K 150K   | MORE 150K    | LESS 50K            | 51K 100K     | MORE 100K    | RESI DENT                      | BAL ANCE     | TOUR IST     |
| TOTAL                      | 861<br>100.0              | 15<br>100.0 | 154<br>100.0 | 111<br>100.0 | 93<br>100.0 | 111<br>100.0 | 377<br>100.0 | 280<br>100.0 | 581<br>100.0 | 47<br>100.0 | 108<br>100.0 | 147<br>100.0 | 133<br>100.0 | 130<br>100.0 | 55<br>100.0 | 124<br>100.0 | 155<br>100.0        | 280<br>100.0 | 309<br>100.0 | 56<br>100.0                    | 236<br>100.0 | 484<br>100.0 |
| Extremely<br>Very Combined | 586<br>68.0               | 10<br>69.5  | 109<br>71.1  | 66<br>59.7   | 56<br>60.3  | 78<br>70.2   | 266<br>70.5  | 186<br>66.5  | 400<br>68.8  | 29<br>61.9  | 89<br>82.4   | 105<br>71.0  | 93<br>70.0   | 83<br>64.0   | 39<br>71.1  | 65<br>52.9   | 118<br>76.2         | 198<br>70.5  | 188<br>60.8  | 47<br>84.1                     | 181<br>77.0  | 303<br>62.6  |
| Extremely Important        | 263<br>30.6               | 3<br>22.4   | 60<br>38.8   | 32<br>28.5   | 28<br>29.6  | 24<br>21.3   | 117<br>31.1  | 95<br>33.9   | 169<br>29.0  | 14<br>29.3  | 60<br>55.8   | 37<br>25.4   | 42<br>32.0   | 39<br>29.8   | 19<br>35.4  | 22<br>17.8   | 74<br>47.7          | 80<br>28.5   | 80<br>26.0   | 25<br>44.5                     | 98<br>41.4   | 123<br>25.5  |
| Very Important             | 323<br>37.5               | 7<br>47.1   | 50<br>32.3   | 35<br>31.2   | 29<br>30.8  | 54<br>48.9   | 148<br>39.3  | 91<br>32.6   | 231<br>39.8  | 15<br>32.6  | 29<br>26.6   | 67<br>45.6   | 50<br>38.0   | 45<br>34.2   | 20<br>35.7  | 43<br>35.1   | 44<br>28.5          | 118<br>42.0  | 107<br>34.8  | 22<br>39.6                     | 84<br>35.6   | 179<br>37.1  |
| Somewhat Important         | 247<br>28.7               | 3<br>20.0   | 39<br>25.3   | 36<br>32.6   | 34<br>36.6  | 31<br>28.2   | 104<br>27.5  | 78<br>27.9   | 169<br>29.1  | 18<br>38.1  | 17<br>15.7   | 39<br>26.7   | 37<br>27.6   | 40<br>30.5   | 14<br>26.3  | 51<br>41.3   | 35<br>22.6          | 76<br>27.1   | 105<br>34.1  | 6<br>11.6                      | 51<br>21.8   | 165<br>34.1  |
| Not Important at All       | 24<br>2.7                 | 2<br>10.6   | 5<br>3.6     | 7<br>6.0     | 3<br>3.1    | 1<br>1.1     | 6<br>1.6     | 14<br>4.9    | 10<br>1.7    |             | 2<br>1.8     | 2<br>1.3     | 3<br>2.5     | 5<br>3.6     | 1<br>2.6    | 7<br>5.6     | 2<br>1.3            | 5<br>1.9     | 13<br>4.2    | 2<br>3.2                       | 2<br>0.7     | 15<br>3.2    |
| No Opinion                 | 4<br>0.5                  |             |              | 2<br>1.7     |             | 1<br>0.5     | 2<br>0.5     | 2<br>0.7     | 3<br>0.4     |             |              | 1<br>0.9     |              | 3<br>1.9     |             | 0.3          |                     | 1<br>0.5     | 3<br>0.9     | 1<br>1.1                       | 1<br>0.6     | 1<br>0.1     |

Table 65

T57. [LAND USE AND PLANNING ISSUES] Historic preservation and cultural resources

|                            | DEVELOPMENT OF NEW HOUSING FOR SALE |              |              |              | DEVELOPMENT OF NEW APARTMENTS |              |              | RATE OF RETAIL AND COMMERCIAL GROWTH |              |              | WARD         |              |              |              |              |
|----------------------------|-------------------------------------|--------------|--------------|--------------|-------------------------------|--------------|--------------|--------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
|                            | TOTAL                               | TOO SLOW     | RGHT AMNT    | TOO FAST     | TOO SLOW                      | RGHT AMNT    | TOO FAST     | TOO SLOW                             | RGHT AMNT    | TOO FAST     | WARD 1       | WARD 2       | WARD 3       | WARD 4       | WARD 5       |
| TOTAL                      | 861<br>100.0                        | 262<br>100.0 | 155<br>100.0 | 353<br>100.0 | 190<br>100.0                  | 130<br>100.0 | 498<br>100.0 | 396<br>100.0                         | 274<br>100.0 | 116<br>100.0 | 207<br>100.0 | 172<br>100.0 | 164<br>100.0 | 164<br>100.0 | 155<br>100.0 |
| Extremely<br>Very Combined | 586<br>68.0                         | 159<br>60.9  | 101<br>65.1  | 261<br>74.1  | 113<br>59.4                   | 95<br>72.7   | 353<br>70.9  | 279<br>70.3                          | 180<br>65.6  | 86<br>73.8   | 135<br>65.3  | 130<br>75.7  | 107<br>65.6  | 113<br>68.8  | 101<br>65.0  |
| Extremely Important        | 263<br>30.6                         | 83<br>31.6   | 40<br>25.8   | 115<br>32.7  | 66<br>34.8                    | 37<br>28.4   | 152<br>30.5  | 120<br>30.1                          | 80<br>29.1   | 45<br>38.6   | 55<br>26.8   | 74<br>43.1   | 51<br>31.0   | 42<br>25.9   | 41<br>26.3   |
| Very Important             | 323<br>37.5                         | 77<br>29.3   | 61<br>39.3   | 146<br>41.4  | 47<br>24.6                    | 58<br>44.3   | 201<br>40.5  | 159<br>40.2                          | 100<br>36.4  | 41<br>35.2   | 80<br>38.6   | 56<br>32.6   | 57<br>34.6   | 70<br>42.9   | 60<br>38.7   |
| Somewhat Important         | 247<br>28.7                         | 92<br>35.2   | 46<br>29.8   | 85<br>24.1   | 70<br>37.1                    | 31<br>23.8   | 133<br>26.6  | 103<br>26.0                          | 89<br>32.5   | 27<br>23.4   | 65<br>31.6   | 35<br>20.2   | 52<br>31.8   | 46<br>28.1   | 49<br>31.7   |
| Not Important at All       | 24<br>2.7                           | 10<br>3.9    | 7<br>4.3     | 4<br>1.1     | 7<br>3.5                      | 5<br>3.5     | 10<br>1.9    | 11<br>2.9                            | 4<br>1.5     | 3<br>2.8     | 6<br>2.8     | 6<br>3.2     | 4<br>2.6     | 3<br>1.9     | 5<br>3.1     |
| No Opinion                 | 4<br>0.5                            |              | 1<br>0.9     | 3<br>0.7     |                               |              | 3<br>0.5     | 3<br>0.8                             | 1<br>0.5     |              | 1<br>0.3     | 2<br>0.9     |              | 2<br>1.2     | 0.2          |



Table 66

T58.1 Do you support or oppose the potential redevelopment of the following retail and commercial areas in Glenwood Springs?

8TH STREET CROSSING, CONFLUENCE DEVELOPMENT (FORMERLY WASTEWATER TREATMENT SITE ON 7TH STREET)

|                  | GENDER |       |        | GENZ AND MILLENNIALS |            |          |          | GEN X      |          |          | BOOMERS AND SILENT |          |          |          | CONSOLIDATED AGE |       |         | RACE ETHNICITY |           |       |
|------------------|--------|-------|--------|----------------------|------------|----------|----------|------------|----------|----------|--------------------|----------|----------|----------|------------------|-------|---------|----------------|-----------|-------|
|                  | TOTAL  | MEN   | WO MEN | GENZ 18-24           | MILL 25-39 | MILL MEN | MILL WOM | GENX 40-54 | GENX MEN | GENX WOM | BOOM 55-74         | BOOM MEN | BOOM WOM | SLNT 75+ | 18-39            | 40-64 | 65 PLUS | WHI TE         | HISP ANIC | OTH   |
| TOTAL            | 861    | 435   | 424    | 86                   | 258        | 127      | 131      | 198        | 106      | 91       | 258                | 131      | 127      | 60       | 344              | 336   | 181     | 603            | 215       | 43    |
|                  | 100.0  | 100.0 | 100.0  | 100.0                | 100.0      | 100.0    | 100.0    | 100.0      | 100.0    | 100.0    | 100.0              | 100.0    | 100.0    | 100.0    | 100.0            | 100.0 | 100.0   | 100.0          | 100.0     | 100.0 |
| Total Support    | 553    | 302   | 249    | 44                   | 182        | 88       | 94       | 145        | 83       | 62       | 149                | 76       | 72       | 33       | 226              | 229   | 98      | 394            | 128       | 30    |
|                  | 64.2   | 69.5  | 58.8   | 50.6                 | 70.5       | 68.9     | 71.9     | 73.4       | 78.0     | 68.5     | 57.6               | 58.3     | 56.9     | 54.7     | 65.5             | 68.1  | 54.4    | 65.4           | 59.7      | 69.8  |
| Total Oppose     | 232    | 112   | 118    | 36                   | 41         | 28       | 13       | 37         | 18       | 18       | 95                 | 52       | 43       | 23       | 77               | 81    | 73      | 160            | 62        | 9     |
|                  | 26.9   | 25.8  | 28.0   | 41.3                 | 16.0       | 22.2     | 10.0     | 18.7       | 17.4     | 19.7     | 36.7               | 39.6     | 33.6     | 37.9     | 22.3             | 24.2  | 40.6    | 26.6           | 29.0      | 21.0  |
| No Opinion       | 77     | 20    | 56     | 7                    | 35         | 11       | 24       | 16         | 5        | 11       | 15                 | 3        | 12       | 4        | 42               | 26    | 9       | 48             | 25        | 4     |
|                  | 8.9    | 4.7   | 13.3   | 8.1                  | 13.5       | 8.8      | 18.1     | 7.9        | 4.6      | 11.8     | 5.7                | 2.1      | 9.5      | 7.4      | 12.1             | 7.7   | 5.0     | 8.0            | 11.4      | 9.2   |
| Strongly Support | 291    | 159   | 130    | 12                   | 99         | 45       | 53       | 88         | 50       | 38       | 67                 | 39       | 28       | 25       | 111              | 128   | 52      | 224            | 51        | 16    |
|                  | 33.7   | 36.5  | 30.7   | 13.6                 | 38.4       | 35.7     | 40.8     | 44.4       | 46.7     | 41.8     | 25.8               | 29.4     | 22.1     | 41.3     | 32.2             | 38.1  | 28.6    | 37.1           | 23.9      | 36.1  |
| Somewhat Support | 262    | 144   | 119    | 32                   | 83         | 42       | 41       | 57         | 33       | 24       | 82                 | 38       | 44       | 8        | 115              | 101   | 47      | 171            | 77        | 14    |
|                  | 30.4   | 33.0  | 28.0   | 37.0                 | 32.1       | 33.2     | 31.1     | 29.0       | 31.3     | 26.7     | 31.7               | 28.9     | 34.8     | 13.4     | 33.3             | 30.0  | 25.8    | 28.3           | 35.8      | 33.6  |
| Somewhat Oppose  | 80     | 36    | 44     | 15                   | 15         | 11       | 4        | 11         | 6        | 6        | 29                 | 14       | 15       | 9        | 30               | 24    | 26      | 62             | 16        | 2     |
|                  | 9.3    | 8.4   | 10.3   | 17.4                 | 5.9        | 9.0      | 2.9      | 5.7        | 5.5      | 6.1      | 11.4               | 10.7     | 12.1     | 14.9     | 8.8              | 7.1   | 14.4    | 10.3           | 7.6       | 4.2   |
| Strongly Oppose  | 152    | 76    | 75     | 21                   | 26         | 17       | 9        | 26         | 13       | 12       | 65                 | 38       | 27       | 14       | 47               | 58    | 47      | 99             | 46        | 7     |
|                  | 17.6   | 17.4  | 17.7   | 23.9                 | 10.1       | 13.2     | 7.2      | 13.0       | 11.9     | 13.6     | 25.3               | 28.9     | 21.5     | 23.1     | 13.6             | 17.2  | 26.2    | 16.3           | 21.4      | 16.8  |

Table 66

T58.1 Do you support or oppose the potential redevelopment of the following retail and commercial areas in Glenwood Springs?

8TH STREET CROSSING, CONFLUENCE DEVELOPMENT (FORMERLY WASTEWATER TREATMENT SITE ON 7TH STREET)

|                  | LIVED IN GLENWOOD SPRINGS |           |       |       |       |       |         |         |         | INCOME   |         |         |          |           |           |           | CONSOLIDATED INCOME |          |           | FOCUS ON RESIDENTS VS TOURISTS |          |          |
|------------------|---------------------------|-----------|-------|-------|-------|-------|---------|---------|---------|----------|---------|---------|----------|-----------|-----------|-----------|---------------------|----------|-----------|--------------------------------|----------|----------|
|                  | TOTAL                     | LESS YEAR | 1 5   | 6 10  | 11 15 | 16 20 | MORE 20 | LESS 10 | MORE 10 | LESS 30K | 31K 50K | 50K 75K | 75K 100K | 100K 125K | 125K 150K | MORE 150K | LESS 50K            | 51K 100K | MORE 100K | RESI DENT                      | BAL ANCE | TOUR IST |
| TOTAL            | 861                       | 15        | 154   | 111   | 93    | 111   | 377     | 280     | 581     | 47       | 108     | 147     | 133      | 130       | 55        | 124       | 155                 | 280      | 309       | 56                             | 236      | 484      |
|                  | 100.0                     | 100.0     | 100.0 | 100.0 | 100.0 | 100.0 | 100.0   | 100.0   | 100.0   | 100.0    | 100.0   | 100.0   | 100.0    | 100.0     | 100.0     | 100.0     | 100.0               | 100.0    | 100.0     | 100.0                          | 100.0    | 100.0    |
| Total Support    | 553                       | 12        | 104   | 79    | 66    | 80    | 212     | 195     | 358     | 22       | 72      | 94      | 87       | 93        | 39        | 92        | 94                  | 181      | 224       | 19                             | 194      | 283      |
|                  | 64.2                      | 82.7      | 67.9  | 70.7  | 70.2  | 72.3  | 56.2    | 69.8    | 61.5    | 45.4     | 66.9    | 63.9    | 65.5     | 71.5      | 70.8      | 74.3      | 60.3                | 64.7     | 72.5      | 34.9                           | 82.2     | 58.4     |
| Total Oppose     | 232                       |           | 27    | 23    | 15    | 19    | 148     | 50      | 181     | 11       | 25      | 40      | 31       | 30        | 12        | 29        | 36                  | 71       | 71        | 34                             | 30       | 159      |
|                  | 26.9                      |           | 17.4  | 21.0  | 15.8  | 17.2  | 39.2    | 18.0    | 31.2    | 22.6     | 23.1    | 26.9    | 23.3     | 22.9      | 22.7      | 23.3      | 22.9                | 25.2     | 23.0      | 61.2                           | 12.8     | 32.8     |
| No Opinion       | 77                        | 3         | 23    | 9     | 13    | 12    | 18      | 34      | 42      | 15       | 11      | 14      | 15       | 7         | 4         | 3         | 26                  | 28       | 14        | 2                              | 12       | 42       |
|                  | 8.9                       | 17.3      | 14.7  | 8.3   | 14.0  | 10.4  | 4.7     | 12.3    | 7.3     | 32.0     | 10.0    | 9.2     | 11.2     | 5.5       | 6.5       | 2.4       | 16.7                | 10.1     | 4.4       | 3.9                            | 4.9      | 8.7      |
| Strongly Support | 291                       | 11        | 50    | 56    | 41    | 37    | 96      | 117     | 174     | 11       | 24      | 42      | 42       | 56        | 27        | 61        | 35                  | 84       | 145       | 14                             | 106      | 138      |
|                  | 33.7                      | 73.9      | 32.5  | 50.4  | 43.8  | 33.1  | 25.5    | 41.8    | 29.9    | 24.2     | 22.1    | 28.4    | 31.7     | 42.9      | 50.2      | 49.6      | 22.7                | 29.9     | 46.9      | 25.4                           | 45.1     | 28.6     |
| Somewhat Support | 262                       | 1         | 54    | 23    | 25    | 43    | 116     | 78      | 184     | 10       | 48      | 52      | 45       | 37        | 11        | 31        | 58                  | 97       | 79        | 5                              | 88       | 144      |
|                  | 30.4                      | 8.7       | 35.4  | 20.2  | 26.4  | 39.2  | 30.7    | 28.0    | 31.6    | 21.2     | 44.8    | 35.5    | 33.8     | 28.6      | 20.6      | 24.8      | 37.6                | 34.7     | 25.7      | 9.5                            | 37.2     | 29.8     |
| Somewhat Oppose  | 80                        |           | 9     | 12    | 4     | 8     | 47      | 21      | 58      | 3        | 6       | 23      | 15       | 9         | 4         | 8         | 9                   | 38       | 22        |                                | 20       | 55       |
|                  | 9.3                       |           | 6.0   | 11.0  | 3.9   | 7.3   | 12.4    | 7.7     | 10.1    | 6.2      | 5.8     | 15.6    | 11.3     | 7.1       | 7.8       | 6.9       | 6.0                 | 13.6     | 7.1       |                                | 8.3      | 11.5     |
| Strongly Oppose  | 152                       |           | 18    | 11    | 11    | 11    | 101     | 29      | 123     | 8        | 19      | 17      | 16       | 21        | 8         | 20        | 26                  | 33       | 49        | 34                             | 11       | 103      |
|                  | 17.6                      |           | 11.4  | 10.1  | 11.9  | 9.9   | 26.8    | 10.3    | 21.2    | 16.4     | 17.2    | 11.3    | 12.0     | 15.8      | 14.9      | 16.4      | 17.0                | 11.6     | 15.9      | 61.2                           | 4.5      | 21.3     |

Table 66

T58.1 Do you support or oppose the potential redevelopment of the following retail and commercial areas in Glenwood Springs?

8TH STREET CROSSING, CONFLUENCE DEVELOPMENT (FORMERLY WASTEWATER TREATMENT SITE ON 7TH STREET)

|                  | DEVELOPMENT OF NEW<br>HOUSING FOR SALE |              |              |              | DEVELOPMENT OF NEW<br>APARTMENTS |              |              | RATE OF RETAIL AND<br>COMMERCIAL GROWTH |              |              | WARD         |              |              |              |              |
|------------------|----------------------------------------|--------------|--------------|--------------|----------------------------------|--------------|--------------|-----------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
|                  | TOTAL                                  | TOO<br>SLOW  | RGHT<br>AMNT | TOO<br>FAST  | TOO<br>SLOW                      | RGHT<br>AMNT | TOO<br>FAST  | TOO<br>SLOW                             | RGHT<br>AMNT | TOO<br>FAST  | WARD<br>1    | WARD<br>2    | WARD<br>3    | WARD<br>4    | WARD<br>5    |
| TOTAL            | 861<br>100.0                           | 262<br>100.0 | 155<br>100.0 | 353<br>100.0 | 190<br>100.0                     | 130<br>100.0 | 498<br>100.0 | 396<br>100.0                            | 274<br>100.0 | 116<br>100.0 | 207<br>100.0 | 172<br>100.0 | 164<br>100.0 | 164<br>100.0 | 155<br>100.0 |
| Total Support    | 553<br>64.2                            | 218<br>83.2  | 113<br>73.0  | 165<br>46.7  | 164<br>86.6                      | 108<br>82.7  | 255<br>51.2  | 276<br>69.6                             | 192<br>70.0  | 37<br>31.8   | 150<br>72.6  | 123<br>71.2  | 110<br>67.0  | 72<br>44.2   | 98<br>63.3   |
| Total Oppose     | 232<br>26.9                            | 19<br>7.4    | 33<br>21.5   | 163<br>46.1  | 10<br>5.3                        | 13<br>9.7    | 200<br>40.2  | 93<br>23.4                              | 62<br>22.5   | 67<br>57.3   | 38<br>18.5   | 31<br>18.2   | 43<br>26.6   | 76<br>46.7   | 42<br>27.2   |
| No Opinion       | 77<br>8.9                              | 25<br>9.4    | 8<br>5.4     | 25<br>7.1    | 15<br>8.1                        | 10<br>7.6    | 42<br>8.5    | 28<br>7.0                               | 21<br>7.5    | 13<br>11.0   | 18<br>8.8    | 18<br>10.6   | 10<br>6.4    | 15<br>9.1    | 15<br>9.5    |
| Strongly Support | 291<br>33.7                            | 129<br>49.2  | 61<br>39.0   | 63<br>17.9   | 89<br>47.1                       | 77<br>58.9   | 107<br>21.4  | 144<br>36.3                             | 100<br>36.4  | 15<br>13.1   | 80<br>38.9   | 52<br>30.1   | 60<br>36.8   | 40<br>24.2   | 59<br>37.9   |
| Somewhat Support | 262<br>30.4                            | 89<br>34.0   | 53<br>34.0   | 102<br>28.9  | 75<br>39.5                       | 31<br>23.8   | 148<br>29.8  | 132<br>33.2                             | 92<br>33.5   | 22<br>18.7   | 70<br>33.7   | 71<br>41.1   | 50<br>30.3   | 33<br>20.0   | 39<br>25.5   |
| Somewhat Oppose  | 80<br>9.3                              | 10<br>3.6    | 18<br>11.8   | 43<br>12.1   | 4<br>2.2                         | 8<br>6.0     | 63<br>12.7   | 39<br>9.9                               | 30<br>10.8   | 8<br>7.2     | 13<br>6.5    | 12<br>7.1    | 15<br>9.1    | 14<br>8.4    | 26<br>16.6   |
| Strongly Oppose  | 152<br>17.6                            | 10<br>3.8    | 15<br>9.7    | 120<br>34.0  | 6<br>3.1                         | 5<br>3.8     | 137<br>27.5  | 54<br>13.6                              | 32<br>11.6   | 58<br>50.0   | 25<br>12.1   | 19<br>11.0   | 29<br>17.5   | 63<br>38.3   | 16<br>10.6   |

City of Glenwood Springs Community Survey, 861n, +- 3.15% MoE, September 7th - 22nd, 2021, Weighted Crosstabs  
Table 67  
T58.2 Do you support or oppose the potential redevelopment of the following retail and commercial areas in Glenwood Springs?  
6TH STREET

|                  | GENDER |       |        | GENZ AND MILLENNIALS |            |          |          | GEN X      |          |          | BOOMERS AND SILENT |          |          |          | CONSOLIDATED AGE |       |         | RACE ETHNICITY |           |       |
|------------------|--------|-------|--------|----------------------|------------|----------|----------|------------|----------|----------|--------------------|----------|----------|----------|------------------|-------|---------|----------------|-----------|-------|
|                  | TOTAL  | MEN   | WO MEN | GENZ 18-24           | MILL 25-39 | MILL MEN | MILL WOM | GENX 40-54 | GENX MEN | GENX WOM | BOOM 55-74         | BOOM MEN | BOOM WOM | SLNT 75+ | 18-39            | 40-64 | 65 PLUS | WHI TE         | HISP ANIC | OTH   |
| TOTAL            | 861    | 435   | 424    | 86                   | 258        | 127      | 131      | 198        | 106      | 91       | 258                | 131      | 127      | 60       | 344              | 336   | 181     | 603            | 215       | 43    |
|                  | 100.0  | 100.0 | 100.0  | 100.0                | 100.0      | 100.0    | 100.0    | 100.0      | 100.0    | 100.0    | 100.0              | 100.0    | 100.0    | 100.0    | 100.0            | 100.0 | 100.0   | 100.0          | 100.0     | 100.0 |
| Total Support    | 597    | 315   | 282    | 35                   | 183        | 90       | 93       | 146        | 75       | 70       | 192                | 98       | 94       | 41       | 218              | 253   | 126     | 438            | 129       | 30    |
|                  | 69.4   | 72.4  | 66.5   | 40.2                 | 71.0       | 71.1     | 71.1     | 73.5       | 70.7     | 77.5     | 74.5               | 74.9     | 74.3     | 68.2     | 63.3             | 75.4  | 69.7    | 72.6           | 60.1      | 70.1  |
| Total Oppose     | 160    | 76    | 83     | 32                   | 33         | 22       | 11       | 31         | 18       | 12       | 50                 | 25       | 25       | 14       | 65               | 52    | 43      | 103            | 48        | 9     |
|                  | 18.6   | 17.5  | 19.6   | 37.1                 | 12.8       | 17.7     | 8.1      | 15.7       | 17.2     | 13.3     | 19.4               | 18.7     | 19.8     | 23.6     | 18.9             | 15.5  | 24.0    | 17.1           | 22.3      | 21.7  |
| No Opinion       | 103    | 44    | 59     | 20                   | 42         | 14       | 27       | 21         | 13       | 8        | 16                 | 8        | 7        | 5        | 61               | 31    | 12      | 62             | 38        | 4     |
|                  | 12.0   | 10.1  | 13.9   | 22.7                 | 16.2       | 11.2     | 20.8     | 10.8       | 12.1     | 9.2      | 6.1                | 6.4      | 5.9      | 8.2      | 17.8             | 9.1   | 6.4     | 10.3           | 17.6      | 8.2   |
| Strongly Support | 335    | 190   | 144    | 32                   | 108        | 59       | 49       | 83         | 49       | 33       | 97                 | 47       | 50       | 15       | 140              | 140   | 55      | 238            | 81        | 16    |
|                  | 38.9   | 43.7  | 34.1   | 37.2                 | 41.8       | 46.1     | 37.8     | 41.7       | 46.4     | 36.7     | 37.6               | 35.5     | 39.8     | 25.1     | 40.6             | 41.8  | 30.2    | 39.5           | 37.8      | 36.4  |
| Somewhat Support | 262    | 125   | 137    | 3                    | 76         | 32       | 43       | 63         | 26       | 37       | 95                 | 52       | 44       | 26       | 78               | 113   | 71      | 200            | 48        | 14    |
|                  | 30.5   | 28.8  | 32.4   | 3.0                  | 29.2       | 25.1     | 33.3     | 31.8       | 24.3     | 40.9     | 36.9               | 39.3     | 34.6     | 43.1     | 22.7             | 33.6  | 39.4    | 33.2           | 22.3      | 33.6  |
| Somewhat Oppose  | 68     | 37    | 31     | 4                    | 12         | 7        | 5        | 13         | 8        | 5        | 30                 | 15       | 15       | 8        | 17               | 23    | 28      | 54             | 10        | 4     |
|                  | 7.9    | 8.5   | 7.3    | 5.1                  | 4.7        | 5.4      | 4.2      | 6.7        | 7.9      | 5.3      | 11.7               | 11.2     | 12.2     | 12.8     | 4.8              | 6.9   | 15.4    | 9.0            | 4.4       | 9.2   |
| Strongly Oppose  | 93     | 39    | 52     | 28                   | 21         | 16       | 5        | 18         | 10       | 7        | 20                 | 10       | 10       | 7        | 48               | 29    | 16      | 49             | 38        | 5     |
|                  | 10.7   | 9.0   | 12.3   | 32.0                 | 8.0        | 12.3     | 3.9      | 9.0        | 9.3      | 8.0      | 7.7                | 7.5      | 7.6      | 10.8     | 14.0             | 8.5   | 8.6     | 8.1            | 17.9      | 12.5  |

City of Glenwood Springs Community Survey, 861n, +/- 3.15% MoE, September 7th - 22nd, 2021, Weighted Crosstabs  
 Table 67  
 T58.2 Do you support or oppose the potential redevelopment of the following retail and commercial areas in Glenwood Springs?  
 6TH STREET

|                  | LIVED IN GLENWOOD SPRINGS |             |              |              |             |              |              |              | INCOME       |             |              |              |              |              |             |              | CONSOLIDATED INCOME |              |              | FOCUS ON RESIDENTS VS TOURISTS |              |              |
|------------------|---------------------------|-------------|--------------|--------------|-------------|--------------|--------------|--------------|--------------|-------------|--------------|--------------|--------------|--------------|-------------|--------------|---------------------|--------------|--------------|--------------------------------|--------------|--------------|
|                  | TOTAL                     | LESS YEAR   | 1 5          | 6 10         | 11 15       | 16 20        | MORE 20      | LESS 10      | MORE 10      | LESS 30K    | 31K 50K      | 50K 75K      | 75K 100K     | 100K 125K    | 125K 150K   | MORE 150K    | LESS 50K            | 51K 100K     | MORE 100K    | RESI DENT                      | BAL ANCE     | TOUR IST     |
| TOTAL            | 861<br>100.0              | 15<br>100.0 | 154<br>100.0 | 111<br>100.0 | 93<br>100.0 | 111<br>100.0 | 377<br>100.0 | 280<br>100.0 | 581<br>100.0 | 47<br>100.0 | 108<br>100.0 | 147<br>100.0 | 133<br>100.0 | 130<br>100.0 | 55<br>100.0 | 124<br>100.0 | 155<br>100.0        | 280<br>100.0 | 309<br>100.0 | 56<br>100.0                    | 236<br>100.0 | 484<br>100.0 |
| Total Support    | 597<br>69.4               | 14<br>94.5  | 107<br>69.9  | 80<br>71.6   | 65<br>70.1  | 78<br>70.3   | 253<br>67.1  | 201<br>71.9  | 396<br>68.2  | 30<br>63.4  | 73<br>67.5   | 92<br>62.4   | 90<br>67.8   | 103<br>78.8  | 43<br>78.4  | 106<br>85.4  | 103<br>66.2         | 182<br>64.9  | 251<br>81.4  | 23<br>41.5                     | 195<br>82.6  | 323<br>66.8  |
| Total Oppose     | 160<br>18.6               |             | 21<br>13.9   | 13<br>11.3   | 14<br>15.5  | 15<br>13.7   | 97<br>25.7   | 34<br>12.1   | 126<br>21.7  | 10<br>21.1  | 27<br>25.3   | 23<br>15.8   | 20<br>14.8   | 15<br>11.7   | 8<br>14.7   | 15<br>12.3   | 37<br>24.0          | 43<br>15.3   | 39<br>12.5   | 31<br>56.4                     | 20<br>8.6    | 98<br>20.4   |
| No Opinion       | 103<br>12.0               | 1<br>5.5    | 25<br>16.3   | 19<br>17.1   | 13<br>14.4  | 18<br>15.9   | 27<br>7.3    | 45<br>16.0   | 59<br>10.1   | 7<br>15.5   | 8<br>7.2     | 32<br>21.9   | 23<br>17.5   | 12<br>9.5    | 4<br>6.8    | 3<br>2.2     | 15<br>9.8           | 55<br>19.8   | 19<br>6.1    | 1<br>2.1                       | 21<br>8.8    | 62<br>12.8   |
| Strongly Support | 335<br>38.9               | 9<br>63.6   | 55<br>35.7   | 49<br>44.0   | 35<br>37.1  | 42<br>38.3   | 145<br>38.3  | 113<br>40.5  | 222<br>38.1  | 16<br>34.6  | 42<br>39.3   | 55<br>37.1   | 47<br>35.6   | 49<br>37.5   | 29<br>53.4  | 69<br>55.7   | 59<br>37.8          | 102<br>36.4  | 147<br>47.6  | 19<br>34.5                     | 123<br>52.2  | 162<br>33.5  |
| Somewhat Support | 262<br>30.5               | 5<br>30.9   | 53<br>34.2   | 31<br>27.6   | 31<br>33.0  | 36<br>32.1   | 108<br>28.7  | 88<br>31.4   | 175<br>30.1  | 14<br>28.8  | 30<br>28.2   | 37<br>25.3   | 43<br>32.2   | 54<br>41.3   | 14<br>25.0  | 37<br>29.8   | 44<br>28.4          | 80<br>28.6   | 104<br>33.8  | 4<br>7.0                       | 72<br>30.5   | 161<br>33.3  |
| Somewhat Oppose  | 68<br>7.9                 |             | 6<br>4.1     | 6<br>5.3     | 5<br>5.1    | 8<br>7.5     | 42<br>11.3   | 12<br>4.4    | 55<br>9.5    | 3<br>6.1    | 15<br>13.7   | 11<br>7.4    | 12<br>9.3    | 11<br>8.1    | 3<br>5.9    | 3<br>2.5     | 18<br>11.4          | 23<br>8.3    | 17<br>5.5    |                                | 16<br>6.7    | 44<br>9.1    |
| Strongly Oppose  | 93<br>10.7                |             | 15<br>9.7    | 7<br>6.0     | 10<br>10.4  | 7<br>6.2     | 54<br>14.4   | 22<br>7.7    | 71<br>12.2   | 7<br>15.0   | 13<br>11.6   | 12<br>8.4    | 7<br>5.5     | 5<br>3.6     | 5<br>8.8    | 12<br>9.8    | 20<br>12.7          | 20<br>7.0    | 22<br>7.0    | 31<br>56.4                     | 4<br>1.9     | 54<br>11.2   |



Table 67

T58.2 Do you support or oppose the potential redevelopment of the following retail and commercial areas in Glenwood Springs?

6TH STREET

|                  | DEVELOPMENT OF NEW<br>HOUSING FOR SALE |             |              | DEVELOPMENT OF NEW<br>APARTMENTS |             |              | RATE OF RETAIL AND<br>COMMERICAL GROWTH |             |              | WARD        |           |           |           |           |           |
|------------------|----------------------------------------|-------------|--------------|----------------------------------|-------------|--------------|-----------------------------------------|-------------|--------------|-------------|-----------|-----------|-----------|-----------|-----------|
|                  | TOTAL                                  | TOO<br>SLOW | RGHT<br>AMNT | TOO<br>FAST                      | TOO<br>SLOW | RGHT<br>AMNT | TOO<br>FAST                             | TOO<br>SLOW | RGHT<br>AMNT | TOO<br>FAST | WARD<br>1 | WARD<br>2 | WARD<br>3 | WARD<br>4 | WARD<br>5 |
| TOTAL            | 861                                    | 262         | 155          | 353                              | 190         | 130          | 498                                     | 396         | 274          | 116         | 207       | 172       | 164       | 164       | 155       |
|                  | 100.0                                  | 100.0       | 100.0        | 100.0                            | 100.0       | 100.0        | 100.0                                   | 100.0       | 100.0        | 100.0       | 100.0     | 100.0     | 100.0     | 100.0     | 100.0     |
| Total Support    | 597                                    | 225         | 120          | 190                              | 161         | 108          | 300                                     | 284         | 210          | 57          | 153       | 137       | 125       | 77        | 105       |
|                  | 69.4                                   | 86.1        | 77.3         | 53.9                             | 85.0        | 83.4         | 60.3                                    | 71.6        | 76.7         | 49.3        | 73.9      | 79.7      | 76.1      | 47.3      | 68.0      |
| Total Oppose     | 160                                    | 16          | 21           | 110                              | 13          | 9            | 135                                     | 67          | 31           | 49          | 31        | 19        | 23        | 66        | 21        |
|                  | 18.6                                   | 6.0         | 13.4         | 31.2                             | 6.9         | 7.1          | 27.1                                    | 16.9        | 11.3         | 41.8        | 14.9      | 11.3      | 13.9      | 40.5      | 13.6      |
| No Opinion       | 103                                    | 20          | 14           | 53                               | 16          | 12           | 63                                      | 45          | 33           | 10          | 23        | 16        | 16        | 20        | 28        |
|                  | 12.0                                   | 7.8         | 9.3          | 14.9                             | 8.2         | 9.5          | 12.6                                    | 11.4        | 12.0         | 8.9         | 11.2      | 9.0       | 10.0      | 12.3      | 18.4      |
|                  |                                        |             |              |                                  |             |              |                                         |             |              |             |           |           |           |           |           |
| Strongly Support | 335                                    | 153         | 59           | 87                               | 119         | 68           | 135                                     | 171         | 118          | 20          | 81        | 76        | 74        | 48        | 56        |
|                  | 38.9                                   | 58.4        | 38.3         | 24.7                             | 62.7        | 52.5         | 27.1                                    | 43.1        | 43.0         | 17.3        | 39.2      | 44.0      | 45.4      | 29.1      | 36.1      |
| Somewhat Support | 262                                    | 73          | 61           | 103                              | 42          | 40           | 165                                     | 113         | 92           | 37          | 72        | 61        | 50        | 30        | 49        |
|                  | 30.5                                   | 27.7        | 39.0         | 29.3                             | 22.3        | 31.0         | 33.1                                    | 28.6        | 33.7         | 31.9        | 34.7      | 35.7      | 30.7      | 18.1      | 31.9      |
|                  |                                        |             |              |                                  |             |              |                                         |             |              |             |           |           |           |           |           |
| Somewhat Oppose  | 68                                     | 13          | 14           | 29                               | 9           | 6            | 51                                      | 34          | 23           | 4           | 17        | 9         | 13        | 17        | 11        |
|                  | 7.9                                    | 4.8         | 9.2          | 8.2                              | 4.7         | 4.9          | 10.2                                    | 8.6         | 8.2          | 3.1         | 8.4       | 5.4       | 8.0       | 10.3      | 7.2       |
| Strongly Oppose  | 93                                     | 3           | 7            | 81                               | 4           | 3            | 84                                      | 33          | 8            | 45          | 13        | 10        | 10        | 49        | 10        |
|                  | 10.7                                   | 1.2         | 4.3          | 22.9                             | 2.2         | 2.2          | 16.9                                    | 8.4         | 3.0          | 38.7        | 6.5       | 5.9       | 5.9       | 30.2      | 6.5       |

City of Glenwood Springs Community Survey, 861n, +- 3.15% MoE, September 7th - 22nd, 2021, Weighted Crosstabs  
Table 68  
T58.3 Do you support or oppose the potential redevelopment of the following retail and commercial areas in Glenwood Springs?  
SAFEWAY

|                  | GENDER |       |        | GENZ AND MILLENNIALS |            |          |          | GEN X      |          |          | BOOMERS AND SILENT |          |          |          | CONSOLIDATED AGE |       |         | RACE ETHNICITY |           |       |
|------------------|--------|-------|--------|----------------------|------------|----------|----------|------------|----------|----------|--------------------|----------|----------|----------|------------------|-------|---------|----------------|-----------|-------|
|                  | TOTAL  | MEN   | WO MEN | GENZ 18-24           | MILL 25-39 | MILL MEN | MILL WOM | GENX 40-54 | GENX MEN | GENX WOM | BOOM 55-74         | BOOM MEN | BOOM WOM | SLNT 75+ | 18-39            | 40-64 | 65 PLUS | WHI TE         | HISP ANIC | OTH   |
| TOTAL            | 861    | 435   | 424    | 86                   | 258        | 127      | 131      | 198        | 106      | 91       | 258                | 131      | 127      | 60       | 344              | 336   | 181     | 603            | 215       | 43    |
|                  | 100.0  | 100.0 | 100.0  | 100.0                | 100.0      | 100.0    | 100.0    | 100.0      | 100.0    | 100.0    | 100.0              | 100.0    | 100.0    | 100.0    | 100.0            | 100.0 | 100.0   | 100.0          | 100.0     | 100.0 |
| Total Support    | 760    | 380   | 378    | 77                   | 227        | 107      | 119      | 177        | 95       | 81       | 232                | 117      | 115      | 48       | 304              | 300   | 156     | 535            | 191       | 34    |
|                  | 88.3   | 87.5  | 89.3   | 89.7                 | 87.7       | 84.1     | 91.2     | 89.1       | 89.8     | 89.3     | 89.7               | 88.9     | 90.8     | 79.2     | 88.2             | 89.2  | 86.5    | 88.7           | 88.9      | 78.2  |
| Total Oppose     | 70     | 38    | 31     | 5                    | 21         | 14       | 7        | 17         | 9        | 7        | 20                 | 10       | 9        | 8        | 25               | 29    | 15      | 42             | 20        | 8     |
|                  | 8.1    | 8.8   | 7.2    | 5.2                  | 8.1        | 10.6     | 5.6      | 8.4        | 8.7      | 7.4      | 7.7                | 7.9      | 7.3      | 13.1     | 7.4              | 8.7   | 8.5     | 6.9            | 9.3       | 18.5  |
| No Opinion       | 31     | 16    | 15     | 4                    | 11         | 7        | 4        | 5          | 2        | 3        | 7                  | 4        | 2        | 5        | 15               | 7     | 9       | 26             | 4         | 1     |
|                  | 3.6    | 3.7   | 3.5    | 5.0                  | 4.2        | 5.3      | 3.1      | 2.5        | 1.6      | 3.3      | 2.5                | 3.1      | 1.9      | 7.7      | 4.4              | 2.1   | 5.1     | 4.3            | 1.8       | 3.3   |
| Strongly Support | 618    | 318   | 299    | 77                   | 190        | 97       | 93       | 149        | 84       | 64       | 170                | 85       | 84       | 32       | 267              | 232   | 119     | 425            | 171       | 22    |
|                  | 71.7   | 73.1  | 70.6   | 89.7                 | 73.5       | 76.1     | 70.9     | 75.3       | 79.6     | 70.9     | 65.7               | 65.0     | 66.6     | 53.0     | 77.5             | 69.1  | 65.6    | 70.6           | 79.3      | 50.0  |
| Somewhat Support | 142    | 63    | 79     |                      | 37         | 10       | 27       | 27         | 11       | 17       | 62                 | 31       | 31       | 16       | 37               | 68    | 38      | 109            | 21        | 12    |
|                  | 16.5   | 14.4  | 18.8   |                      | 14.3       | 8.0      | 20.3     | 13.8       | 10.1     | 18.3     | 24.0               | 24.0     | 24.2     | 26.2     | 10.7             | 20.1  | 20.8    | 18.2           | 9.6       | 28.2  |
| Somewhat Oppose  | 16     | 6     | 10     | 5                    | 1          |          | 1        | 2          | 1        | 1        | 7                  | 4        | 3        | 1        | 6                | 6     | 4       | 13             |           | 3     |
|                  | 1.8    | 1.4   | 2.3    | 5.2                  | 0.6        |          | 1.1      | 0.8        | 1.0      | 0.7      | 2.6                | 2.9      | 2.4      | 2.3      | 1.7              | 1.7   | 2.4     | 2.2            |           | 5.9   |
| Strongly Oppose  | 54     | 32    | 21     |                      | 19         | 14       | 6        | 15         | 8        | 6        | 13                 | 7        | 6        | 7        | 19               | 24    | 11      | 29             | 20        | 5     |
|                  | 6.3    | 7.4   | 4.9    |                      | 7.5        | 10.6     | 4.5      | 7.6        | 7.7      | 6.8      | 5.1                | 5.0      | 4.9      | 10.8     | 5.6              | 7.0   | 6.1     | 4.7            | 9.3       | 12.6  |

City of Glenwood Springs Community Survey, 861n, +- 3.15% MoE, September 7th - 22nd, 2021, Weighted Crosstabs  
Table 68  
T58.3 Do you support or oppose the potential redevelopment of the following retail and commercial areas in Glenwood Springs?  
SAFEWAY

|                  | LIVED IN GLENWOOD SPRINGS |           |       |       |       |       |         |         |         | INCOME   |         |         |          |           |           |           | CONSOLIDATED INCOME |          |           | FOCUS ON RESIDENTS VS TOURISTS |          |          |
|------------------|---------------------------|-----------|-------|-------|-------|-------|---------|---------|---------|----------|---------|---------|----------|-----------|-----------|-----------|---------------------|----------|-----------|--------------------------------|----------|----------|
|                  | TOTAL                     | LESS YEAR | 1 5   | 6 10  | 11 15 | 16 20 | MORE 20 | LESS 10 | MORE 10 | LESS 30K | 31K 50K | 50K 75K | 75K 100K | 100K 125K | 125K 150K | MORE 150K | LESS 50K            | 51K 100K | MORE 100K | RESI DENT                      | BAL ANCE | TOUR IST |
| TOTAL            | 861                       | 15        | 154   | 111   | 93    | 111   | 377     | 280     | 581     | 47       | 108     | 147     | 133      | 130       | 55        | 124       | 155                 | 280      | 309       | 56                             | 236      | 484      |
|                  | 100.0                     | 100.0     | 100.0 | 100.0 | 100.0 | 100.0 | 100.0   | 100.0   | 100.0   | 100.0    | 100.0   | 100.0   | 100.0    | 100.0     | 100.0     | 100.0     | 100.0               | 100.0    | 100.0     | 100.0                          | 100.0    | 100.0    |
| Total Support    | 760                       | 13        | 132   | 102   | 82    | 101   | 329     | 248     | 512     | 39       | 91      | 130     | 125      | 121       | 48        | 109       | 130                 | 255      | 277       | 24                             | 222      | 440      |
|                  | 88.3                      | 86.6      | 86.1  | 92.1  | 87.9  | 91.0  | 87.4    | 88.5    | 88.1    | 81.7     | 84.8    | 88.4    | 93.7     | 92.8      | 87.2      | 87.8      | 83.8                | 90.9     | 89.8      | 42.7                           | 94.0     | 91.1     |
| Total Oppose     | 70                        |           | 13    | 6     | 10    | 8     | 34      | 18      | 51      | 4        | 14      | 13      | 4        | 5         | 6         | 13        | 18                  | 17       | 23        | 31                             | 8        | 29       |
|                  | 8.1                       |           | 8.3   | 5.0   | 10.7  | 6.9   | 9.0     | 6.6     | 8.9     | 7.9      | 13.2    | 8.8     | 3.3      | 3.7       | 10.3      | 10.5      | 11.6                | 6.2      | 7.6       | 55.2                           | 3.4      | 6.0      |
| No Opinion       | 31                        | 2         | 9     | 3     | 1     | 2     | 14      | 14      | 18      | 5        | 2       | 4       | 4        | 5         | 1         | 2         | 7                   | 8        | 8         | 1                              | 6        | 14       |
|                  | 3.6                       | 13.4      | 5.5   | 2.9   | 1.4   | 2.2   | 3.7     | 4.9     | 3.0     | 10.4     | 2.0     | 2.8     | 3.0      | 3.5       | 2.4       | 1.7       | 4.6                 | 2.9      | 2.6       | 2.1                            | 2.6      | 2.9      |
| Strongly Support | 618                       | 11        | 107   | 93    | 63    | 80    | 263     | 212     | 406     | 31       | 77      | 101     | 94       | 108       | 38        | 91        | 107                 | 195      | 237       | 22                             | 172      | 371      |
|                  | 71.7                      | 77.5      | 69.7  | 83.8  | 67.5  | 72.5  | 69.6    | 75.7    | 69.8    | 64.9     | 71.2    | 68.8    | 70.7     | 82.6      | 69.3      | 73.8      | 69.3                | 69.7     | 76.7      | 39.0                           | 72.8     | 76.6     |
| Somewhat Support | 142                       | 1         | 25    | 9     | 19    | 20    | 67      | 36      | 106     | 8        | 15      | 29      | 31       | 13        | 10        | 17        | 23                  | 59       | 40        | 2                              | 50       | 70       |
|                  | 16.5                      | 9.1       | 16.4  | 8.3   | 20.4  | 18.4  | 17.8    | 12.8    | 18.3    | 16.7     | 13.6    | 19.6    | 23.0     | 10.2      | 17.9      | 14.1      | 14.5                | 21.2     | 13.1      | 3.8                            | 21.2     | 14.4     |
| Somewhat Oppose  | 16                        |           | 2     | 1     | 1     | 2     | 10      | 3       | 13      | 1        | 2       | 3       | 2        | 1         | 1         | 2         | 3                   | 5        | 4         |                                | 4        | 11       |
|                  | 1.8                       |           | 1.2   | 0.7   | 1.4   | 1.7   | 2.6     | 1.0     | 2.3     | 2.9      | 1.7     | 2.3     | 1.2      | 0.8       | 1.5       | 1.8       | 2.1                 | 1.8      | 1.3       |                                | 1.6      | 2.3      |
| Strongly Oppose  | 54                        |           | 11    | 5     | 9     | 6     | 24      | 16      | 38      | 2        | 12      | 10      | 3        | 4         | 5         | 11        | 15                  | 12       | 19        | 31                             | 4        | 18       |
|                  | 6.3                       |           | 7.1   | 4.3   | 9.3   | 5.2   | 6.3     | 5.6     | 6.6     | 5.0      | 11.4    | 6.5     | 2.1      | 2.9       | 8.8       | 8.7       | 9.5                 | 4.4      | 6.2       | 55.2                           | 1.8      | 3.7      |

Table 68

T58.3 Do you support or oppose the potential redevelopment of the following retail and commercial areas in Glenwood Springs?

SAFEWAY

|                  | DEVELOPMENT OF NEW HOUSING FOR SALE |              |              |              | DEVELOPMENT OF NEW APARTMENTS |              |              | RATE OF RETAIL AND COMMERCIAL GROWTH |              |              | WARD         |              |              |              |              |
|------------------|-------------------------------------|--------------|--------------|--------------|-------------------------------|--------------|--------------|--------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
|                  | TOTAL                               | TOO SLOW     | RGHT AMNT    | TOO FAST     | TOO SLOW                      | RGHT AMNT    | TOO FAST     | TOO SLOW                             | RGHT AMNT    | TOO FAST     | WARD 1       | WARD 2       | WARD 3       | WARD 4       | WARD 5       |
| TOTAL            | 861<br>100.0                        | 262<br>100.0 | 155<br>100.0 | 353<br>100.0 | 190<br>100.0                  | 130<br>100.0 | 498<br>100.0 | 396<br>100.0                         | 274<br>100.0 | 116<br>100.0 | 207<br>100.0 | 172<br>100.0 | 164<br>100.0 | 164<br>100.0 | 155<br>100.0 |
| Total Support    | 760<br>88.3                         | 253<br>96.8  | 140<br>89.9  | 286<br>81.1  | 180<br>95.2                   | 123<br>94.4  | 418<br>84.0  | 375<br>94.7                          | 254<br>92.5  | 70<br>60.4   | 188<br>90.8  | 153<br>88.7  | 148<br>90.6  | 128<br>78.2  | 143<br>92.6  |
| Total Oppose     | 70<br>8.1                           | 3<br>1.0     | 9<br>5.9     | 55<br>15.6   | 4<br>2.2                      | 3<br>2.3     | 62<br>12.5   | 8<br>2.0                             | 12<br>4.5    | 42<br>35.8   | 14<br>7.0    | 13<br>7.5    | 9<br>5.2     | 26<br>15.8   | 8<br>5.3     |
| No Opinion       | 31<br>3.6                           | 6<br>2.2     | 6<br>4.1     | 12<br>3.3    | 5<br>2.6                      | 4<br>3.3     | 18<br>3.5    | 13<br>3.3                            | 8<br>3.0     | 4<br>3.8     | 5<br>2.2     | 7<br>3.8     | 7<br>4.2     | 10<br>6.0    | 3<br>2.2     |
| Strongly Support | 618<br>71.7                         | 218<br>83.3  | 108<br>69.3  | 232<br>65.8  | 155<br>82.0                   | 100<br>77.2  | 332<br>66.8  | 322<br>81.2                          | 202<br>73.8  | 50<br>42.7   | 141<br>68.0  | 122<br>70.6  | 114<br>69.8  | 114<br>69.7  | 127<br>82.2  |
| Somewhat Support | 142<br>16.5                         | 35<br>13.5   | 32<br>20.6   | 54<br>15.3   | 25<br>13.2                    | 22<br>17.2   | 86<br>17.2   | 54<br>13.5                           | 51<br>18.7   | 21<br>17.8   | 47<br>22.8   | 31<br>18.1   | 34<br>20.8   | 14<br>8.6    | 16<br>10.4   |
| Somewhat Oppose  | 16<br>1.8                           | 0.2          | 6<br>3.7     | 8<br>2.2     | 3<br>1.4                      | 2<br>1.7     | 11<br>2.2    | 3<br>0.8                             | 5<br>1.8     | 2<br>1.9     | 3<br>1.5     | 4<br>2.2     | 3<br>1.7     | 3<br>1.7     | 4<br>2.3     |
| Strongly Oppose  | 54<br>6.3                           | 2<br>0.8     | 4<br>2.3     | 47<br>13.4   | 2<br>0.8                      | 1<br>0.6     | 51<br>10.3   | 5<br>1.2                             | 7<br>2.7     | 39<br>33.9   | 11<br>5.5    | 9<br>5.4     | 6<br>3.5     | 23<br>14.1   | 5<br>3.0     |

Table 69

T58.4 Do you support or oppose the potential redevelopment of the following retail and commercial areas in Glenwood Springs?

ROARING FORK MARKETPLACE

|                  | GENDER |       |        | GENZ AND MILLENNIALS |            |          |          | GEN X      |          |          | BOOMERS AND SILENT |          |          |          | CONSOLIDATED AGE |       |         | RACE ETHNICITY |           |       |
|------------------|--------|-------|--------|----------------------|------------|----------|----------|------------|----------|----------|--------------------|----------|----------|----------|------------------|-------|---------|----------------|-----------|-------|
|                  | TOTAL  | MEN   | WO MEN | GENZ 18-24           | MILL 25-39 | MILL MEN | MILL WOM | GENX 40-54 | GENX MEN | GENX WOM | BOOM 55-74         | BOOM MEN | BOOM WOM | SLNT 75+ | 18-39            | 40-64 | 65 PLUS | WHI TE         | HISP ANIC | OTH   |
| TOTAL            | 861    | 435   | 424    | 86                   | 258        | 127      | 131      | 198        | 106      | 91       | 258                | 131      | 127      | 60       | 344              | 336   | 181     | 603            | 215       | 43    |
|                  | 100.0  | 100.0 | 100.0  | 100.0                | 100.0      | 100.0    | 100.0    | 100.0      | 100.0    | 100.0    | 100.0              | 100.0    | 100.0    | 100.0    | 100.0            | 100.0 | 100.0   | 100.0          | 100.0     | 100.0 |
| Total Support    | 598    | 308   | 289    | 47                   | 190        | 92       | 97       | 137        | 75       | 62       | 183                | 93       | 90       | 41       | 237              | 237   | 124     | 418            | 153       | 26    |
|                  | 69.5   | 70.8  | 68.2   | 54.7                 | 73.4       | 72.7     | 74.0     | 69.3       | 70.7     | 68.4     | 71.0               | 70.8     | 71.3     | 67.8     | 68.8             | 70.7  | 68.6    | 69.4           | 71.2      | 61.4  |
| Total Oppose     | 123    | 66    | 56     | 14                   | 27         | 19       | 9        | 31         | 15       | 15       | 42                 | 19       | 22       | 9        | 41               | 50    | 31      | 93             | 20        | 10    |
|                  | 14.3   | 15.2  | 13.1   | 16.3                 | 10.6       | 14.9     | 6.5      | 15.7       | 14.4     | 16.6     | 16.1               | 14.5     | 17.6     | 14.6     | 12.0             | 15.0  | 17.3    | 15.4           | 9.2       | 23.7  |
| No Opinion       | 140    | 61    | 79     | 25                   | 41         | 16       | 25       | 30         | 16       | 14       | 33                 | 19       | 14       | 11       | 66               | 48    | 25      | 91             | 42        | 6     |
|                  | 16.2   | 14.0  | 18.7   | 29.0                 | 15.9       | 12.4     | 19.5     | 14.9       | 15.0     | 15.1     | 12.9               | 14.7     | 11.1     | 17.6     | 19.2             | 14.3  | 14.1    | 15.1           | 19.5      | 14.9  |
|                  |        |       |        |                      |            |          |          |            |          |          |                    |          |          |          |                  |       |         |                |           |       |
| Strongly Support | 324    | 180   | 144    | 37                   | 113        | 58       | 55       | 80         | 50       | 30       | 78                 | 40       | 38       | 16       | 150              | 123   | 50      | 200            | 111       | 13    |
|                  | 37.6   | 41.4  | 33.9   | 43.5                 | 43.6       | 45.6     | 41.9     | 40.5       | 47.4     | 32.9     | 30.1               | 30.7     | 29.7     | 26.2     | 43.6             | 36.7  | 27.9    | 33.3           | 51.5      | 29.1  |
| Somewhat Support | 274    | 128   | 145    | 10                   | 77         | 34       | 42       | 57         | 25       | 32       | 105                | 53       | 53       | 25       | 87               | 114   | 74      | 218            | 42        | 14    |
|                  | 31.9   | 29.4  | 34.3   | 11.2                 | 29.8       | 27.1     | 32.1     | 28.9       | 23.3     | 35.5     | 40.8               | 40.1     | 41.6     | 41.6     | 25.2             | 33.9  | 40.7    | 36.2           | 19.7      | 32.3  |
|                  |        |       |        |                      |            |          |          |            |          |          |                    |          |          |          |                  |       |         |                |           |       |
| Somewhat Oppose  | 55     | 33    | 22     | 10                   | 8          | 4        | 4        | 12         | 8        | 5        | 22                 | 11       | 11       | 2        | 18               | 22    | 15      | 54             |           | 1     |
|                  | 6.4    | 7.6   | 5.3    | 11.2                 | 3.2        | 3.3      | 3.2      | 6.3        | 7.5      | 5.0      | 8.7                | 8.8      | 8.7      | 3.8      | 5.2              | 6.7   | 8.2     | 9.0            |           | 2.8   |
| Strongly Oppose  | 68     | 33    | 33     | 4                    | 19         | 15       | 4        | 19         | 7        | 11       | 19                 | 8        | 11       | 7        | 23               | 28    | 16      | 39             | 20        | 9     |
|                  | 7.9    | 7.7   | 7.8    | 5.0                  | 7.4        | 11.7     | 3.3      | 9.5        | 6.9      | 11.6     | 7.4                | 5.7      | 8.9      | 10.8     | 6.8              | 8.3   | 9.1     | 6.5            | 9.2       | 20.9  |



City of Glenwood Springs Community Survey, 861n, +/- 3.15% MoE, September 7th - 22nd, 2021, Weighted Crosstabs  
Table 69  
T58.4 Do you support or oppose the potential redevelopment of the following retail and commercial areas in Glenwood Springs?  
ROARING FORK MARKETPLACE

|                  | LIVED IN GLENWOOD SPRINGS |           |       |       |       |       |         |         |         | INCOME   |         |         |          |           |           |           | CONSOLIDATED INCOME |          |           | FOCUS ON RESIDENTS VS TOURISTS |          |          |
|------------------|---------------------------|-----------|-------|-------|-------|-------|---------|---------|---------|----------|---------|---------|----------|-----------|-----------|-----------|---------------------|----------|-----------|--------------------------------|----------|----------|
|                  | TOTAL                     | LESS YEAR | 1 5   | 6 10  | 11 15 | 16 20 | MORE 20 | LESS 10 | MORE 10 | LESS 30K | 31K 50K | 50K 75K | 75K 100K | 100K 125K | 125K 150K | MORE 150K | LESS 50K            | 51K 100K | MORE 100K | RESI DENT                      | BAL ANCE | TOUR IST |
| TOTAL            | 861                       | 15        | 154   | 111   | 93    | 111   | 377     | 280     | 581     | 47       | 108     | 147     | 133      | 130       | 55        | 124       | 155                 | 280      | 309       | 56                             | 236      | 484      |
|                  | 100.0                     | 100.0     | 100.0 | 100.0 | 100.0 | 100.0 | 100.0   | 100.0   | 100.0   | 100.0    | 100.0   | 100.0   | 100.0    | 100.0     | 100.0     | 100.0     | 100.0               | 100.0    | 100.0     | 100.0                          | 100.0    | 100.0    |
| Total Support    | 598                       | 15        | 106   | 87    | 63    | 71    | 256     | 208     | 390     | 34       | 81      | 109     | 91       | 98        | 38        | 94        | 115                 | 200      | 230       | 19                             | 183      | 338      |
|                  | 69.5                      | 100.0     | 69.1  | 78.7  | 67.5  | 63.6  | 68.0    | 74.5    | 67.0    | 71.4     | 75.0    | 73.8    | 68.7     | 75.3      | 69.7      | 76.2      | 73.9                | 71.4     | 74.7      | 34.7                           | 77.8     | 69.9     |
| Total Oppose     | 123                       |           | 16    | 10    | 12    | 17    | 68      | 26      | 97      | 10       | 14      | 20      | 21       | 11        | 8         | 15        | 24                  | 42       | 33        | 33                             | 18       | 65       |
|                  | 14.3                      |           | 10.5  | 9.1   | 12.5  | 15.7  | 17.9    | 9.4     | 16.6    | 21.5     | 13.2    | 13.9    | 16.1     | 8.2       | 14.3      | 12.0      | 15.7                | 14.9     | 10.8      | 59.6                           | 7.8      | 13.4     |
| No Opinion       | 140                       |           | 31    | 14    | 19    | 23    | 53      | 45      | 95      | 3        | 13      | 18      | 20       | 22        | 9         | 15        | 16                  | 38       | 45        | 3                              | 34       | 81       |
|                  | 16.2                      |           | 20.3  | 12.2  | 20.0  | 20.7  | 14.1    | 16.0    | 16.3    | 7.0      | 11.8    | 12.3    | 15.2     | 16.6      | 16.0      | 11.8      | 10.3                | 13.7     | 14.6      | 5.7                            | 14.4     | 16.8     |
|                  |                           |           |       |       |       |       |         |         |         |          |         |         |          |           |           |           |                     |          |           |                                |          |          |
| Strongly Support | 324                       | 9         | 58    | 54    | 36    | 35    | 132     | 120     | 204     | 21       | 42      | 67      | 42       | 55        | 22        | 49        | 63                  | 109      | 126       | 14                             | 109      | 171      |
|                  | 37.6                      | 59.7      | 37.5  | 48.3  | 39.1  | 32.0  | 34.9    | 43.0    | 35.0    | 43.3     | 39.2    | 45.4    | 31.7     | 42.4      | 39.8      | 39.9      | 40.5                | 38.9     | 40.9      | 24.6                           | 46.2     | 35.4     |
| Somewhat Support | 274                       | 6         | 49    | 34    | 26    | 35    | 124     | 88      | 186     | 13       | 39      | 42      | 49       | 43        | 16        | 45        | 52                  | 91       | 104       | 6                              | 74       | 167      |
|                  | 31.9                      | 40.3      | 31.6  | 30.4  | 28.4  | 31.6  | 33.0    | 31.6    | 32.0    | 28.1     | 35.9    | 28.4    | 37.0     | 32.8      | 29.9      | 36.3      | 33.5                | 32.5     | 33.7      | 10.2                           | 31.6     | 34.5     |
|                  |                           |           |       |       |       |       |         |         |         |          |         |         |          |           |           |           |                     |          |           |                                |          |          |
| Somewhat Oppose  | 55                        |           | 4     | 5     | 3     | 12    | 31      | 9       | 46      | 1        | 2       | 11      | 17       | 7         | 3         | 6         | 3                   | 27       | 15        | 1                              | 13       | 35       |
|                  | 6.4                       |           | 2.7   | 4.6   | 3.6   | 10.5  | 8.2     | 3.3     | 7.9     | 2.9      | 1.6     | 7.2     | 12.5     | 5.2       | 5.5       | 4.5       | 2.0                 | 9.7      | 5.0       | 2.3                            | 5.7      | 7.2      |
| Strongly Oppose  | 68                        |           | 12    | 5     | 8     | 6     | 37      | 17      | 51      | 9        | 12      | 10      | 5        | 4         | 5         | 9         | 21                  | 15       | 18        | 32                             | 5        | 30       |
|                  | 7.9                       |           | 7.9   | 4.5   | 8.9   | 5.2   | 9.7     | 6.1     | 8.7     | 18.6     | 11.5    | 6.7     | 3.6      | 3.0       | 8.8       | 7.5       | 13.7                | 5.2      | 5.8       | 57.3                           | 2.2      | 6.1      |

Table 69

T58.4 Do you support or oppose the potential redevelopment of the following retail and commercial areas in Glenwood Springs?

ROARING FORK MARKETPLACE

|                  | DEVELOPMENT OF NEW<br>HOUSING FOR SALE |             |              |             | DEVELOPMENT OF NEW<br>APARTMENTS |              |             | RATE OF RETAIL AND<br>COMMERICAL GROWTH |              |             | WARD      |           |           |           |           |
|------------------|----------------------------------------|-------------|--------------|-------------|----------------------------------|--------------|-------------|-----------------------------------------|--------------|-------------|-----------|-----------|-----------|-----------|-----------|
|                  | TOTAL                                  | TOO<br>SLOW | RGHT<br>AMNT | TOO<br>FAST | TOO<br>SLOW                      | RGHT<br>AMNT | TOO<br>FAST | TOO<br>SLOW                             | RGHT<br>AMNT | TOO<br>FAST | WARD<br>1 | WARD<br>2 | WARD<br>3 | WARD<br>4 | WARD<br>5 |
| TOTAL            | 861                                    | 262         | 155          | 353         | 190                              | 130          | 498         | 396                                     | 274          | 116         | 207       | 172       | 164       | 164       | 155       |
|                  | 100.0                                  | 100.0       | 100.0        | 100.0       | 100.0                            | 100.0        | 100.0       | 100.0                                   | 100.0        | 100.0       | 100.0     | 100.0     | 100.0     | 100.0     | 100.0     |
| Total Support    | 598                                    | 217         | 114          | 209         | 160                              | 104          | 305         | 301                                     | 197          | 56          | 155       | 134       | 112       | 84        | 113       |
|                  | 69.5                                   | 83.1        | 73.4         | 59.1        | 84.4                             | 80.0         | 61.3        | 75.9                                    | 72.0         | 47.8        | 75.1      | 77.8      | 68.5      | 51.1      | 73.2      |
| Total Oppose     | 123                                    | 11          | 15           | 91          | 8                                | 3            | 108         | 39                                      | 26           | 50          | 20        | 15        | 30        | 36        | 22        |
|                  | 14.3                                   | 4.2         | 9.4          | 25.7        | 4.0                              | 2.4          | 21.7        | 9.8                                     | 9.4          | 42.6        | 9.6       | 8.5       | 18.6      | 22.1      | 14.2      |
| No Opinion       | 140                                    | 33          | 27           | 54          | 22                               | 23           | 85          | 57                                      | 51           | 11          | 32        | 24        | 21        | 44        | 20        |
|                  | 16.2                                   | 12.8        | 17.2         | 15.2        | 11.6                             | 17.6         | 17.0        | 14.3                                    | 18.6         | 9.6         | 15.3      | 13.7      | 12.9      | 26.8      | 12.6      |
|                  |                                        |             |              |             |                                  |              |             |                                         |              |             |           |           |           |           |           |
| Strongly Support | 324                                    | 128         | 64           | 103         | 104                              | 65           | 143         | 180                                     | 107          | 22          | 88        | 65        | 50        | 52        | 68        |
|                  | 37.6                                   | 48.8        | 41.2         | 29.2        | 55.1                             | 49.7         | 28.7        | 45.5                                    | 39.0         | 19.0        | 42.5      | 37.7      | 30.8      | 31.9      | 44.2      |
| Somewhat Support | 274                                    | 90          | 50           | 106         | 56                               | 39           | 162         | 121                                     | 90           | 34          | 67        | 69        | 62        | 31        | 45        |
|                  | 31.9                                   | 34.3        | 32.1         | 29.9        | 29.4                             | 30.3         | 32.6        | 30.4                                    | 33.0         | 28.8        | 32.6      | 40.1      | 37.7      | 19.2      | 29.0      |
|                  |                                        |             |              |             |                                  |              |             |                                         |              |             |           |           |           |           |           |
| Somewhat Oppose  | 55                                     | 10          | 10           | 30          | 6                                | 3            | 44          | 27                                      | 15           | 8           | 7         | 6         | 19        | 10        | 14        |
|                  | 6.4                                    | 3.7         | 6.6          | 8.6         | 3.0                              | 2.4          | 8.9         | 6.7                                     | 5.6          | 6.8         | 3.2       | 3.4       | 11.3      | 6.0       | 9.3       |
| Strongly Oppose  | 68                                     | 1           | 4            | 60          | 2                                |              | 64          | 12                                      | 10           | 42          | 13        | 9         | 12        | 26        | 8         |
|                  | 7.9                                    | 0.4         | 2.8          | 17.1        | 1.0                              |              | 12.8        | 3.1                                     | 3.8          | 35.8        | 6.4       | 5.1       | 7.2       | 16.2      | 4.9       |

City of Glenwood Springs Community Survey, 861n, +- 3.15% MoE, September 7th - 22nd, 2021, Weighted Crosstabs  
Table 70  
T58.5 Do you support or oppose the potential redevelopment of the following retail and commercial areas in Glenwood Springs?  
WEST GLENWOOD MALL

|                  | GENDER |       |        | GENZ AND MILLENNIALS |            |          |          | GEN X      |          |          | BOOMERS AND SILENT |          |          |          | CONSOLIDATED AGE |       |         | RACE ETHNICITY |           |       |
|------------------|--------|-------|--------|----------------------|------------|----------|----------|------------|----------|----------|--------------------|----------|----------|----------|------------------|-------|---------|----------------|-----------|-------|
|                  | TOTAL  | MEN   | WO MEN | GENZ 18-24           | MILL 25-39 | MILL MEN | MILL WOM | GENX 40-54 | GENX MEN | GENX WOM | BOOM 55-74         | BOOM MEN | BOOM WOM | SLNT 75+ | 18-39            | 40-64 | 65 PLUS | WHI TE         | HISP ANIC | OTH   |
| TOTAL            | 861    | 435   | 424    | 86                   | 258        | 127      | 131      | 198        | 106      | 91       | 258                | 131      | 127      | 60       | 344              | 336   | 181     | 603            | 215       | 43    |
|                  | 100.0  | 100.0 | 100.0  | 100.0                | 100.0      | 100.0    | 100.0    | 100.0      | 100.0    | 100.0    | 100.0              | 100.0    | 100.0    | 100.0    | 100.0            | 100.0 | 100.0   | 100.0          | 100.0     | 100.0 |
| Total Support    | 702    | 357   | 344    | 82                   | 210        | 103      | 106      | 164        | 91       | 73       | 199                | 98       | 101      | 47       | 292              | 279   | 132     | 488            | 181       | 33    |
|                  | 81.6   | 82.2  | 81.1   | 95.0                 | 81.2       | 80.9     | 81.5     | 82.8       | 85.9     | 80.1     | 77.1               | 74.8     | 79.7     | 78.3     | 84.7             | 83.0  | 73.0    | 81.0           | 84.1      | 75.8  |
| Total Oppose     | 141    | 68    | 72     | 4                    | 42         | 22       | 20       | 28         | 11       | 15       | 55                 | 30       | 25       | 12       | 46               | 49    | 46      | 101            | 30        | 10    |
|                  | 16.3   | 15.6  | 16.9   | 5.0                  | 16.2       | 16.9     | 15.6     | 14.0       | 10.6     | 17.1     | 21.3               | 22.7     | 19.7     | 19.5     | 13.4             | 14.5  | 25.3    | 16.7           | 14.1      | 22.6  |
| No Opinion       | 18     | 10    | 8      |                      | 6          | 3        | 4        | 6          | 4        | 3        | 4                  | 3        | 1        | 1        | 6                | 8     | 3       | 14             | 4         | 1     |
|                  | 2.1    | 2.2   | 2.0    |                      | 2.5        | 2.2      | 2.9      | 3.2        | 3.4      | 2.9      | 1.6                | 2.5      | 0.6      | 2.2      | 1.9              | 2.5   | 1.8     | 2.3            | 1.8       | 1.6   |
| Strongly Support | 546    | 270   | 275    | 82                   | 178        | 86       | 92       | 133        | 73       | 61       | 128                | 63       | 65       | 24       | 260              | 203   | 83      | 352            | 173       | 20    |
|                  | 63.4   | 62.2  | 64.8   | 95.0                 | 69.0       | 67.8     | 70.4     | 67.3       | 68.4     | 66.7     | 49.6               | 47.7     | 51.6     | 40.5     | 75.5             | 60.5  | 45.6    | 58.5           | 80.6      | 46.1  |
| Somewhat Support | 156    | 87    | 69     |                      | 32         | 17       | 15       | 31         | 19       | 12       | 71                 | 36       | 36       | 23       | 32               | 75    | 49      | 136            | 8         | 13    |
|                  | 18.2   | 20.0  | 16.3   |                      | 12.2       | 13.0     | 11.2     | 15.5       | 17.5     | 13.4     | 27.6               | 27.2     | 28.1     | 37.9     | 9.2              | 22.5  | 27.3    | 22.6           | 3.6       | 29.7  |
| Somewhat Oppose  | 34     | 15    | 18     |                      | 11         | 4        | 7        | 4          | 3        | 2        | 18                 | 8        | 9        | 1        | 11               | 12    | 11      | 30             | 2         | 2     |
|                  | 3.9    | 3.5   | 4.3    |                      | 4.2        | 3.3      | 5.2      | 2.2        | 2.5      | 1.8      | 6.8                | 6.4      | 7.3      | 1.4      | 3.2              | 3.6   | 6.0     | 4.9            | 1.1       | 3.8   |
| Strongly Oppose  | 107    | 52    | 53     | 4                    | 31         | 17       | 14       | 23         | 9        | 14       | 37                 | 21       | 16       | 11       | 35               | 37    | 35      | 71             | 28        | 8     |
|                  | 12.4   | 12.1  | 12.6   | 5.0                  | 12.0       | 13.7     | 10.4     | 11.8       | 8.1      | 15.2     | 14.5               | 16.2     | 12.4     | 18.1     | 10.3             | 10.9  | 19.3    | 11.8           | 13.0      | 18.8  |

City of Glenwood Springs Community Survey, 861n, +/- 3.15% MoE, September 7th - 22nd, 2021, Weighted Crosstabs  
Table 70  
T58.5 Do you support or oppose the potential redevelopment of the following retail and commercial areas in Glenwood Springs?  
WEST GLENWOOD MALL

|                  | LIVED IN GLENWOOD SPRINGS |             |              |              |             |              |              |              |              | INCOME      |              |              |              |              |             |              | CONSOLIDATED INCOME |              |              | FOCUS ON RESIDENTS VS TOURISTS |              |              |
|------------------|---------------------------|-------------|--------------|--------------|-------------|--------------|--------------|--------------|--------------|-------------|--------------|--------------|--------------|--------------|-------------|--------------|---------------------|--------------|--------------|--------------------------------|--------------|--------------|
|                  | TOTAL                     | LESS YEAR   | 1 5          | 6 10         | 11 15       | 16 20        | MORE 20      | LESS 10      | MORE 10      | LESS 30K    | 31K 50K      | 50K 75K      | 75K 100K     | 100K 125K    | 125K 150K   | MORE 150K    | LESS 50K            | 51K 100K     | MORE 100K    | RESI DENT                      | BAL ANCE     | TOUR IST     |
| TOTAL            | 861<br>100.0              | 15<br>100.0 | 154<br>100.0 | 111<br>100.0 | 93<br>100.0 | 111<br>100.0 | 377<br>100.0 | 280<br>100.0 | 581<br>100.0 | 47<br>100.0 | 108<br>100.0 | 147<br>100.0 | 133<br>100.0 | 130<br>100.0 | 55<br>100.0 | 124<br>100.0 | 155<br>100.0        | 280<br>100.0 | 309<br>100.0 | 56<br>100.0                    | 236<br>100.0 | 484<br>100.0 |
| Total Support    | 702<br>81.6               | 15<br>100.0 | 123<br>80.2  | 101<br>90.6  | 78<br>83.9  | 90<br>81.3   | 295<br>78.2  | 239<br>85.4  | 463<br>79.7  | 32<br>68.0  | 91<br>84.6   | 117<br>79.6  | 109<br>82.4  | 109<br>83.8  | 47<br>85.4  | 106<br>86.0  | 123<br>79.5         | 227<br>80.9  | 262<br>84.9  | 20<br>35.3                     | 209<br>88.9  | 404<br>83.6  |
| Total Oppose     | 141<br>16.3               |             | 21<br>13.4   | 8<br>7.4     | 15<br>16.1  | 19<br>16.9   | 78<br>20.7   | 29<br>10.3   | 112<br>19.2  | 15<br>32.0  | 16<br>14.7   | 27<br>18.5   | 18<br>13.5   | 16<br>12.3   | 8<br>14.6   | 17<br>13.4   | 31<br>20.0          | 45<br>16.1   | 41<br>13.1   | 35<br>62.6                     | 23<br>10.0   | 72<br>14.9   |
| No Opinion       | 18<br>2.1                 |             | 10<br>6.4    | 2<br>2.0     |             | 2<br>1.8     | 4<br>1.1     | 12<br>4.3    | 6<br>1.0     |             | 1<br>0.8     | 3<br>1.9     | 5<br>4.1     | 5<br>3.9     |             | 1<br>0.6     | 1<br>0.5            | 8<br>3.0     | 6<br>1.9     | 1<br>2.1                       | 3<br>1.2     | 7<br>1.5     |
| Strongly Support | 546<br>63.4               | 13<br>87.7  | 90<br>58.7   | 83<br>74.4   | 66<br>70.9  | 77<br>69.6   | 216<br>57.4  | 186<br>66.5  | 360<br>61.9  | 26<br>55.1  | 77<br>71.7   | 83<br>56.6   | 84<br>62.9   | 89<br>68.5   | 34<br>62.8  | 84<br>68.3   | 103<br>66.6         | 167<br>59.6  | 208<br>67.4  | 19<br>34.0                     | 167<br>70.9  | 314<br>64.9  |
| Somewhat Support | 156<br>18.2               | 2<br>12.3   | 33<br>21.5   | 18<br>16.2   | 12<br>13.0  | 13<br>11.6   | 79<br>20.8   | 53<br>18.9   | 104<br>17.8  | 6<br>12.9   | 14<br>12.8   | 34<br>23.0   | 26<br>19.5   | 20<br>15.3   | 12<br>22.5  | 22<br>17.6   | 20<br>12.9          | 60<br>21.3   | 54<br>17.5   | 1<br>1.3                       | 42<br>18.0   | 91<br>18.8   |
| Somewhat Oppose  | 34<br>3.9                 |             | 5<br>3.1     | 1<br>1.1     | 2<br>1.7    | 3<br>2.5     | 23<br>6.2    | 6<br>2.2     | 28<br>4.7    | 2<br>3.8    | 1<br>1.0     | 11<br>7.6    | 6<br>4.2     | 5<br>3.7     | 1<br>1.4    | 4<br>3.1     | 3<br>1.9            | 17<br>6.0    | 10<br>3.1    | 1<br>1.6                       | 4<br>1.5     | 23<br>4.8    |
| Strongly Oppose  | 107<br>12.4               |             | 16<br>10.2   | 7<br>6.3     | 13<br>14.4  | 16<br>14.5   | 55<br>14.5   | 23<br>8.1    | 84<br>14.5   | 13<br>28.2  | 15<br>13.7   | 16<br>10.9   | 12<br>9.2    | 11<br>8.5    | 7<br>13.2   | 13<br>10.3   | 28<br>18.1          | 28<br>10.1   | 31<br>10.1   | 34<br>61.1                     | 20<br>8.4    | 49<br>10.2   |

Table 70

T58.5 Do you support or oppose the potential redevelopment of the following retail and commercial areas in Glenwood Springs?

WEST GLENWOOD MALL

|                  | DEVELOPMENT OF NEW HOUSING FOR SALE |              |              |              | DEVELOPMENT OF NEW APARTMENTS |              |              | RATE OF RETAIL AND COMMERCIAL GROWTH |              |              | WARD         |              |              |              |              |
|------------------|-------------------------------------|--------------|--------------|--------------|-------------------------------|--------------|--------------|--------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
|                  | TOTAL                               | TOO SLOW     | RGHT AMNT    | TOO FAST     | TOO SLOW                      | RGHT AMNT    | TOO FAST     | TOO SLOW                             | RGHT AMNT    | TOO FAST     | WARD 1       | WARD 2       | WARD 3       | WARD 4       | WARD 5       |
| TOTAL            | 861<br>100.0                        | 262<br>100.0 | 155<br>100.0 | 353<br>100.0 | 190<br>100.0                  | 130<br>100.0 | 498<br>100.0 | 396<br>100.0                         | 274<br>100.0 | 116<br>100.0 | 207<br>100.0 | 172<br>100.0 | 164<br>100.0 | 164<br>100.0 | 155<br>100.0 |
| Total Support    | 702<br>81.6                         | 248<br>94.9  | 134<br>86.6  | 240<br>68.2  | 183<br>96.3                   | 122<br>93.5  | 362<br>72.8  | 358<br>90.2                          | 228<br>83.3  | 55<br>47.5   | 178<br>86.4  | 134<br>77.6  | 139<br>84.8  | 120<br>73.6  | 131<br>84.5  |
| Total Oppose     | 141<br>16.3                         | 8<br>3.2     | 19<br>12.2   | 108<br>30.7  | 5<br>2.4                      | 6<br>5.0     | 127<br>25.5  | 36<br>9.0                            | 40<br>14.5   | 58<br>49.6   | 24<br>11.6   | 35<br>20.1   | 22<br>13.6   | 40<br>24.2   | 20<br>13.2   |
| No Opinion       | 18<br>2.1                           | 5<br>2.0     | 2<br>1.2     | 4<br>1.1     | 2<br>1.3                      | 2<br>1.5     | 8<br>1.7     | 3<br>0.8                             | 6<br>2.2     | 3<br>2.9     | 4<br>2.1     | 4<br>2.4     | 3<br>1.6     | 4<br>2.2     | 4<br>2.3     |
| Strongly Support | 546<br>63.4                         | 212<br>81.0  | 98<br>62.9   | 178<br>50.3  | 156<br>82.4                   | 101<br>78.0  | 266<br>53.4  | 294<br>74.2                          | 174<br>63.3  | 36<br>31.3   | 128<br>61.8  | 104<br>60.5  | 103<br>62.7  | 103<br>62.8  | 109<br>70.1  |
| Somewhat Support | 156<br>18.2                         | 36<br>13.8   | 37<br>23.7   | 63<br>17.8   | 26<br>13.9                    | 20<br>15.5   | 96<br>19.4   | 63<br>15.9                           | 55<br>20.0   | 19<br>16.3   | 51<br>24.6   | 29<br>17.1   | 36<br>22.1   | 18<br>10.8   | 22<br>14.3   |
| Somewhat Oppose  | 34<br>3.9                           | 4<br>1.4     | 7<br>4.3     | 20<br>5.5    | 1<br>0.3                      | 2<br>1.5     | 30<br>6.0    | 13<br>3.4                            | 15<br>5.4    | 3<br>2.7     | 7<br>3.4     | 6<br>3.7     | 7<br>4.1     | 6<br>3.7     | 8<br>5.0     |
| Strongly Oppose  | 107<br>12.4                         | 5<br>1.8     | 12<br>7.9    | 89<br>25.2   | 4<br>2.1                      | 4<br>3.4     | 97<br>19.5   | 22<br>5.7                            | 25<br>9.1    | 55<br>46.9   | 17<br>8.2    | 28<br>16.4   | 16<br>9.5    | 34<br>20.5   | 13<br>8.2    |



Table 71

Please indicate your level of satisfaction with the following aspects of public safety in Glenwood Springs:

T59. [POLICE AND PUBLIC SAFETY] The overall performance of the Glenwood Springs Police Department

|                        | GENDER |       |        | GENZ AND MILLENNIALS |            |          |          | GEN X      |          |          | BOOMERS AND SILENT |          |          |          | CONSOLIDATED AGE |       |         | RACE ETHNICITY |           |       |
|------------------------|--------|-------|--------|----------------------|------------|----------|----------|------------|----------|----------|--------------------|----------|----------|----------|------------------|-------|---------|----------------|-----------|-------|
|                        | TOTAL  | MEN   | WO MEN | GENZ 18-24           | MILL 25-39 | MILL MEN | MILL WOM | GENX 40-54 | GENX MEN | GENX WOM | BOOM 55-74         | BOOM MEN | BOOM WOM | SLNT 75+ | 18-39            | 40-64 | 65 PLUS | WHI TE         | HISP ANIC | OTH   |
| TOTAL                  | 861    | 435   | 424    | 86                   | 258        | 127      | 131      | 198        | 106      | 91       | 258                | 131      | 127      | 60       | 344              | 336   | 181     | 603            | 215       | 43    |
|                        | 100.0  | 100.0 | 100.0  | 100.0                | 100.0      | 100.0    | 100.0    | 100.0      | 100.0    | 100.0    | 100.0              | 100.0    | 100.0    | 100.0    | 100.0            | 100.0 | 100.0   | 100.0          | 100.0     | 100.0 |
| Extremely              | 577    | 297   | 279    | 21                   | 167        | 78       | 89       | 143        | 80       | 63       | 193                | 99       | 94       | 52       | 189              | 240   | 148     | 446            | 109       | 22    |
| Somewhat Combined      | 67.0   | 68.2  | 65.8   | 24.7                 | 64.8       | 61.2     | 68.3     | 72.4       | 75.7     | 69.0     | 74.7               | 75.6     | 74.0     | 85.7     | 54.8             | 71.5  | 81.8    | 74.0           | 50.7      | 50.8  |
|                        |        |       |        |                      |            |          |          |            |          |          |                    |          |          |          |                  |       |         |                |           |       |
| Extremely Satisfied    | 239    | 114   | 124    | 9                    | 76         | 35       | 41       | 46         | 21       | 25       | 82                 | 40       | 43       | 25       | 85               | 91    | 63      | 173            | 56        | 10    |
|                        | 27.7   | 26.3  | 29.2   | 10.4                 | 29.5       | 27.3     | 31.8     | 23.2       | 19.9     | 27.1     | 31.9               | 30.3     | 33.8     | 41.5     | 24.7             | 27.0  | 34.8    | 28.7           | 26.0      | 22.6  |
| Somewhat Satisfied     | 338    | 182   | 155    | 12                   | 91         | 43       | 48       | 98         | 59       | 38       | 110                | 59       | 51       | 27       | 103              | 150   | 85      | 273            | 53        | 12    |
|                        | 39.3   | 41.9  | 36.6   | 14.3                 | 35.3       | 33.9     | 36.5     | 49.2       | 55.8     | 41.9     | 42.8               | 45.3     | 40.2     | 44.2     | 30.0             | 44.5  | 47.1    | 45.3           | 24.7      | 28.2  |
|                        |        |       |        |                      |            |          |          |            |          |          |                    |          |          |          |                  |       |         |                |           |       |
| Not Satisfied          | 89     | 57    | 32     | 27                   | 23         | 8        | 15       | 12         | 6        | 6        | 23                 | 13       | 9        | 4        | 51               | 26    | 13      | 51             | 36        | 3     |
|                        | 10.4   | 13.2  | 7.5    | 31.8                 | 9.0        | 6.7      | 11.3     | 6.3        | 5.9      | 6.9      | 8.7                | 10.0     | 7.4      | 6.0      | 14.7             | 7.8   | 7.0     | 8.4            | 16.7      | 6.4   |
| Extremely Dissatisfied | 92     | 36    | 55     | 25                   | 28         | 18       | 10       | 23         | 10       | 12       | 14                 | 7        | 7        | 1        | 53               | 33    | 6       | 36             | 43        | 12    |
|                        | 10.7   | 8.3   | 13.0   | 29.0                 | 10.8       | 14.5     | 7.3      | 11.7       | 9.7      | 13.6     | 5.5                | 5.5      | 5.2      | 2.3      | 15.4             | 9.7   | 3.4     | 6.0            | 20.0      | 29.0  |
|                        |        |       |        |                      |            |          |          |            |          |          |                    |          |          |          |                  |       |         |                |           |       |
| No Opinion             | 103    | 45    | 58     | 12                   | 40         | 22       | 17       | 19         | 9        | 10       | 29                 | 12       | 17       | 4        | 52               | 37    | 14      | 70             | 27        | 6     |
|                        | 12.0   | 10.3  | 13.7   | 14.5                 | 15.3       | 17.6     | 13.0     | 9.5        | 8.7      | 10.6     | 11.1               | 8.9      | 13.4     | 6.0      | 15.1             | 11.0  | 7.8     | 11.7           | 12.6      | 13.8  |

Table 71

Please indicate your level of satisfaction with the following aspects of public safety in Glenwood Springs:

T59. [POLICE AND PUBLIC SAFETY] The overall performance of the Glenwood Springs Police Department

|                        | LIVED IN GLENWOOD SPRINGS |           |       |       |       |       |         |         |         | INCOME   |         |         |          |           |           |           | CONSOLIDATED INCOME |          |           | FOCUS ON RESIDENTS VS TOURISTS |          |          |
|------------------------|---------------------------|-----------|-------|-------|-------|-------|---------|---------|---------|----------|---------|---------|----------|-----------|-----------|-----------|---------------------|----------|-----------|--------------------------------|----------|----------|
|                        | TOTAL                     | LESS YEAR | 1 5   | 6 10  | 11 15 | 16 20 | MORE 20 | LESS 10 | MORE 10 | LESS 30K | 31K 50K | 50K 75K | 75K 100K | 100K 125K | 125K 150K | MORE 150K | LESS 50K            | 51K 100K | MORE 100K | RESI DENT                      | BAL ANCE | TOUR IST |
| TOTAL                  | 861                       | 15        | 154   | 111   | 93    | 111   | 377     | 280     | 581     | 47       | 108     | 147     | 133      | 130       | 55        | 124       | 155                 | 280      | 309       | 56                             | 236      | 484      |
|                        | 100.0                     | 100.0     | 100.0 | 100.0 | 100.0 | 100.0 | 100.0   | 100.0   | 100.0   | 100.0    | 100.0   | 100.0   | 100.0    | 100.0     | 100.0     | 100.0     | 100.0               | 100.0    | 100.0     | 100.0                          | 100.0    | 100.0    |
| Extremely              | 577                       | 10        | 92    | 83    | 66    | 78    | 248     | 185     | 392     | 35       | 60      | 96      | 100      | 104       | 32        | 83        | 95                  | 196      | 219       | 21                             | 181      | 321      |
| Somewhat Combined      | 67.0                      | 66.4      | 59.6  | 75.0  | 70.7  | 70.1  | 65.8    | 66.1    | 67.4    | 74.1     | 55.7    | 65.3    | 75.4     | 79.4      | 58.9      | 67.1      | 61.3                | 70.1     | 70.9      | 38.2                           | 76.7     | 66.3     |
|                        |                           |           |       |       |       |       |         |         |         |          |         |         |          |           |           |           |                     |          |           |                                |          |          |
| Extremely Satisfied    | 239                       | 4         | 36    | 32    | 21    | 36    | 110     | 72      | 167     | 19       | 20      | 36      | 41       | 46        | 12        | 33        | 39                  | 77       | 92        | 12                             | 77       | 127      |
|                        | 27.7                      | 29.5      | 23.1  | 28.7  | 22.3  | 32.9  | 29.1    | 25.7    | 28.7    | 40.5     | 18.3    | 24.7    | 30.8     | 35.6      | 22.3      | 27.1      | 25.1                | 27.6     | 29.9      | 20.9                           | 32.8     | 26.3     |
| Somewhat Satisfied     | 338                       | 5         | 56    | 52    | 45    | 41    | 139     | 113     | 225     | 16       | 40      | 60      | 59       | 57        | 20        | 49        | 56                  | 119      | 127       | 10                             | 103      | 193      |
|                        | 39.3                      | 37.0      | 36.5  | 46.3  | 48.4  | 37.2  | 36.7    | 40.4    | 38.7    | 33.6     | 37.4    | 40.7    | 44.6     | 43.7      | 36.6      | 40.0      | 36.2                | 42.5     | 41.0      | 17.2                           | 43.9     | 40.0     |
|                        |                           |           |       |       |       |       |         |         |         |          |         |         |          |           |           |           |                     |          |           |                                |          |          |
| Not Satisfied          | 89                        | 1         | 9     | 6     | 6     | 15    | 52      | 16      | 73      | 6        | 25      | 7       | 10       | 10        | 2         | 19        | 32                  | 17       | 31        | 5                              | 29       | 53       |
|                        | 10.4                      | 8.6       | 5.7   | 5.6   | 6.3   | 13.5  | 13.8    | 5.8     | 12.6    | 13.2     | 23.6    | 4.6     | 7.8      | 7.8       | 3.9       | 15.2      | 20.4                | 6.1      | 10.1      | 8.4                            | 12.4     | 10.9     |
| Extremely Dissatisfied | 92                        |           | 23    | 9     | 10    | 10    | 39      | 32      | 60      | 4        | 16      | 4       | 14       | 6         | 6         | 7         | 20                  | 19       | 18        | 29                             | 10       | 43       |
|                        | 10.7                      |           | 14.9  | 8.3   | 10.9  | 9.4   | 10.4    | 11.5    | 10.3    | 7.5      | 15.1    | 3.0     | 10.9     | 4.4       | 10.9      | 5.5       | 12.8                | 6.8      | 6.0       | 52.0                           | 4.1      | 8.9      |
|                        |                           |           |       |       |       |       |         |         |         |          |         |         |          |           |           |           |                     |          |           |                                |          |          |
| No Opinion             | 103                       | 4         | 30    | 12    | 11    | 8     | 38      | 46      | 57      | 2        | 6       | 40      | 8        | 11        | 14        | 15        | 8                   | 48       | 40        | 1                              | 16       | 67       |
|                        | 12.0                      | 25.0      | 19.8  | 11.1  | 12.0  | 7.0   | 10.0    | 16.6    | 9.8     | 5.2      | 5.6     | 27.0    | 5.9      | 8.5       | 26.3      | 12.2      | 5.5                 | 17.0     | 13.1      | 1.4                            | 6.8      | 13.9     |

Table 71

Please indicate your level of satisfaction with the following aspects of public safety in Glenwood Springs:

T59. [POLICE AND PUBLIC SAFETY] The overall performance of the Glenwood Springs Police Department

|                                | DEVELOPMENT OF NEW<br>HOUSING FOR SALE |              |              |              | DEVELOPMENT OF NEW<br>APARTMENTS |              |              | RATE OF RETAIL AND<br>COMMERCIAL GROWTH |              |              | WARD         |              |              |              |              |
|--------------------------------|----------------------------------------|--------------|--------------|--------------|----------------------------------|--------------|--------------|-----------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
|                                | TOTAL                                  | TOO<br>SLOW  | RGHT<br>AMNT | TOO<br>FAST  | TOO<br>SLOW                      | RGHT<br>AMNT | TOO<br>FAST  | TOO<br>SLOW                             | RGHT<br>AMNT | TOO<br>FAST  | WARD<br>1    | WARD<br>2    | WARD<br>3    | WARD<br>4    | WARD<br>5    |
| TOTAL                          | 861<br>100.0                           | 262<br>100.0 | 155<br>100.0 | 353<br>100.0 | 190<br>100.0                     | 130<br>100.0 | 498<br>100.0 | 396<br>100.0                            | 274<br>100.0 | 116<br>100.0 | 207<br>100.0 | 172<br>100.0 | 164<br>100.0 | 164<br>100.0 | 155<br>100.0 |
| Extremely<br>Somewhat Combined | 577<br>67.0                            | 175<br>66.9  | 124<br>80.0  | 219<br>62.0  | 106<br>56.1                      | 111<br>85.7  | 337<br>67.6  | 271<br>68.5                             | 209<br>76.1  | 62<br>53.0   | 138<br>66.8  | 121<br>70.0  | 111<br>67.9  | 103<br>62.9  | 104<br>67.2  |
| Extremely Satisfied            | 239<br>27.7                            | 77<br>29.3   | 57<br>36.4   | 79<br>22.3   | 52<br>27.6                       | 43<br>32.9   | 131<br>26.4  | 106<br>26.8                             | 98<br>35.8   | 21<br>17.8   | 56<br>27.2   | 55<br>31.9   | 38<br>23.1   | 49<br>29.7   | 41<br>26.5   |
| Somewhat Satisfied             | 338<br>39.3                            | 99<br>37.7   | 68<br>43.6   | 140<br>39.7  | 54<br>28.6                       | 69<br>52.8   | 206<br>41.3  | 165<br>41.6                             | 111<br>40.4  | 41<br>35.2   | 82<br>39.5   | 66<br>38.1   | 73<br>44.8   | 54<br>33.2   | 63<br>40.8   |
| Not Satisfied                  | 89<br>10.4                             | 44<br>16.8   | 15<br>9.6    | 26<br>7.3    | 41<br>21.6                       | 6<br>4.6     | 39<br>7.9    | 46<br>11.6                              | 18<br>6.5    | 14<br>12.0   | 15<br>7.1    | 32<br>18.8   | 23<br>14.0   | 7<br>4.2     | 12<br>8.0    |
| Extremely Dissatisfied         | 92<br>10.7                             | 14<br>5.4    | 4<br>2.5     | 63<br>17.8   | 13<br>6.6                        | 1<br>1.0     | 72<br>14.6   | 39<br>9.9                               | 8<br>3.1     | 34<br>28.8   | 22<br>10.5   | 8<br>4.6     | 12<br>7.1    | 46<br>28.1   | 5<br>3.0     |
| No Opinion                     | 103<br>12.0                            | 28<br>10.9   | 12<br>8.0    | 46<br>13.0   | 30<br>15.6                       | 11<br>8.6    | 49<br>9.9    | 40<br>10.1                              | 39<br>14.3   | 7<br>6.2     | 32<br>15.6   | 11<br>6.6    | 18<br>11.0   | 8<br>4.8     | 34<br>21.7   |

Table 72

T60. [POLICE AND PUBLIC SAFETY] The visibility and presence of patrol cars in town

|                        | GENDER       |              |              | GENZ AND MILLENNIALS |              |              |              | GEN X        |              |             | BOOMERS AND SILENT |              |              |             | CONSOLIDATED AGE |              |              | RACE ETHNICITY |              |             |
|------------------------|--------------|--------------|--------------|----------------------|--------------|--------------|--------------|--------------|--------------|-------------|--------------------|--------------|--------------|-------------|------------------|--------------|--------------|----------------|--------------|-------------|
|                        | TOTAL        | MEN          | WO MEN       | GENZ 18-24           | MILL 25-39   | MILL MEN     | MILL WOM     | GENX 40-54   | GENX MEN     | GENX WOM    | BOOM 55-74         | BOOM MEN     | BOOM WOM     | SLNT 75+    | 18-39            | 40-64        | 65 PLUS      | WHI TE         | HISP ANIC    | OTH         |
| TOTAL                  | 861<br>100.0 | 435<br>100.0 | 424<br>100.0 | 86<br>100.0          | 258<br>100.0 | 127<br>100.0 | 131<br>100.0 | 198<br>100.0 | 106<br>100.0 | 91<br>100.0 | 258<br>100.0       | 131<br>100.0 | 127<br>100.0 | 60<br>100.0 | 344<br>100.0     | 336<br>100.0 | 181<br>100.0 | 603<br>100.0   | 215<br>100.0 | 43<br>100.0 |
| Extremely Satisfied    | 548<br>63.7  | 269<br>61.8  | 278<br>65.5  | 35<br>40.1           | 151<br>58.4  | 57<br>44.8   | 93<br>71.6   | 140<br>70.7  | 77<br>73.1   | 62<br>67.9  | 168<br>65.2        | 81<br>62.1   | 86<br>68.3   | 54<br>90.3  | 185<br>53.8      | 233<br>69.4  | 130<br>71.8  | 398<br>66.1    | 123<br>57.1  | 27<br>62.7  |
| Somewhat Satisfied     | 201<br>23.4  | 87<br>20.0   | 114<br>26.9  | 9<br>10.4            | 78<br>30.1   | 30<br>23.6   | 48<br>36.6   | 40<br>20.1   | 18<br>17.2   | 21<br>23.6  | 60<br>23.0         | 28<br>21.0   | 32<br>25.2   | 15<br>25.5  | 87<br>25.2       | 78<br>23.1   | 37<br>20.6   | 145<br>24.0    | 47<br>21.7   | 10<br>23.1  |
| Somewhat Dissatisfied  | 347<br>40.3  | 181<br>41.7  | 164<br>38.6  | 26<br>29.7           | 73<br>28.3   | 27<br>21.3   | 46<br>35.0   | 100<br>50.6  | 59<br>55.9   | 40<br>44.3  | 109<br>42.1        | 54<br>41.1   | 54<br>43.0   | 39<br>64.7  | 99<br>28.7       | 155<br>46.3  | 93<br>51.2   | 254<br>42.1    | 76<br>35.4   | 17<br>39.6  |
| Not Satisfied          | 133<br>15.4  | 71<br>16.3   | 61<br>14.5   | 10<br>11.1           | 46<br>17.8   | 25<br>19.4   | 21<br>16.4   | 26<br>13.1   | 13<br>12.5   | 13<br>13.8  | 51<br>19.8         | 26<br>19.9   | 25<br>19.7   |             | 56<br>16.1       | 48<br>14.2   | 29<br>16.2   | 93<br>15.4     | 36<br>16.6   | 4<br>9.6    |
| Extremely Dissatisfied | 58<br>6.7    | 45<br>10.4   | 12<br>2.9    |                      | 23<br>9.1    | 21<br>16.6   | 2<br>1.8     | 13<br>6.5    | 9<br>8.9     | 3<br>3.8    | 18<br>6.8          | 13<br>9.7    | 5<br>3.9     | 4<br>6.0    | 23<br>6.8        | 23<br>7.0    | 11<br>5.9    | 46<br>7.7      | 10<br>4.6    | 2<br>3.5    |
| No Opinion             | 123<br>14.2  | 50<br>11.5   | 73<br>17.1   | 42<br>48.8           | 38<br>14.7   | 24<br>19.2   | 13<br>10.2   | 19<br>9.6    | 6<br>5.5     | 13<br>14.5  | 21<br>8.3          | 11<br>8.4    | 10<br>8.2    | 2<br>3.7    | 80<br>23.2       | 32<br>9.5    | 11<br>6.0    | 65<br>10.9     | 47<br>21.7   | 10<br>24.2  |

Table 72

T60. [POLICE AND PUBLIC SAFETY] The visibility and presence of patrol cars in town

|                        | LIVED IN GLENWOOD SPRINGS |             |              |              |             |              |              |              |              | INCOME      |              |              |              |              |             |              | CONSOLIDATED INCOME |              |              | FOCUS ON RESIDENTS VS TOURISTS |              |              |
|------------------------|---------------------------|-------------|--------------|--------------|-------------|--------------|--------------|--------------|--------------|-------------|--------------|--------------|--------------|--------------|-------------|--------------|---------------------|--------------|--------------|--------------------------------|--------------|--------------|
|                        | TOTAL                     | LESS YEAR   | 1 5          | 6 10         | 11 15       | 16 20        | MORE 20      | LESS 10      | MORE 10      | LESS 30K    | 31K 50K      | 50K 75K      | 75K 100K     | 100K 125K    | 125K 150K   | MORE 150K    | LESS 50K            | 51K 100K     | MORE 100K    | RESI DENT                      | BAL ANCE     | TOUR IST     |
| TOTAL                  | 861<br>100.0              | 15<br>100.0 | 154<br>100.0 | 111<br>100.0 | 93<br>100.0 | 111<br>100.0 | 377<br>100.0 | 280<br>100.0 | 581<br>100.0 | 47<br>100.0 | 108<br>100.0 | 147<br>100.0 | 133<br>100.0 | 130<br>100.0 | 55<br>100.0 | 124<br>100.0 | 155<br>100.0        | 280<br>100.0 | 309<br>100.0 | 56<br>100.0                    | 236<br>100.0 | 484<br>100.0 |
| Extremely Satisfied    | 548<br>63.7               | 10<br>64.9  | 85<br>55.5   | 80<br>72.4   | 67<br>71.7  | 73<br>66.0   | 233<br>61.7  | 175<br>62.7  | 373<br>64.1  | 37<br>77.7  | 78<br>72.1   | 90<br>61.0   | 86<br>64.6   | 80<br>61.6   | 39<br>71.6  | 77<br>62.3   | 114<br>73.8         | 176<br>62.7  | 196<br>63.7  | 35<br>62.4                     | 188<br>79.8  | 272<br>56.3  |
| Somewhat Satisfied     | 201<br>23.4               | 3<br>22.8   | 44<br>28.6   | 23<br>20.4   | 23<br>24.3  | 30<br>27.5   | 78<br>20.8   | 70<br>25.0   | 131<br>22.6  | 21<br>43.5  | 30<br>28.2   | 32<br>21.7   | 35<br>26.7   | 27<br>20.6   | 8<br>14.2   | 25<br>20.5   | 51<br>32.9          | 67<br>24.1   | 60<br>19.4   | 12<br>21.7                     | 78<br>33.0   | 92<br>19.0   |
| Not Satisfied          | 347<br>40.3               | 6<br>42.1   | 41<br>26.9   | 58<br>52.0   | 44<br>47.4  | 43<br>38.5   | 155<br>41.0  | 105<br>37.7  | 241<br>41.5  | 16<br>34.2  | 47<br>43.9   | 58<br>39.3   | 50<br>37.9   | 53<br>40.9   | 31<br>57.4  | 52<br>41.9   | 63<br>40.9          | 108<br>38.6  | 137<br>44.2  | 23<br>40.8                     | 110<br>46.8  | 181<br>37.3  |
| Extremely Dissatisfied | 133<br>15.4               | 3<br>19.2   | 23<br>14.7   | 13<br>11.6   | 13<br>14.3  | 19<br>17.3   | 62<br>16.4   | 38<br>13.7   | 94<br>16.2   | 9<br>18.5   | 9<br>8.4     | 29<br>19.8   | 14<br>10.8   | 20<br>15.6   | 8<br>14.1   | 30<br>23.9   | 18<br>11.5          | 43<br>15.5   | 58<br>18.7   | 5<br>9.7                       | 20<br>8.5    | 93<br>19.2   |
| No Opinion             | 58<br>6.7                 |             | 18<br>11.8   | 8<br>6.8     | 5<br>4.8    | 5<br>4.7     | 22<br>5.9    | 26<br>9.2    | 32<br>5.5    | 1<br>1.1    | 13<br>12.5   | 2<br>1.1     | 7<br>5.0     | 12<br>9.5    | 2<br>4.4    | 6<br>4.5     | 14<br>9.0           | 8<br>3.0     | 20<br>6.6    | 15<br>26.5                     | 5<br>2.2     | 36<br>7.4    |
|                        | 123<br>14.2               | 2<br>15.9   | 28<br>18.0   | 10<br>9.2    | 9<br>9.2    | 13<br>12.1   | 60<br>16.0   | 40<br>14.4   | 82<br>14.2   | 1<br>2.8    | 8<br>7.0     | 27<br>18.1   | 26<br>19.7   | 17<br>13.3   | 5<br>9.9    | 11<br>9.2    | 9<br>5.7            | 53<br>18.9   | 34<br>11.1   | 1<br>1.4                       | 22<br>9.5    | 83<br>17.1   |



Table 72

T60. [POLICE AND PUBLIC SAFETY] The visibility and presence of patrol cars in town

|                        | DEVELOPMENT OF NEW HOUSING FOR SALE |              |              |              | DEVELOPMENT OF NEW APARTMENTS |              |              | RATE OF RETAIL AND COMMERCIAL GROWTH |              |              | WARD         |              |              |              |              |
|------------------------|-------------------------------------|--------------|--------------|--------------|-------------------------------|--------------|--------------|--------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
|                        | TOTAL                               | TOO SLOW     | RGHT AMNT    | TOO FAST     | TOO SLOW                      | RGHT AMNT    | TOO FAST     | TOO SLOW                             | RGHT AMNT    | TOO FAST     | WARD 1       | WARD 2       | WARD 3       | WARD 4       | WARD 5       |
| TOTAL                  | 861<br>100.0                        | 262<br>100.0 | 155<br>100.0 | 353<br>100.0 | 190<br>100.0                  | 130<br>100.0 | 498<br>100.0 | 396<br>100.0                         | 274<br>100.0 | 116<br>100.0 | 207<br>100.0 | 172<br>100.0 | 164<br>100.0 | 164<br>100.0 | 155<br>100.0 |
| Extremely              | 548                                 | 174          | 121          | 192          | 119                           | 106          | 298          | 231                                  | 205          | 72           | 134          | 126          | 94           | 92           | 102          |
| Somewhat Combined      | 63.7                                | 66.7         | 77.8         | 54.3         | 62.5                          | 81.4         | 59.9         | 58.1                                 | 74.9         | 61.8         | 65.1         | 73.5         | 57.3         | 56.1         | 65.7         |
| Extremely Satisfied    | 201<br>23.4                         | 64<br>24.5   | 49<br>31.3   | 60<br>17.1   | 45<br>23.7                    | 44<br>33.7   | 102<br>20.5  | 72<br>18.2                           | 92<br>33.6   | 22<br>18.9   | 54<br>26.3   | 44<br>25.8   | 29<br>18.0   | 35<br>21.5   | 38<br>24.6   |
| Somewhat Satisfied     | 347<br>40.3                         | 110<br>42.2  | 72<br>46.5   | 131<br>37.3  | 74<br>38.9                    | 62<br>47.7   | 196<br>39.4  | 158<br>40.0                          | 113<br>41.4  | 50<br>42.8   | 80<br>38.8   | 82<br>47.7   | 64<br>39.2   | 56<br>34.5   | 64<br>41.2   |
| Not Satisfied          | 133<br>15.4                         | 44<br>16.8   | 19<br>12.2   | 58<br>16.5   | 36<br>19.1                    | 11<br>8.3    | 83<br>16.6   | 62<br>15.6                           | 39<br>14.4   | 21<br>18.1   | 28<br>13.4   | 26<br>15.0   | 36<br>21.7   | 25<br>15.0   | 19<br>12.2   |
| Extremely Dissatisfied | 58<br>6.7                           | 9<br>3.5     | 8<br>5.1     | 36<br>10.1   | 8<br>4.4                      | 6<br>4.4     | 39<br>7.9    | 23<br>5.7                            | 10<br>3.6    | 19<br>16.2   | 13<br>6.1    | 7<br>4.2     | 11<br>6.8    | 20<br>11.9   | 7<br>4.6     |
| No Opinion             | 123<br>14.2                         | 34<br>13.0   | 8<br>4.9     | 67<br>19.1   | 27<br>14.0                    | 8<br>6.0     | 78<br>15.6   | 81<br>20.5                           | 20<br>7.1    | 5<br>3.9     | 32<br>15.3   | 13<br>7.4    | 23<br>14.2   | 28<br>17.0   | 27<br>17.5   |

Table 73

Questions About the Town Planning Department

T61. [POLICE AND PUBLIC SAFETY] Police coverage and presence

|                        | GENDER |       |        | GENZ AND MILLENNIALS |            |          |          | GEN X      |          |          | BOOMERS AND SILENT |          |          |          | CONSOLIDATED AGE |       |         | RACE ETHNICITY |           |       |
|------------------------|--------|-------|--------|----------------------|------------|----------|----------|------------|----------|----------|--------------------|----------|----------|----------|------------------|-------|---------|----------------|-----------|-------|
|                        | TOTAL  | MEN   | WO MEN | GENZ 18-24           | MILL 25-39 | MILL MEN | MILL WOM | GENX 40-54 | GENX MEN | GENX WOM | BOOM 55-74         | BOOM MEN | BOOM WOM | SLNT 75+ | 18-39            | 40-64 | 65 PLUS | WHI TE         | HISP ANIC | OTH   |
| TOTAL                  | 861    | 435   | 424    | 86                   | 258        | 127      | 131      | 198        | 106      | 91       | 258                | 131      | 127      | 60       | 344              | 336   | 181     | 603            | 215       | 43    |
|                        | 100.0  | 100.0 | 100.0  | 100.0                | 100.0      | 100.0    | 100.0    | 100.0      | 100.0    | 100.0    | 100.0              | 100.0    | 100.0    | 100.0    | 100.0            | 100.0 | 100.0   | 100.0          | 100.0     | 100.0 |
| Extremely              | 552    | 277   | 274    | 21                   | 160        | 67       | 92       | 132        | 77       | 55       | 187                | 94       | 92       | 53       | 181              | 229   | 142     | 411            | 113       | 27    |
| Somewhat Combined      | 64.1   | 63.7  | 64.6   | 24.7                 | 61.8       | 52.6     | 70.7     | 66.4       | 72.4     | 60.2     | 72.3               | 71.8     | 73.0     | 87.5     | 52.5             | 68.1  | 78.6    | 68.3           | 52.7      | 63.0  |
|                        |        |       |        |                      |            |          |          |            |          |          |                    |          |          |          |                  |       |         |                |           |       |
| Extremely Satisfied    | 200    | 106   | 94     | 6                    | 71         | 35       | 35       | 40         | 22       | 17       | 65                 | 33       | 32       | 18       | 77               | 77    | 46      | 146            | 45        | 9     |
|                        | 23.3   | 24.3  | 22.2   | 7.4                  | 27.3       | 27.6     | 27.2     | 20.1       | 21.1     | 19.2     | 25.1               | 25.4     | 24.9     | 30.7     | 22.3             | 23.0  | 25.4    | 24.2           | 21.1      | 20.5  |
| Somewhat Satisfied     | 352    | 171   | 180    | 15                   | 89         | 32       | 57       | 92         | 54       | 37       | 122                | 61       | 61       | 34       | 104              | 151   | 96      | 265            | 68        | 18    |
|                        | 40.8   | 39.4  | 42.4   | 17.3                 | 34.5       | 25.0     | 43.5     | 46.3       | 51.3     | 41.0     | 47.2               | 46.4     | 48.0     | 56.8     | 30.2             | 45.1  | 53.3    | 44.0           | 31.6      | 42.5  |
|                        |        |       |        |                      |            |          |          |            |          |          |                    |          |          |          |                  |       |         |                |           |       |
| Not Satisfied          | 131    | 75    | 55     | 23                   | 43         | 24       | 18       | 27         | 13       | 14       | 34                 | 15       | 19       | 4        | 66               | 45    | 21      | 77             | 48        | 5     |
|                        | 15.2   | 17.3  | 13.0   | 26.5                 | 16.6       | 19.1     | 14.2     | 13.8       | 12.4     | 15.3     | 13.3               | 11.6     | 15.0     | 6.0      | 19.1             | 13.3  | 11.4    | 12.8           | 22.5      | 12.5  |
| Extremely Dissatisfied | 49     | 35    | 13     | 2                    | 20         | 20       | 0.4      | 17         | 8        | 8        | 10                 | 7        | 3        |          | 22               | 23    | 3       | 30             | 15        | 4     |
|                        | 5.6    | 8.0   | 3.1    | 2.2                  | 7.7        | 15.3     |          | 8.4        | 7.5      | 8.9      | 3.9                | 5.5      | 2.0      |          | 6.3              | 7.0   | 1.8     | 4.9            | 6.9       | 9.0   |
|                        |        |       |        |                      |            |          |          |            |          |          |                    |          |          |          |                  |       |         |                |           |       |
| No Opinion             | 130    | 48    | 82     | 40                   | 36         | 16       | 19       | 23         | 8        | 14       | 27                 | 15       | 13       | 4        | 76               | 39    | 15      | 84             | 39        | 7     |
|                        | 15.1   | 11.0  | 19.3   | 46.6                 | 13.9       | 12.9     | 14.8     | 11.4       | 7.7      | 15.7     | 10.6               | 11.1     | 10.0     | 6.5      | 22.1             | 11.6  | 8.2     | 14.0           | 17.9      | 15.5  |

Table 73

Questions About the Town Planning Department

T61. [POLICE AND PUBLIC SAFETY] Police coverage and presence

|                        | LIVED IN GLENWOOD SPRINGS |           |       |       |       |       |         |         |         | INCOME   |         |         |          |           |           |           | CONSOLIDATED INCOME |          |           | FOCUS ON RESIDENTS VS TOURISTS |          |          |
|------------------------|---------------------------|-----------|-------|-------|-------|-------|---------|---------|---------|----------|---------|---------|----------|-----------|-----------|-----------|---------------------|----------|-----------|--------------------------------|----------|----------|
|                        | TOTAL                     | LESS YEAR | 1 5   | 6 10  | 11 15 | 16 20 | MORE 20 | LESS 10 | MORE 10 | LESS 30K | 31K 50K | 50K 75K | 75K 100K | 100K 125K | 125K 150K | MORE 150K | LESS 50K            | 51K 100K | MORE 100K | RESI DENT                      | BAL ANCE | TOUR IST |
| TOTAL                  | 861                       | 15        | 154   | 111   | 93    | 111   | 377     | 280     | 581     | 47       | 108     | 147     | 133      | 130       | 55        | 124       | 155                 | 280      | 309       | 56                             | 236      | 484      |
|                        | 100.0                     | 100.0     | 100.0 | 100.0 | 100.0 | 100.0 | 100.0   | 100.0   | 100.0   | 100.0    | 100.0   | 100.0   | 100.0    | 100.0     | 100.0     | 100.0     | 100.0               | 100.0    | 100.0     | 100.0                          | 100.0    | 100.0    |
| Extremely              | 552                       | 9         | 86    | 79    | 64    | 80    | 234     | 174     | 378     | 34       | 56      | 97      | 92       | 94        | 39        | 79        | 90                  | 189      | 213       | 30                             | 173      | 302      |
| Somewhat Combined      | 64.1                      | 59.9      | 55.9  | 71.2  | 68.5  | 72.4  | 62.0    | 62.2    | 65.0    | 71.9     | 52.0    | 66.1    | 69.1     | 72.5      | 71.6      | 64.3      | 58.1                | 67.5     | 69.0      | 54.1                           | 73.4     | 62.5     |
|                        |                           |           |       |       |       |       |         |         |         |          |         |         |          |           |           |           |                     |          |           |                                |          |          |
| Extremely Satisfied    | 200                       | 3         | 35    | 25    | 15    | 30    | 92      | 63      | 137     | 15       | 20      | 30      | 34       | 36        | 10        | 32        | 35                  | 64       | 77        | 8                              | 70       | 104      |
|                        | 23.3                      | 22.9      | 22.6  | 22.8  | 16.0  | 26.8  | 24.4    | 22.7    | 23.5    | 31.8     | 18.2    | 20.1    | 25.9     | 27.5      | 18.4      | 25.6      | 22.4                | 22.8     | 25.1      | 14.7                           | 29.8     | 21.6     |
| Somewhat Satisfied     | 352                       | 5         | 51    | 54    | 49    | 51    | 141     | 111     | 241     | 19       | 36      | 68      | 57       | 59        | 29        | 48        | 55                  | 125      | 136       | 22                             | 103      | 198      |
|                        | 40.8                      | 37.0      | 33.4  | 48.5  | 52.5  | 45.6  | 37.5    | 39.6    | 41.5    | 40.1     | 33.8    | 46.0    | 43.2     | 45.0      | 53.2      | 38.7      | 35.7                | 44.6     | 43.9      | 39.4                           | 43.5     | 40.9     |
|                        |                           |           |       |       |       |       |         |         |         |          |         |         |          |           |           |           |                     |          |           |                                |          |          |
| Not Satisfied          | 131                       | 1         | 22    | 14    | 12    | 14    | 68      | 37      | 94      | 10       | 26      | 17      | 19       | 16        | 7         | 19        | 36                  | 35       | 42        | 7                              | 37       | 73       |
|                        | 15.2                      | 6.6       | 14.2  | 12.5  | 13.3  | 12.4  | 18.0    | 13.2    | 16.2    | 20.1     | 24.4    | 11.2    | 14.0     | 12.3      | 12.7      | 15.2      | 23.1                | 12.5     | 13.5      | 11.9                           | 15.8     | 15.2     |
| Extremely Dissatisfied | 49                        |           | 16    | 9     | 6     | 3     | 15      | 25      | 24      | 1        | 15      | 3       | 5        | 7         | 1         | 4         | 16                  | 8        | 12        | 18                             | 5        | 24       |
|                        | 5.6                       |           | 10.1  | 8.1   | 6.1   | 2.9   | 4.0     | 8.8     | 4.1     | 1.1      | 14.3    | 2.0     | 4.0      | 5.5       | 1.1       | 3.2       | 10.3                | 3.0      | 3.8       | 32.7                           | 2.2      | 4.9      |
|                        |                           |           |       |       |       |       |         |         |         |          |         |         |          |           |           |           |                     |          |           |                                |          |          |
| No Opinion             | 130                       | 5         | 30    | 9     | 11    | 14    | 61      | 44      | 85      | 3        | 10      | 31      | 17       | 13        | 8         | 21        | 13                  | 48       | 42        | 1                              | 20       | 84       |
|                        | 15.1                      | 33.6      | 19.7  | 8.1   | 12.0  | 12.3  | 16.0    | 15.9    | 14.7    | 7.0      | 9.2     | 20.7    | 12.9     | 9.8       | 14.5      | 17.4      | 8.5                 | 17.0     | 13.6      | 1.4                            | 8.6      | 17.5     |

Table 73

Questions About the Town Planning Department

T61. [POLICE AND PUBLIC SAFETY] Police coverage and presence

|                        | DEVELOPMENT OF NEW HOUSING FOR SALE |              |              |              | DEVELOPMENT OF NEW APARTMENTS |              |              | RATE OF RETAIL AND COMMERCIAL GROWTH |              |              | WARD         |              |              |              |              |
|------------------------|-------------------------------------|--------------|--------------|--------------|-------------------------------|--------------|--------------|--------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
|                        | TOTAL                               | TOO SLOW     | RGHT AMNT    | TOO FAST     | TOO SLOW                      | RGHT AMNT    | TOO FAST     | TOO SLOW                             | RGHT AMNT    | TOO FAST     | WARD 1       | WARD 2       | WARD 3       | WARD 4       | WARD 5       |
| TOTAL                  | 861<br>100.0                        | 262<br>100.0 | 155<br>100.0 | 353<br>100.0 | 190<br>100.0                  | 130<br>100.0 | 498<br>100.0 | 396<br>100.0                         | 274<br>100.0 | 116<br>100.0 | 207<br>100.0 | 172<br>100.0 | 164<br>100.0 | 164<br>100.0 | 155<br>100.0 |
| Extremely Satisfied    | 552<br>64.1                         | 168<br>64.1  | 120<br>77.5  | 210<br>59.5  | 105<br>55.3                   | 106<br>81.3  | 319<br>64.1  | 248<br>62.5                          | 203<br>74.1  | 72<br>61.7   | 145<br>70.1  | 109<br>63.4  | 98<br>59.7   | 102<br>62.5  | 98<br>63.2   |
| Somewhat Satisfied     | 200<br>23.3                         | 73<br>27.8   | 41<br>26.5   | 61<br>17.4   | 48<br>25.4                    | 38<br>29.3   | 102<br>20.6  | 89<br>22.5                           | 83<br>30.4   | 17<br>14.9   | 57<br>27.7   | 46<br>26.7   | 35<br>21.4   | 27<br>16.6   | 35<br>22.5   |
| Somewhat Dissatisfied  | 352<br>40.8                         | 95<br>36.4   | 79<br>51.0   | 149<br>42.1  | 57<br>29.9                    | 68<br>52.0   | 217<br>43.6  | 158<br>40.0                          | 120<br>43.7  | 54<br>46.8   | 87<br>42.3   | 63<br>36.7   | 63<br>38.3   | 75<br>45.9   | 63<br>40.8   |
| Not Satisfied          | 131<br>15.2                         | 49<br>18.7   | 20<br>12.8   | 48<br>13.6   | 48<br>25.5                    | 8<br>6.0     | 68<br>13.7   | 68<br>17.0                           | 39<br>14.1   | 19<br>16.5   | 27<br>13.1   | 40<br>23.4   | 31<br>18.7   | 14<br>8.6    | 19<br>12.0   |
| Extremely Dissatisfied | 49<br>5.6                           | 7<br>2.5     | 6<br>3.6     | 32<br>9.0    | 5<br>2.5                      | 2<br>1.9     | 39<br>7.8    | 13<br>3.4                            | 7<br>2.4     | 20<br>17.1   | 6<br>3.1     | 8<br>4.9     | 6<br>3.9     | 21<br>12.9   | 6<br>4.0     |
| No Opinion             | 130<br>15.1                         | 38<br>14.7   | 10<br>6.2    | 63<br>17.8   | 32<br>16.7                    | 14<br>10.9   | 71<br>14.4   | 68<br>17.1                           | 26<br>9.3    | 6<br>4.8     | 28<br>13.7   | 14<br>8.2    | 29<br>17.7   | 26<br>16.0   | 32<br>20.7   |

Table 74

T62. [POLICE AND PUBLIC SAFETY] Police response times to calls

|                        | GENDER       |              |              | GENZ AND MILLENNIALS |              |              |              | GEN X        |              |             | BOOMERS AND SILENT |              |              |             | CONSOLIDATED AGE |              |              | RACE ETHNICITY |              |             |
|------------------------|--------------|--------------|--------------|----------------------|--------------|--------------|--------------|--------------|--------------|-------------|--------------------|--------------|--------------|-------------|------------------|--------------|--------------|----------------|--------------|-------------|
|                        | TOTAL        | MEN          | WO MEN       | GENZ 18-24           | MILL 25-39   | MILL MEN     | MILL WOM     | GENX 40-54   | GENX MEN     | GENX WOM    | BOOM 55-74         | BOOM MEN     | BOOM WOM     | SLNT 75+    | 18-39            | 40-64        | 65 PLUS      | WHI TE         | HISP ANIC    | OTH         |
| TOTAL                  | 861<br>100.0 | 435<br>100.0 | 424<br>100.0 | 86<br>100.0          | 258<br>100.0 | 127<br>100.0 | 131<br>100.0 | 198<br>100.0 | 106<br>100.0 | 91<br>100.0 | 258<br>100.0       | 131<br>100.0 | 127<br>100.0 | 60<br>100.0 | 344<br>100.0     | 336<br>100.0 | 181<br>100.0 | 603<br>100.0   | 215<br>100.0 | 43<br>100.0 |
| Extremely Satisfied    | 437<br>50.8  | 228<br>52.5  | 207<br>48.9  | 32<br>37.6           | 112<br>43.6  | 52<br>41.1   | 60<br>45.8   | 106<br>53.4  | 60<br>56.2   | 46<br>50.7  | 146<br>56.5        | 73<br>56.0   | 72<br>56.8   | 40<br>67.1  | 145<br>42.1      | 187<br>55.5  | 106<br>58.4  | 296<br>49.0    | 121<br>56.2  | 21<br>47.8  |
| Somewhat Satisfied     |              |              |              |                      |              |              |              |              |              |             |                    |              |              |             |                  |              |              |                |              |             |
| Extremely Satisfied    | 191<br>22.2  | 91<br>20.9   | 100<br>23.5  | 7<br>8.1             | 61<br>23.5   | 24<br>18.6   | 37<br>28.4   | 38<br>19.1   | 22<br>20.9   | 16<br>17.2  | 69<br>26.6         | 37<br>27.9   | 32<br>25.3   | 17<br>27.5  | 68<br>19.7       | 78<br>23.2   | 45<br>24.9   | 136<br>22.5    | 46<br>21.2   | 10<br>22.2  |
| Somewhat Satisfied     | 246<br>28.6  | 138<br>31.7  | 108<br>25.4  | 25<br>29.5           | 52<br>20.0   | 29<br>22.5   | 23<br>17.4   | 68<br>34.3   | 37<br>35.3   | 30<br>33.5  | 77<br>29.9         | 37<br>28.2   | 40<br>31.5   | 24<br>39.6  | 77<br>22.4       | 108<br>32.3  | 61<br>33.5   | 160<br>26.5    | 75<br>35.0   | 11<br>25.6  |
| Not Satisfied          | 45<br>5.2    | 21<br>4.9    | 23<br>5.5    |                      | 24<br>9.4    | 9<br>6.8     | 16<br>11.9   | 7<br>3.6     | 4<br>3.7     | 3<br>2.9    | 12<br>4.8          | 9<br>6.6     | 4<br>2.9     | 1<br>2.2    | 24<br>7.0        | 13<br>3.9    | 8<br>4.3     | 30<br>5.0      | 10<br>4.7    | 5<br>10.8   |
| Extremely Dissatisfied | 27<br>3.2    | 19<br>4.4    | 8<br>1.9     |                      | 15<br>5.9    | 14<br>10.7   | 2<br>1.3     | 7<br>3.3     | 2<br>2.0     | 5<br>5.0    | 6<br>2.2           | 4<br>2.8     | 2<br>1.6     |             | 15<br>4.4        | 10<br>3.0    | 2<br>1.2     | 15<br>2.4      | 11<br>5.3    | 1<br>3.4    |
| No Opinion             | 351<br>40.8  | 166<br>38.1  | 185<br>43.7  | 54<br>62.4           | 106<br>41.2  | 53<br>41.4   | 53<br>41.0   | 78<br>39.6   | 40<br>38.1   | 38<br>41.4  | 94<br>36.5         | 45<br>34.6   | 49<br>38.7   | 19<br>30.7  | 160<br>46.5      | 126<br>37.5  | 65<br>36.1   | 262<br>43.5    | 73<br>33.7   | 16<br>38.0  |



Table 74

T62. [POLICE AND PUBLIC SAFETY] Police response times to calls

|                        | LIVED IN GLENWOOD SPRINGS |             |              |              |             |              |              |              |              | INCOME      |              |              |              |              |             |              | CONSOLIDATED INCOME |              |              | FOCUS ON RESIDENTS VS TOURISTS |              |              |
|------------------------|---------------------------|-------------|--------------|--------------|-------------|--------------|--------------|--------------|--------------|-------------|--------------|--------------|--------------|--------------|-------------|--------------|---------------------|--------------|--------------|--------------------------------|--------------|--------------|
|                        | TOTAL                     | LESS YEAR   | 1 5          | 6 10         | 11 15       | 16 20        | MORE 20      | LESS 10      | MORE 10      | LESS 30K    | 31K 50K      | 50K 75K      | 75K 100K     | 100K 125K    | 125K 150K   | MORE 150K    | LESS 50K            | 51K 100K     | MORE 100K    | RESI DENT                      | BAL ANCE     | TOUR IST     |
| TOTAL                  | 861<br>100.0              | 15<br>100.0 | 154<br>100.0 | 111<br>100.0 | 93<br>100.0 | 111<br>100.0 | 377<br>100.0 | 280<br>100.0 | 581<br>100.0 | 47<br>100.0 | 108<br>100.0 | 147<br>100.0 | 133<br>100.0 | 130<br>100.0 | 55<br>100.0 | 124<br>100.0 | 155<br>100.0        | 280<br>100.0 | 309<br>100.0 | 56<br>100.0                    | 236<br>100.0 | 484<br>100.0 |
| Extremely Satisfied    | 437<br>50.8               | 3<br>19.3   | 54<br>35.1   | 63<br>56.2   | 51<br>54.8  | 57<br>51.3   | 210<br>55.6  | 119<br>42.7  | 318<br>54.6  | 23<br>48.0  | 63<br>58.8   | 66<br>44.8   | 77<br>58.2   | 73<br>56.2   | 22<br>40.5  | 56<br>45.7   | 86<br>55.5          | 143<br>51.2  | 152<br>49.2  | 30<br>54.6                     | 134<br>57.0  | 238<br>49.2  |
| Somewhat Satisfied     | 191<br>22.2               | 1<br>4.0    | 32<br>20.6   | 32<br>29.1   | 17<br>18.7  | 24<br>21.6   | 85<br>22.5   | 65<br>23.1   | 126<br>21.7  | 13<br>27.2  | 24<br>22.5   | 33<br>22.4   | 32<br>24.2   | 33<br>25.4   | 9<br>17.3   | 25<br>20.4   | 37<br>23.9          | 65<br>23.2   | 68<br>21.9   | 9<br>16.2                      | 67<br>28.4   | 96<br>19.9   |
| Somewhat Dissatisfied  | 246<br>28.6               | 2<br>15.3   | 22<br>14.6   | 30<br>27.1   | 34<br>36.1  | 33<br>29.7   | 125<br>33.1  | 55<br>19.6   | 192<br>33.0  | 10<br>20.8  | 39<br>36.2   | 33<br>22.4   | 45<br>34.1   | 40<br>30.8   | 13<br>23.2  | 31<br>25.3   | 49<br>31.5          | 78<br>28.0   | 84<br>27.2   | 21<br>38.4                     | 67<br>28.6   | 142<br>29.3  |
| Not Satisfied          | 45<br>5.2                 | 1<br>8.6    | 11<br>6.9    | 3<br>2.9     | 4<br>4.5    | 7<br>6.4     | 19<br>5.0    | 15<br>5.4    | 30<br>5.2    | 7<br>14.8   | 3<br>2.7     | 8<br>5.1     | 8<br>5.9     | 7<br>5.7     | 2<br>4.1    | 3<br>2.6     | 10<br>6.4           | 15<br>5.5    | 13<br>4.2    | 5<br>8.9                       | 16<br>6.9    | 22<br>4.6    |
| Extremely Dissatisfied | 27<br>3.2                 |             | 11<br>6.9    | 3<br>2.7     | 3<br>2.8    | 3<br>3.0     | 8<br>2.1     | 14<br>4.9    | 14<br>2.4    | 2<br>3.5    | 11<br>10.6   | 2<br>1.4     | 2<br>1.3     | 4<br>2.7     |             | 2<br>1.9     | 13<br>8.5           | 4<br>1.3     | 6<br>1.9     | 14<br>25.4                     | 0.2          | 11<br>2.2    |
| No Opinion             | 351<br>40.8               | 11<br>72.1  | 79<br>51.1   | 42<br>38.2   | 35<br>37.9  | 44<br>39.3   | 141<br>37.3  | 132<br>47.1  | 220<br>37.8  | 16<br>33.7  | 30<br>27.9   | 72<br>48.7   | 46<br>34.6   | 46<br>35.4   | 30<br>55.4  | 62<br>49.8   | 46<br>29.7          | 118<br>42.0  | 138<br>44.7  | 6<br>11.2                      | 85<br>35.9   | 213<br>44.0  |

Table 74

T62. [POLICE AND PUBLIC SAFETY] Police response times to calls

|                        | DEVELOPMENT OF NEW<br>HOUSING FOR SALE |              |              |              | DEVELOPMENT OF NEW<br>APARTMENTS |              |              | RATE OF RETAIL AND<br>COMMERICAL GROWTH |              |              | WARD         |              |              |              |              |
|------------------------|----------------------------------------|--------------|--------------|--------------|----------------------------------|--------------|--------------|-----------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
|                        | TOTAL                                  | TOO<br>SLOW  | RGHT<br>AMNT | TOO<br>FAST  | TOO<br>SLOW                      | RGHT<br>AMNT | TOO<br>FAST  | TOO<br>SLOW                             | RGHT<br>AMNT | TOO<br>FAST  | WARD<br>1    | WARD<br>2    | WARD<br>3    | WARD<br>4    | WARD<br>5    |
| TOTAL                  | 861<br>100.0                           | 262<br>100.0 | 155<br>100.0 | 353<br>100.0 | 190<br>100.0                     | 130<br>100.0 | 498<br>100.0 | 396<br>100.0                            | 274<br>100.0 | 116<br>100.0 | 207<br>100.0 | 172<br>100.0 | 164<br>100.0 | 164<br>100.0 | 155<br>100.0 |
| Extremely              | 437                                    | 141          | 81           | 168          | 103                              | 73           | 248          | 210                                     | 140          | 70           | 101          | 101          | 78           | 80           | 78           |
| Somewhat Combined      | 50.8                                   | 53.9         | 52.0         | 47.8         | 54.5                             | 56.2         | 49.8         | 53.0                                    | 51.2         | 60.0         | 48.7         | 58.8         | 47.4         | 48.9         | 50.2         |
| Extremely Satisfied    | 191<br>22.2                            | 58<br>22.2   | 31<br>20.0   | 71<br>20.3   | 41<br>21.7                       | 28<br>21.9   | 115<br>23.1  | 95<br>24.1                              | 70<br>25.7   | 18<br>15.6   | 48<br>23.3   | 43<br>25.0   | 29<br>17.9   | 40<br>24.6   | 30<br>19.4   |
| Somewhat Satisfied     | 246<br>28.6                            | 83<br>31.6   | 50<br>32.0   | 97<br>27.5   | 62<br>32.8                       | 45<br>34.3   | 133<br>26.8  | 115<br>28.9                             | 70<br>25.5   | 52<br>44.4   | 52<br>25.3   | 58<br>33.8   | 48<br>29.5   | 40<br>24.3   | 48<br>30.8   |
| Not Satisfied          | 45<br>5.2                              | 24<br>9.3    | 2<br>1.2     | 15<br>4.3    | 16<br>8.6                        | 5<br>3.9     | 22<br>4.5    | 22<br>5.6                               | 12<br>4.4    | 10<br>8.5    | 14<br>6.6    | 12<br>7.0    | 7<br>4.3     | 8<br>4.7     | 5<br>3.1     |
| Extremely Dissatisfied | 27<br>3.2                              | 4<br>1.4     | 2<br>1.3     | 21<br>6.0    | 3<br>1.4                         | 0.3          | 24<br>4.9    | 6<br>1.5                                | 5<br>1.7     | 15<br>12.6   | 1<br>0.3     | 4<br>2.3     | 7<br>4.6     | 13<br>8.2    | 2<br>1.3     |
| No Opinion             | 351<br>40.8                            | 93<br>35.5   | 71<br>45.5   | 148<br>41.9  | 67<br>35.5                       | 52<br>39.7   | 203<br>40.8  | 158<br>39.9                             | 117<br>42.8  | 22<br>19.0   | 92<br>44.5   | 55<br>31.9   | 72<br>43.7   | 63<br>38.2   | 70<br>45.4   |

Table 75

T63. [POLICE AND PUBLIC SAFETY] Enforcement of traffic regulations

|                        | GENDER       |              |              | GENZ AND MILLENNIALS |              |              |              | GEN X        |              |             | BOOMERS AND SILENT |              |              |             | CONSOLIDATED AGE |              |              | RACE ETHNICITY |              |             |
|------------------------|--------------|--------------|--------------|----------------------|--------------|--------------|--------------|--------------|--------------|-------------|--------------------|--------------|--------------|-------------|------------------|--------------|--------------|----------------|--------------|-------------|
|                        | TOTAL        | MEN          | WO MEN       | GENZ 18-24           | MILL 25-39   | MILL MEN     | MILL WOM     | GENX 40-54   | GENX MEN     | GENX WOM    | BOOM 55-74         | BOOM MEN     | BOOM WOM     | SLNT 75+    | 18-39            | 40-64        | 65 PLUS      | WHI TE         | HISP ANIC    | OTH         |
| TOTAL                  | 861<br>100.0 | 435<br>100.0 | 424<br>100.0 | 86<br>100.0          | 258<br>100.0 | 127<br>100.0 | 131<br>100.0 | 198<br>100.0 | 106<br>100.0 | 91<br>100.0 | 258<br>100.0       | 131<br>100.0 | 127<br>100.0 | 60<br>100.0 | 344<br>100.0     | 336<br>100.0 | 181<br>100.0 | 603<br>100.0   | 215<br>100.0 | 43<br>100.0 |
| Extremely              | 466          | 234          | 232          | 41                   | 137          | 55           | 81           | 105          | 54           | 51          | 141                | 68           | 72           | 42          | 178              | 186          | 102          | 325            | 116          | 25          |
| Somewhat Combined      | 54.2         | 53.7         | 54.7         | 48.2                 | 53.0         | 43.3         | 62.3         | 53.1         | 51.1         | 55.9        | 54.6               | 52.1         | 57.3         | 69.2        | 51.8             | 55.4         | 56.4         | 53.9           | 53.8         | 59.1        |
|                        |              |              |              |                      |              |              |              |              |              |             |                    |              |              |             |                  |              |              |                |              |             |
| Extremely Satisfied    | 153<br>17.8  | 62<br>14.3   | 91<br>21.5   | 12<br>13.5           | 60<br>23.0   | 23<br>18.4   | 36<br>27.7   | 31<br>15.4   | 14<br>13.6   | 16<br>17.8  | 44<br>17.2         | 20<br>14.9   | 25<br>19.7   | 7<br>12.3   | 71<br>20.6       | 58<br>17.4   | 24<br>13.3   | 97<br>16.1     | 50<br>23.2   | 7<br>15.5   |
| Somewhat Satisfied     | 313<br>36.3  | 172<br>39.5  | 140<br>33.1  | 30<br>34.7           | 77<br>30.0   | 32<br>24.9   | 45<br>34.6   | 75<br>37.7   | 40<br>37.6   | 35<br>38.2  | 97<br>37.4         | 49<br>37.2   | 48<br>37.6   | 34<br>56.9  | 107<br>31.1      | 128<br>38.0  | 78<br>43.1   | 228<br>37.9    | 66<br>30.6   | 19<br>43.6  |
|                        |              |              |              |                      |              |              |              |              |              |             |                    |              |              |             |                  |              |              |                |              |             |
| Not Satisfied          | 169<br>19.6  | 97<br>22.3   | 72<br>16.9   | 10<br>11.2           | 54<br>20.9   | 31<br>24.1   | 23<br>17.8   | 32<br>16.1   | 21<br>19.5   | 11<br>12.4  | 67<br>25.8         | 35<br>26.6   | 32<br>25.1   | 6<br>10.6   | 64<br>18.5       | 58<br>17.3   | 47<br>25.9   | 135<br>22.4    | 30<br>13.8   | 4<br>8.8    |
| Extremely Dissatisfied | 108<br>12.5  | 61<br>14.0   | 46<br>10.9   | 12<br>14.5           | 30<br>11.6   | 19<br>14.7   | 11<br>8.6    | 32<br>16.0   | 23<br>21.3   | 8<br>9.3    | 29<br>11.0         | 17<br>13.1   | 11<br>8.8    | 5<br>8.3    | 42<br>12.3       | 50<br>14.9   | 15<br>8.4    | 72<br>11.9     | 30<br>13.8   | 6<br>14.8   |
|                        |              |              |              |                      |              |              |              |              |              |             |                    |              |              |             |                  |              |              |                |              |             |
| No Opinion             | 118<br>13.8  | 43<br>10.0   | 74<br>17.6   | 22<br>26.1           | 38<br>14.5   | 23<br>17.8   | 15<br>11.3   | 29<br>14.8   | 9<br>8.1     | 20<br>22.4  | 22<br>8.5          | 11<br>8.2    | 11<br>8.9    | 7<br>11.9   | 60<br>17.4       | 42<br>12.4   | 17<br>9.3    | 71<br>11.8     | 40<br>18.6   | 7<br>17.3   |

Table 75

T63. [POLICE AND PUBLIC SAFETY] Enforcement of traffic regulations

|                        | LIVED IN GLENWOOD SPRINGS |             |              |              |             |              |              |              |              | INCOME      |              |              |              |              |             |              | CONSOLIDATED INCOME |              |              | FOCUS ON RESIDENTS VS TOURISTS |              |              |
|------------------------|---------------------------|-------------|--------------|--------------|-------------|--------------|--------------|--------------|--------------|-------------|--------------|--------------|--------------|--------------|-------------|--------------|---------------------|--------------|--------------|--------------------------------|--------------|--------------|
|                        | TOTAL                     | LESS YEAR   | 1 5          | 6 10         | 11 15       | 16 20        | MORE 20      | LESS 10      | MORE 10      | LESS 30K    | 31K 50K      | 50K 75K      | 75K 100K     | 100K 125K    | 125K 150K   | MORE 150K    | LESS 50K            | 51K 100K     | MORE 100K    | RESI DENT                      | BAL ANCE     | TOUR IST     |
| TOTAL                  | 861<br>100.0              | 15<br>100.0 | 154<br>100.0 | 111<br>100.0 | 93<br>100.0 | 111<br>100.0 | 377<br>100.0 | 280<br>100.0 | 581<br>100.0 | 47<br>100.0 | 108<br>100.0 | 147<br>100.0 | 133<br>100.0 | 130<br>100.0 | 55<br>100.0 | 124<br>100.0 | 155<br>100.0        | 280<br>100.0 | 309<br>100.0 | 56<br>100.0                    | 236<br>100.0 | 484<br>100.0 |
| Extremely Satisfied    | 466<br>54.2               | 6<br>43.3   | 66<br>43.0   | 73<br>65.7   | 55<br>59.0  | 79<br>71.4   | 186<br>49.4  | 145<br>52.0  | 321<br>55.2  | 35<br>74.6  | 70<br>64.9   | 77<br>52.4   | 72<br>53.9   | 70<br>53.7   | 31<br>56.7  | 57<br>46.0   | 105<br>67.9         | 149<br>53.1  | 158<br>51.2  | 25<br>45.5                     | 174<br>73.8  | 223<br>46.1  |
| Somewhat Satisfied     | 153<br>17.8               | 3<br>22.8   | 25<br>16.4   | 21<br>18.9   | 20<br>21.2  | 31<br>28.4   | 53<br>14.0   | 50<br>17.7   | 104<br>17.9  | 14<br>28.7  | 22<br>20.7   | 27<br>18.3   | 21<br>15.5   | 25<br>19.5   | 8<br>14.9   | 18<br>14.6   | 36<br>23.1          | 48<br>17.0   | 52<br>16.7   | 6<br>10.4                      | 55<br>23.5   | 80<br>16.5   |
| Not Satisfied          | 313<br>36.3               | 3<br>20.4   | 41<br>26.6   | 52<br>46.8   | 35<br>37.8  | 48<br>43.0   | 134<br>35.5  | 96<br>34.3   | 217<br>37.3  | 22<br>46.0  | 48<br>44.1   | 50<br>34.1   | 51<br>38.4   | 45<br>34.2   | 23<br>41.8  | 39<br>31.4   | 69<br>44.7          | 101<br>36.1  | 106<br>34.4  | 20<br>35.1                     | 118<br>50.3  | 143<br>29.5  |
| Extremely Dissatisfied | 169<br>19.6               | 1<br>8.7    | 33<br>21.2   | 19<br>16.7   | 17<br>18.3  | 18<br>16.1   | 81<br>21.5   | 52<br>18.8   | 116<br>20.0  | 3<br>6.2    | 18<br>16.6   | 33<br>22.3   | 29<br>21.9   | 23<br>17.9   | 13<br>23.2  | 33<br>26.5   | 21<br>13.4          | 62<br>22.1   | 69<br>22.3   | 4<br>8.0                       | 29<br>12.4   | 124<br>25.6  |
| Somewhat Dissatisfied  | 108<br>12.5               | 2<br>10.6   | 23<br>15.1   | 12<br>11.0   | 8<br>8.9    | 9<br>7.7     | 54<br>14.3   | 37<br>13.2   | 71<br>12.2   | 5<br>11.3   | 14<br>13.3   | 20<br>13.4   | 13<br>9.7    | 17<br>13.2   | 3<br>4.7    | 19<br>15.3   | 20<br>12.7          | 33<br>11.6   | 39<br>12.5   | 23<br>41.9                     | 16<br>6.6    | 63<br>13.0   |
| No Opinion             | 118<br>13.8               | 6<br>37.5   | 32<br>20.7   | 7<br>6.7     | 13<br>13.9  | 5<br>4.8     | 55<br>14.7   | 45<br>16.0   | 74<br>12.7   | 4<br>7.9    | 6<br>5.3     | 18<br>11.9   | 19<br>14.5   | 20<br>15.3   | 8<br>15.4   | 15<br>12.2   | 9<br>6.1            | 37<br>13.1   | 43<br>14.1   | 3<br>4.6                       | 17<br>7.1    | 74<br>15.3   |

Table 75

T63. [POLICE AND PUBLIC SAFETY] Enforcement of traffic regulations

|                        | DEVELOPMENT OF NEW<br>HOUSING FOR SALE |              |              |              | DEVELOPMENT OF NEW<br>APARTMENTS |              |              | RATE OF RETAIL AND<br>COMMERICAL GROWTH |              |              | WARD         |              |              |              |              |
|------------------------|----------------------------------------|--------------|--------------|--------------|----------------------------------|--------------|--------------|-----------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
|                        | TOTAL                                  | TOO<br>SLOW  | RGHT<br>AMNT | TOO<br>FAST  | TOO<br>SLOW                      | RGHT<br>AMNT | TOO<br>FAST  | TOO<br>SLOW                             | RGHT<br>AMNT | TOO<br>FAST  | WARD<br>1    | WARD<br>2    | WARD<br>3    | WARD<br>4    | WARD<br>5    |
| TOTAL                  | 861<br>100.0                           | 262<br>100.0 | 155<br>100.0 | 353<br>100.0 | 190<br>100.0                     | 130<br>100.0 | 498<br>100.0 | 396<br>100.0                            | 274<br>100.0 | 116<br>100.0 | 207<br>100.0 | 172<br>100.0 | 164<br>100.0 | 164<br>100.0 | 155<br>100.0 |
| Extremely              | 466                                    | 162          | 102          | 152          | 113                              | 90           | 245          | 213                                     | 169          | 55           | 99           | 124          | 77           | 79           | 87           |
| Somewhat Combined      | 54.2                                   | 61.8         | 65.6         | 43.1         | 59.7                             | 69.2         | 49.1         | 53.8                                    | 61.8         | 47.1         | 47.9         | 71.9         | 47.3         | 48.3         | 56.1         |
|                        |                                        |              |              |              |                                  |              |              |                                         |              |              |              |              |              |              |              |
| Extremely Satisfied    | 153<br>17.8                            | 48<br>18.5   | 38<br>24.3   | 45<br>12.8   | 37<br>19.3                       | 34<br>26.4   | 75<br>15.0   | 65<br>16.3                              | 59<br>21.5   | 19<br>16.1   | 33<br>15.9   | 46<br>26.5   | 23<br>13.8   | 24<br>14.9   | 28<br>18.1   |
| Somewhat Satisfied     | 313<br>36.3                            | 113<br>43.3  | 64<br>41.3   | 107<br>30.3  | 77<br>40.4                       | 56<br>42.8   | 170<br>34.1  | 149<br>37.5                             | 110<br>40.3  | 36<br>31.0   | 66<br>32.0   | 78<br>45.4   | 55<br>33.5   | 55<br>33.4   | 59<br>38.0   |
|                        |                                        |              |              |              |                                  |              |              |                                         |              |              |              |              |              |              |              |
| Not Satisfied          | 169<br>19.6                            | 49<br>18.7   | 25<br>16.1   | 85<br>24.2   | 36<br>19.2                       | 19<br>14.5   | 107<br>21.4  | 67<br>16.8                              | 61<br>22.1   | 26<br>22.1   | 40<br>19.4   | 28<br>16.4   | 47<br>29.0   | 27<br>16.3   | 26<br>16.9   |
| Extremely Dissatisfied | 108<br>12.5                            | 15<br>5.9    | 15<br>9.5    | 71<br>20.1   | 12<br>6.4                        | 9<br>6.9     | 84<br>16.8   | 50<br>12.6                              | 18<br>6.4    | 32<br>27.6   | 27<br>12.9   | 10<br>5.9    | 18<br>11.2   | 26<br>16.1   | 26<br>17.0   |
|                        |                                        |              |              |              |                                  |              |              |                                         |              |              |              |              |              |              |              |
| No Opinion             | 118<br>13.8                            | 35<br>13.5   | 14<br>8.8    | 44<br>12.6   | 28<br>14.7                       | 12<br>9.3    | 63<br>12.7   | 66<br>16.8                              | 27<br>9.7    | 4<br>3.2     | 41<br>19.8   | 10<br>5.8    | 21<br>12.5   | 32<br>19.3   | 15<br>10.0   |



Table 76

T64. [POLICE AND PUBLIC SAFETY] Enforcement of municipal codes (dogs, reducing party noise)

|                        | GENDER       |              |              | GENZ AND MILLENNIALS |              |              |              | GEN X        |              |             | BOOMERS AND SILENT |              |              |             | CONSOLIDATED AGE |              |              | RACE ETHNICITY |              |             |
|------------------------|--------------|--------------|--------------|----------------------|--------------|--------------|--------------|--------------|--------------|-------------|--------------------|--------------|--------------|-------------|------------------|--------------|--------------|----------------|--------------|-------------|
|                        | TOTAL        | MEN          | WO MEN       | GENZ 18-24           | MILL 25-39   | MILL MEN     | MILL WOM     | GENX 40-54   | GENX MEN     | GENX WOM    | BOOM 55-74         | BOOM MEN     | BOOM WOM     | SLNT 75+    | 18-39            | 40-64        | 65 PLUS      | WHI TE         | HISP ANIC    | OTH         |
| TOTAL                  | 861<br>100.0 | 435<br>100.0 | 424<br>100.0 | 86<br>100.0          | 258<br>100.0 | 127<br>100.0 | 131<br>100.0 | 198<br>100.0 | 106<br>100.0 | 91<br>100.0 | 258<br>100.0       | 131<br>100.0 | 127<br>100.0 | 60<br>100.0 | 344<br>100.0     | 336<br>100.0 | 181<br>100.0 | 603<br>100.0   | 215<br>100.0 | 43<br>100.0 |
| Extremely Satisfied    | 458<br>53.2  | 236<br>54.2  | 222<br>52.4  | 49<br>56.4           | 117<br>45.2  | 42<br>32.9   | 75<br>57.4   | 100<br>50.7  | 55<br>51.8   | 45<br>49.8  | 151<br>58.5        | 80<br>61.0   | 71<br>56.0   | 42<br>69.2  | 165<br>48.0      | 176<br>52.3  | 117<br>65.0  | 344<br>57.0    | 92<br>42.8   | 23<br>52.8  |
| Somewhat Satisfied     | 147<br>17.1  | 48<br>11.1   | 98<br>23.2   | 10<br>11.1           | 52<br>20.1   | 11<br>8.4    | 41<br>31.6   | 31<br>15.5   | 17<br>16.1   | 14<br>14.9  | 47<br>18.1         | 19<br>14.7   | 27<br>21.6   | 8<br>13.7   | 62<br>17.9       | 57<br>16.8   | 29<br>16.1   | 100<br>16.6    | 40<br>18.5   | 7<br>15.8   |
| Somewhat Dissatisfied  | 311<br>36.2  | 187<br>43.1  | 124<br>29.2  | 39<br>45.2           | 65<br>25.1   | 31<br>24.5   | 34<br>25.8   | 70<br>35.2   | 38<br>35.7   | 32<br>34.8  | 104<br>40.4        | 61<br>46.3   | 44<br>34.4   | 33<br>55.5  | 104<br>30.1      | 119<br>35.5  | 88<br>48.9   | 243<br>40.3    | 52<br>24.2   | 16<br>37.0  |
| Not Satisfied          | 105<br>12.1  | 54<br>12.5   | 50<br>11.7   |                      | 34<br>13.3   | 20<br>15.6   | 14<br>10.7   | 32<br>16.0   | 17<br>16.2   | 15<br>16.0  | 33<br>12.7         | 14<br>10.3   | 19<br>14.9   | 6<br>9.6    | 34<br>10.0       | 48<br>14.4   | 22<br>12.0   | 71<br>11.8     | 29<br>13.4   | 5<br>10.9   |
| Extremely Dissatisfied | 87<br>10.0   | 59<br>13.5   | 27<br>6.3    | 2<br>2.2             | 30<br>11.4   | 22<br>17.3   | 7<br>5.7     | 29<br>14.7   | 19<br>18.0   | 9<br>10.0   | 24<br>9.2          | 15<br>11.8   | 8<br>6.5     | 2<br>3.8    | 31<br>9.1        | 47<br>13.9   | 8<br>4.6     | 55<br>9.1      | 25<br>11.7   | 7<br>15.3   |
| No Opinion             | 212<br>24.6  | 86<br>19.8   | 125<br>29.6  | 36<br>41.5           | 78<br>30.1   | 43<br>34.1   | 34<br>26.2   | 37<br>18.6   | 15<br>14.0   | 22<br>24.2  | 51<br>19.7         | 22<br>16.9   | 29<br>22.5   | 10<br>17.4  | 113<br>32.9      | 65<br>19.3   | 33<br>18.4   | 134<br>22.2    | 69<br>32.0   | 9<br>21.0   |

Table 76

T64. [POLICE AND PUBLIC SAFETY] Enforcement of municipal codes (dogs, reducing party noise)

|                        | LIVED IN GLENWOOD SPRINGS |             |              |              |             |              |              |              |              | INCOME      |              |              |              |              |             |              | CONSOLIDATED INCOME |              |              | FOCUS ON RESIDENTS VS TOURISTS |              |              |
|------------------------|---------------------------|-------------|--------------|--------------|-------------|--------------|--------------|--------------|--------------|-------------|--------------|--------------|--------------|--------------|-------------|--------------|---------------------|--------------|--------------|--------------------------------|--------------|--------------|
|                        | TOTAL                     | LESS YEAR   | 1 5          | 6 10         | 11 15       | 16 20        | MORE 20      | LESS 10      | MORE 10      | LESS 30K    | 31K 50K      | 50K 75K      | 75K 100K     | 100K 125K    | 125K 150K   | MORE 150K    | LESS 50K            | 51K 100K     | MORE 100K    | RESI DENT                      | BAL ANCE     | TOUR IST     |
| TOTAL                  | 861<br>100.0              | 15<br>100.0 | 154<br>100.0 | 111<br>100.0 | 93<br>100.0 | 111<br>100.0 | 377<br>100.0 | 280<br>100.0 | 581<br>100.0 | 47<br>100.0 | 108<br>100.0 | 147<br>100.0 | 133<br>100.0 | 130<br>100.0 | 55<br>100.0 | 124<br>100.0 | 155<br>100.0        | 280<br>100.0 | 309<br>100.0 | 56<br>100.0                    | 236<br>100.0 | 484<br>100.0 |
| Extremely Satisfied    | 458<br>53.2               | 5<br>32.7   | 67<br>43.4   | 65<br>58.4   | 43<br>45.6  | 75<br>67.6   | 204<br>54.2  | 136<br>48.8  | 322<br>55.4  | 35<br>73.1  | 63<br>58.3   | 72<br>49.0   | 75<br>56.4   | 70<br>53.6   | 24<br>43.5  | 69<br>55.5   | 97<br>62.8          | 147<br>52.5  | 162<br>52.6  | 25<br>45.5                     | 166<br>70.3  | 232<br>48.0  |
| Somewhat Satisfied     | 147<br>17.1               |             | 23<br>14.7   | 19<br>17.0   | 20<br>21.3  | 26<br>23.4   | 60<br>15.8   | 42<br>14.9   | 105<br>18.1  | 16<br>32.8  | 17<br>15.8   | 22<br>14.6   | 23<br>17.2   | 22<br>17.1   | 6<br>11.2   | 22<br>17.4   | 33<br>21.0          | 44<br>15.9   | 50<br>16.2   | 5<br>8.2                       | 58<br>24.5   | 72<br>15.0   |
| Somewhat Dissatisfied  | 311<br>36.2               | 5<br>32.7   | 44<br>28.6   | 46<br>41.4   | 23<br>24.3  | 49<br>44.3   | 145<br>38.4  | 95<br>33.9   | 217<br>37.2  | 19<br>40.3  | 46<br>42.5   | 51<br>34.3   | 52<br>39.2   | 48<br>36.5   | 18<br>32.3  | 47<br>38.1   | 65<br>41.9          | 103<br>36.7  | 112<br>36.4  | 21<br>37.3                     | 108<br>45.8  | 160<br>33.1  |
| Not Satisfied          | 105<br>12.1               | 1<br>5.5    | 22<br>14.6   | 7<br>5.9     | 18<br>19.6  | 13<br>11.6   | 43<br>11.5   | 30<br>10.7   | 75<br>12.8   | 4<br>8.4    | 13<br>11.9   | 24<br>16.0   | 16<br>12.4   | 12<br>9.0    | 7<br>13.6   | 16<br>12.6   | 17<br>10.8          | 40<br>14.3   | 35<br>11.2   | 5<br>8.9                       | 16<br>6.8    | 73<br>15.2   |
| Extremely Dissatisfied | 87<br>10.0                |             | 23<br>15.1   | 16<br>14.3   | 12<br>13.0  | 5<br>4.4     | 30<br>8.1    | 39<br>14.0   | 47<br>8.1    | 6<br>13.3   | 16<br>15.3   | 3<br>2.2     | 10<br>7.5    | 11<br>8.7    | 10<br>17.8  | 16<br>13.1   | 23<br>14.7          | 13<br>4.7    | 37<br>12.1   | 23<br>40.9                     | 13<br>5.5    | 47<br>9.6    |
| No Opinion             | 212<br>24.6               | 9<br>61.8   | 41<br>26.9   | 24<br>21.4   | 20<br>21.7  | 18<br>16.4   | 99<br>26.2   | 74<br>26.6   | 137<br>23.6  | 2<br>5.2    | 16<br>14.5   | 48<br>32.8   | 31<br>23.7   | 37<br>28.7   | 14<br>25.1  | 23<br>18.7   | 18<br>11.7          | 80<br>28.5   | 74<br>24.1   | 3<br>4.6                       | 41<br>17.4   | 131<br>27.2  |

Table 76

T64. [POLICE AND PUBLIC SAFETY] Enforcement of municipal codes (dogs, reducing party noise)

|                        | DEVELOPMENT OF NEW HOUSING FOR SALE |              |              |              | DEVELOPMENT OF NEW APARTMENTS |              |              | RATE OF RETAIL AND COMMERCIAL GROWTH |              |              | WARD         |              |              |              |              |
|------------------------|-------------------------------------|--------------|--------------|--------------|-------------------------------|--------------|--------------|--------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
|                        | TOTAL                               | TOO SLOW     | RGHT AMNT    | TOO FAST     | TOO SLOW                      | RGHT AMNT    | TOO FAST     | TOO SLOW                             | RGHT AMNT    | TOO FAST     | WARD 1       | WARD 2       | WARD 3       | WARD 4       | WARD 5       |
| TOTAL                  | 861<br>100.0                        | 262<br>100.0 | 155<br>100.0 | 353<br>100.0 | 190<br>100.0                  | 130<br>100.0 | 498<br>100.0 | 396<br>100.0                         | 274<br>100.0 | 116<br>100.0 | 207<br>100.0 | 172<br>100.0 | 164<br>100.0 | 164<br>100.0 | 155<br>100.0 |
| Extremely              | 458                                 | 141          | 100          | 170          | 89                            | 90           | 261          | 216                                  | 151          | 56           | 91           | 115          | 90           | 81           | 82           |
| Somewhat Combined      | 53.2                                | 54.0         | 64.5         | 48.1         | 47.1                          | 69.1         | 52.4         | 54.4                                 | 55.0         | 47.9         | 43.9         | 67.0         | 55.0         | 49.3         | 52.7         |
|                        |                                     |              |              |              |                               |              |              |                                      |              |              |              |              |              |              |              |
| Extremely Satisfied    | 147<br>17.1                         | 37<br>14.3   | 39<br>25.2   | 52<br>14.8   | 26<br>13.5                    | 33<br>25.6   | 85<br>17.0   | 52<br>13.0                           | 64<br>23.5   | 21<br>18.1   | 35<br>16.9   | 40<br>23.1   | 20<br>12.1   | 24<br>14.7   | 28<br>18.3   |
| Somewhat Satisfied     | 311<br>36.2                         | 104<br>39.7  | 61<br>39.3   | 118<br>33.3  | 64<br>33.6                    | 57<br>43.5   | 176<br>35.4  | 164<br>41.3                          | 86<br>31.5   | 35<br>29.7   | 56<br>27.0   | 76<br>43.9   | 70<br>42.8   | 57<br>34.6   | 53<br>34.4   |
|                        |                                     |              |              |              |                               |              |              |                                      |              |              |              |              |              |              |              |
| Not Satisfied          | 105<br>12.1                         | 37<br>14.1   | 10<br>6.7    | 52<br>14.7   | 36<br>18.8                    | 10<br>7.9    | 56<br>11.2   | 40<br>10.2                           | 45<br>16.4   | 17<br>14.2   | 32<br>15.5   | 19<br>11.0   | 20<br>12.4   | 15<br>9.4    | 18<br>11.5   |
| Extremely Dissatisfied | 87<br>10.0                          | 21<br>8.2    | 14<br>8.9    | 46<br>12.9   | 16<br>8.3                     | 6<br>4.6     | 63<br>12.7   | 33<br>8.3                            | 14<br>5.2    | 35<br>30.0   | 23<br>11.0   | 6<br>3.7     | 19<br>11.7   | 23<br>13.8   | 16<br>10.1   |
|                        |                                     |              |              |              |                               |              |              |                                      |              |              |              |              |              |              |              |
| No Opinion             | 212<br>24.6                         | 62<br>23.7   | 31<br>19.9   | 86<br>24.2   | 49<br>25.8                    | 24<br>18.5   | 118<br>23.7  | 108<br>27.1                          | 64<br>23.5   | 9<br>7.9     | 61<br>29.6   | 32<br>18.4   | 34<br>20.9   | 45<br>27.5   | 40<br>25.6   |

Table 77

T65. [POLICE AND PUBLIC SAFETY] The overall performance of the Glenwood Springs Fire Department

|                        | GENDER       |              |              | GENZ AND MILLENNIALS |              |              |              | GEN X        |              |             | BOOMERS AND SILENT |              |              |             | CONSOLIDATED AGE |              |              | RACE ETHNICITY |              |             |
|------------------------|--------------|--------------|--------------|----------------------|--------------|--------------|--------------|--------------|--------------|-------------|--------------------|--------------|--------------|-------------|------------------|--------------|--------------|----------------|--------------|-------------|
|                        | TOTAL        | MEN          | WO MEN       | GENZ 18-24           | MILL 25-39   | MILL MEN     | MILL WOM     | GENX 40-54   | GENX MEN     | GENX WOM    | BOOM 55-74         | BOOM MEN     | BOOM WOM     | SLNT 75+    | 18-39            | 40-64        | 65 PLUS      | WHI TE         | HISP ANIC    | OTH         |
| TOTAL                  | 861<br>100.0 | 435<br>100.0 | 424<br>100.0 | 86<br>100.0          | 258<br>100.0 | 127<br>100.0 | 131<br>100.0 | 198<br>100.0 | 106<br>100.0 | 91<br>100.0 | 258<br>100.0       | 131<br>100.0 | 127<br>100.0 | 60<br>100.0 | 344<br>100.0     | 336<br>100.0 | 181<br>100.0 | 603<br>100.0   | 215<br>100.0 | 43<br>100.0 |
| Extremely Satisfied    | 718<br>83.3  | 349<br>80.4  | 366<br>86.4  | 74<br>85.5           | 196<br>75.9  | 79<br>62.1   | 117<br>89.3  | 174<br>87.7  | 96<br>90.9   | 76<br>83.7  | 220<br>85.4        | 109<br>83.3  | 111<br>87.5  | 54<br>89.3  | 270<br>78.3      | 286<br>85.2  | 162<br>89.5  | 512<br>84.9    | 167<br>77.7  | 39<br>89.7  |
| Somewhat Satisfied     |              |              |              |                      |              |              |              |              |              |             |                    |              |              |             |                  |              |              |                |              |             |
| Extremely Satisfied    | 480<br>55.7  | 203<br>46.8  | 275<br>64.9  | 46<br>53.7           | 139<br>53.7  | 52<br>41.2   | 86<br>65.8   | 108<br>54.5  | 59<br>55.4   | 49<br>53.5  | 152<br>59.0        | 69<br>52.5   | 84<br>66.0   | 34<br>56.7  | 185<br>53.7      | 187<br>55.7  | 107<br>59.4  | 362<br>60.1    | 95<br>44.3   | 22<br>50.5  |
| Somewhat Satisfied     | 238<br>27.6  | 146<br>33.6  | 91<br>21.5   | 27<br>31.8           | 57<br>22.2   | 27<br>20.9   | 31<br>23.5   | 66<br>33.2   | 38<br>35.5   | 27<br>30.2  | 68<br>26.3         | 40<br>30.8   | 27<br>21.5   | 20<br>32.6  | 85<br>24.6       | 99<br>29.4   | 55<br>30.2   | 149<br>24.8    | 72<br>33.4   | 17<br>39.2  |
| Not Satisfied          | 9<br>1.1     | 6<br>1.4     | 3<br>0.7     |                      | 4<br>1.6     | 1<br>0.9     | 3<br>2.2     | 2<br>0.9     | 2<br>1.7     |             | 3<br>1.2           | 3<br>2.4     |              |             | 4<br>1.2         | 4<br>1.1     | 1<br>0.6     | 6<br>1.0       | 2<br>1.0     | 1<br>1.6    |
| Extremely Dissatisfied | 21<br>2.4    | 20<br>4.6    | 1<br>0.1     |                      | 17<br>6.4    | 17<br>13.0   |              |              |              |             | 3<br>1.0           | 2<br>1.6     | 1<br>0.4     | 1<br>2.3    | 17<br>4.8        | 2<br>0.6     | 2<br>1.2     | 4<br>0.7       | 16<br>7.5    | 0.8         |
| No Opinion             | 114<br>13.2  | 59<br>13.6   | 54<br>12.8   | 12<br>14.5           | 42<br>16.1   | 30<br>23.9   | 11<br>8.5    | 23<br>11.5   | 8<br>7.4     | 15<br>16.3  | 32<br>12.4         | 17<br>12.7   | 15<br>12.1   | 5<br>8.4    | 54<br>15.7       | 44<br>13.1   | 16<br>8.7    | 81<br>13.4     | 30<br>13.8   | 3<br>8.0    |

Table 77

T65. [POLICE AND PUBLIC SAFETY] The overall performance of the Glenwood Springs Fire Department

|                        | LIVED IN GLENWOOD SPRINGS |             |              |              |             |              |              |              |              | INCOME      |              |              |              |              |             |              | CONSOLIDATED INCOME |              |              | FOCUS ON RESIDENTS VS TOURISTS |              |              |
|------------------------|---------------------------|-------------|--------------|--------------|-------------|--------------|--------------|--------------|--------------|-------------|--------------|--------------|--------------|--------------|-------------|--------------|---------------------|--------------|--------------|--------------------------------|--------------|--------------|
|                        | TOTAL                     | LESS YEAR   | 1 5          | 6 10         | 11 15       | 16 20        | MORE 20      | LESS 10      | MORE 10      | LESS 30K    | 31K 50K      | 50K 75K      | 75K 100K     | 100K 125K    | 125K 150K   | MORE 150K    | LESS 50K            | 51K 100K     | MORE 100K    | RESI DENT                      | BAL ANCE     | TOUR IST     |
| TOTAL                  | 861<br>100.0              | 15<br>100.0 | 154<br>100.0 | 111<br>100.0 | 93<br>100.0 | 111<br>100.0 | 377<br>100.0 | 280<br>100.0 | 581<br>100.0 | 47<br>100.0 | 108<br>100.0 | 147<br>100.0 | 133<br>100.0 | 130<br>100.0 | 55<br>100.0 | 124<br>100.0 | 155<br>100.0        | 280<br>100.0 | 309<br>100.0 | 56<br>100.0                    | 236<br>100.0 | 484<br>100.0 |
| Extremely Satisfied    | 718<br>83.3               | 9<br>63.4   | 117<br>76.4  | 92<br>82.4   | 78<br>83.5  | 98<br>88.4   | 323<br>85.7  | 218<br>78.1  | 499<br>85.8  | 45<br>95.1  | 90<br>83.9   | 110<br>74.9  | 114<br>85.6  | 104<br>80.0  | 43<br>79.2  | 103<br>83.3  | 135<br>87.3         | 224<br>80.0  | 250<br>81.2  | 40<br>72.0                     | 211<br>89.7  | 402<br>83.1  |
| Somewhat Satisfied     | 480<br>55.7               | 5<br>35.8   | 79<br>51.5   | 65<br>58.5   | 58<br>62.0  | 62<br>55.9   | 210<br>55.7  | 149<br>53.4  | 330<br>56.8  | 35<br>73.3  | 55<br>50.7   | 70<br>47.7   | 79<br>59.2   | 68<br>52.0   | 31<br>57.1  | 65<br>52.5   | 89<br>57.6          | 149<br>53.2  | 164<br>53.1  | 25<br>45.0                     | 133<br>56.4  | 280<br>57.9  |
| Somewhat Dissatisfied  | 238<br>27.6               | 4<br>27.6   | 38<br>25.0   | 27<br>23.9   | 20<br>21.4  | 36<br>32.5   | 113<br>30.0  | 69<br>24.7   | 169<br>29.1  | 10<br>21.7  | 36<br>33.2   | 40<br>27.2   | 35<br>26.4   | 36<br>28.0   | 12<br>22.1  | 38<br>30.8   | 46<br>29.7          | 75<br>26.8   | 87<br>28.0   | 15<br>27.0                     | 78<br>33.3   | 122<br>25.2  |
| Not Satisfied          | 9<br>1.1                  |             | 1<br>0.7     | 1<br>0.6     | 2<br>2.3    |              | 5<br>1.4     | 2<br>0.6     | 7<br>1.3     |             |              |              | 3<br>2.3     | 2<br>1.7     |             | 2<br>2.0     |                     | 3<br>1.1     | 5<br>1.5     | 2<br>4.1                       | 3<br>1.4     | 4<br>0.7     |
| Extremely Dissatisfied | 21<br>2.4                 |             | 10<br>6.4    |              | 1<br>0.9    | 6<br>5.7     | 4<br>0.9     | 10<br>3.5    | 11<br>1.8    | 1<br>1.1    | 10<br>9.1    | 8<br>5.3     |              | 0.3          |             | 1<br>0.6     | 10<br>6.6           | 8<br>2.8     | 1<br>0.3     | 11<br>20.1                     | 2<br>0.7     | 8<br>1.6     |
| No Opinion             | 114<br>13.2               | 5<br>36.6   | 25<br>16.5   | 19<br>17.0   | 12<br>13.3  | 6<br>5.8     | 45<br>12.0   | 50<br>17.7   | 64<br>11.1   | 2<br>3.9    | 8<br>7.0     | 29<br>19.8   | 16<br>12.1   | 24<br>18.1   | 11<br>20.8  | 17<br>14.1   | 9<br>6.1            | 45<br>16.1   | 52<br>17.0   | 2<br>3.8                       | 19<br>8.2    | 71<br>14.6   |



Table 77

T65. [POLICE AND PUBLIC SAFETY] The overall performance of the Glenwood Springs Fire Department

|                        | DEVELOPMENT OF NEW HOUSING FOR SALE |              |              |              | DEVELOPMENT OF NEW APARTMENTS |              |              | RATE OF RETAIL AND COMMERCIAL GROWTH |              |              | WARD         |              |              |              |              |
|------------------------|-------------------------------------|--------------|--------------|--------------|-------------------------------|--------------|--------------|--------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
|                        | TOTAL                               | TOO SLOW     | RGHT AMNT    | TOO FAST     | TOO SLOW                      | RGHT AMNT    | TOO FAST     | TOO SLOW                             | RGHT AMNT    | TOO FAST     | WARD 1       | WARD 2       | WARD 3       | WARD 4       | WARD 5       |
| TOTAL                  | 861<br>100.0                        | 262<br>100.0 | 155<br>100.0 | 353<br>100.0 | 190<br>100.0                  | 130<br>100.0 | 498<br>100.0 | 396<br>100.0                         | 274<br>100.0 | 116<br>100.0 | 207<br>100.0 | 172<br>100.0 | 164<br>100.0 | 164<br>100.0 | 155<br>100.0 |
| Extremely              | 718                                 | 214          | 140          | 296          | 149                           | 114          | 426          | 326                                  | 249          | 91           | 164          | 152          | 139          | 138          | 124          |
| Somewhat Combined      | 83.3                                | 81.8         | 90.2         | 83.8         | 78.7                          | 87.4         | 85.6         | 82.2                                 | 90.8         | 78.5         | 79.4         | 88.3         | 84.9         | 84.6         | 80.1         |
|                        |                                     |              |              |              |                               |              |              |                                      |              |              |              |              |              |              |              |
| Extremely Satisfied    | 480<br>55.7                         | 115<br>44.1  | 99<br>63.7   | 215<br>60.9  | 81<br>42.7                    | 80<br>61.8   | 299<br>60.1  | 203<br>51.2                          | 184<br>67.0  | 58<br>50.0   | 109<br>52.7  | 94<br>54.8   | 94<br>57.7   | 91<br>55.8   | 91<br>58.5   |
| Somewhat Satisfied     | 238<br>27.6                         | 99<br>37.7   | 41<br>26.6   | 81<br>22.9   | 68<br>36.0                    | 33<br>25.6   | 127<br>25.5  | 123<br>31.0                          | 65<br>23.8   | 33<br>28.5   | 55<br>26.7   | 58<br>33.5   | 45<br>27.2   | 47<br>28.8   | 34<br>21.6   |
|                        |                                     |              |              |              |                               |              |              |                                      |              |              |              |              |              |              |              |
| Not Satisfied          | 9<br>1.1                            | 1<br>0.5     | 2<br>1.2     | 6<br>1.7     | 1<br>0.7                      | 1<br>0.9     | 7<br>1.3     | 5<br>1.3                             |              | 4<br>3.4     | 1<br>0.5     | 3<br>2.0     | 3<br>2.0     | 1<br>0.4     | 1<br>0.4     |
| Extremely Dissatisfied | 21<br>2.4                           | 6<br>2.4     |              | 14<br>3.9    | 7<br>3.7                      |              | 13<br>2.7    | 8<br>2.0                             |              | 11<br>9.6    |              | 2<br>1.3     | 1<br>0.9     | 16<br>9.9    | 1<br>0.5     |
|                        |                                     |              |              |              |                               |              |              |                                      |              |              |              |              |              |              |              |
| No Opinion             | 114<br>13.2                         | 40<br>15.2   | 13<br>8.6    | 38<br>10.7   | 32<br>16.8                    | 15<br>11.7   | 52<br>10.4   | 58<br>14.5                           | 25<br>9.2    | 10<br>8.4    | 41<br>20.1   | 15<br>8.5    | 20<br>12.2   | 8<br>5.2     | 29<br>19.0   |

Table 78

T66. [POLICE AND PUBLIC SAFETY] Fire and emergency response times to calls

|                        | GENDER       |              |              | GENZ AND MILLENNIALS |              |              |              | GEN X        |              |             | BOOMERS AND SILENT |              |              |             | CONSOLIDATED AGE |              |              | RACE ETHNICITY |              |             |
|------------------------|--------------|--------------|--------------|----------------------|--------------|--------------|--------------|--------------|--------------|-------------|--------------------|--------------|--------------|-------------|------------------|--------------|--------------|----------------|--------------|-------------|
|                        | TOTAL        | MEN          | WO MEN       | GENZ 18-24           | MILL 25-39   | MILL MEN     | MILL WOM     | GENX 40-54   | GENX MEN     | GENX WOM    | BOOM 55-74         | BOOM MEN     | BOOM WOM     | SLNT 75+    | 18-39            | 40-64        | 65 PLUS      | WHI TE         | HISP ANIC    | OTH         |
| TOTAL                  | 861<br>100.0 | 435<br>100.0 | 424<br>100.0 | 86<br>100.0          | 258<br>100.0 | 127<br>100.0 | 131<br>100.0 | 198<br>100.0 | 106<br>100.0 | 91<br>100.0 | 258<br>100.0       | 131<br>100.0 | 127<br>100.0 | 60<br>100.0 | 344<br>100.0     | 336<br>100.0 | 181<br>100.0 | 603<br>100.0   | 215<br>100.0 | 43<br>100.0 |
| Extremely Satisfied    | 558<br>64.8  | 298<br>68.5  | 258<br>60.8  | 43<br>50.4           | 164<br>63.7  | 84<br>66.2   | 80<br>61.2   | 127<br>64.3  | 71<br>66.6   | 56<br>61.3  | 177<br>68.6        | 89<br>67.9   | 88<br>69.2   | 46<br>75.6  | 208<br>60.3      | 217<br>64.7  | 133<br>73.4  | 387<br>64.2    | 141<br>65.5  | 30<br>69.9  |
| Somewhat Satisfied     | 317<br>36.8  | 146<br>33.7  | 169<br>39.9  | 12<br>13.5           | 104<br>40.4  | 51<br>40.4   | 53<br>40.2   | 66<br>33.2   | 37<br>35.1   | 28<br>30.8  | 111<br>42.9        | 49<br>37.5   | 61<br>48.6   | 24<br>40.4  | 116<br>33.7      | 130<br>38.6  | 71<br>39.3   | 231<br>38.3    | 70<br>32.4   | 16<br>37.6  |
| Somewhat Dissatisfied  | 241<br>28.0  | 152<br>34.9  | 88<br>20.9   | 32<br>36.9           | 60<br>23.3   | 33<br>25.8   | 27<br>20.9   | 62<br>31.1   | 33<br>31.5   | 28<br>30.4  | 66<br>25.7         | 40<br>30.4   | 26<br>20.6   | 21<br>35.2  | 92<br>26.7       | 87<br>26.1   | 62<br>34.2   | 156<br>25.9    | 71<br>33.1   | 14<br>32.3  |
| Not Satisfied          | 16<br>1.9    | 7<br>1.7     | 9<br>2.1     |                      | 9<br>3.6     | 2<br>1.9     | 7<br>5.3     | 3<br>1.4     | 2<br>2.3     | 0.4         | 4<br>1.6           | 2<br>1.9     | 2<br>1.3     |             | 9<br>2.7         | 5<br>1.6     | 2<br>0.9     | 9<br>1.5       | 2<br>1.0     | 5<br>11.6   |
| Extremely Dissatisfied | 7<br>0.8     | 4<br>1.0     | 2<br>0.6     |                      | 1<br>0.5     | 1<br>0.9     |              | 1<br>0.3     |              | 1<br>0.7    | 4<br>1.5           | 3<br>2.5     | 1<br>0.4     | 1<br>2.2    | 1<br>0.3         | 3<br>0.7     | 3<br>1.8     | 7<br>1.1       |              | 0.8         |
| No Opinion             | 280<br>32.5  | 125<br>28.8  | 155<br>36.5  | 43<br>49.6           | 83<br>32.3   | 39<br>31.0   | 44<br>33.6   | 67<br>34.0   | 33<br>31.1   | 34<br>37.7  | 73<br>28.4         | 36<br>27.7   | 37<br>29.1   | 13<br>22.2  | 126<br>36.6      | 111<br>33.0  | 43<br>23.8   | 200<br>33.2    | 72<br>33.5   | 8<br>17.7   |

Table 78

T66. [POLICE AND PUBLIC SAFETY] Fire and emergency response times to calls

|                        | LIVED IN GLENWOOD SPRINGS |             |              |              |             |              |              |              |              | INCOME      |              |              |              |              |             |              | CONSOLIDATED INCOME |              |              | FOCUS ON RESIDENTS VS TOURISTS |              |              |
|------------------------|---------------------------|-------------|--------------|--------------|-------------|--------------|--------------|--------------|--------------|-------------|--------------|--------------|--------------|--------------|-------------|--------------|---------------------|--------------|--------------|--------------------------------|--------------|--------------|
|                        | TOTAL                     | LESS YEAR   | 1 5          | 6 10         | 11 15       | 16 20        | MORE 20      | LESS 10      | MORE 10      | LESS 30K    | 31K 50K      | 50K 75K      | 75K 100K     | 100K 125K    | 125K 150K   | MORE 150K    | LESS 50K            | 51K 100K     | MORE 100K    | RESI DENT                      | BAL ANCE     | TOUR IST     |
| TOTAL                  | 861<br>100.0              | 15<br>100.0 | 154<br>100.0 | 111<br>100.0 | 93<br>100.0 | 111<br>100.0 | 377<br>100.0 | 280<br>100.0 | 581<br>100.0 | 47<br>100.0 | 108<br>100.0 | 147<br>100.0 | 133<br>100.0 | 130<br>100.0 | 55<br>100.0 | 124<br>100.0 | 155<br>100.0        | 280<br>100.0 | 309<br>100.0 | 56<br>100.0                    | 236<br>100.0 | 484<br>100.0 |
| Extremely Satisfied    | 558<br>64.8               | 6<br>41.4   | 74<br>48.2   | 74<br>67.0   | 67<br>71.4  | 76<br>68.7   | 260<br>69.0  | 155<br>55.3  | 403<br>69.3  | 39<br>82.7  | 87<br>81.1   | 86<br>58.4   | 91<br>68.1   | 88<br>67.3   | 34<br>61.7  | 69<br>55.6   | 127<br>81.6         | 177<br>63.0  | 190<br>61.6  | 46<br>82.3                     | 165<br>70.1  | 300<br>62.0  |
| Somewhat Satisfied     | 317<br>36.8               | 3<br>22.9   | 48<br>31.2   | 44<br>39.7   | 37<br>39.8  | 47<br>42.7   | 137<br>36.3  | 95<br>34.1   | 221<br>38.1  | 25<br>52.4  | 52<br>48.0   | 49<br>33.5   | 48<br>35.9   | 44<br>34.0   | 18<br>33.5  | 45<br>36.3   | 76<br>49.3          | 97<br>34.7   | 108<br>34.8  | 27<br>48.2                     | 93<br>39.4   | 173<br>35.7  |
| Not Satisfied          | 241<br>28.0               | 3<br>18.5   | 26<br>17.0   | 30<br>27.3   | 29<br>31.6  | 29<br>26.0   | 123<br>32.7  | 59<br>21.2   | 182<br>31.3  | 14<br>30.3  | 36<br>33.2   | 37<br>24.8   | 43<br>32.2   | 43<br>33.3   | 15<br>28.2  | 24<br>19.3   | 50<br>32.3          | 79<br>28.3   | 83<br>26.8   | 19<br>34.0                     | 72<br>30.7   | 127<br>26.3  |
| Extremely Dissatisfied | 16<br>1.9                 |             | 6<br>4.2     |              |             | 3<br>2.9     | 7<br>1.7     | 6<br>2.3     | 10<br>1.7    |             |              | 1<br>0.8     | 8<br>5.9     |              | 1<br>0.9    | 2<br>2.0     |                     | 9<br>3.2     | 3<br>1.0     | 3<br>6.3                       | 7<br>2.8     | 5<br>1.1     |
| Somewhat Dissatisfied  | 7<br>0.8                  |             |              | 1<br>1.1     | 1<br>0.9    | 1<br>1.3     | 3<br>0.9     | 1<br>0.4     | 6<br>1.0     | 1<br>1.1    |              |              | 1<br>1.0     | 2<br>1.4     |             |              | 1<br>0.3            | 1<br>0.5     | 2<br>0.6     | 2<br>3.6                       | 0.2          | 5<br>0.9     |
| No Opinion             | 280<br>32.5               | 9<br>58.6   | 73<br>47.6   | 36<br>32.0   | 26<br>27.7  | 30<br>27.2   | 107<br>28.3  | 117<br>42.0  | 163<br>28.0  | 8<br>16.2   | 20<br>18.9   | 60<br>40.8   | 33<br>25.0   | 41<br>31.3   | 20<br>37.4  | 52<br>42.4   | 28<br>18.1          | 93<br>33.3   | 114<br>36.8  | 4<br>7.9                       | 63<br>26.9   | 174<br>35.9  |

Table 78

T66. [POLICE AND PUBLIC SAFETY] Fire and emergency response times to calls

|                        | DEVELOPMENT OF NEW<br>HOUSING FOR SALE |              |              |              | DEVELOPMENT OF NEW<br>APARTMENTS |              |              | RATE OF RETAIL AND<br>COMMERICAL GROWTH |              |              | WARD         |              |              |              |              |
|------------------------|----------------------------------------|--------------|--------------|--------------|----------------------------------|--------------|--------------|-----------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
|                        | TOTAL                                  | TOO<br>SLOW  | RGHT<br>AMNT | TOO<br>FAST  | TOO<br>SLOW                      | RGHT<br>AMNT | TOO<br>FAST  | TOO<br>SLOW                             | RGHT<br>AMNT | TOO<br>FAST  | WARD<br>1    | WARD<br>2    | WARD<br>3    | WARD<br>4    | WARD<br>5    |
| TOTAL                  | 861<br>100.0                           | 262<br>100.0 | 155<br>100.0 | 353<br>100.0 | 190<br>100.0                     | 130<br>100.0 | 498<br>100.0 | 396<br>100.0                            | 274<br>100.0 | 116<br>100.0 | 207<br>100.0 | 172<br>100.0 | 164<br>100.0 | 164<br>100.0 | 155<br>100.0 |
| Extremely              | 558                                    | 174          | 105          | 223          | 119                              | 86           | 332          | 254                                     | 177          | 94           | 123          | 129          | 103          | 110          | 93           |
| Somewhat Combined      | 64.8                                   | 66.4         | 67.7         | 63.2         | 62.7                             | 66.5         | 66.8         | 64.1                                    | 64.7         | 80.3         | 59.3         | 74.9         | 62.8         | 67.5         | 60.1         |
|                        |                                        |              |              |              |                                  |              |              |                                         |              |              |              |              |              |              |              |
| Extremely Satisfied    | 317<br>36.8                            | 88<br>33.7   | 66<br>42.5   | 125<br>35.5  | 55<br>29.1                       | 51<br>39.4   | 197<br>39.7  | 121<br>30.4                             | 118<br>43.0  | 58<br>49.9   | 69<br>33.5   | 66<br>38.1   | 56<br>34.2   | 61<br>37.1   | 65<br>42.1   |
| Somewhat Satisfied     | 241<br>28.0                            | 85<br>32.7   | 39<br>25.2   | 98<br>27.6   | 64<br>33.6                       | 35<br>27.1   | 135<br>27.1  | 133<br>33.6                             | 59<br>21.7   | 35<br>30.4   | 53<br>25.8   | 63<br>36.8   | 47<br>28.6   | 50<br>30.4   | 28<br>18.0   |
|                        |                                        |              |              |              |                                  |              |              |                                         |              |              |              |              |              |              |              |
| Not Satisfied          | 16<br>1.9                              | 7<br>2.7     | 1<br>0.8     | 8<br>2.2     | 6<br>3.1                         | 1<br>0.9     | 9<br>1.8     | 10<br>2.6                               | 4<br>1.4     | 2<br>1.8     | 4<br>2.2     | 6<br>3.5     | 3<br>1.9     |              | 2<br>1.6     |
| Extremely Dissatisfied | 7<br>0.8                               | 2<br>0.6     |              | 5<br>1.4     |                                  |              | 7<br>1.4     | 2<br>0.6                                |              | 4<br>3.4     | 1<br>0.6     | 1<br>0.5     | 1<br>0.9     | 2<br>1.1     | 2<br>1.0     |
|                        |                                        |              |              |              |                                  |              |              |                                         |              |              |              |              |              |              |              |
| No Opinion             | 280<br>32.5                            | 79<br>30.3   | 49<br>31.6   | 117<br>33.2  | 65<br>34.2                       | 42<br>32.6   | 149<br>30.0  | 130<br>32.7                             | 93<br>33.8   | 17<br>14.5   | 78<br>37.9   | 36<br>21.0   | 56<br>34.4   | 51<br>31.4   | 58<br>37.3   |

Table 79

T67. Do you agree or disagree with the following statement? The City of Glenwood Springs is well prepared to respond to an emergency situation such as a wildfire or flood.

|                      | GENDER       |              |              | GENZ AND MILLENNIALS |               |              |              | GEN X         |              |             | BOOMERS AND SILENT |              |              |             | CONSOLIDATED AGE |              |              | RACE ETHNICITY |              |             |
|----------------------|--------------|--------------|--------------|----------------------|---------------|--------------|--------------|---------------|--------------|-------------|--------------------|--------------|--------------|-------------|------------------|--------------|--------------|----------------|--------------|-------------|
|                      | TOTAL        | MEN          | WO<br>MEN    | GENZ<br>18-24        | MILL<br>25-39 | MILL<br>MEN  | MILL<br>WOM  | GENX<br>40-54 | GENX<br>MEN  | GENX<br>WOM | BOOM<br>55-74      | BOOM<br>MEN  | BOOM<br>WOM  | SLNT<br>75+ | 18-39            | 40-64        | 65<br>PLUS   | WHI<br>TE      | HISP<br>ANIC | OTH         |
| TOTAL                | 861<br>100.0 | 435<br>100.0 | 424<br>100.0 | 86<br>100.0          | 258<br>100.0  | 127<br>100.0 | 131<br>100.0 | 198<br>100.0  | 106<br>100.0 | 91<br>100.0 | 258<br>100.0       | 131<br>100.0 | 127<br>100.0 | 60<br>100.0 | 344<br>100.0     | 336<br>100.0 | 181<br>100.0 | 603<br>100.0   | 215<br>100.0 | 43<br>100.0 |
| Total Agree          | 460<br>53.5  | 215<br>49.5  | 243<br>57.4  | 43<br>49.5           | 145<br>56.1   | 59<br>46.7   | 85<br>65.0   | 112<br>56.4   | 56<br>52.4   | 55<br>60.8  | 127<br>49.2        | 65<br>49.9   | 61<br>48.3   | 34<br>57.1  | 187<br>54.4      | 186<br>55.3  | 87<br>48.2   | 332<br>55.1    | 104<br>48.3  | 25<br>57.3  |
| Total Disagree       | 324<br>37.6  | 177<br>40.8  | 146<br>34.5  | 41<br>47.5           | 92<br>35.8    | 58<br>45.6   | 34<br>26.4   | 71<br>35.8    | 40<br>37.6   | 31<br>33.7  | 99<br>38.5         | 46<br>35.4   | 53<br>41.7   | 20<br>33.8  | 133<br>38.7      | 117<br>34.8  | 74<br>40.8   | 203<br>33.7    | 104<br>48.4  | 16<br>38.1  |
| Unsure<br>No Opinion | 77<br>8.9    | 42<br>9.8    | 34<br>8.1    | 3<br>3.0             | 21<br>8.1     | 10<br>7.7    | 11<br>8.6    | 16<br>7.8     | 11<br>9.9    | 5<br>5.5    | 32<br>12.4         | 19<br>14.7   | 13<br>10.0   | 5<br>9.1    | 24<br>6.9        | 33<br>9.9    | 20<br>11.0   | 68<br>11.2     | 7<br>3.3     | 2<br>4.6    |
| Strongly Agree       | 138<br>16.0  | 53<br>12.2   | 83<br>19.5   | 4<br>5.0             | 55<br>21.1    | 21<br>16.7   | 33<br>25.2   | 40<br>20.4    | 18<br>17.4   | 21<br>23.1  | 32<br>12.4         | 12<br>9.1    | 20<br>15.7   | 6<br>10.1   | 59<br>17.1       | 63<br>18.7   | 16<br>8.8    | 75<br>12.4     | 55<br>25.7   | 7<br>17.3   |
| Somewhat Agree       | 323<br>37.5  | 162<br>37.3  | 160<br>37.9  | 38<br>44.4           | 90<br>35.0    | 38<br>30.1   | 52<br>39.8   | 71<br>36.0    | 37<br>35.0   | 34<br>37.6  | 95<br>36.7         | 53<br>40.8   | 41<br>32.5   | 28<br>47.0  | 129<br>37.3      | 123<br>36.6  | 71<br>39.4   | 257<br>42.7    | 49<br>22.6   | 17<br>40.0  |
| Strongly Disagree    | 178<br>20.6  | 93<br>21.4   | 84<br>19.9   | 41<br>47.5           | 44<br>17.0    | 25<br>20.0   | 19<br>14.2   | 30<br>15.3    | 15<br>13.7   | 16<br>17.1  | 56<br>21.7         | 28<br>21.4   | 28<br>22.1   | 6<br>10.6   | 85<br>24.6       | 53<br>15.9   | 39<br>21.8   | 98<br>16.3     | 71<br>33.1   | 8<br>19.2   |
| Somewhat Disagree    | 146<br>17.0  | 84<br>19.3   | 62<br>14.6   |                      | 48<br>18.7    | 33<br>25.6   | 16<br>12.2   | 41<br>20.5    | 25<br>23.9   | 15<br>16.6  | 43<br>16.7         | 18<br>14.0   | 25<br>19.7   | 14<br>23.2  | 48<br>14.1       | 63<br>18.9   | 34<br>19.0   | 105<br>17.4    | 33<br>15.3   | 8<br>18.9   |



Table 79

T67. Do you agree or disagree with the following statement? The City of Glenwood Springs is well prepared to respond to an emergency situation such as a wildfire or flood.

|                   | LIVED IN GLENWOOD SPRINGS |           |       |       |       |       |         |         |         | INCOME   |         |         |          |           |           |           | CONSOLIDATED INCOME |          |           | FOCUS ON RESIDENTS VS TOURISTS |          |          |
|-------------------|---------------------------|-----------|-------|-------|-------|-------|---------|---------|---------|----------|---------|---------|----------|-----------|-----------|-----------|---------------------|----------|-----------|--------------------------------|----------|----------|
|                   | TOTAL                     | LESS YEAR | 1 5   | 6 10  | 11 15 | 16 20 | MORE 20 | LESS 10 | MORE 10 | LESS 30K | 31K 50K | 50K 75K | 75K 100K | 100K 125K | 125K 150K | MORE 150K | LESS 50K            | 51K 100K | MORE 100K | RESI DENT                      | BAL ANCE | TOUR IST |
|                   |                           |           |       |       |       |       |         |         |         |          |         |         |          |           |           |           |                     |          |           |                                |          |          |
| TOTAL             | 861                       | 15        | 154   | 111   | 93    | 111   | 377     | 280     | 581     | 47       | 108     | 147     | 133      | 130       | 55        | 124       | 155                 | 280      | 309       | 56                             | 236      | 484      |
|                   | 100.0                     | 100.0     | 100.0 | 100.0 | 100.0 | 100.0 | 100.0   | 100.0   | 100.0   | 100.0    | 100.0   | 100.0   | 100.0    | 100.0     | 100.0     | 100.0     | 100.0               | 100.0    | 100.0     | 100.0                          | 100.0    | 100.0    |
| Total Agree       | 460                       | 7         | 92    | 66    | 52    | 72    | 172     | 166     | 295     | 40       | 59      | 67      | 77       | 57        | 28        | 77        | 99                  | 144      | 162       | 47                             | 146      | 232      |
|                   | 53.5                      | 50.7      | 59.7  | 59.6  | 55.2  | 64.7  | 45.5    | 59.2    | 50.7    | 85.2     | 54.9    | 45.3    | 57.9     | 43.6      | 51.7      | 62.3      | 64.1                | 51.3     | 52.5      | 83.9                           | 62.0     | 47.9     |
| Total Disagree    | 324                       | 2         | 43    | 38    | 36    | 29    | 176     | 83      | 241     | 6        | 44      | 64      | 44       | 57        | 18        | 42        | 49                  | 107      | 117       | 8                              | 74       | 220      |
|                   | 37.6                      | 12.3      | 28.2  | 34.0  | 39.0  | 25.8  | 46.6    | 29.7    | 41.4    | 12.0     | 40.4    | 43.4    | 32.8     | 43.7      | 33.0      | 33.6      | 31.7                | 38.4     | 37.8      | 14.0                           | 31.5     | 45.4     |
| Unsure            | 77                        | 5         | 18    | 7     | 5     | 11    | 30      | 31      | 46      | 1        | 5       | 17      | 12       | 17        | 8         | 5         | 6                   | 29       | 30        | 1                              | 15       | 32       |
| No Opinion        | 8.9                       | 36.9      | 12.0  | 6.3   | 5.7   | 9.6   | 7.9     | 11.1    | 7.9     | 2.8      | 4.7     | 11.3    | 9.3      | 12.7      | 15.3      | 4.1       | 4.1                 | 10.3     | 9.7       | 2.0                            | 6.5      | 6.7      |
|                   |                           |           |       |       |       |       |         |         |         |          |         |         |          |           |           |           |                     |          |           |                                |          |          |
| Strongly Agree    | 138                       |           | 39    | 13    | 24    | 23    | 39      | 52      | 86      | 13       | 30      | 12      | 18       | 20        | 9         | 21        | 43                  | 29       | 50        | 32                             | 38       | 53       |
|                   | 16.0                      |           | 25.2  | 11.5  | 25.3  | 21.2  | 10.3    | 18.4    | 14.8    | 28.2     | 27.7    | 7.9     | 13.3     | 15.0      | 17.2      | 16.7      | 27.8                | 10.5     | 16.1      | 57.5                           | 16.3     | 10.9     |
| Somewhat Agree    | 323                       | 7         | 53    | 54    | 28    | 48    | 133     | 114     | 209     | 27       | 29      | 55      | 59       | 37        | 19        | 56        | 56                  | 114      | 113       | 15                             | 108      | 179      |
|                   | 37.5                      | 50.7      | 34.5  | 48.2  | 29.9  | 43.5  | 35.2    | 40.8    | 35.9    | 57.0     | 27.2    | 37.5    | 44.6     | 28.6      | 34.5      | 45.6      | 36.3                | 40.8     | 36.5      | 26.5                           | 45.6     | 37.0     |
|                   |                           |           |       |       |       |       |         |         |         |          |         |         |          |           |           |           |                     |          |           |                                |          |          |
| Strongly Disagree | 178                       |           | 14    | 24    | 14    | 11    | 114     | 38      | 140     | 2        | 25      | 23      | 21       | 31        | 10        | 25        | 27                  | 44       | 66        | 5                              | 41       | 127      |
|                   | 20.6                      |           | 8.9   | 21.7  | 15.2  | 10.2  | 30.4    | 13.5    | 24.1    | 4.2      | 23.5    | 15.5    | 16.2     | 24.0      | 19.1      | 20.0      | 17.6                | 15.8     | 21.5      | 8.2                            | 17.3     | 26.3     |
| Somewhat Disagree | 146                       | 2         | 30    | 14    | 22    | 17    | 61      | 45      | 101     | 4        | 18      | 41      | 22       | 26        | 8         | 17        | 22                  | 63       | 50        | 3                              | 33       | 92       |
|                   | 17.0                      | 12.3      | 19.3  | 12.4  | 23.8  | 15.6  | 16.3    | 16.2    | 17.4    | 7.8      | 16.9    | 27.9    | 16.6     | 19.7      | 13.9      | 13.6      | 14.1                | 22.6     | 16.2      | 5.8                            | 14.2     | 19.1     |

Table 79

T67. Do you agree or disagree with the following statement? The City of Glenwood Springs is well prepared to respond to an emergency situation such as a wildfire or flood.

|                   | DEVELOPMENT OF NEW HOUSING FOR SALE |          |           | DEVELOPMENT OF NEW APARTMENTS |          |           | RATE OF RETAIL AND COMMERICAL GROWTH |          |           | WARD     |        |        |        |        |        |
|-------------------|-------------------------------------|----------|-----------|-------------------------------|----------|-----------|--------------------------------------|----------|-----------|----------|--------|--------|--------|--------|--------|
|                   | TOTAL                               | TOO SLOW | RGHT AMNT | TOO FAST                      | TOO SLOW | RGHT AMNT | TOO FAST                             | TOO SLOW | RGHT AMNT | TOO FAST | WARD 1 | WARD 2 | WARD 3 | WARD 4 | WARD 5 |
| TOTAL             | 861                                 | 262      | 155       | 353                           | 190      | 130       | 498                                  | 396      | 274       | 116      | 207    | 172    | 164    | 164    | 155    |
|                   | 100.0                               | 100.0    | 100.0     | 100.0                         | 100.0    | 100.0     | 100.0                                | 100.0    | 100.0     | 100.0    | 100.0  | 100.0  | 100.0  | 100.0  | 100.0  |
| Total Agree       | 460                                 | 131      | 90        | 187                           | 86       | 94        | 258                                  | 193      | 150       | 74       | 132    | 68     | 99     | 83     | 79     |
|                   | 53.5                                | 50.1     | 58.0      | 53.1                          | 45.4     | 72.4      | 51.9                                 | 48.6     | 54.9      | 63.4     | 63.7   | 39.3   | 60.3   | 50.9   | 51.2   |
| Total Disagree    | 324                                 | 109      | 47        | 149                           | 92       | 25        | 198                                  | 173      | 97        | 37       | 55     | 88     | 46     | 73     | 62     |
|                   | 37.6                                | 41.9     | 30.4      | 42.3                          | 48.6     | 19.4      | 39.8                                 | 43.5     | 35.5      | 31.9     | 26.4   | 51.2   | 28.1   | 44.9   | 39.9   |
| Unsure            | 77                                  | 21       | 18        | 16                            | 11       | 11        | 41                                   | 31       | 26        | 5        | 20     | 16     | 19     | 7      | 14     |
| No Opinion        | 8.9                                 | 8.1      | 11.6      | 4.6                           | 6.1      | 8.2       | 8.3                                  | 7.8      | 9.7       | 4.7      | 9.9    | 9.6    | 11.6   | 4.2    | 8.9    |
|                   |                                     |          |           |                               |          |           |                                      |          |           |          |        |        |        |        |        |
| Strongly Agree    | 138                                 | 25       | 28        | 68                            | 23       | 27        | 84                                   | 32       | 45        | 51       | 42     | 22     | 23     | 36     | 15     |
|                   | 16.0                                | 9.4      | 18.2      | 19.2                          | 12.0     | 20.4      | 16.9                                 | 8.1      | 16.3      | 43.6     | 20.4   | 13.0   | 13.8   | 22.0   | 9.4    |
| Somewhat Agree    | 323                                 | 106      | 62        | 119                           | 63       | 68        | 174                                  | 161      | 106       | 23       | 90     | 45     | 76     | 47     | 65     |
|                   | 37.5                                | 40.7     | 39.7      | 33.9                          | 33.3     | 52.0      | 35.0                                 | 40.6     | 38.6      | 19.8     | 43.3   | 26.3   | 46.5   | 28.9   | 41.8   |
|                   |                                     |          |           |                               |          |           |                                      |          |           |          |        |        |        |        |        |
| Strongly Disagree | 178                                 | 59       | 26        | 88                            | 47       | 4         | 125                                  | 114      | 36        | 23       | 19     | 59     | 21     | 49     | 30     |
|                   | 20.6                                | 22.4     | 16.8      | 24.9                          | 24.9     | 2.9       | 25.0                                 | 28.7     | 13.0      | 19.4     | 9.4    | 34.2   | 12.6   | 29.9   | 19.3   |
| Somewhat Disagree | 146                                 | 51       | 21        | 62                            | 45       | 21        | 73                                   | 59       | 62        | 15       | 35     | 29     | 25     | 25     | 32     |
|                   | 17.0                                | 19.4     | 13.7      | 17.5                          | 23.7     | 16.5      | 14.8                                 | 14.8     | 22.4      | 12.5     | 17.0   | 17.0   | 15.5   | 15.1   | 20.5   |

Table 80

City Communications

T68. Do you agree or disagree with the following statement? The City of Glenwood Springs takes resident input into consideration when making decisions.

|                   | GENDER |       |        | GENZ AND MILLENNIALS |            |          |          | GEN X      |          |          | BOOMERS AND SILENT |          |          |          | CONSOLIDATED AGE |       |         | RACE ETHNICITY |           |       |
|-------------------|--------|-------|--------|----------------------|------------|----------|----------|------------|----------|----------|--------------------|----------|----------|----------|------------------|-------|---------|----------------|-----------|-------|
|                   | TOTAL  | MEN   | WO MEN | GENZ 18-24           | MILL 25-39 | MILL MEN | MILL WOM | GENX 40-54 | GENX MEN | GENX WOM | BOOM 55-74         | BOOM MEN | BOOM WOM | SLNT 75+ | 18-39            | 40-64 | 65 PLUS | WHI TE         | HISP ANIC | OTH   |
| TOTAL             | 861    | 435   | 424    | 86                   | 258        | 127      | 131      | 198        | 106      | 91       | 258                | 131      | 127      | 60       | 344              | 336   | 181     | 603            | 215       | 43    |
|                   | 100.0  | 100.0 | 100.0  | 100.0                | 100.0      | 100.0    | 100.0    | 100.0      | 100.0    | 100.0    | 100.0              | 100.0    | 100.0    | 100.0    | 100.0            | 100.0 | 100.0   | 100.0          | 100.0     | 100.0 |
| Total Agree       | 315    | 143   | 171    | 13                   | 102        | 38       | 64       | 86         | 46       | 40       | 85                 | 38       | 47       | 27       | 116              | 133   | 66      | 245            | 51        | 18    |
|                   | 36.5   | 32.9  | 40.4   | 15.5                 | 39.7       | 30.1     | 49.0     | 43.6       | 43.6     | 44.2     | 33.0               | 29.2     | 37.0     | 45.5     | 33.6             | 39.7  | 36.3    | 40.7           | 23.8      | 42.1  |
| Total Disagree    | 483    | 264   | 217    | 66                   | 130        | 79       | 51       | 99         | 52       | 45       | 159                | 89       | 69       | 29       | 196              | 178   | 109     | 312            | 147       | 24    |
|                   | 56.1   | 60.6  | 51.3   | 76.3                 | 50.5       | 62.0     | 39.2     | 49.9       | 49.5     | 49.7     | 61.6               | 68.1     | 54.6     | 48.6     | 56.9             | 53.2  | 60.1    | 51.7           | 68.4      | 56.3  |
| Unsure            | 63     | 28    | 35     | 7                    | 25         | 10       | 15       | 13         | 7        | 6        | 14                 | 4        | 11       | 4        | 33               | 24    | 7       | 46             | 17        | 1     |
| No Opinion        | 7.3    | 6.4   | 8.3    | 8.2                  | 9.9        | 7.9      | 11.8     | 6.5        | 6.9      | 6.1      | 5.5                | 2.7      | 8.4      | 5.8      | 9.4              | 7.2   | 3.7     | 7.6            | 7.8       | 1.6   |
|                   |        |       |        |                      |            |          |          |            |          |          |                    |          |          |          |                  |       |         |                |           |       |
| Strongly Agree    | 62     | 29    | 33     | 5                    | 20         | 9        | 11       | 15         | 7        | 8        | 16                 | 10       | 6        | 5        | 25               | 25    | 12      | 48             | 9         | 4     |
|                   | 7.2    | 6.7   | 7.7    | 6.0                  | 7.7        | 7.2      | 8.1      | 7.8        | 6.6      | 9.3      | 6.2                | 7.5      | 4.9      | 8.7      | 7.2              | 7.4   | 6.5     | 8.0            | 4.3       | 9.2   |
| Somewhat Agree    | 253    | 114   | 139    | 8                    | 83         | 29       | 53       | 71         | 39       | 32       | 69                 | 28       | 41       | 22       | 91               | 108   | 54      | 197            | 42        | 14    |
|                   | 29.4   | 26.3  | 32.7   | 9.6                  | 32.0       | 22.9     | 40.9     | 35.8       | 37.0     | 34.9     | 26.7               | 21.6     | 32.2     | 36.8     | 26.4             | 32.2  | 29.8    | 32.7           | 19.5      | 32.9  |
|                   |        |       |        |                      |            |          |          |            |          |          |                    |          |          |          |                  |       |         |                |           |       |
| Strongly Disagree | 260    | 136   | 122    | 33                   | 72         | 50       | 23       | 52         | 26       | 25       | 87                 | 51       | 36       | 15       | 105              | 97    | 57      | 151            | 94        | 15    |
|                   | 30.2   | 31.3  | 28.8   | 38.4                 | 28.0       | 39.2     | 17.3     | 26.3       | 24.6     | 27.5     | 33.8               | 39.0     | 28.2     | 24.9     | 30.6             | 28.9  | 31.6    | 25.0           | 43.9      | 33.8  |
| Somewhat Disagree | 223    | 127   | 95     | 33                   | 58         | 29       | 29       | 47         | 26       | 20       | 72                 | 38       | 33       | 14       | 91               | 81    | 51      | 161            | 53        | 10    |
|                   | 25.9   | 29.3  | 22.5   | 37.9                 | 22.5       | 22.8     | 21.9     | 23.6       | 24.9     | 22.2     | 27.8               | 29.1     | 26.4     | 23.7     | 26.3             | 24.3  | 28.4    | 26.7           | 24.5      | 22.5  |

Table 80

City Communications

T68. Do you agree or disagree with the following statement? The City of Glenwood Springs takes resident input into consideration when making decisions.

|                   | LIVED IN GLENWOOD SPRINGS |           |       |       |       |       |         |         |         | INCOME   |         |         |          |           |           |           | CONSOLIDATED INCOME |          |           | FOCUS ON RESIDENTS VS TOURISTS |          |          |
|-------------------|---------------------------|-----------|-------|-------|-------|-------|---------|---------|---------|----------|---------|---------|----------|-----------|-----------|-----------|---------------------|----------|-----------|--------------------------------|----------|----------|
|                   | TOTAL                     | LESS YEAR | 1 5   | 6 10  | 11 15 | 16 20 | MORE 20 | LESS 10 | MORE 10 | LESS 30K | 31K 50K | 50K 75K | 75K 100K | 100K 125K | 125K 150K | MORE 150K | LESS 50K            | 51K 100K | MORE 100K | RESI DENT                      | BAL ANCE | TOUR IST |
| TOTAL             | 861                       | 15        | 154   | 111   | 93    | 111   | 377     | 280     | 581     | 47       | 108     | 147     | 133      | 130       | 55        | 124       | 155                 | 280      | 309       | 56                             | 236      | 484      |
|                   | 100.0                     | 100.0     | 100.0 | 100.0 | 100.0 | 100.0 | 100.0   | 100.0   | 100.0   | 100.0    | 100.0   | 100.0   | 100.0    | 100.0     | 100.0     | 100.0     | 100.0               | 100.0    | 100.0     | 100.0                          | 100.0    | 100.0    |
| Total Agree       | 315                       | 10        | 71    | 53    | 36    | 40    | 104     | 134     | 180     | 23       | 39      | 51      | 39       | 50        | 24        | 59        | 62                  | 90       | 133       | 13                             | 140      | 135      |
|                   | 36.5                      | 68.0      | 46.5  | 47.5  | 38.6  | 36.2  | 27.6    | 48.0    | 31.0    | 47.5     | 36.4    | 34.7    | 29.6     | 38.0      | 44.8      | 47.8      | 39.8                | 32.3     | 43.2      | 23.2                           | 59.5     | 27.9     |
| Total Disagree    | 483                       | 1         | 70    | 50    | 49    | 57    | 255     | 122     | 362     | 22       | 59      | 85      | 84       | 70        | 26        | 54        | 81                  | 169      | 150       | 42                             | 86       | 326      |
|                   | 56.1                      | 9.5       | 45.8  | 44.8  | 53.0  | 51.2  | 67.7    | 43.5    | 62.2    | 46.0     | 54.9    | 57.5    | 63.5     | 53.9      | 47.1      | 43.6      | 52.2                | 60.3     | 48.6      | 75.4                           | 36.4     | 67.5     |
| Unsure            | 63                        | 3         | 12    | 9     | 8     | 14    | 18      | 24      | 39      | 3        | 9       | 12      | 9        | 10        | 4         | 11        | 12                  | 21       | 26        | 1                              | 10       | 23       |
| No Opinion        | 7.3                       | 22.5      | 7.7   | 7.7   | 8.3   | 12.6  | 4.7     | 8.5     | 6.8     | 6.5      | 8.7     | 7.8     | 6.9      | 8.0       | 8.1       | 8.6       | 8.0                 | 7.4      | 8.3       | 1.4                            | 4.1      | 4.7      |
|                   |                           |           |       |       |       |       |         |         |         |          |         |         |          |           |           |           |                     |          |           |                                |          |          |
| Strongly Agree    | 62                        | 2         | 17    | 11    | 4     | 10    | 18      | 31      | 31      | 1        | 9       | 4       | 13       | 9         | 2         | 16        | 10                  | 17       | 28        | 4                              | 36       | 17       |
|                   | 7.2                       | 15.6      | 11.1  | 10.1  | 3.8   | 8.9   | 4.7     | 10.9    | 5.4     | 1.8      | 8.6     | 2.7     | 9.6      | 7.1       | 4.5       | 13.0      | 6.5                 | 6.0      | 9.0       | 7.8                            | 15.1     | 3.5      |
| Somewhat Agree    | 253                       | 8         | 54    | 42    | 33    | 30    | 86      | 104     | 149     | 22       | 30      | 47      | 27       | 40        | 22        | 43        | 52                  | 74       | 105       | 9                              | 105      | 118      |
|                   | 29.4                      | 52.4      | 35.4  | 37.4  | 34.8  | 27.3  | 22.9    | 37.1    | 25.7    | 45.7     | 27.8    | 32.0    | 20.1     | 31.0      | 40.3      | 34.8      | 33.3                | 26.3     | 34.2      | 15.4                           | 44.4     | 24.4     |
|                   |                           |           |       |       |       |       |         |         |         |          |         |         |          |           |           |           |                     |          |           |                                |          |          |
| Strongly Disagree | 260                       |           | 29    | 26    | 21    | 30    | 153     | 55      | 205     | 13       | 22      | 44      | 34       | 39        | 13        | 31        | 35                  | 78       | 83        | 40                             | 21       | 188      |
|                   | 30.2                      |           | 19.0  | 23.4  | 22.4  | 27.3  | 40.7    | 19.7    | 35.2    | 27.4     | 20.2    | 29.9    | 25.7     | 29.7      | 23.3      | 25.1      | 22.4                | 27.9     | 26.7      | 70.9                           | 9.0      | 38.8     |
| Somewhat Disagree | 223                       | 1         | 41    | 24    | 29    | 26    | 102     | 66      | 157     | 9        | 37      | 41      | 50       | 32        | 13        | 23        | 46                  | 91       | 67        | 3                              | 64       | 139      |
|                   | 25.9                      | 9.5       | 26.8  | 21.4  | 30.6  | 23.9  | 27.0    | 23.7    | 27.0    | 18.6     | 34.7    | 27.5    | 37.7     | 24.2      | 23.8      | 18.5      | 29.8                | 32.4     | 21.8      | 4.5                            | 27.4     | 28.7     |

Table 80

City Communications

T68. Do you agree or disagree with the following statement? The City of Glenwood Springs takes resident input into consideration when making decisions.

|                   | DEVELOPMENT OF NEW<br>HOUSING FOR SALE |              |              |              | DEVELOPMENT OF NEW<br>APARTMENTS |              |              | RATE OF RETAIL AND<br>COMMERCIAL GROWTH |              |              | WARD         |              |              |              |              |
|-------------------|----------------------------------------|--------------|--------------|--------------|----------------------------------|--------------|--------------|-----------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
|                   | TOTAL                                  | TOO<br>SLOW  | RGHT<br>AMNT | TOO<br>FAST  | TOO<br>SLOW                      | RGHT<br>AMNT | TOO<br>FAST  | TOO<br>SLOW                             | RGHT<br>AMNT | TOO<br>FAST  | WARD<br>1    | WARD<br>2    | WARD<br>3    | WARD<br>4    | WARD<br>5    |
| TOTAL             | 861<br>100.0                           | 262<br>100.0 | 155<br>100.0 | 353<br>100.0 | 190<br>100.0                     | 130<br>100.0 | 498<br>100.0 | 396<br>100.0                            | 274<br>100.0 | 116<br>100.0 | 207<br>100.0 | 172<br>100.0 | 164<br>100.0 | 164<br>100.0 | 155<br>100.0 |
| Total Agree       | 315<br>36.5                            | 101<br>38.7  | 82<br>52.7   | 94<br>26.7   | 63<br>33.2                       | 80<br>61.8   | 158<br>31.7  | 144<br>36.3                             | 130<br>47.4  | 20<br>16.9   | 79<br>38.4   | 56<br>32.5   | 65<br>39.5   | 51<br>31.4   | 63<br>40.9   |
| Total Disagree    | 483<br>56.1                            | 140<br>53.4  | 64<br>41.1   | 245<br>69.4  | 116<br>61.1                      | 40<br>30.6   | 309<br>62.1  | 238<br>60.0                             | 122<br>44.3  | 94<br>81.2   | 114<br>55.1  | 98<br>57.0   | 79<br>48.3   | 107<br>65.7  | 85<br>54.6   |
| Unsure            | 63                                     | 21           | 10           | 14           | 11                               | 10           | 31           | 15                                      | 23           | 2            | 13           | 18           | 20           | 5            | 7            |
| No Opinion        | 7.3                                    | 7.9          | 6.2          | 4.0          | 5.7                              | 7.5          | 6.2          | 3.7                                     | 8.3          | 1.9          | 6.5          | 10.4         | 12.2         | 2.9          | 4.5          |
| Strongly Agree    | 62<br>7.2                              | 24<br>9.2    | 15<br>9.4    | 11<br>3.1    | 16<br>8.4                        | 21<br>16.5   | 23<br>4.6    | 24<br>6.1                               | 31<br>11.1   | 2<br>2.1     | 17<br>8.1    | 14<br>8.4    | 12<br>7.5    | 8<br>4.7     | 11<br>6.8    |
| Somewhat Agree    | 253<br>29.4                            | 77<br>29.5   | 67<br>43.4   | 83<br>23.6   | 47<br>24.9                       | 59<br>45.4   | 135<br>27.1  | 120<br>30.2                             | 99<br>36.2   | 17<br>14.8   | 63<br>30.3   | 42<br>24.2   | 52<br>31.9   | 44<br>26.7   | 53<br>34.1   |
| Strongly Disagree | 260<br>30.2                            | 52<br>20.1   | 32<br>20.6   | 154<br>43.8  | 45<br>23.5                       | 15<br>11.8   | 193<br>38.8  | 139<br>35.0                             | 46<br>16.8   | 65<br>55.6   | 58<br>28.1   | 41<br>23.6   | 36<br>21.9   | 76<br>46.3   | 49<br>31.9   |
| Somewhat Disagree | 223<br>25.9                            | 87<br>33.3   | 32<br>20.5   | 90<br>25.6   | 71<br>37.6                       | 25<br>18.9   | 116<br>23.3  | 99<br>25.0                              | 76<br>27.6   | 30<br>25.6   | 56<br>27.0   | 58<br>33.4   | 43<br>26.4   | 32<br>19.4   | 35<br>22.6   |



Table 81

T69. How are you currently receiving information about the City of Glenwood Springs? Select all that apply.

|                                 | GENDER       |              |              | GENZ AND MILLENNIALS |              |              |              | GEN X        |              |             | BOOMERS AND SILENT |              |              |             | CONSOLIDATED AGE |              |              | RACE ETHNICITY |              |             |
|---------------------------------|--------------|--------------|--------------|----------------------|--------------|--------------|--------------|--------------|--------------|-------------|--------------------|--------------|--------------|-------------|------------------|--------------|--------------|----------------|--------------|-------------|
|                                 | TOTAL        | MEN          | WO MEN       | GENZ 18-24           | MILL 25-39   | MILL MEN     | MILL WOM     | GENX 40-54   | GENX MEN     | GENX WOM    | BOOM 55-74         | BOOM MEN     | BOOM WOM     | SLNT 75+    | 18-39            | 40-64        | 65 PLUS      | WHI TE         | HISP ANIC    | OTH         |
| TOTAL                           | 861<br>100.0 | 435<br>100.0 | 424<br>100.0 | 86<br>100.0          | 258<br>100.0 | 127<br>100.0 | 131<br>100.0 | 198<br>100.0 | 106<br>100.0 | 91<br>100.0 | 258<br>100.0       | 131<br>100.0 | 127<br>100.0 | 60<br>100.0 | 344<br>100.0     | 336<br>100.0 | 181<br>100.0 | 603<br>100.0   | 215<br>100.0 | 43<br>100.0 |
| Local Newspaper                 | 631<br>73.3  | 347<br>79.8  | 282<br>66.6  | 58<br>66.8           | 165<br>63.7  | 83<br>65.3   | 81<br>62.1   | 142<br>71.7  | 87<br>82.1   | 54<br>59.4  | 213<br>82.5        | 117<br>89.1  | 96<br>75.7   | 54<br>89.6  | 222<br>64.5      | 248<br>74.0  | 161<br>89.0  | 473<br>78.5    | 131<br>60.8  | 27<br>63.1  |
| Word of Mouth                   | 433<br>50.3  | 210<br>48.2  | 221<br>52.3  | 55<br>64.1           | 119<br>45.9  | 59<br>46.7   | 59<br>45.1   | 102<br>51.7  | 49<br>46.2   | 53<br>58.1  | 134<br>52.0        | 60<br>45.9   | 74<br>58.1   | 22<br>36.7  | 174<br>50.5      | 171<br>50.9  | 88<br>48.6   | 316<br>52.5    | 102<br>47.2  | 15<br>34.7  |
| City Text Alerts                | 382<br>44.3  | 181<br>41.7  | 199<br>47.0  | 56<br>64.9           | 131<br>50.7  | 71<br>56.0   | 59<br>45.3   | 84<br>42.4   | 40<br>37.9   | 43<br>47.4  | 96<br>37.0         | 51<br>38.5   | 45<br>35.3   | 16<br>25.7  | 187<br>54.3      | 133<br>39.5  | 62<br>34.5   | 255<br>42.3    | 110<br>51.0  | 17<br>39.6  |
| Facebook                        | 359<br>41.8  | 140<br>32.1  | 219<br>51.7  | 30<br>35.2           | 144<br>55.8  | 58<br>45.9   | 85<br>65.4   | 94<br>47.3   | 43<br>40.7   | 50<br>55.3  | 84<br>32.5         | 29<br>21.9   | 55<br>43.3   | 7<br>12.4   | 174<br>50.7      | 138<br>41.1  | 47<br>26.0   | 229<br>38.0    | 117<br>54.1  | 14<br>32.0  |
| City Website                    | 297<br>34.5  | 189<br>43.4  | 107<br>25.4  | 9<br>10.5            | 98<br>38.0   | 65<br>51.5   | 33<br>25.1   | 84<br>42.7   | 51<br>47.7   | 33<br>36.6  | 88<br>33.9         | 53<br>40.3   | 34<br>27.2   | 18<br>29.8  | 107<br>31.1      | 130<br>38.6  | 60<br>33.4   | 214<br>35.4    | 73<br>33.8   | 11<br>24.9  |
| City Email Alerts               | 287<br>33.3  | 152<br>34.9  | 133<br>31.5  |                      | 80<br>31.0   | 47<br>36.7   | 33<br>25.2   | 88<br>44.5   | 47<br>44.3   | 40<br>44.5  | 99<br>38.3         | 48<br>36.5   | 51<br>40.0   | 20<br>32.8  | 80<br>23.2       | 144<br>43.0  | 62<br>34.5   | 227<br>37.6    | 48<br>22.4   | 12<br>27.5  |
| Local Radio                     | 216<br>25.0  | 106<br>24.4  | 108<br>25.5  | 10<br>11.2           | 68<br>26.4   | 32<br>25.4   | 36<br>27.4   | 56<br>28.0   | 27<br>25.4   | 28<br>30.6  | 72<br>27.8         | 36<br>27.6   | 35<br>27.9   | 10<br>17.1  | 78<br>22.6       | 91<br>27.1   | 47<br>25.8   | 168<br>27.9    | 41<br>19.1   | 6<br>14.6   |
| Utility Bill Stuffers           | 99<br>11.5   | 47<br>10.8   | 52<br>12.4   |                      | 27<br>10.5   | 16<br>12.8   | 11<br>8.3    | 34<br>16.9   | 16<br>15.5   | 17<br>18.8  | 35<br>13.4         | 13<br>9.8    | 22<br>17.2   | 4<br>6.7    | 27<br>7.9        | 52<br>15.6   | 20<br>11.0   | 84<br>13.9     | 14<br>6.4    | 2<br>4.3    |
| Nextdoor                        | 96<br>11.2   | 41<br>9.5    | 55<br>13.0   |                      | 16<br>6.3    | 8<br>6.4     | 8<br>6.2     | 30<br>15.1   | 12<br>11.4   | 18<br>19.4  | 44<br>17.0         | 20<br>15.0   | 24<br>19.1   | 7<br>10.9   | 16<br>4.7        | 52<br>15.5   | 28<br>15.6   | 75<br>12.4     | 16<br>7.6    | 5<br>12.6   |
| Community Newsletters           | 58<br>6.7    | 26<br>6.0    | 32<br>7.5    | 4<br>5.0             | 19<br>7.5    | 11<br>9.0    | 8<br>6.1     | 17<br>8.5    | 6<br>5.5     | 11<br>12.2  | 14<br>5.5          | 7<br>5.0     | 8<br>6.0     | 3<br>5.4    | 24<br>6.9        | 25<br>7.4    | 10<br>5.3    | 37<br>6.2      | 20<br>9.1    | 1<br>2.8    |
| Twitter                         | 27<br>3.1    | 16<br>3.6    | 11<br>2.6    |                      | 14<br>5.5    | 9<br>6.7     | 6<br>4.4     | 8<br>4.3     | 4<br>3.6     | 5<br>5.1    | 2<br>0.7           | 1<br>0.7     | 1<br>0.5     | 2<br>3.9    | 14<br>4.1        | 10<br>2.9    | 3<br>1.7     | 20<br>3.4      | 7<br>3.1     |             |
| Information Posted at City Hall | 12<br>1.4    | 9<br>2.2     | 3<br>0.6     |                      | 2<br>0.6     | 1<br>0.6     | 1<br>0.6     | 8<br>4.0     | 6<br>6.1     | 2<br>1.7    | 3<br>1.0           | 2<br>1.6     | 0.3          |             | 2<br>0.4         | 9<br>2.8     | 1<br>0.6     | 7<br>1.2       | 5<br>2.2     |             |
| YouTube                         | 10<br>1.2    | 5<br>1.2     | 5<br>1.1     |                      | 0.2          |              | 0.4          | 4<br>2.0     | 2<br>1.6     | 2<br>2.4    | 4<br>1.5           | 2<br>1.7     | 1<br>1.1     | 2<br>3.6    | 0.1              | 4<br>1.2     | 6<br>3.2     | 10<br>1.6      |              | 1<br>1.7    |
| Other                           | 31<br>3.6    | 15<br>3.4    | 16<br>3.9    | 3<br>3.0             | 10<br>3.8    | 4<br>3.5     | 5<br>4.0     | 4<br>2.1     | 2<br>1.9     | 2<br>2.4    | 13<br>5.1          | 8<br>6.2     | 5<br>3.9     | 1<br>2.2    | 12<br>3.6        | 11<br>3.4    | 7<br>4.0     | 25<br>4.2      | 4<br>1.7     | 2<br>5.3    |

Table 81

T69. How are you currently receiving information about the City of Glenwood Springs? Select all that apply.

|                                 | LIVED IN GLENWOOD SPRINGS |           |       |       |       |       |         |         |         | INCOME   |         |         |          |           |           |           | CONSOLIDATED INCOME |          |           | FOCUS ON RESIDENTS VS TOURISTS |          |          |
|---------------------------------|---------------------------|-----------|-------|-------|-------|-------|---------|---------|---------|----------|---------|---------|----------|-----------|-----------|-----------|---------------------|----------|-----------|--------------------------------|----------|----------|
|                                 | TOTAL                     | LESS YEAR | 1 5   | 6 10  | 11 15 | 16 20 | MORE 20 | LESS 10 | MORE 10 | LESS 30K | 31K 50K | 50K 75K | 75K 100K | 100K 125K | 125K 150K | MORE 150K | LESS 50K            | 51K 100K | MORE 100K | RESI DENT                      | BAL ANCE | TOUR IST |
| TOTAL                           | 861                       | 15        | 154   | 111   | 93    | 111   | 377     | 280     | 581     | 47       | 108     | 147     | 133      | 130       | 55        | 124       | 155                 | 280      | 309       | 56                             | 236      | 484      |
|                                 | 100.0                     | 100.0     | 100.0 | 100.0 | 100.0 | 100.0 | 100.0   | 100.0   | 100.0   | 100.0    | 100.0   | 100.0   | 100.0    | 100.0     | 100.0     | 100.0     | 100.0               | 100.0    | 100.0     | 100.0                          | 100.0    | 100.0    |
| Local Newspaper                 | 631                       | 7         | 98    | 82    | 59    | 70    | 315     | 187     | 444     | 32       | 69      | 106     | 93       | 102       | 44        | 94        | 100                 | 199      | 239       | 28                             | 182      | 367      |
|                                 | 73.3                      | 46.2      | 63.9  | 73.8  | 63.7  | 62.9  | 83.6    | 66.9    | 76.4    | 66.9     | 63.8    | 72.2    | 69.9     | 77.9      | 80.0      | 76.0      | 64.8                | 71.1     | 77.5      | 50.9                           | 77.4     | 75.8     |
| Word of Mouth                   | 433                       | 6         | 55    | 50    | 54    | 47    | 221     | 111     | 322     | 22       | 56      | 70      | 61       | 68        | 26        | 60        | 78                  | 132      | 154       | 23                             | 115      | 251      |
|                                 | 50.3                      | 39.1      | 35.8  | 44.8  | 58.1  | 42.4  | 58.5    | 39.5    | 55.4    | 46.8     | 52.2    | 47.7    | 46.2     | 51.8      | 47.9      | 48.7      | 50.5                | 46.9     | 49.9      | 42.0                           | 48.7     | 51.8     |
| City Text Alerts                | 382                       | 5         | 90    | 47    | 44    | 47    | 150     | 142     | 240     | 15       | 39      | 69      | 59       | 71        | 22        | 54        | 54                  | 127      | 146       | 15                             | 100      | 226      |
|                                 | 44.3                      | 33.6      | 58.6  | 41.8  | 46.7  | 42.0  | 39.8    | 50.6    | 41.3    | 31.4     | 36.6    | 46.5    | 44.1     | 54.1      | 39.7      | 43.5      | 35.0                | 45.4     | 47.4      | 27.7                           | 42.6     | 46.6     |
| Facebook                        | 359                       | 3         | 65    | 46    | 46    | 59    | 141     | 114     | 246     | 16       | 34      | 75      | 60       | 54        | 27        | 48        | 50                  | 135      | 129       | 12                             | 80       | 243      |
|                                 | 41.8                      | 22.5      | 42.0  | 41.1  | 49.7  | 53.0  | 37.3    | 40.6    | 42.3    | 34.1     | 31.4    | 50.8    | 45.1     | 41.8      | 48.9      | 39.0      | 32.2                | 48.1     | 41.9      | 20.8                           | 33.9     | 50.3     |
| City Website                    | 297                       | 8         | 58    | 44    | 34    | 31    | 122     | 110     | 187     | 17       | 25      | 39      | 51       | 58        | 19        | 57        | 41                  | 90       | 134       | 20                             | 66       | 192      |
|                                 | 34.5                      | 56.5      | 37.8  | 39.2  | 36.2  | 27.9  | 32.5    | 39.3    | 32.2    | 34.8     | 23.1    | 26.8    | 38.2     | 44.4      | 35.6      | 45.9      | 26.7                | 32.2     | 43.4      | 36.7                           | 27.9     | 39.6     |
| City Email Alerts               | 287                       | 6         | 50    | 44    | 32    | 35    | 120     | 100     | 187     | 6        | 34      | 39      | 40       | 58        | 25        | 56        | 39                  | 79       | 140       | 17                             | 80       | 164      |
|                                 | 33.3                      | 38.6      | 32.4  | 39.7  | 34.7  | 31.4  | 31.8    | 35.7    | 32.2    | 11.9     | 31.3    | 26.8    | 29.7     | 44.6      | 46.7      | 45.6      | 25.3                | 28.2     | 45.4      | 30.9                           | 33.7     | 34.0     |
| Local Radio                     | 216                       | 1         | 29    | 37    | 12    | 29    | 108     | 66      | 149     | 12       | 14      | 35      | 54       | 28        | 12        | 32        | 27                  | 89       | 73        | 16                             | 51       | 127      |
|                                 | 25.0                      | 5.5       | 18.6  | 33.3  | 13.0  | 26.2  | 28.6    | 23.8    | 25.6    | 26.3     | 13.3    | 24.0    | 40.6     | 21.3      | 22.5      | 26.3      | 17.2                | 31.8     | 23.5      | 29.5                           | 21.8     | 26.2     |
| Utility Bill Stuffers           | 99                        | 1         | 13    | 17    | 14    | 13    | 42      | 31      | 69      | 6        | 7       | 16      | 19       | 17        | 7         | 18        | 12                  | 36       | 42        | 1                              | 31       | 60       |
|                                 | 11.5                      | 3.9       | 8.3   | 15.5  | 15.0  | 11.6  | 11.1    | 10.9    | 11.8    | 11.9     | 6.3     | 11.1    | 14.5     | 13.1      | 13.3      | 14.7      | 8.0                 | 12.7     | 13.8      | 1.1                            | 13.2     | 12.3     |
| Nextdoor                        | 96                        | 3         | 21    | 13    | 7     | 8     | 44      | 37      | 59      | 3        | 3       | 14      | 19       | 18        | 7         | 20        | 6                   | 33       | 44        | 3                              | 26       | 53       |
|                                 | 11.2                      | 19.3      | 14.0  | 11.6  | 7.6   | 7.7   | 11.6    | 13.3    | 10.2    | 6.0      | 3.2     | 9.3     | 14.3     | 13.6      | 12.6      | 15.9      | 4.1                 | 11.7     | 14.3      | 6.3                            | 11.0     | 10.9     |
| Community Newsletters           | 58                        |           | 10    | 8     | 3     | 7     | 30      | 18      | 40      | 5        | 7       | 8       | 8        | 15        | 4         | 7         | 12                  | 16       | 26        | 1                              | 8        | 42       |
|                                 | 6.7                       |           | 6.8   | 7.2   | 2.8   | 6.1   | 8.0     | 6.6     | 6.8     | 10.7     | 6.3     | 5.7     | 6.0      | 11.4      | 6.8       | 5.6       | 7.7                 | 5.9      | 8.3       | 1.9                            | 3.5      | 8.6      |
| Twitter                         | 27                        | 3         | 6     | 6     | 2     | 1     | 9       | 15      | 12      | 1.0      | 1       | 6       | 6        | 1         | 2         | 5         | 1                   | 12       | 8         | 1                              | 2        | 19       |
|                                 | 3.1                       | 17.0      | 3.8   | 5.8   | 2.5   | 0.6   | 2.4     | 5.3     | 2.1     |          | 0.8     | 3.8     | 4.7      | 1.0       | 4.1       | 4.0       | 0.8                 | 4.2      | 2.7       | 1.8                            | 1.0      | 3.9      |
| Information Posted at City Hall | 12                        |           | 4     | 1     |       | 5     | 2       | 5       | 7       | 1        |         | 1       | 3        | 6         |           | 1         | 1                   | 4        | 7         | 2                              | 1        | 8        |
|                                 | 1.4                       |           | 2.3   | 1.1   |       | 4.3   | 0.7     | 1.7     | 1.3     | 2.2      |         | 1.0     | 2.1      | 4.7       |           | 0.5       | 0.7                 | 1.5      | 2.2       | 3.1                            | 0.6      | 1.7      |
| YouTube                         | 10                        |           | 1     | 1     | 0.5   | 0.3   | 7       | 3       | 8       |          |         | 3       | 1        | 1         | 1         | 3         |                     | 4        | 5         | 1                              | 4        | 6        |
|                                 | 1.2                       |           | 0.8   | 1.2   |       |       | 1.9     | 0.9     | 1.4     |          |         | 2.1     | 0.7      | 0.9       | 1.0       | 2.3       |                     | 1.5      | 1.5       | 1.8                            | 1.5      | 1.2      |
| Other                           | 31                        |           | 9     | 7     | 2     | 5     | 8       | 16      | 15      |          | 4       | 3       | 3        | 8         | 2         | 6         | 4                   | 6        | 16        |                                | 7        | 19       |
|                                 | 3.6                       |           | 5.6   | 6.7   | 2.0   | 4.3   | 2.2     | 5.7     | 2.6     |          | 3.6     | 2.0     | 2.2      | 6.0       | 3.7       | 4.7       | 2.5                 | 2.1      | 5.1       |                                | 2.8      | 3.9      |

Table 81

T69. How are you currently receiving information about the City of Glenwood Springs? Select all that apply.

|                                 | DEVELOPMENT OF NEW<br>HOUSING FOR SALE |              |              | DEVELOPMENT OF NEW<br>APARTMENTS |              |              | RATE OF RETAIL AND<br>COMMERICAL GROWTH |              |              | WARD         |              |              |              |              |              |
|---------------------------------|----------------------------------------|--------------|--------------|----------------------------------|--------------|--------------|-----------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
|                                 | TOTAL                                  | TOO<br>SLOW  | RGHT<br>AMNT | TOO<br>FAST                      | TOO<br>SLOW  | RGHT<br>AMNT | TOO<br>FAST                             | TOO<br>SLOW  | RGHT<br>AMNT | TOO<br>FAST  | WARD<br>1    | WARD<br>2    | WARD<br>3    | WARD<br>4    | WARD<br>5    |
| TOTAL                           | 861<br>100.0                           | 262<br>100.0 | 155<br>100.0 | 353<br>100.0                     | 190<br>100.0 | 130<br>100.0 | 498<br>100.0                            | 396<br>100.0 | 274<br>100.0 | 116<br>100.0 | 207<br>100.0 | 172<br>100.0 | 164<br>100.0 | 164<br>100.0 | 155<br>100.0 |
| Local Newspaper                 | 631<br>73.3                            | 192<br>73.4  | 118<br>75.7  | 265<br>75.3                      | 136<br>71.6  | 98<br>75.3   | 371<br>74.4                             | 309<br>77.9  | 204<br>74.5  | 65<br>55.5   | 139<br>67.2  | 134<br>77.5  | 122<br>74.3  | 130<br>79.5  | 107<br>69.3  |
| Word of Mouth                   | 433<br>50.3                            | 138<br>52.6  | 90<br>57.8   | 168<br>47.5                      | 90<br>47.7   | 67<br>51.7   | 253<br>50.9                             | 221<br>55.7  | 121<br>44.0  | 54<br>46.0   | 95<br>46.0   | 110<br>64.0  | 80<br>49.2   | 73<br>44.6   | 74<br>47.7   |
| City Text Alerts                | 382<br>44.3                            | 112<br>42.9  | 61<br>39.1   | 155<br>43.9                      | 87<br>46.1   | 51<br>39.2   | 219<br>44.0                             | 180<br>45.4  | 127<br>46.4  | 34<br>29.1   | 103<br>49.9  | 50<br>28.9   | 77<br>47.2   | 74<br>45.3   | 78<br>50.1   |
| Facebook                        | 359<br>41.8                            | 115<br>43.9  | 61<br>39.1   | 151<br>42.8                      | 83<br>43.9   | 51<br>39.3   | 209<br>42.1                             | 183<br>46.2  | 123<br>44.8  | 35<br>29.9   | 99<br>48.0   | 66<br>38.4   | 54<br>33.1   | 74<br>45.1   | 66<br>42.7   |
| City Website                    | 297<br>34.5                            | 100<br>38.1  | 58<br>37.5   | 115<br>32.6                      | 71<br>37.5   | 50<br>38.6   | 160<br>32.2                             | 128<br>32.3  | 101<br>36.8  | 44<br>37.6   | 67<br>32.6   | 45<br>26.1   | 62<br>38.0   | 64<br>38.9   | 59<br>38.1   |
| City Email Alerts               | 287<br>33.3                            | 74<br>28.4   | 69<br>44.7   | 111<br>31.5                      | 41<br>21.8   | 50<br>38.6   | 175<br>35.1                             | 123<br>30.9  | 108<br>39.3  | 39<br>33.2   | 68<br>32.8   | 47<br>27.5   | 56<br>34.3   | 53<br>32.7   | 62<br>40.1   |
| Local Radio                     | 216<br>25.0                            | 57<br>21.9   | 43<br>27.9   | 96<br>27.2                       | 36<br>18.9   | 30<br>22.8   | 142<br>28.4                             | 107<br>27.1  | 64<br>23.5   | 29<br>25.1   | 33<br>16.1   | 44<br>25.3   | 50<br>30.6   | 49<br>29.7   | 40<br>25.9   |
| Utility Bill Stuffers           | 99<br>11.5                             | 28<br>10.6   | 27<br>17.5   | 35<br>9.8                        | 14<br>7.5    | 22<br>16.9   | 57<br>11.5                              | 37<br>9.4    | 38<br>13.7   | 16<br>13.7   | 26<br>12.5   | 16<br>9.4    | 23<br>14.0   | 15<br>9.4    | 19<br>12.3   |
| Nextdoor                        | 96<br>11.2                             | 27<br>10.1   | 13<br>8.3    | 40<br>11.3                       | 16<br>8.3    | 14<br>10.7   | 59<br>11.9                              | 57<br>14.3   | 25<br>9.1    | 5<br>4.4     | 27<br>13.0   | 9<br>5.0     | 23<br>13.8   | 20<br>12.1   | 19<br>12.0   |
| Community Newsletters           | 58<br>6.7                              | 18<br>6.8    | 10<br>6.5    | 24<br>6.8                        | 16<br>8.4    | 3<br>2.2     | 34<br>6.8                               | 35<br>8.9    | 11<br>4.0    | 6<br>5.4     | 19<br>9.2    | 7<br>4.2     | 14<br>8.5    | 9<br>5.7     | 9<br>5.5     |
| Twitter                         | 27<br>3.1                              | 11<br>4.0    | 7<br>4.2     | 7<br>1.9                         | 7<br>4.0     | 6<br>4.2     | 10<br>1.9                               | 19<br>4.7    | 2<br>0.7     | 1<br>0.9     | 12<br>5.8    | 3<br>1.5     | 4<br>2.3     | 5<br>2.9     | 4<br>2.6     |
| Information Posted at City Hall | 12<br>1.4                              | 1<br>0.5     | 7<br>4.2     | 3<br>0.9                         | 2<br>1.1     | 6<br>4.3     | 4<br>0.7                                | 3<br>0.7     | 8<br>3.1     | 1<br>0.6     | 1<br>0.3     | 1<br>0.7     | 2<br>1.3     | 6<br>3.9     | 2<br>1.1     |
| YouTube                         | 10<br>1.2                              | 3<br>1.3     | 1<br>0.4     | 7<br>1.9                         | 1<br>0.3     | 1<br>0.8     | 9<br>1.8                                | 8<br>2.0     | 2<br>0.6     | 1<br>0.9     | 3<br>1.4     | 4<br>2.5     | 1<br>0.7     | 2<br>1.1     | 0.2          |
| Other                           | 31<br>3.6                              | 8<br>3.1     | 12<br>7.8    | 9<br>2.5                         | 4<br>2.4     | 9<br>6.6     | 16<br>3.2                               | 9<br>2.2     | 14<br>5.1    | 5<br>4.4     | 9<br>4.5     | 4<br>2.6     | 7<br>4.3     | 3<br>1.6     | 8<br>4.9     |

Table 82

Demographic Questions

D1. How long have you lived in Glenwood Springs?

|                    | GENDER |       |        | GENZ AND MILLENNIALS |            |          |          | GEN X      |          |          | BOOMERS AND SILENT |          |          |          | CONSOLIDATED AGE |       |         | RACE ETHNICITY |           |       |
|--------------------|--------|-------|--------|----------------------|------------|----------|----------|------------|----------|----------|--------------------|----------|----------|----------|------------------|-------|---------|----------------|-----------|-------|
|                    | TOTAL  | MEN   | WO MEN | GENZ 18-24           | MILL 25-39 | MILL MEN | MILL WOM | GENX 40-54 | GENX MEN | GENX WOM | BOOM 55-74         | BOOM MEN | BOOM WOM | SLNT 75+ | 18-39            | 40-64 | 65 PLUS | WHI TE         | HISP ANIC | OTH   |
| TOTAL              | 861    | 435   | 424    | 86                   | 258        | 127      | 131      | 198        | 106      | 91       | 258                | 131      | 127      | 60       | 344              | 336   | 181     | 603            | 215       | 43    |
|                    | 100.0  | 100.0 | 100.0  | 100.0                | 100.0      | 100.0    | 100.0    | 100.0      | 100.0    | 100.0    | 100.0              | 100.0    | 100.0    | 100.0    | 100.0            | 100.0 | 100.0   | 100.0          | 100.0     | 100.0 |
| Less than a Year   | 15     | 11    | 4      | 2                    | 8          | 7        | 1        | 3          | 3        | 1        |                    |          |          | 1        | 10               | 3     | 1       | 13             |           | 2     |
|                    | 1.7    | 2.6   | 0.8    | 2.4                  | 3.1        | 5.3      | 0.9      | 1.7        | 2.4      | 1.0      |                    |          |          | 2.2      | 2.9              | 1.0   | 0.7     | 2.1            |           | 4.7   |
| 1 to 5 Years       | 154    | 80    | 74     | 2                    | 91         | 50       | 41       | 30         | 15       | 15       | 25                 | 12       | 13       | 6        | 92               | 47    | 14      | 99             | 43        | 12    |
|                    | 17.9   | 18.3  | 17.5   | 2.2                  | 35.1       | 39.0     | 31.4     | 15.0       | 13.9     | 16.4     | 9.7                | 9.5      | 9.9      | 10.7     | 26.9             | 14.1  | 7.7     | 16.4           | 19.9      | 27.9  |
| 6 to 10 Years      | 111    | 56    | 55     | 3                    | 47         | 25       | 22       | 32         | 15       | 17       | 26                 | 14       | 12       | 4        | 50               | 50    | 11      | 91             | 16        | 4     |
|                    | 12.9   | 12.8  | 13.1   | 3.0                  | 18.2       | 19.6     | 16.9     | 16.1       | 14.3     | 18.5     | 10.1               | 10.8     | 9.3      | 5.9      | 14.4             | 15.0  | 6.2     | 15.1           | 7.4       | 9.9   |
| 11 to 15 Years     | 93     | 47    | 46     |                      | 31         | 10       | 21       | 37         | 26       | 11       | 19                 | 7        | 12       | 6        | 31               | 52    | 10      | 57             | 29        | 7     |
|                    | 10.8   | 10.9  | 10.7   |                      | 12.0       | 7.7      | 16.2     | 18.9       | 24.2     | 12.3     | 7.4                | 5.0      | 9.8      | 9.9      | 9.0              | 15.6  | 5.6     | 9.5            | 13.5      | 16.7  |
| 16 to 20 Years     | 111    | 54    | 57     | 19                   | 27         | 10       | 17       | 33         | 16       | 17       | 23                 | 9        | 15       | 8        | 47               | 49    | 15      | 72             | 32        | 7     |
|                    | 12.9   | 12.5  | 13.3   | 22.4                 | 10.6       | 8.0      | 13.2     | 16.8       | 15.3     | 18.5     | 9.0                | 6.6      | 11.6     | 12.9     | 13.5             | 14.7  | 8.4     | 11.9           | 15.0      | 15.9  |
| More than 20 Years | 377    | 187   | 189    | 60                   | 54         | 26       | 28       | 62         | 32       | 30       | 165                | 89       | 75       | 35       | 115              | 133   | 129     | 272            | 95        | 11    |
|                    | 43.8   | 43.0  | 44.5   | 70.1                 | 21.1       | 20.5     | 21.3     | 31.5       | 29.9     | 33.3     | 63.8               | 68.0     | 59.4     | 58.3     | 33.3             | 39.7  | 71.3    | 45.0           | 44.1      | 25.0  |

Table 82

Demographic Questions

D1. How long have you lived in Glenwood Springs?

|                    | LIVED IN GLENWOOD SPRINGS |           |       |       |       |       |         |         |         | INCOME   |         |         |          |           |           |           | CONSOLIDATED INCOME |          |           | FOCUS ON RESIDENTS VS TOURISTS |          |          |
|--------------------|---------------------------|-----------|-------|-------|-------|-------|---------|---------|---------|----------|---------|---------|----------|-----------|-----------|-----------|---------------------|----------|-----------|--------------------------------|----------|----------|
|                    | TOTAL                     | LESS YEAR | 1 5   | 6 10  | 11 15 | 16 20 | MORE 20 | LESS 10 | MORE 10 | LESS 30K | 31K 50K | 50K 75K | 75K 100K | 100K 125K | 125K 150K | MORE 150K | LESS 50K            | 51K 100K | MORE 100K | RESI DENT                      | BAL ANCE | TOUR IST |
| TOTAL              | 861                       | 15        | 154   | 111   | 93    | 111   | 377     | 280     | 581     | 47       | 108     | 147     | 133      | 130       | 55        | 124       | 155                 | 280      | 309       | 56                             | 236      | 484      |
|                    | 100.0                     | 100.0     | 100.0 | 100.0 | 100.0 | 100.0 | 100.0   | 100.0   | 100.0   | 100.0    | 100.0   | 100.0   | 100.0    | 100.0     | 100.0     | 100.0     | 100.0               | 100.0    | 100.0     | 100.0                          | 100.0    | 100.0    |
| Less than a Year   | 15                        | 15        |       |       |       |       |         | 15      |         | 2        |         | 6       |          | 2         | 1         | 3         | 2                   | 6        | 7         | 2                              | 3        | 5        |
|                    | 1.7                       | 100.0     |       |       |       |       |         | 5.3     |         | 4.3      |         | 4.0     |          | 1.5       | 2.4       | 2.6       | 1.3                 | 2.1      | 2.1       | 3.6                            | 1.4      | 1.0      |
| 1 to 5 Years       | 154                       |           | 154   |       |       |       |         | 154     |         | 2        | 29      | 31      | 40       | 19        | 8         | 18        | 31                  | 72       | 45        | 13                             | 48       | 71       |
|                    | 17.9                      |           | 100.0 |       |       |       |         | 55.0    |         | 5.3      | 26.7    | 21.3    | 30.3     | 14.4      | 15.4      | 14.4      | 20.1                | 25.6     | 14.6      | 23.1                           | 20.3     | 14.7     |
| 6 to 10 Years      | 111                       |           |       | 111   |       |       |         | 111     |         | 9        | 7       | 17      | 10       | 20        | 9         | 23        | 16                  | 28       | 52        | 8                              | 24       | 72       |
|                    | 12.9                      |           |       | 100.0 |       |       |         | 39.8    |         | 19.5     | 6.6     | 11.8    | 7.8      | 15.7      | 15.7      | 18.8      | 10.5                | 9.9      | 16.9      | 14.8                           | 10.3     | 14.8     |
| 11 to 15 Years     | 93                        |           |       |       | 93    |       |         |         | 93      | 5        | 9       | 7       | 13       | 22        | 12        | 17        | 14                  | 20       | 51        | 5                              | 35       | 42       |
|                    | 10.8                      |           |       |       | 100.0 |       |         |         | 16.1    | 10.7     | 8.5     | 4.6     | 10.1     | 16.8      | 21.7      | 13.6      | 9.1                 | 7.2      | 16.4      | 8.2                            | 14.8     | 8.7      |
| 16 to 20 Years     | 111                       |           |       |       |       | 111   |         |         | 111     | 5        | 11      | 19      | 21       | 18        | 7         | 17        | 15                  | 41       | 42        | 9                              | 37       | 50       |
|                    | 12.9                      |           |       |       |       | 100.0 |         |         | 19.1    | 9.5      | 9.8     | 13.1    | 16.0     | 13.7      | 13.1      | 14.0      | 9.7                 | 14.5     | 13.7      | 16.3                           | 15.9     | 10.3     |
| More than 20 Years | 377                       |           |       |       |       |       | 377     |         | 377     | 24       | 52      | 67      | 47       | 49        | 17        | 45        | 76                  | 114      | 112       | 19                             | 88       | 244      |
|                    | 43.8                      |           |       |       |       |       | 100.0   |         | 64.9    | 50.7     | 48.5    | 45.2    | 35.7     | 37.9      | 31.6      | 36.5      | 49.2                | 40.7     | 36.2      | 34.0                           | 37.4     | 50.4     |



Table 82

Demographic Questions

D1. How long have you lived in Glenwood Springs?

|                    | DEVELOPMENT OF NEW<br>HOUSING FOR SALE |              |              |              | DEVELOPMENT OF NEW<br>APARTMENTS |              |              | RATE OF RETAIL AND<br>COMMERICAL GROWTH |              |              | WARD         |              |              |              |              |
|--------------------|----------------------------------------|--------------|--------------|--------------|----------------------------------|--------------|--------------|-----------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
|                    | TOTAL                                  | TOO<br>SLOW  | RGHT<br>AMNT | TOO<br>FAST  | TOO<br>SLOW                      | RGHT<br>AMNT | TOO<br>FAST  | TOO<br>SLOW                             | RGHT<br>AMNT | TOO<br>FAST  | WARD<br>1    | WARD<br>2    | WARD<br>3    | WARD<br>4    | WARD<br>5    |
| TOTAL              | 861<br>100.0                           | 262<br>100.0 | 155<br>100.0 | 353<br>100.0 | 190<br>100.0                     | 130<br>100.0 | 498<br>100.0 | 396<br>100.0                            | 274<br>100.0 | 116<br>100.0 | 207<br>100.0 | 172<br>100.0 | 164<br>100.0 | 164<br>100.0 | 155<br>100.0 |
| Less than a Year   | 15                                     | 6            | 3            | 2            | 5                                | 4            | 2            | 5                                       | 5            | 1            | 5            | 1            | 5            | 1            | 4            |
|                    | 1.7                                    | 2.1          | 1.7          | 0.6          | 2.5                              | 2.7          | 0.4          | 1.2                                     | 2.0          | 0.5          | 2.2          | 0.3          | 2.8          | 0.8          | 2.4          |
| 1 to 5 Years       | 154                                    | 60           | 23           | 42           | 60                               | 31           | 47           | 61                                      | 54           | 18           | 66           | 17           | 22           | 23           | 26           |
|                    | 17.9                                   | 22.8         | 14.6         | 12.0         | 31.5                             | 23.6         | 9.4          | 15.5                                    | 19.7         | 15.8         | 31.8         | 10.1         | 13.3         | 13.8         | 17.1         |
| 6 to 10 Years      | 111                                    | 38           | 27           | 33           | 22                               | 25           | 57           | 58                                      | 34           | 13           | 22           | 13           | 26           | 24           | 26           |
|                    | 12.9                                   | 14.4         | 17.2         | 9.3          | 11.5                             | 18.9         | 11.5         | 14.7                                    | 12.4         | 11.0         | 10.8         | 7.5          | 15.9         | 14.9         | 16.5         |
| 11 to 15 Years     | 93                                     | 29           | 22           | 35           | 17                               | 19           | 55           | 29                                      | 29           | 23           | 19           | 26           | 10           | 16           | 23           |
|                    | 10.8                                   | 11.1         | 13.9         | 9.8          | 9.1                              | 14.7         | 11.1         | 7.4                                     | 10.6         | 19.3         | 9.3          | 14.9         | 6.3          | 9.5          | 14.7         |
| 16 to 20 Years     | 111                                    | 37           | 32           | 30           | 23                               | 30           | 53           | 47                                      | 34           | 18           | 16           | 28           | 33           | 19           | 15           |
|                    | 12.9                                   | 14.1         | 20.7         | 8.6          | 12.2                             | 23.0         | 10.7         | 11.9                                    | 12.5         | 15.2         | 7.9          | 16.0         | 20.3         | 11.7         | 9.4          |
| More than 20 Years | 377                                    | 93           | 50           | 210          | 63                               | 22           | 283          | 195                                     | 117          | 44           | 78           | 88           | 68           | 81           | 62           |
|                    | 43.8                                   | 35.5         | 31.9         | 59.7         | 33.1                             | 17.0         | 56.8         | 49.3                                    | 42.8         | 38.2         | 38.0         | 51.2         | 41.5         | 49.3         | 39.9         |

Table 83

D2. Are you between the ages of:

|             | GENDER       |              |              | GENZ AND MILLENNIALS |              |              |              | GEN X        |              |             | BOOMERS AND SILENT |              |              |             | CONSOLIDATED AGE |              |              | RACE ETHNICITY |              |             |
|-------------|--------------|--------------|--------------|----------------------|--------------|--------------|--------------|--------------|--------------|-------------|--------------------|--------------|--------------|-------------|------------------|--------------|--------------|----------------|--------------|-------------|
|             | TOTAL        | MEN          | WO MEN       | GENZ 18-24           | MILL 25-39   | MILL MEN     | MILL WOM     | GENX 40-54   | GENX MEN     | GENX WOM    | BOOM 55-74         | BOOM MEN     | BOOM WOM     | SLNT 75+    | 18-39            | 40-64        | 65 PLUS      | WHI TE         | HISP ANIC    | OTH         |
| TOTAL       | 861<br>100.0 | 435<br>100.0 | 424<br>100.0 | 86<br>100.0          | 258<br>100.0 | 127<br>100.0 | 131<br>100.0 | 198<br>100.0 | 106<br>100.0 | 91<br>100.0 | 258<br>100.0       | 131<br>100.0 | 127<br>100.0 | 60<br>100.0 | 344<br>100.0     | 336<br>100.0 | 181<br>100.0 | 603<br>100.0   | 215<br>100.0 | 43<br>100.0 |
| 18-24       | 86<br>10.0   | 36<br>8.4    | 50<br>11.7   | 86<br>100.0          |              |              |              |              |              |             |                    |              |              |             | 86<br>25.0       |              |              | 29<br>4.8      | 53<br>24.8   | 4<br>9.1    |
| 25-29       | 86<br>10.0   | 47<br>10.7   | 39<br>9.2    |                      | 86<br>33.3   | 47<br>36.7   | 39<br>29.9   |              |              |             |                    |              |              |             | 86<br>25.0       |              |              | 27<br>4.5      | 52<br>24.1   | 7<br>15.8   |
| 30-39       | 172<br>20.0  | 81<br>18.5   | 91<br>21.6   |                      | 172<br>66.7  | 81<br>63.3   | 91<br>70.1   |              |              |             |                    |              |              |             | 172<br>50.0      |              |              | 116<br>19.2    | 53<br>24.8   | 3<br>6.6    |
| 40-49       | 138<br>16.0  | 70<br>16.2   | 67<br>15.7   |                      |              |              |              | 138<br>69.6  | 70<br>66.3   | 67<br>73.5  |                    |              |              |             |                  | 138<br>41.0  |              | 97<br>16.0     | 34<br>15.8   | 7<br>16.6   |
| 50-54       | 60<br>7.0    | 36<br>8.2    | 24<br>5.7    |                      |              |              |              | 60<br>30.4   | 36<br>33.7   | 24<br>26.5  |                    |              |              |             |                  | 60<br>17.9   |              | 44<br>7.2      | 6<br>2.9     | 10<br>24.0  |
| 55-64       | 138<br>16.0  | 58<br>13.2   | 80<br>18.8   |                      |              |              |              |              |              |             | 138<br>53.3        | 58<br>43.9   | 80<br>63.0   |             |                  | 138<br>41.0  |              | 120<br>20.0    | 9<br>4.0     | 9<br>19.9   |
| 65-74       | 121<br>14.0  | 74<br>16.9   | 47<br>11.1   |                      |              |              |              |              |              |             | 121<br>46.7        | 74<br>56.1   | 47<br>37.0   |             |                  |              | 121<br>66.7  | 110<br>18.2    | 8<br>3.5     | 3<br>7.5    |
| 75 or Older | 60<br>7.0    | 34<br>7.8    | 26<br>6.1    |                      |              |              |              |              |              |             |                    |              |              | 60<br>100.0 |                  |              | 60<br>33.3   | 60<br>10.0     |              | 0.5         |

Table 83

D2. Are you between the ages of:

|             | LIVED IN GLENWOOD SPRINGS |           |       |       |       |       |         |         |         | INCOME   |         |         |          |           |           |           | CONSOLIDATED INCOME |          |           | FOCUS ON RESIDENTS VS TOURISTS |          |          |
|-------------|---------------------------|-----------|-------|-------|-------|-------|---------|---------|---------|----------|---------|---------|----------|-----------|-----------|-----------|---------------------|----------|-----------|--------------------------------|----------|----------|
|             | TOTAL                     | LESS YEAR | 1 5   | 6 10  | 11 15 | 16 20 | MORE 20 | LESS 10 | MORE 10 | LESS 30K | 31K 50K | 50K 75K | 75K 100K | 100K 125K | 125K 150K | MORE 150K | LESS 50K            | 51K 100K | MORE 100K | RESI DENT                      | BAL ANCE | TOUR IST |
| TOTAL       | 861                       | 15        | 154   | 111   | 93    | 111   | 377     | 280     | 581     | 47       | 108     | 147     | 133      | 130       | 55        | 124       | 155                 | 280      | 309       | 56                             | 236      | 484      |
|             | 100.0                     | 100.0     | 100.0 | 100.0 | 100.0 | 100.0 | 100.0   | 100.0   | 100.0   | 100.0    | 100.0   | 100.0   | 100.0    | 100.0     | 100.0     | 100.0     | 100.0               | 100.0    | 100.0     | 100.0                          | 100.0    | 100.0    |
| 18-24       | 86                        | 2         | 2     | 3     |       | 19    | 60      | 7       | 80      | 6        | 25      | 15      | 10       | 3         |           | 7         | 31                  | 25       | 10        | 5                              | 29       | 50       |
|             | 10.0                      | 13.8      | 1.2   | 2.4   |       | 17.4  | 16.0    | 2.3     | 13.7    | 13.4     | 23.0    | 10.2    | 7.2      | 2.0       |           | 5.7       | 20.1                | 8.8      | 3.1       | 8.3                            | 12.4     | 10.3     |
| 25-29       | 86                        | 2         | 48    | 9     | 3     | 4     | 20      | 59      | 27      | 9        | 24      | 17      | 18       | 15        |           |           | 33                  | 35       | 15        | 11                             | 16       | 49       |
|             | 10.0                      | 13.4      | 31.3  | 8.1   | 3.4   | 3.8   | 5.2     | 21.1    | 4.6     | 18.6     | 22.4    | 11.5    | 13.3     | 11.1      |           |           | 21.2                | 12.4     | 4.7       | 19.7                           | 6.8      | 10.2     |
| 30-39       | 172                       | 6         | 43    | 38    | 28    | 23    | 35      | 87      | 86      | 8        | 13      | 43      | 30       | 30        | 12        | 31        | 21                  | 73       | 73        | 7                              | 47       | 103      |
|             | 20.0                      | 40.3      | 27.7  | 34.2  | 29.8  | 20.9  | 9.2     | 30.9    | 14.7    | 15.9     | 12.4    | 29.0    | 22.8     | 23.2      | 21.4      | 24.8      | 13.5                | 26.1     | 23.5      | 12.9                           | 20.1     | 21.3     |
| 40-49       | 138                       | 3         | 21    | 26    | 29    | 24    | 35      | 50      | 88      | 3        | 7       | 14      | 23       | 27        | 16        | 32        | 10                  | 37       | 74        | 12                             | 32       | 81       |
|             | 16.0                      | 23.5      | 13.7  | 23.0  | 31.1  | 21.6  | 9.2     | 17.9    | 15.1    | 6.1      | 6.4     | 9.6     | 17.1     | 20.4      | 29.1      | 25.5      | 6.3                 | 13.2     | 24.0      | 22.3                           | 13.5     | 16.8     |
| 50-54       | 60                        |           | 9     | 6     | 8     | 9     | 28      | 15      | 45      | 1        | 3       | 9       | 11       | 11        | 3         | 15        | 4                   | 20       | 29        | 3                              | 18       | 27       |
|             | 7.0                       |           | 5.6   | 5.7   | 9.1   | 8.3   | 7.3     | 5.4     | 7.8     | 1.8      | 2.8     | 6.2     | 8.4      | 8.5       | 5.9       | 11.8      | 2.5                 | 7.2      | 9.4       | 5.8                            | 7.5      | 5.5      |
| 55-64       | 138                       |           | 18    | 18    | 15    | 16    | 71      | 36      | 102     | 8        | 18      | 19      | 13       | 24        | 16        | 26        | 26                  | 32       | 65        | 8                              | 38       | 77       |
|             | 16.0                      |           | 11.4  | 16.5  | 15.8  | 14.5  | 18.8    | 12.8    | 17.5    | 16.5     | 16.7    | 12.8    | 9.8      | 18.0      | 28.6      | 21.2      | 16.6                | 11.3     | 21.2      | 14.3                           | 16.2     | 15.8     |
| 65-74       | 121                       |           | 8     | 8     | 4     | 7     | 94      | 15      | 105     | 8        | 14      | 17      | 16       | 15        | 8         | 11        | 22                  | 33       | 34        | 6                              | 31       | 73       |
|             | 14.0                      |           | 4.9   | 6.9   | 4.5   | 6.6   | 24.9    | 5.4     | 18.1    | 16.2     | 12.9    | 11.6    | 11.9     | 11.5      | 15.0      | 8.5       | 13.9                | 11.7     | 10.9      | 11.6                           | 13.1     | 15.0     |
| 75 or Older | 60                        | 1         | 6     | 4     | 6     | 8     | 35      | 11      | 49      | 6        | 4       | 13      | 13       | 7         |           | 3         | 9                   | 26       | 10        | 3                              | 24       | 25       |
|             | 7.0                       | 9.1       | 4.2   | 3.2   | 6.4   | 7.0   | 9.3     | 4.1     | 8.4     | 11.6     | 3.4     | 9.1     | 9.4      | 5.2       |           | 2.4       | 5.9                 | 9.3      | 3.2       | 5.0                            | 10.3     | 5.1      |

Table 83

D2. Are you between the ages of:

|             | DEVELOPMENT OF NEW<br>HOUSING FOR SALE |              |              | DEVELOPMENT OF NEW<br>APARTMENTS |              |              | RATE OF RETAIL AND<br>COMMERICAL GROWTH |              |              | WARD         |              |              |              |              |              |
|-------------|----------------------------------------|--------------|--------------|----------------------------------|--------------|--------------|-----------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
|             |                                        |              |              |                                  |              |              |                                         |              |              |              |              |              |              |              |              |
|             | TOTAL                                  | TOO<br>SLOW  | RGHT<br>AMNT | TOO<br>FAST                      | TOO<br>SLOW  | RGHT<br>AMNT | TOO<br>FAST                             | TOO<br>SLOW  | RGHT<br>AMNT | TOO<br>FAST  | WARD<br>1    | WARD<br>2    | WARD<br>3    | WARD<br>4    | WARD<br>5    |
| TOTAL       | 861<br>100.0                           | 262<br>100.0 | 155<br>100.0 | 353<br>100.0                     | 190<br>100.0 | 130<br>100.0 | 498<br>100.0                            | 396<br>100.0 | 274<br>100.0 | 116<br>100.0 | 207<br>100.0 | 172<br>100.0 | 164<br>100.0 | 164<br>100.0 | 155<br>100.0 |
| 18-24       | 86<br>10.0                             | 30<br>11.5   | 7<br>4.7     | 44<br>12.6                       | 33<br>17.2   | 5<br>3.6     | 49<br>9.8                               | 70<br>17.6   | 2<br>0.7     | 3<br>2.3     | 2<br>0.9     | 23<br>13.2   | 14<br>8.6    | 25<br>15.2   | 22<br>14.4   |
| 25-29       | 86<br>10.0                             | 31<br>11.9   | 7<br>4.5     | 39<br>11.0                       | 39<br>20.5   | 6<br>4.3     | 39<br>7.8                               | 40<br>10.1   | 28<br>10.3   | 13<br>11.5   | 43<br>21.0   | 11<br>6.6    | 6<br>3.5     | 21<br>12.9   | 4<br>2.9     |
| 30-39       | 172<br>20.0                            | 73<br>27.7   | 31<br>20.2   | 52<br>14.7                       | 40<br>21.2   | 29<br>22.5   | 93<br>18.6                              | 60<br>15.1   | 71<br>26.0   | 29<br>24.9   | 42<br>20.3   | 37<br>21.6   | 26<br>15.7   | 31<br>19.2   | 36<br>23.2   |
| 40-49       | 138<br>16.0                            | 41<br>15.8   | 33<br>21.5   | 49<br>13.9                       | 26<br>13.9   | 34<br>26.2   | 69<br>13.9                              | 58<br>14.7   | 48<br>17.7   | 20<br>16.9   | 31<br>14.8   | 24<br>13.9   | 23<br>14.0   | 27<br>16.7   | 33<br>21.3   |
| 50-54       | 60<br>7.0                              | 25<br>9.4    | 9<br>6.0     | 19<br>5.3                        | 17<br>8.8    | 11<br>8.7    | 28<br>5.5                               | 27<br>6.9    | 20<br>7.1    | 7<br>6.3     | 17<br>8.0    | 4<br>2.1     | 18<br>11.2   | 6<br>3.8     | 16<br>10.0   |
| 55-64       | 138<br>16.0                            | 28<br>10.8   | 30<br>19.0   | 55<br>15.7                       | 18<br>9.7    | 22<br>17.1   | 90<br>18.0                              | 58<br>14.7   | 50<br>18.1   | 15<br>13.3   | 38<br>18.5   | 26<br>15.1   | 40<br>24.2   | 17<br>10.6   | 17<br>10.7   |
| 65-74       | 121<br>14.0                            | 24<br>9.4    | 22<br>13.9   | 69<br>19.6                       | 10<br>5.2    | 12<br>9.5    | 93<br>18.7                              | 58<br>14.5   | 34<br>12.4   | 22<br>18.6   | 21<br>10.4   | 33<br>19.2   | 28<br>17.3   | 20<br>12.3   | 17<br>11.3   |
| 75 or Older | 60<br>7.0                              | 9<br>3.5     | 16<br>10.2   | 25<br>7.2                        | 6<br>3.4     | 11<br>8.1    | 38<br>7.6                               | 25<br>6.3    | 21<br>7.6    | 7<br>6.3     | 13<br>6.1    | 14<br>8.3    | 9<br>5.4     | 15<br>9.3    | 9<br>6.1     |

Table 84

D3. Last year, what was your total family income before taxes?

|                     | GENDER       |              |              | GENZ AND MILLENNIALS |              |              |              | GEN X        |              |             | BOOMERS AND SILENT |              |              |             | CONSOLIDATED AGE |              |              | RACE ETHNICITY |              |             |
|---------------------|--------------|--------------|--------------|----------------------|--------------|--------------|--------------|--------------|--------------|-------------|--------------------|--------------|--------------|-------------|------------------|--------------|--------------|----------------|--------------|-------------|
|                     | TOTAL        | MEN          | WO MEN       | GENZ 18-24           | MILL 25-39   | MILL MEN     | MILL WOM     | GENX 40-54   | GENX MEN     | GENX WOM    | BOOM 55-74         | BOOM MEN     | BOOM WOM     | SLNT 75+    | 18-39            | 40-64        | 65 PLUS      | WHI TE         | HISP ANIC    | OTH         |
| TOTAL               | 861<br>100.0 | 435<br>100.0 | 424<br>100.0 | 86<br>100.0          | 258<br>100.0 | 127<br>100.0 | 131<br>100.0 | 198<br>100.0 | 106<br>100.0 | 91<br>100.0 | 258<br>100.0       | 131<br>100.0 | 127<br>100.0 | 60<br>100.0 | 344<br>100.0     | 336<br>100.0 | 181<br>100.0 | 603<br>100.0   | 215<br>100.0 | 43<br>100.0 |
| Less than \$30,000  | 47<br>5.5    | 8<br>1.9     | 39<br>9.2    | 6<br>7.4             | 16<br>6.3    | 1<br>1.1     | 15<br>11.5   | 4<br>1.9     | 2<br>1.8     | 2<br>1.7    | 15<br>6.0          | 3<br>2.2     | 13<br>10.0   | 6<br>9.1    | 23<br>6.6        | 12<br>3.4    | 13<br>7.3    | 29<br>4.8      | 16<br>7.4    | 2<br>5.6    |
| \$31,000-\$49,000   | 108<br>12.5  | 56<br>12.9   | 51<br>12.0   | 25<br>28.8           | 37<br>14.5   | 18<br>13.8   | 20<br>15.0   | 10<br>5.0    | 2<br>1.7     | 8<br>8.9    | 32<br>12.3         | 13<br>9.9    | 19<br>14.8   | 4<br>6.1    | 62<br>18.1       | 28<br>8.3    | 18<br>9.7    | 51<br>8.4      | 54<br>24.9   | 3<br>7.9    |
| \$50,000-\$74,000   | 147<br>17.1  | 67<br>15.4   | 80<br>18.9   | 15<br>17.5           | 60<br>23.1   | 33<br>25.7   | 27<br>20.7   | 23<br>11.7   | 12<br>11.4   | 11<br>12.2  | 36<br>13.9         | 15<br>11.8   | 20<br>15.9   | 13<br>22.3  | 75<br>21.7       | 42<br>12.5   | 31<br>16.9   | 95<br>15.7     | 45<br>20.7   | 8<br>18.5   |
| \$75,000-\$99,000   | 133<br>15.4  | 61<br>13.9   | 72<br>17.0   | 10<br>11.1           | 48<br>18.6   | 16<br>12.5   | 32<br>24.5   | 34<br>17.2   | 15<br>14.0   | 19<br>21.0  | 29<br>11.1         | 14<br>10.6   | 15<br>11.8   | 13<br>20.8  | 58<br>16.7       | 47<br>14.0   | 28<br>15.7   | 97<br>16.1     | 27<br>12.7   | 9<br>20.0   |
| \$100,000-\$124,000 | 130<br>15.1  | 83<br>19.1   | 47<br>11.0   | 3<br>3.0             | 45<br>17.3   | 30<br>23.2   | 15<br>11.7   | 38<br>19.0   | 25<br>23.2   | 12<br>13.6  | 39<br>14.9         | 23<br>17.5   | 16<br>12.3   | 7<br>11.4   | 47<br>13.8       | 61<br>18.2   | 22<br>12.1   | 96<br>15.9     | 32<br>15.0   | 2<br>5.3    |
| \$125,000-\$150,000 | 55<br>6.3    | 28<br>6.5    | 26<br>6.2    |                      | 12<br>4.5    | 8<br>6.4     | 4<br>2.7     | 19<br>9.7    | 10<br>9.7    | 9<br>9.6    | 24<br>9.2          | 10<br>7.3    | 14<br>11.2   |             | 12<br>3.4        | 35<br>10.3   | 8<br>4.5     | 48<br>8.0      |              | 6<br>15.1   |
| More than \$150,000 | 124<br>14.4  | 83<br>19.0   | 41<br>9.6    | 7<br>8.2             | 31<br>11.9   | 19<br>15.2   | 11<br>8.7    | 46<br>23.3   | 31<br>29.5   | 15<br>16.4  | 37<br>14.2         | 22<br>17.0   | 14<br>11.4   | 3<br>5.0    | 38<br>10.9       | 72<br>21.6   | 14<br>7.5    | 108<br>17.9    | 13<br>6.1    | 2<br>5.7    |
| Refused             | 117<br>13.6  | 49<br>11.3   | 68<br>16.0   | 21<br>23.9           | 10<br>3.7    | 3<br>2.1     | 7<br>5.3     | 24<br>12.3   | 9<br>8.7     | 15<br>16.6  | 47<br>18.3         | 31<br>23.7   | 16<br>12.6   | 15<br>25.4  | 30<br>8.8        | 39<br>11.7   | 48<br>26.4   | 79<br>13.2     | 28<br>13.2   | 9<br>22.1   |



Table 84

D3. Last year, what was your total family income before taxes?

|                     | LIVED IN GLENWOOD SPRINGS |             |              |              |             |              |              |              |              | INCOME      |              |              |              |              |             |              | CONSOLIDATED INCOME |              |              | FOCUS ON RESIDENTS VS TOURISTS |              |              |
|---------------------|---------------------------|-------------|--------------|--------------|-------------|--------------|--------------|--------------|--------------|-------------|--------------|--------------|--------------|--------------|-------------|--------------|---------------------|--------------|--------------|--------------------------------|--------------|--------------|
|                     | TOTAL                     | LESS YEAR   | 1 5          | 6 10         | 11 15       | 16 20        | MORE 20      | LESS 10      | MORE 10      | LESS 30K    | 31K 50K      | 50K 75K      | 75K 100K     | 100K 125K    | 125K 150K   | MORE 150K    | LESS 50K            | 51K 100K     | MORE 100K    | RESI DENT                      | BAL ANCE     | TOUR IST     |
| TOTAL               | 861<br>100.0              | 15<br>100.0 | 154<br>100.0 | 111<br>100.0 | 93<br>100.0 | 111<br>100.0 | 377<br>100.0 | 280<br>100.0 | 581<br>100.0 | 47<br>100.0 | 108<br>100.0 | 147<br>100.0 | 133<br>100.0 | 130<br>100.0 | 55<br>100.0 | 124<br>100.0 | 155<br>100.0        | 280<br>100.0 | 309<br>100.0 | 56<br>100.0                    | 236<br>100.0 | 484<br>100.0 |
| Less than \$30,000  | 47<br>5.5                 | 2<br>13.8   | 2<br>1.6     | 9<br>8.3     | 5<br>5.4    | 5<br>4.1     | 24<br>6.4    | 14<br>4.9    | 34<br>5.8    | 47<br>100.0 |              |              |              |              |             |              | 47<br>30.6          |              |              | 4<br>6.5                       | 8<br>3.3     | 31<br>6.4    |
| \$31,000-\$49,000   | 108<br>12.5               |             | 29<br>18.7   | 7<br>6.4     | 9<br>9.8    | 11<br>9.5    | 52<br>13.8   | 36<br>12.8   | 72<br>12.4   |             | 108<br>100.0 |              |              |              |             |              | 108<br>69.4         |              |              | 12<br>21.2                     | 46<br>19.5   | 38<br>7.8    |
| \$50,000-\$74,000   | 147<br>17.1               | 6<br>39.5   | 31<br>20.4   | 17<br>15.7   | 7<br>7.2    | 19<br>17.4   | 67<br>17.7   | 55<br>19.5   | 93<br>15.9   |             |              | 147<br>100.0 |              |              |             |              |                     | 147<br>52.6  |              | 5<br>9.7                       | 28<br>11.7   | 97<br>20.2   |
| \$75,000-\$99,000   | 133<br>15.4               |             | 40<br>26.2   | 10<br>9.3    | 13<br>14.4  | 21<br>19.2   | 47<br>12.6   | 51<br>18.1   | 82<br>14.1   |             |              |              | 133<br>100.0 |              |             |              |                     | 133<br>47.4  |              | 5<br>8.5                       | 42<br>17.7   | 70<br>14.4   |
| \$100,000-\$124,000 | 130<br>15.1               | 2<br>13.4   | 19<br>12.2   | 20<br>18.4   | 22<br>23.5  | 18<br>16.2   | 49<br>13.1   | 41<br>14.7   | 89<br>15.4   |             |              |              | 130<br>100.0 |              |             |              |                     |              | 130<br>42.3  | 6<br>10.6                      | 28<br>11.7   | 82<br>17.0   |
| \$125,000-\$150,000 | 55<br>6.3                 | 1<br>9.0    | 8<br>5.5     | 9<br>7.7     | 12<br>12.7  | 7<br>6.4     | 17<br>4.6    | 18<br>6.6    | 36<br>6.2    |             |              |              |              | 55<br>100.0  |             |              |                     |              | 55<br>17.7   | 5<br>8.4                       | 17<br>7.4    | 26<br>5.3    |
| More than \$150,000 | 124<br>14.4               | 3<br>21.8   | 18<br>11.6   | 23<br>20.9   | 17<br>18.1  | 17<br>15.6   | 45<br>12.0   | 44<br>15.8   | 79<br>13.6   |             |              |              |              |              |             | 124<br>100.0 |                     |              | 124<br>40.1  | 12<br>21.6                     | 38<br>16.2   | 64<br>13.2   |
| Refused             | 117<br>13.6               | 2.5         | 6<br>3.8     | 15<br>13.3   | 8<br>8.9    | 13<br>11.5   | 75<br>19.9   | 21<br>7.5    | 96<br>16.5   |             |              |              |              |              |             |              |                     |              |              | 8<br>13.5                      | 29<br>12.4   | 76<br>15.7   |

Table 84

D3. Last year, what was your total family income before taxes?

|                     | DEVELOPMENT OF NEW<br>HOUSING FOR SALE |              |              |              | DEVELOPMENT OF NEW<br>APARTMENTS |              |              | RATE OF RETAIL AND<br>COMMERICAL GROWTH |              |              | WARD         |              |              |              |              |
|---------------------|----------------------------------------|--------------|--------------|--------------|----------------------------------|--------------|--------------|-----------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
|                     | TOTAL                                  | TOO<br>SLOW  | RGHT<br>AMNT | TOO<br>FAST  | TOO<br>SLOW                      | RGHT<br>AMNT | TOO<br>FAST  | TOO<br>SLOW                             | RGHT<br>AMNT | TOO<br>FAST  | WARD<br>1    | WARD<br>2    | WARD<br>3    | WARD<br>4    | WARD<br>5    |
| TOTAL               | 861<br>100.0                           | 262<br>100.0 | 155<br>100.0 | 353<br>100.0 | 190<br>100.0                     | 130<br>100.0 | 498<br>100.0 | 396<br>100.0                            | 274<br>100.0 | 116<br>100.0 | 207<br>100.0 | 172<br>100.0 | 164<br>100.0 | 164<br>100.0 | 155<br>100.0 |
| Less than \$30,000  | 47<br>5.5                              | 10<br>3.9    | 6<br>4.0     | 27<br>7.5    | 10<br>5.1                        | 8<br>6.1     | 29<br>5.8    | 21<br>5.2                               | 14<br>5.0    | 7<br>6.0     | 9<br>4.3     | 8<br>4.9     | 6<br>3.9     | 18<br>11.0   | 6<br>3.7     |
| \$31,000-\$49,000   | 108<br>12.5                            | 43<br>16.5   | 8<br>5.5     | 42<br>11.9   | 35<br>18.5                       | 11<br>8.5    | 60<br>12.0   | 44<br>11.0                              | 30<br>11.1   | 26<br>22.2   | 22<br>10.7   | 38<br>22.0   | 16<br>9.9    | 16<br>9.8    | 15<br>10.0   |
| \$50,000-\$74,000   | 147<br>17.1                            | 41<br>15.6   | 24<br>15.6   | 69<br>19.5   | 43<br>22.8                       | 16<br>12.4   | 80<br>16.0   | 73<br>18.3                              | 50<br>18.1   | 9<br>7.8     | 41<br>20.0   | 29<br>17.0   | 20<br>12.1   | 26<br>16.1   | 31<br>19.8   |
| \$75,000-\$99,000   | 133<br>15.4                            | 42<br>16.2   | 18<br>11.6   | 50<br>14.2   | 29<br>15.2                       | 11<br>8.1    | 82<br>16.6   | 58<br>14.7                              | 44<br>16.2   | 20<br>17.4   | 40<br>19.5   | 28<br>16.2   | 28<br>17.4   | 17<br>10.2   | 19<br>12.6   |
| \$100,000-\$124,000 | 130<br>15.1                            | 43<br>16.4   | 29<br>18.8   | 44<br>12.4   | 28<br>15.0                       | 32<br>24.8   | 61<br>12.3   | 61<br>15.3                              | 47<br>17.1   | 13<br>11.1   | 31<br>14.9   | 16<br>9.2    | 25<br>15.2   | 27<br>16.7   | 32<br>20.4   |
| \$125,000-\$150,000 | 55<br>6.3                              | 19<br>7.4    | 12<br>7.9    | 20<br>5.6    | 7<br>3.9                         | 10<br>7.9    | 35<br>7.0    | 23<br>5.9                               | 22<br>8.1    | 7<br>5.9     | 15<br>7.1    | 8<br>4.7     | 10<br>6.2    | 9<br>5.4     | 13<br>8.3    |
| More than \$150,000 | 124<br>14.4                            | 45<br>17.4   | 33<br>21.5   | 34<br>9.7    | 26<br>13.8                       | 29<br>22.1   | 62<br>12.5   | 56<br>14.2                              | 35<br>12.6   | 19<br>16.7   | 28<br>13.6   | 26<br>15.2   | 33<br>19.9   | 12<br>7.2    | 25<br>16.1   |
| Refused             | 117<br>13.6                            | 18<br>6.8    | 23<br>15.0   | 67<br>19.1   | 11<br>5.5                        | 13<br>10.0   | 89<br>17.9   | 61<br>15.4                              | 32<br>11.8   | 15<br>12.9   | 21<br>9.9    | 19<br>10.8   | 25<br>15.5   | 38<br>23.5   | 14<br>9.2    |

Table 85

D4. Which race or ethnicity do you most identify with?

|                                     | GENDER |       |        | GENZ AND MILLENNIALS |            |          |          | GEN X      |          |          | BOOMERS AND SILENT |          |          |          | CONSOLIDATED AGE |       |         | RACE ETHNICITY |           |       |
|-------------------------------------|--------|-------|--------|----------------------|------------|----------|----------|------------|----------|----------|--------------------|----------|----------|----------|------------------|-------|---------|----------------|-----------|-------|
|                                     | TOTAL  | MEN   | WO MEN | GENZ 18-24           | MILL 25-39 | MILL MEN | MILL WOM | GENX 40-54 | GENX MEN | GENX WOM | BOOM 55-74         | BOOM MEN | BOOM WOM | SLNT 75+ | 18-39            | 40-64 | 65 PLUS | WHI TE         | HISP ANIC | OTH   |
| TOTAL                               | 861    | 435   | 424    | 86                   | 258        | 127      | 131      | 198        | 106      | 91       | 258                | 131      | 127      | 60       | 344              | 336   | 181     | 603            | 215       | 43    |
|                                     | 100.0  | 100.0 | 100.0  | 100.0                | 100.0      | 100.0    | 100.0    | 100.0      | 100.0    | 100.0    | 100.0              | 100.0    | 100.0    | 100.0    | 100.0            | 100.0 | 100.0   | 100.0          | 100.0     | 100.0 |
| White, Non-Hispanic                 | 603    | 333   | 268    | 29                   | 143        | 85       | 57       | 140        | 79       | 61       | 230                | 121      | 109      | 60       | 172              | 261   | 170     | 603            |           |       |
|                                     | 70.0   | 76.6  | 63.4   | 33.5                 | 55.5       | 67.0     | 44.0     | 70.9       | 74.4     | 67.4     | 89.1               | 92.1     | 86.1     | 99.6     | 50.0             | 77.7  | 93.9    | 100.0          |           |       |
| Hispanic, All Races                 | 215    | 80    | 135    | 53                   | 105        | 39       | 67       | 40         | 16       | 24       | 16                 | 6        | 11       |          | 159              | 49    | 8       |                | 215       |       |
|                                     | 25.0   | 18.4  | 31.8   | 62.0                 | 40.8       | 30.4     | 51.2     | 20.3       | 14.7     | 26.4     | 6.3                | 4.3      | 8.5      |          | 46.1             | 14.6  | 4.2     |                | 100.0     |       |
| Black or African American           | 9      | 4     | 4      |                      | 4          |          | 4        | 4          | 4        |          |                    |          |          |          | 4                | 4     |         |                |           | 9     |
|                                     | 1.0    | 1.0   | 1.1    |                      | 1.7        |          | 3.4      | 2.1        | 3.9      |          |                    |          |          |          | 1.3              | 1.2   |         |                |           | 20.0  |
| Asian or Asian American             | 9      | 3     | 6      |                      |            |          |          | 5          | 3        | 3        | 3                  |          | 3        |          |                  | 9     |         |                |           | 9     |
|                                     | 1.0    | 0.6   | 1.4    |                      |            |          |          | 2.6        | 2.4      | 2.9      | 1.3                |          | 2.7      |          |                  | 2.6   |         |                |           | 20.0  |
| American Indian or Alaskan Native   | 1      | 1     | 0.1    |                      |            |          |          | 0.1        |          | 0.3      | 1                  | 1        |          |          |                  | 1     |         |                |           | 1     |
|                                     | 0.1    | 0.2   |        |                      |            |          |          |            |          |          | 0.3                | 0.5      |          |          |                  | 0.3   |         |                |           | 2.2   |
| Multiple Races, Non-Hispanic        | 5      | 2     | 3      |                      | 1          |          | 1        | 3          | 2        | 1        | 2                  |          | 2        | 0.4      | 1                | 4     | 1       |                |           | 5     |
|                                     | 0.6    | 0.4   | 0.7    |                      | 0.2        |          | 0.4      | 1.3        | 1.5      | 0.9      | 0.6                |          | 1.2      |          | 0.2              | 1.1   | 0.3     |                |           | 11.3  |
| Native Hawaiian or Pacific Islander | 0.1    | 0.1   |        |                      |            |          |          | 0.2        | 0.4      |          |                    |          |          |          |                  | 0.1   |         |                |           | 1.1   |
| Race or Ethnicity Not Listed        | 20     | 12    | 7      | 4                    | 5          | 3        | 1        | 5          | 3        | 2        | 6                  | 4        | 2        |          | 9                | 8     | 3       |                |           | 20    |
|                                     | 2.3    | 2.8   | 1.7    | 4.5                  | 1.8        | 2.6      | 1.0      | 2.4        | 2.7      | 2.1      | 2.4                | 3.1      | 1.5      |          | 2.5              | 2.4   | 1.6     |                |           | 45.4  |

Table 85

D4. Which race or ethnicity do you most identify with?

|                                     | LIVED IN GLENWOOD SPRINGS |           |       |       |       |       |         |         |         | INCOME   |         |         |          |           |           |           | CONSOLIDATED INCOME |          |           | FOCUS ON RESIDENTS VS TOURISTS |          |          |
|-------------------------------------|---------------------------|-----------|-------|-------|-------|-------|---------|---------|---------|----------|---------|---------|----------|-----------|-----------|-----------|---------------------|----------|-----------|--------------------------------|----------|----------|
|                                     | TOTAL                     | LESS YEAR | 1 5   | 6 10  | 11 15 | 16 20 | MORE 20 | LESS 10 | MORE 10 | LESS 30K | 31K 50K | 50K 75K | 75K 100K | 100K 125K | 125K 150K | MORE 150K | LESS 50K            | 51K 100K | MORE 100K | RESI DENT                      | BAL ANCE | TOUR IST |
| TOTAL                               | 861                       | 15        | 154   | 111   | 93    | 111   | 377     | 280     | 581     | 47       | 108     | 147     | 133      | 130       | 55        | 124       | 155                 | 280      | 309       | 56                             | 236      | 484      |
|                                     | 100.0                     | 100.0     | 100.0 | 100.0 | 100.0 | 100.0 | 100.0   | 100.0   | 100.0   | 100.0    | 100.0   | 100.0   | 100.0    | 100.0     | 100.0     | 100.0     | 100.0               | 100.0    | 100.0     | 100.0                          | 100.0    | 100.0    |
| White, Non-Hispanic                 | 603                       | 13        | 99    | 91    | 57    | 72    | 272     | 202     | 400     | 29       | 51      | 95      | 97       | 96        | 48        | 108       | 80                  | 192      | 252       | 31                             | 162      | 350      |
|                                     | 70.0                      | 86.2      | 64.3  | 81.8  | 61.1  | 64.7  | 72.0    | 72.4    | 68.9    | 61.4     | 47.0    | 64.3    | 72.9     | 73.5      | 88.1      | 87.4      | 51.4                | 68.4     | 81.7      | 56.3                           | 68.9     | 72.3     |
| Hispanic, All Races                 | 215                       |           | 43    | 16    | 29    | 32    | 95      | 59      | 156     | 16       | 54      | 45      | 27       | 32        |           | 13        | 70                  | 72       | 45        | 19                             | 58       | 117      |
|                                     | 25.0                      |           | 27.9  | 14.4  | 31.2  | 29.1  | 25.1    | 21.1    | 26.9    | 33.5     | 49.9    | 30.3    | 20.6     | 24.7      |           | 10.6      | 44.9                | 25.7     | 14.7      | 33.8                           | 24.8     | 24.1     |
| Black or African American           | 9                         |           | 9     |       |       |       |         | 9       |         |          |         | 4       | 4        |           |           |           |                     | 9        |           |                                | 4        |          |
|                                     | 1.0                       |           | 5.6   |       |       |       |         | 3.1     |         |          |         | 2.8     | 3.4      |           |           |           |                     | 3.1      |           |                                | 1.9      |          |
| Asian or Asian American             | 9                         |           |       |       | 3     | 3     | 3       |         | 9       |          |         |         |          |           | 6         |           |                     |          | 6         | 3                              | 5        |          |
|                                     | 1.0                       |           |       |       | 2.7   | 3.1   | 0.7     |         | 1.5     |          |         |         |          |           | 10.9      |           |                     |          | 1.9       | 6.1                            | 2.2      |          |
| American Indian or Alaskan Native   | 1                         |           |       | 1     |       |       |         | 1       |         |          |         | 0.2     |          |           |           |           |                     | 0.1      |           |                                |          | 1        |
|                                     | 0.1                       |           |       | 0.8   |       |       |         | 0.3     |         |          |         |         |          |           |           |           |                     |          |           |                                |          | 0.2      |
| Multiple Races, Non-Hispanic        | 5                         |           | 0.3   | 0.2   | 1     | 1     | 1       | 1       | 4       |          | 1       | 1       | 1        | 1         |           | 1         | 1                   | 2        | 2         | 0.1                            | 0.1      | 4        |
|                                     | 0.6                       |           |       |       | 1.5   | 1.3   | 0.4     | 0.2     | 0.7     |          | 0.6     | 0.6     | 0.8      | 0.8       |           | 0.7       | 0.4                 | 0.7      | 0.6       |                                |          | 0.9      |
| Native Hawaiian or Pacific Islander | 0.1                       |           |       | 0.4   |       |       |         | 0.2     |         |          |         |         |          |           |           |           |                     |          |           |                                |          |          |
| Race or Ethnicity Not Listed        | 20                        | 2         | 3     | 3     | 3     | 2     | 7       | 8       | 12      | 2        | 3       | 3       | 3        | 1         | 1         | 2         | 5                   | 6        | 3         | 2                              | 5        | 12       |
|                                     | 2.3                       | 13.8      | 1.9   | 2.4   | 3.4   | 1.8   | 1.8     | 2.7     | 2.1     | 5.1      | 2.6     | 1.8     | 2.3      | 0.9       | 0.9       | 1.3       | 3.3                 | 2.0      | 1.1       | 3.6                            | 2.1      | 2.5      |

Table 85

D4. Which race or ethnicity do you most identify with?

|                                     | DEVELOPMENT OF NEW<br>HOUSING FOR SALE |              |              | DEVELOPMENT OF NEW<br>APARTMENTS |              |              | RATE OF RETAIL AND<br>COMMERICAL GROWTH |              |              | WARD         |              |              |              |              |              |
|-------------------------------------|----------------------------------------|--------------|--------------|----------------------------------|--------------|--------------|-----------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
|                                     | TOTAL                                  | TOO<br>SLOW  | RGHT<br>AMNT | TOO<br>FAST                      | TOO<br>SLOW  | RGHT<br>AMNT | TOO<br>FAST                             | TOO<br>SLOW  | RGHT<br>AMNT | TOO<br>FAST  | WARD<br>1    | WARD<br>2    | WARD<br>3    | WARD<br>4    | WARD<br>5    |
| TOTAL                               | 861<br>100.0                           | 262<br>100.0 | 155<br>100.0 | 353<br>100.0                     | 190<br>100.0 | 130<br>100.0 | 498<br>100.0                            | 396<br>100.0 | 274<br>100.0 | 116<br>100.0 | 207<br>100.0 | 172<br>100.0 | 164<br>100.0 | 164<br>100.0 | 155<br>100.0 |
| White, Non-Hispanic                 | 603<br>70.0                            | 186<br>71.3  | 118<br>76.3  | 230<br>65.2                      | 109<br>57.4  | 106<br>81.7  | 350<br>70.3                             | 271<br>68.4  | 202<br>73.8  | 70<br>59.7   | 124<br>60.2  | 109<br>63.2  | 150<br>91.5  | 103<br>63.0  | 117<br>75.2  |
| Hispanic, All Races                 | 215<br>25.0                            | 62<br>23.7   | 28<br>17.9   | 106<br>30.1                      | 69<br>36.4   | 20<br>15.6   | 121<br>24.4                             | 108<br>27.1  | 56<br>20.5   | 41<br>35.0   | 65<br>31.5   | 60<br>35.0   | 6<br>3.5     | 56<br>34.1   | 28<br>18.4   |
| Black or African American           | 9<br>1.0                               | 9<br>3.3     |              |                                  | 9<br>4.5     |              |                                         | 9<br>2.2     |              |              | 9<br>4.2     |              |              |              |              |
| Asian or Asian American             | 9<br>1.0                               |              | 3<br>1.6     | 6<br>1.7                         |              |              | 9<br>1.7                                |              | 5<br>1.9     | 3<br>2.9     | 3<br>1.7     |              | 3<br>1.6     |              | 3<br>1.6     |
| American Indian or Alaskan Native   | 1<br>0.1                               | 0.1          | 1<br>0.4     |                                  | 0.1          |              | 1<br>0.1                                | 1<br>0.2     | 0.1          |              |              |              | 0.2          | 1<br>0.4     |              |
| Multiple Races, Non-Hispanic        | 5<br>0.6                               | 1<br>0.4     | 0.3          | 3<br>1.0                         | 0.2          | 0.2          | 4<br>0.9                                | 2<br>0.4     | 2<br>0.6     | 1<br>0.5     | 1<br>0.5     | 1<br>0.3     | 1<br>0.8     | 1<br>0.5     | 1<br>0.7     |
| Native Hawaiian or Pacific Islander | 0.1                                    |              | 0.3          |                                  |              |              | 0.1                                     |              |              | 0.4          |              |              |              | 0.3          |              |
| Race or Ethnicity Not Listed        | 20<br>2.3                              | 3<br>1.3     | 5<br>3.1     | 7<br>2.0                         | 2<br>1.3     | 3<br>2.5     | 13<br>2.6                               | 7<br>1.7     | 9<br>3.1     | 2<br>1.4     | 4<br>2.0     | 3<br>1.5     | 4<br>2.3     | 3<br>1.7     | 6<br>4.0     |



Table 86

D5. Are you:

|                      | GENDER |       |        | GENZ AND MILLENNIALS |            |          |          | GEN X      |          |          | BOOMERS AND SILENT |          |          |          | CONSOLIDATED AGE |       |         | RACE ETHNICITY |           |       |
|----------------------|--------|-------|--------|----------------------|------------|----------|----------|------------|----------|----------|--------------------|----------|----------|----------|------------------|-------|---------|----------------|-----------|-------|
|                      | TOTAL  | MEN   | WO MEN | GENZ 18-24           | MILL 25-39 | MILL MEN | MILL WOM | GENX 40-54 | GENX MEN | GENX WOM | BOOM 55-74         | BOOM MEN | BOOM WOM | SLNT 75+ | 18-39            | 40-64 | 65 PLUS | WHI TE         | HISP ANIC | OTH   |
| TOTAL                | 861    | 435   | 424    | 86                   | 258        | 127      | 131      | 198        | 106      | 91       | 258                | 131      | 127      | 60       | 344              | 336   | 181     | 603            | 215       | 43    |
|                      | 100.0  | 100.0 | 100.0  | 100.0                | 100.0      | 100.0    | 100.0    | 100.0      | 100.0    | 100.0    | 100.0              | 100.0    | 100.0    | 100.0    | 100.0            | 100.0 | 100.0   | 100.0          | 100.0     | 100.0 |
| Male                 | 435    | 435   |        | 36                   | 127        | 127      |          | 106        | 106      |          | 131                | 131      |          | 34       | 164              | 164   | 108     | 333            | 80        | 22    |
|                      | 50.5   | 100.0 |        | 42.3                 | 49.2       | 100.0    |          | 53.5       | 100.0    |          | 50.8               | 100.0    |          | 56.4     | 47.5             | 48.7  | 59.5    | 55.3           | 37.2      | 50.3  |
| Female               | 424    |       | 424    | 50                   | 131        |          | 131      | 91         |          | 91       | 127                |          | 127      | 26       | 180              | 171   | 73      | 268            | 135       | 21    |
|                      | 49.2   |       | 100.0  | 57.7                 | 50.5       |          | 100.0    | 45.9       |          | 100.0    | 49.0               |          | 100.0    | 43.2     | 52.3             | 50.8  | 40.3    | 44.5           | 62.5      | 48.1  |
| Identify Differently | 3      |       |        |                      | 1          |          |          | 1          |          |          | 1                  |          |          | 0.4      | 1                | 2     | 0.2     | 1              | 1         | 1     |
|                      | 0.3    |       |        |                      | 0.2        |          |          | 0.6        |          |          | 0.2                |          |          |          | 0.2              | 0.5   |         | 0.2            | 0.3       | 1.5   |

Table 86

D5. Are you:

|                      | LIVED IN GLENWOOD SPRINGS |           |       |       |       |       |         |         |         | INCOME   |         |         |          |           |           |           | CONSOLIDATED INCOME |          |           | FOCUS ON RESIDENTS VS TOURISTS |          |          |
|----------------------|---------------------------|-----------|-------|-------|-------|-------|---------|---------|---------|----------|---------|---------|----------|-----------|-----------|-----------|---------------------|----------|-----------|--------------------------------|----------|----------|
|                      | TOTAL                     | LESS YEAR | 1 5   | 6 10  | 11 15 | 16 20 | MORE 20 | LESS 10 | MORE 10 | LESS 30K | 31K 50K | 50K 75K | 75K 100K | 100K 125K | 125K 150K | MORE 150K | LESS 50K            | 51K 100K | MORE 100K | RESI DENT                      | BAL ANCE | TOUR IST |
| TOTAL                | 861                       | 15        | 154   | 111   | 93    | 111   | 377     | 280     | 581     | 47       | 108     | 147     | 133      | 130       | 55        | 124       | 155                 | 280      | 309       | 56                             | 236      | 484      |
|                      | 100.0                     | 100.0     | 100.0 | 100.0 | 100.0 | 100.0 | 100.0   | 100.0   | 100.0   | 100.0    | 100.0   | 100.0   | 100.0    | 100.0     | 100.0     | 100.0     | 100.0               | 100.0    | 100.0     | 100.0                          | 100.0    | 100.0    |
| Male                 | 435                       | 11        | 80    | 56    | 47    | 54    | 187     | 147     | 288     | 8        | 56      | 67      | 61       | 83        | 28        | 83        | 64                  | 127      | 194       | 35                             | 125      | 232      |
|                      | 50.5                      | 76.2      | 51.9  | 50.0  | 50.6  | 48.9  | 49.6    | 52.4    | 49.6    | 17.2     | 52.3    | 45.3    | 45.6     | 63.7      | 51.4      | 67.0      | 41.6                | 45.5     | 62.8      | 63.0                           | 53.1     | 48.0     |
| Female               | 424                       | 4         | 74    | 55    | 46    | 57    | 189     | 133     | 291     | 39       | 51      | 80      | 72       | 47        | 26        | 41        | 90                  | 152      | 114       | 20                             | 109      | 250      |
|                      | 49.2                      | 23.8      | 48.1  | 49.9  | 48.8  | 51.0  | 50.0    | 47.5    | 50.0    | 82.3     | 47.3    | 54.4    | 54.2     | 35.8      | 48.3      | 32.9      | 58.0                | 54.3     | 36.8      | 36.4                           | 46.4     | 51.8     |
| Identify Differently | 3                         |           |       | 0.2   | 1     | 0.2   | 2       | 0.1     | 2       | 0.5      | 0.4     | 0.3     | 0.1      | 1         | 0.3       | 0.2       | 1                   | 1        | 1         | 0.7                            | 1        | 1        |
|                      | 0.3                       |           |       |       | 0.7   |       | 0.4     |         | 0.4     |          |         |         |          | 0.5       |           |           | 0.4                 | 0.2      | 0.3       |                                | 0.5      | 0.2      |

Table 86

D5. Are you:

|                      | DEVELOPMENT OF NEW<br>HOUSING FOR SALE |              |              |              | DEVELOPMENT OF NEW<br>APARTMENTS |              |              | RATE OF RETAIL AND<br>COMMERICAL GROWTH |              |              | WARD         |              |              |              |              |
|----------------------|----------------------------------------|--------------|--------------|--------------|----------------------------------|--------------|--------------|-----------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
|                      | TOTAL                                  | TOO<br>SLOW  | RGHT<br>AMNT | TOO<br>FAST  | TOO<br>SLOW                      | RGHT<br>AMNT | TOO<br>FAST  | TOO<br>SLOW                             | RGHT<br>AMNT | TOO<br>FAST  | WARD<br>1    | WARD<br>2    | WARD<br>3    | WARD<br>4    | WARD<br>5    |
| TOTAL                | 861<br>100.0                           | 262<br>100.0 | 155<br>100.0 | 353<br>100.0 | 190<br>100.0                     | 130<br>100.0 | 498<br>100.0 | 396<br>100.0                            | 274<br>100.0 | 116<br>100.0 | 207<br>100.0 | 172<br>100.0 | 164<br>100.0 | 164<br>100.0 | 155<br>100.0 |
| Male                 | 435<br>50.5                            | 159<br>60.9  | 93<br>60.0   | 149<br>42.3  | 120<br>63.1                      | 79<br>61.1   | 216<br>43.4  | 204<br>51.4                             | 142<br>52.0  | 54<br>46.6   | 99<br>48.0   | 85<br>49.3   | 85<br>51.8   | 88<br>53.5   | 79<br>50.7   |
| Female               | 424<br>49.2                            | 102<br>39.0  | 61<br>39.6   | 202<br>57.3  | 69<br>36.5                       | 50<br>38.7   | 280<br>56.3  | 192<br>48.5                             | 131<br>47.9  | 60<br>51.7   | 107<br>51.9  | 87<br>50.3   | 78<br>47.8   | 75<br>46.1   | 76<br>49.1   |
| Identify Differently | 3<br>0.3                               | 0.1          | 1<br>0.4     | 2<br>0.4     | 1<br>0.4                         | 0.2          | 2<br>0.3     | 0.1                                     | 0.1          | 2<br>1.6     | 0.1          | 1<br>0.5     | 1<br>0.3     | 1<br>0.4     | 0.2          |

Table 87

To ensure that we have a statistically representative sample of the Glenwood Springs community, could you please verify that you are at least 18 years old and indicate which neighborhood or area of town you live in?

|        | GENDER |       |        | GENZ AND MILLENNIALS |            |          |          | GEN X      |          |          | BOOMERS AND SILENT |          |          |          | CONSOLIDATED AGE |       |         | RACE ETHNICITY |           |       |
|--------|--------|-------|--------|----------------------|------------|----------|----------|------------|----------|----------|--------------------|----------|----------|----------|------------------|-------|---------|----------------|-----------|-------|
|        | TOTAL  | MEN   | WO MEN | GENZ 18-24           | MILL 25-39 | MILL MEN | MILL WOM | GENX 40-54 | GENX MEN | GENX WOM | BOOM 55-74         | BOOM MEN | BOOM WOM | SLNT 75+ | 18-39            | 40-64 | 65 PLUS | WHI TE         | HISP ANIC | OTH   |
| TOTAL  | 861    | 435   | 424    | 86                   | 258        | 127      | 131      | 198        | 106      | 91       | 258                | 131      | 127      | 60       | 344              | 336   | 181     | 603            | 215       | 43    |
|        | 100.0  | 100.0 | 100.0  | 100.0                | 100.0      | 100.0    | 100.0    | 100.0      | 100.0    | 100.0    | 100.0              | 100.0    | 100.0    | 100.0    | 100.0            | 100.0 | 100.0   | 100.0          | 100.0     | 100.0 |
| Ward 1 | 207    | 99    | 107    | 2                    | 85         | 36       | 49       | 47         | 32       | 16       | 60                 | 27       | 32       | 13       | 87               | 85    | 34      | 124            | 65        | 17    |
|        | 24.0   | 22.8  | 25.3   | 2.2                  | 33.0       | 28.3     | 37.8     | 23.8       | 29.9     | 17.1     | 23.1               | 20.6     | 25.6     | 20.8     | 25.3             | 25.4  | 18.8    | 20.7           | 30.2      | 39.8  |
| Ward 2 | 172    | 85    | 87     | 23                   | 49         | 14       | 34       | 27         | 8        | 18       | 59                 | 31       | 28       | 14       | 71               | 53    | 47      | 109            | 60        | 3     |
|        | 20.0   | 19.5  | 20.4   | 26.5                 | 18.8       | 11.3     | 26.0     | 13.9       | 7.9      | 20.4     | 22.9               | 23.4     | 22.4     | 23.8     | 20.7             | 15.9  | 26.2    | 18.0           | 28.0      | 7.3   |
| Ward 3 | 164    | 85    | 78     | 14                   | 31         | 16       | 16       | 41         | 17       | 24       | 68                 | 34       | 34       | 9        | 46               | 81    | 37      | 150            | 6         | 8     |
|        | 19.0   | 19.5  | 18.5   | 16.4                 | 12.2       | 12.4     | 12.1     | 20.8       | 15.8     | 26.5     | 26.3               | 25.6     | 27.2     | 14.7     | 13.2             | 24.1  | 20.6    | 24.8           | 2.7       | 18.8  |
| Ward 4 | 164    | 88    | 75     | 25                   | 52         | 36       | 16       | 34         | 20       | 14       | 37                 | 22       | 15       | 15       | 77               | 51    | 35      | 103            | 56        | 5     |
|        | 19.0   | 20.1  | 17.8   | 29.0                 | 20.3       | 28.5     | 12.1     | 17.0       | 18.5     | 15.4     | 14.5               | 16.9     | 11.9     | 25.1     | 22.5             | 15.2  | 19.5    | 17.1           | 25.9      | 11.0  |
| Ward 5 | 155    | 79    | 76     | 22                   | 40         | 25       | 16       | 49         | 30       | 19       | 34                 | 18       | 16       | 9        | 63               | 65    | 27      | 117            | 28        | 10    |
|        | 18.0   | 18.1  | 18.0   | 26.0                 | 15.7       | 19.6     | 12.0     | 24.5       | 27.9     | 20.6     | 13.2               | 13.5     | 12.9     | 15.6     | 18.3             | 19.4  | 14.9    | 19.3           | 13.2      | 23.0  |

Table 87

To ensure that we have a statistically representative sample of the Glenwood Springs community, could you please verify that you are at least 18 years old and indicate which neighborhood or area of town you live in?

|        | LIVED IN GLENWOOD SPRINGS |           |       |       |       |       |         |         |         | INCOME   |         |         |          |           |           |           | CONSOLIDATED INCOME |          |           | FOCUS ON RESIDENTS VS TOURISTS |          |          |
|--------|---------------------------|-----------|-------|-------|-------|-------|---------|---------|---------|----------|---------|---------|----------|-----------|-----------|-----------|---------------------|----------|-----------|--------------------------------|----------|----------|
|        | TOTAL                     | LESS YEAR | 1 5   | 6 10  | 11 15 | 16 20 | MORE 20 | LESS 10 | MORE 10 | LESS 30K | 31K 50K | 50K 75K | 75K 100K | 100K 125K | 125K 150K | MORE 150K | LESS 50K            | 51K 100K | MORE 100K | RESI DENT                      | BAL ANCE | TOUR IST |
| TOTAL  | 861                       | 15        | 154   | 111   | 93    | 111   | 377     | 280     | 581     | 47       | 108     | 147     | 133      | 130       | 55        | 124       | 155                 | 280      | 309       | 56                             | 236      | 484      |
|        | 100.0                     | 100.0     | 100.0 | 100.0 | 100.0 | 100.0 | 100.0   | 100.0   | 100.0   | 100.0    | 100.0   | 100.0   | 100.0    | 100.0     | 100.0     | 100.0     | 100.0               | 100.0    | 100.0     | 100.0                          | 100.0    | 100.0    |
| Ward 1 | 207                       | 5         | 66    | 22    | 19    | 16    | 78      | 93      | 114     | 9        | 22      | 41      | 40       | 31        | 15        | 28        | 31                  | 82       | 74        | 11                             | 56       | 119      |
|        | 24.0                      | 30.8      | 42.7  | 20.1  | 20.6  | 14.8  | 20.8    | 33.1    | 19.6    | 18.6     | 20.5    | 28.0    | 30.3     | 23.6      | 26.8      | 22.8      | 20.0                | 29.1     | 23.8      | 19.7                           | 23.9     | 24.6     |
| Ward 2 | 172                       | 1         | 17    | 13    | 26    | 28    | 88      | 31      | 141     | 8        | 38      | 29      | 28       | 16        | 8         | 26        | 46                  | 57       | 50        | 6                              | 70       | 71       |
|        | 20.0                      | 4.0       | 11.3  | 11.7  | 27.4  | 24.9  | 23.4    | 11.0    | 24.3    | 17.9     | 35.1    | 19.9    | 21.0     | 12.2      | 14.9      | 21.2      | 29.8                | 20.4     | 16.3      | 10.4                           | 29.7     | 14.7     |
| Ward 3 | 164                       | 5         | 22    | 26    | 10    | 33    | 68      | 52      | 111     | 6        | 16      | 20      | 28       | 25        | 10        | 33        | 23                  | 48       | 67        | 6                              | 46       | 94       |
|        | 19.0                      | 31.2      | 14.1  | 23.3  | 11.0  | 29.9  | 18.0    | 18.7    | 19.2    | 13.5     | 15.0    | 13.4    | 21.4     | 19.1      | 18.5      | 26.3      | 14.5                | 17.2     | 21.9      | 11.0                           | 19.6     | 19.5     |
| Ward 4 | 164                       | 1         | 23    | 24    | 16    | 19    | 81      | 48      | 115     | 18       | 16      | 26      | 17       | 27        | 9         | 12        | 34                  | 43       | 48        | 23                             | 25       | 108      |
|        | 19.0                      | 9.1       | 14.6  | 21.9  | 16.6  | 17.3  | 21.4    | 17.2    | 19.9    | 38.0     | 15.0    | 17.9    | 12.6     | 21.0      | 16.2      | 9.6       | 22.0                | 15.3     | 15.5      | 40.4                           | 10.7     | 22.3     |
| Ward 5 | 155                       | 4         | 26    | 26    | 23    | 15    | 62      | 56      | 99      | 6        | 15      | 31      | 19       | 32        | 13        | 25        | 21                  | 50       | 69        | 10                             | 38       | 92       |
|        | 18.0                      | 24.9      | 17.2  | 23.1  | 24.4  | 13.2  | 16.4    | 19.9    | 17.1    | 12.0     | 14.4    | 20.8    | 14.7     | 24.2      | 23.5      | 20.2      | 13.6                | 17.9     | 22.5      | 18.5                           | 16.1     | 19.0     |



Table 87

To ensure that we have a statistically representative sample of the Glenwood Springs community, could you please verify that you are at least 18 years old and indicate which neighborhood or area of town you live in?

|        | DEVELOPMENT OF NEW<br>HOUSING FOR SALE |             |              | DEVELOPMENT OF NEW<br>APARTMENTS |             |              | RATE OF RETAIL AND<br>COMMERICAL GROWTH |             |              | WARD        |           |           |           |           |           |
|--------|----------------------------------------|-------------|--------------|----------------------------------|-------------|--------------|-----------------------------------------|-------------|--------------|-------------|-----------|-----------|-----------|-----------|-----------|
|        | TOTAL                                  | TOO<br>SLOW | RGHT<br>AMNT | TOO<br>FAST                      | TOO<br>SLOW | RGHT<br>AMNT | TOO<br>FAST                             | TOO<br>SLOW | RGHT<br>AMNT | TOO<br>FAST | WARD<br>1 | WARD<br>2 | WARD<br>3 | WARD<br>4 | WARD<br>5 |
| TOTAL  | 861                                    | 262         | 155          | 353                              | 190         | 130          | 498                                     | 396         | 274          | 116         | 207       | 172       | 164       | 164       | 155       |
|        | 100.0                                  | 100.0       | 100.0        | 100.0                            | 100.0       | 100.0        | 100.0                                   | 100.0       | 100.0        | 100.0       | 100.0     | 100.0     | 100.0     | 100.0     | 100.0     |
| Ward 1 | 207                                    | 66          | 35           | 71                               | 70          | 36           | 93                                      | 97          | 64           | 28          | 207       |           |           |           |           |
|        | 24.0                                   | 25.1        | 22.8         | 20.1                             | 37.0        | 27.7         | 18.6                                    | 24.6        | 23.4         | 24.3        | 100.0     |           |           |           |           |
| Ward 2 | 172                                    | 61          | 22           | 76                               | 38          | 18           | 112                                     | 84          | 53           | 23          |           | 172       |           |           |           |
|        | 20.0                                   | 23.4        | 14.3         | 21.7                             | 20.1        | 13.6         | 22.4                                    | 21.1        | 19.3         | 19.6        |           | 100.0     |           |           |           |
| Ward 3 | 164                                    | 53          | 28           | 63                               | 36          | 26           | 87                                      | 68          | 54           | 18          |           |           | 164       |           |           |
|        | 19.0                                   | 20.4        | 17.7         | 17.7                             | 19.1        | 20.3         | 17.5                                    | 17.1        | 19.5         | 15.1        |           |           | 100.0     |           |           |
| Ward 4 | 164                                    | 35          | 34           | 85                               | 17          | 23           | 117                                     | 84          | 50           | 27          |           |           |           | 164       |           |
|        | 19.0                                   | 13.5        | 21.9         | 24.2                             | 9.0         | 17.6         | 23.5                                    | 21.3        | 18.2         | 23.5        |           |           |           | 100.0     |           |
| Ward 5 | 155                                    | 46          | 36           | 58                               | 28          | 27           | 89                                      | 63          | 54           | 20          |           |           |           |           | 155       |
|        | 18.0                                   | 17.6        | 23.3         | 16.4                             | 14.9        | 20.7         | 18.0                                    | 16.0        | 19.6         | 17.5        |           |           |           |           | 100.0     |



**City Council**  
**STAFF REPORT**  
**City of Glenwood Springs**  
**October 7, 2021**

|                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Agenda Item:</b>          | Planning File 29-21 - 406 W. 7th Street (Butler Rents)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| <b>Action Requested:</b>     | Consideration of a request for a 2-year extension for incentives for 406 W 7th Street from May 31, 2023 to May 31, 2025                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <b>Department:</b>           | Economic and Community Development                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| <b>Presented By:</b>         | Jennifer Ooton, Assistant City Manager                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| <b>Background Info:</b>      | <p>As part of an agreement to permanently acquire property for 8th Street, the city agreed to several incentives for the eventual development of 406 W. 7th Street in addition to payment for the property. The development incentives are fully identified in the agreements attached and included:</p> <ul style="list-style-type: none"><li>• Counting the conveyed property as full satisfaction of the owner's parklands dedication requirement that is associated with residential development on the owner's residual property. No further parklands dedication would be required</li><li>• Approval of two additional accesses between the residual parcel and the City's riverfront pathway of at least 30 feet in aggregate width including access that wraps around the northwest corner near the existing church structure and the balance of the access as mutually agreed to best integrate the residual parcels with the City's riverfront pathway</li><li>• The City contributing 5 EQR taps for potable water and wastewater upon the date of development, which must be used on the residual property within the 5 year timeframe and run with the title</li><li>• A waiver of any land use application fees charged by the city within the 5-year period</li><li>• And acknowledgement that the acquisition of the property has the potential to interfere with and/or complicate the development of the Owners' residual property. As such, the City will consider in good faith and deal fairly in accommodating the impacts of the Property acquisition and other relevant matters if/when the Owner applies for any variance of setback requirements, design, height, parking and/or other zoning variances driven by said Property acquisition.</li></ul> <p>The property owners state that the coronavirus pandemic and resulting inability to hire contractors/developers impacted their ability to develop the property and are requesting a 2-year extension of the incentives.</p> |
| <b>Issues:</b>               | Staff members note that the incentives for this property were originally intended to be used within 5 years. There is a desire for more parkland within the city and future impacts to the water and wastewater systems are still necessary.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| <b>Staff Recommendation:</b> | Staff defers to Council.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |



## LAND USE APPLICATION

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

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

| <b>Applicant/Property Owner Information:</b> |                                             |                           |                                            |
|----------------------------------------------|---------------------------------------------|---------------------------|--------------------------------------------|
| <b>Applicant</b>                             |                                             | <b>Owner</b>              |                                            |
| 406 W 7th LLC                                |                                             | Barbara Wyatt             |                                            |
| <b>Relationship to Owner</b>                 |                                             | <b>Owner</b>              |                                            |
| managing partners                            |                                             | Ann Bown                  |                                            |
| <b>Applicant Address</b>                     |                                             | <b>Owner Address</b>      |                                            |
| 4455 E Virginia Ave                          | Glendale CO 80246                           | 4455 E Virginia Ave       | Glendale, CO 80246                         |
| <b>Phone</b> 303-388-5971                    | <b>Email Address</b> bwyatt@butlerrents.com | <b>Phone</b> 303-388-5971 | <b>Email Address</b> abown@butlerrents.com |

| <b>Property Information:</b> |                                           |
|------------------------------|-------------------------------------------|
| <b>Address</b>               | <b>Parcel Number</b>                      |
| 406 W 7th Street             | 2185-093-00-007                           |
| <b>Subdivision</b>           | <b>Lot and Block Number</b>               |
|                              |                                           |
| <b>Zone District</b>         | <b>Existing Land Use</b> church/ ministry |

| <b>General Project Description:</b>                                    |
|------------------------------------------------------------------------|
| Possible multi-use commercial/residential project along the riverfront |

| <b>Signatures:</b>                                                                                                                                                                                                                                                                                                                         |                      |                                                                           |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|---------------------------------------------------------------------------|
| 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 | <b>Barbara Wyatt</b> | Digitally signed by Barbara Wyatt<br>Date: 2021.07.05 13:54:12<br>-06'00' |
|                                                                                                                                                                                                                                                                                                                                            | Applicant            | Date                                                                      |
|                                                                                                                                                                                                                                                                                                                                            | <b>Ann Bown</b>      | Digitally signed by Ann Bown<br>Date: 2021.07.05 13:55:47<br>-06'00'      |
|                                                                                                                                                                                                                                                                                                                                            | 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 |



## LAND USE APPLICATION

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

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

| <b>Applicant/Property Owner Information:</b> |                                             |                           |                                            |
|----------------------------------------------|---------------------------------------------|---------------------------|--------------------------------------------|
| <b>Applicant</b>                             |                                             | <b>Owner</b>              |                                            |
| 406 W 7th LLC                                |                                             | Barbara Wyatt             |                                            |
| <b>Relationship to Owner</b>                 |                                             | <b>Owner</b>              |                                            |
| managing partners                            |                                             | Ann Bown                  |                                            |
| <b>Applicant Address</b>                     |                                             | <b>Owner Address</b>      |                                            |
| 4455 E Virginia Ave                          | Glendale CO 80246                           | 4455 E Virginia Ave       | Glendale, CO 80246                         |
| <b>Phone</b> 303-388-5971                    | <b>Email Address</b> bwyatt@butlerrents.com | <b>Phone</b> 303-388-5971 | <b>Email Address</b> abown@butlerrents.com |

| <b>Property Information:</b> |                                           |
|------------------------------|-------------------------------------------|
| <b>Address</b>               | <b>Parcel Number</b>                      |
| 406 W 7th Street             | 2185-093-00-007                           |
| <b>Subdivision</b>           | <b>Lot and Block Number</b>               |
|                              |                                           |
| <b>Zone District</b>         | <b>Existing Land Use</b> church/ ministry |

| <b>General Project Description:</b>                                    |
|------------------------------------------------------------------------|
| Possible multi-use commercial/residential project along the riverfront |

| <b>Signatures:</b>                                                                                                                                                                                                                                                                                                                         |           |          |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|----------|
| 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 |           | 7/5/2021 |
|                                                                                                                                                                                                                                                                                                                                            | Applicant | Date     |
|                                                                                                                                                                                                                                                                                                                                            |           | 7/5/2021 |
|                                                                                                                                                                                                                                                                                                                                            | 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 |

## AGREEMENT

This Agreement ("**Agreement**") is made and entered into this 28 day of November, 2016, by and between 406 WEST 7<sup>TH</sup>, LLC, a Colorado limited liability company ("West 7<sup>th</sup>"), and the CITY OF GLENWOOD SPRINGS, COLORADO, a Colorado home rule municipal corporation (the "City") (individually, a "Party"; collectively, the "Parties").

## RECITALS

This Agreement is made with reference to the following facts:

A. West 7<sup>th</sup> is the owner of the real property located in Garfield County, Colorado described in the Quit Claim Deed recorded in the records of the Garfield County Clerk and Recorder at Reception No. 807737 and commonly known as 406 West 7<sup>th</sup> Street, Glenwood Springs, Colorado 81601 (the "Property").

B. The City and/or CDOT has recently constructed a portion of 8<sup>th</sup> Street which physically connects the 8<sup>th</sup> Street Bridge, located westerly of the Property, with 8<sup>th</sup> Street where the developed portion thereof terminated easterly of the now former Union Pacific railroad "wye," located easterly of the Property, and is performing additional work related to the recent construction work. City intends as part of this additional work that a segment of temporary sidewalk cross a portion of the Property.

C. The City has heretofore not negotiated an easement for the temporary or permanent sidewalk with West 7<sup>th</sup>, but the City's and/or CDOT's contractors are mobilized and now ready to construct the temporary sidewalk.

D. West 7<sup>th</sup> granted to the State of Colorado, for the use and benefit of the Colorado Department of Transportation ("CDOT"), a temporary easement on the Property so as to allow CDOT to perform certain work in connection with the physical connection. In exchange for grant of the Temporary Easement, CDOT paid certain consideration to West 7<sup>th</sup> and removed trees on the Property. One of the remaining trees is located within the portion of the Property on which the City will construct the temporary sidewalk.

E. West 7<sup>th</sup> and City desire, through this Agreement, to provide City the right to develop the temporary sidewalk on the Property, and to set forth terms and conditions regarding City's removal of the tree located within the intended sidewalk location.

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

1. **Incorporation of Recitals.** The Recitals set forth above are incorporated herein.
2. **Grant of Right.** West 7<sup>th</sup> grants to City the immediate right to remove the tree located within the intended sidewalk location on the Property and to develop the temporary

sidewalk after removal. In consideration of such grant of right, City agrees that it shall pay West 7<sup>th</sup> the sum of \$1,525.00.

3. **Authority.** The Parties have taken all necessary action to authorize the execution, delivery and performance of this Agreement and have the power and authority to execute, deliver and perform this Agreement. The persons signing this Agreement on behalf of the Parties warrant that they have full power and authority to bind the Party for whom the person is signing.

4. **Recording.** Once executed, the City, at its sole option, may record this Agreement in the real property records of Garfield County, Colorado.

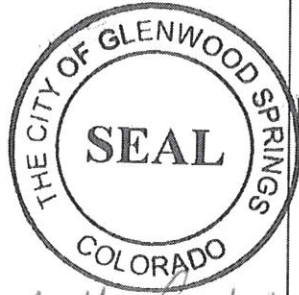
5. **Execution in Counterparts; Electronic Signatures.** This Assignment may be executed in several counterparts, including with electronic and/or scanned signatures, each of which will be an original and all of which will constitute but one and the same instrument.

6. **Applicable Law.** This Agreement shall be governed by and construed in accordance with the laws of the State of Colorado.

406 WEST 7TH, LLC, a Colorado limited  
liability company

By: Barbara B Wyatt 11/23/16  
Barbara Wyatt, Manager

CITY OF GLENWOOD SPRINGS, COLORADO



By: Debra Figueroa  
Debra Figueroa, City Manager

ATTEST:

Catherine Mythen-Fletcher  
City Clerk



Document must be filed electronically.  
Paper documents are not accepted.  
Fees & forms are subject to change.  
For more information or to print copies  
of filed documents, visit [www.sos.state.co.us](http://www.sos.state.co.us).

Colorado Secretary of State  
Date and Time: 04/26/2021 03:18 PM  
ID Number: 20111082307  
Document number: 20211403089  
Amount Paid: \$10.00

ABOVE SPACE FOR OFFICE USE ONLY

### Periodic Report

filed pursuant to §7-90-301, et seq. and §7-90-501 of the Colorado Revised Statutes (C.R.S)

|                                                                                         |                                                                                           |                                                       |                                           |                         |
|-----------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------|-------------------------------------------------------|-------------------------------------------|-------------------------|
| ID number:                                                                              | 20111082307                                                                               |                                                       |                                           |                         |
| Entity name:                                                                            | 406 West 7th, LLC                                                                         |                                                       |                                           |                         |
| Jurisdiction under the law of which the entity was formed or registered:                | Colorado                                                                                  |                                                       |                                           |                         |
| 1. Principal office street address:                                                     | 4455 E. Virginia Ave.<br><small>(Street name and number)</small>                          |                                                       |                                           |                         |
|                                                                                         | Glendale<br><small>(City)</small>                                                         | CO<br><small>(State)</small>                          | 80246<br><small>(Postal/Zip Code)</small> |                         |
|                                                                                         |                                                                                           | United States<br><small>(Country – if not US)</small> |                                           |                         |
| 2. Principal office mailing address:<br>(if different from above)                       | <br><small>(Street name and number or Post Office Box information)</small>                |                                                       |                                           |                         |
|                                                                                         |                                                                                           |                                                       |                                           |                         |
|                                                                                         | <small>(City)</small>                                                                     | <small>(State)</small>                                | <small>(Postal/Zip Code)</small>          |                         |
|                                                                                         | <small>(Province – if applicable)</small>                                                 | <small>(Country – if not US)</small>                  |                                           |                         |
| 3. Registered agent name: (if an individual)                                            | Wyatt<br><small>(Last)</small>                                                            | Barbara<br><small>(First)</small>                     | B.<br><small>(Middle)</small>             | <small>(Suffix)</small> |
| or (if a business organization)                                                         |                                                                                           |                                                       |                                           |                         |
| 4. The person identified above as registered agent has consented to being so appointed. |                                                                                           |                                                       |                                           |                         |
| 5. Registered agent street address:                                                     | 4455 E. Virginia Ave.<br><small>(Street name and number)</small>                          |                                                       |                                           |                         |
|                                                                                         | Glendale<br><small>(City)</small>                                                         | CO<br><small>(State)</small>                          | 80246<br><small>(Postal/Zip Code)</small> |                         |
| 6. Registered agent mailing address:<br>(if different from above)                       | 4455 E VIRGINIA<br><small>(Street name and number or Post Office Box information)</small> |                                                       |                                           |                         |
|                                                                                         | DENVER<br><small>(City)</small>                                                           | CO<br><small>(State)</small>                          | 80246<br><small>(Postal/Zip Code)</small> |                         |
|                                                                                         |                                                                                           | United States<br><small>(Country – if not US)</small> |                                           |                         |



Date of this notice: 02-15-2011

Employer Identification Number:  
27-4986103

Form: SS-4

Number of this notice: CP 575 G

406 WEST 7TH LLC  
BARBARA B WYATT SOLE MBR  
4455 E VIRGINIA AVE  
GLENDALE, CO 80246

For assistance you may call us at:  
1-800-829-4933

IF YOU WRITE, ATTACH THE  
STUB AT THE END OF THIS NOTICE.

**WE ASSIGNED YOU AN EMPLOYER IDENTIFICATION NUMBER**

Thank you for applying for an Employer Identification Number (EIN). We assigned you EIN 27-4986103. This EIN will identify you, your business accounts, tax returns, and documents, even if you have no employees. Please keep this notice in your permanent records.

When filing tax documents, payments, and related correspondence, it is very important that you use your EIN and complete name and address exactly as shown above. Any variation may cause a delay in processing, result in incorrect information in your account, or even cause you to be assigned more than one EIN. If the information is not correct as shown above, please make the correction using the attached tear off stub and return it to us.

A limited liability company (LLC) may file Form 8832, *Entity Classification Election*, and elect to be classified as an association taxable as a corporation. If the LLC is eligible to be treated as a corporation that meets certain tests and it will be electing S corporation status, it must timely file Form 2553, *Election by a Small Business Corporation*. The LLC will be treated as a corporation as of the effective date of the S corporation election and does not need to file Form 8832.

To obtain tax forms and publications, including those referenced in this notice, visit our Web site at [www.irs.gov](http://www.irs.gov). If you do not have access to the Internet, call 1-800-829-3676 (TTY/TDD 1-800-829-4059) or visit your local IRS office.

**IMPORTANT REMINDERS:**

- \* Keep a copy of this notice in your permanent records. **This notice is issued only one time and the IRS will not be able to generate a duplicate copy for you.**
- \* Use this EIN and your name exactly as they appear at the top of this notice on all your federal tax forms.
- \* Refer to this EIN on your tax-related correspondence and documents.

If you have questions about your EIN, you can call us at the phone number or write to us at the address shown at the top of this notice. If you write, please tear off the stub at the bottom of this notice and send it along with your letter. If you do not need to write us, do not complete and return the stub. Thank you for your cooperation.

**GARFIELD COUNTY ASSESSOR**  
 JIM YELLICO  
 109 8TH ST. SUITE 207  
 GLENWOOD SPRINGS, CO 81601

# 2021 REAL PROPERTY NOTICE OF VALUATION

**TAXPAYER COPY**

Phone: (970) 945-9134  
 Fax: (970) 945-3953  
 Office Hours: 8:00 AM - 5:00 PM, M-F  
 assessor@garfield-county.com

DATE: May 1, 2021

Security Key: HX32XQ2C

| ACCOUNT NUMBER                       |                                                                                                                                                                                                              | TAX YEAR | TAX AREA CODE | PROPERTY DESCRIPTION (MAY NOT BE COMPLETE)                                                                                                                                                                           |                           |               |
|--------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|---------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|---------------|
| R311852                              |                                                                                                                                                                                                              | 2021     | 073           | 218509300007                                                                                                                                                                                                         |                           |               |
| P<br>R<br>O<br>P<br>E<br>R<br>T<br>Y | 22324*71**G50**0.766**1/4*****AUTOALL FOR AADC 800<br>406 WEST 7TH LLC<br>4455 E VIRGINIA AVE<br>GLENDALE CO 80246-1512<br> |          |               | Section: 9 Township: 6 Range: 89 TR IN N ESW. EXCEPT A TRACT OF LAND CONTAINING 7 848.5 SQ. FT. +/-, SAID PARCEL BEING MOR E PARTICULARLY DESCRIBED PER SPECIAL WAR RANTY DEED RECEPTION NUMBER 902606. 5531 4 SQ FT |                           |               |
|                                      | CLASSIFICATION                                                                                                                                                                                               |          |               | PRIOR YEAR ACTUAL VALUE                                                                                                                                                                                              | CURRENT YEAR ACTUAL VALUE | + OR - CHANGE |
|                                      | COMMERCIAL                                                                                                                                                                                                   |          |               | 661,950                                                                                                                                                                                                              | 707,670                   | 45,720        |
|                                      |                                                                                                                                                                                                              |          |               |                                                                                                                                                                                                                      |                           |               |
| TOTALS                               |                                                                                                                                                                                                              |          | 661,950       | 707,670                                                                                                                                                                                                              | 45,720                    |               |

| LAND SIZE                            |                                                                                                                                                                                                                                                                                                 | # OF BUILDINGS ON FILE | BUILDING #1 CHARACTERISTICS DISPLAYED |
|--------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|---------------------------------------|
| P<br>R<br>O<br>P<br>E<br>R<br>T<br>Y | 406 W 7TH ST GLENWOOD SPRINGS<br>Heated Area: 0.0000<br>Actual Year Built: 1974<br>Arch Style: 4 - WAREHOUSE<br>Heating Type: 7 - UNIT HEATR<br>Roof Cover: 12 - PREFAB-MET<br>Roof Structure: 16 - PREFAB-MET<br>Bedrooms: 0<br>Value Change due to the 2021 Re-Appraisal of all real property |                        |                                       |
|                                      |                                                                                                                                                                                                                                                                                                 |                        |                                       |

PLEASE REFER TO THE BACK OF THIS FORM FOR GENERAL INFORMATION CONCERNING YOUR PROPERTY VALUATION AND YOUR APPEAL RIGHTS

22324 1/2



After recording, return to:  
William Wiese  
240 Saint Paul St., Suite 150  
Denver, CO 80206



Reception#: 807737  
09/06/2011 01:20:28 PM Jean Alberico  
1 of 2 Rec Fee:\$16.00 Doc Fee:0.00 GARFIELD COUNTY CO

### QUITCLAIM DEED

THIS DEED, made this 11 day of August, 2011, between Bernice I. Bown, an individual, grantor, and 406 West 7th, LLC, a Colorado limited liability company, whose address is 4455 E. Virginia, Glendale, CO 80246, grantee.

WITNESS, that the grantor, for and in consideration of the sum of Ten Dollars, and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, has remised, released, sold and QUITCLAIMED, and by these presents does remise, release, sell and QUITCLAIM unto the grantee, its successors and assigns forever, all right, title, interest, claim and demand which the grantor has in and to the real property, together with improvements, if any, situate, lying and being in the County of Garfield, State of Colorado, described as follows:

See Exhibit A attached hereto and incorporated herein;

also known by street and number as: 406 West 7th, Glenwood Springs, CO;

TO HAVE AND TO HOLD the same, together with all and singular the appurtenances and privileges thereunto belonging, or in anywise thereunto appertaining, and all the estate, right, title, interest and claim whatsoever of the grantor, either in law or equity, to the only proper use, benefit and behoof of the grantee and its successors and assigns forever.

IN WITNESS WHEREOF, the grantor has executed this deed on the date set forth below.

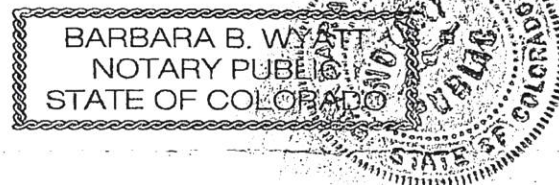
Bernice I. Bown, an individual

Bernice I. Bown

STATE OF COLORADO )  
County of Arapahoe )ss.

The foregoing instrument was acknowledged before me this 11 day of August, 2011, by  
Bernice I. Bown, an individual:

Barbara B. Wyatt  
Notary Public



Witness my hand and official seal.  
My commission expires:



Exhibit A

PARCEL A:  
A TRACT OF LAND IN THE CITY OF GLENWOOD SPRINGS, COUNTY OF GARFIELD, STATE OF COLORADO SITUATED IN THE NE1/4SW1/4 OF SECTION 9, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE SIXTH PRINCIPAL MERIDIAN BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:  
BEGINNING AT A POINT ON THE SOUTHERLY RIGHT OF WAY OF WEST SEVENTH STREET IN SAID CITY OF GLENWOOD SPRINGS, COLORADO, WHENCE THE MONUMENT FOR THE INTERSECTION OF THE CENTERLINES OF EIGHTH STREET AND PITKIN AVENUE IN SAID CITY OF GLENWOOD SPRINGS BEARS SOUTH 85 DEGREES 09' 22" EAST 747.45 FEET; THENCE ALONG THE RIGHT OF WAY OF THE DENVER AND RIO GRANDE WESTERN RAILROAD THE FOLLOWING COURSES; SOUTH 12 DEGREES 15' 00" WEST 151.60 FEET; THENCE SOUTH 30 DEGREES 48' 00" WEST 162.00 FEET; THENCE SOUTH 19 DEGREES 40' 00" WEST 151.91 FEET TO THE POINT OF INTERSECTION WITH THE NORTHERLY RIGHT OF WAY OF THE COLORADO MIDLAND RAILROAD; THENCE NORTH 57 DEGREES 32' 00" WEST 68.68 FEET ALONG SAID NORTHERLY RIGHT OF WAY; THENCE NORTH 00 DEGREES 13' 23" WEST 323.23 FEET TO A POINT ON SAID SOUTHERLY RIGHT OF WAY OF WEST SEVENTH STREET; THENCE ALONG SAID SOUTHERLY RIGHT OF WAY THE FOLLOWING COURSES: SOUTH 84 DEGREES 00' 00" EAST 39.45 FEET; THENCE NORTH 84 DEGREES 22' 52" EAST 76.03 FEET; THENCE NORTH 62 DEGREES 20' 57" EAST 124.84 FEET TO THE POINT OF BEGINNING.

PARCEL B:  
A TRACT OF LAND IN THE CITY OF GLENWOOD SPRINGS, COUNTY OF GARFIELD, STATE OF COLORADO SITUATE IN THE NE1/4SW1/4 OF SECTION 9, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE SIXTH PRINCIPAL MERIDIAN BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:  
BEGINNING AT A POINT ON THE EASTERLY BANK OF THE ROARING FORK RIVER WHENCE THE MONUMENT FOR THE INTERSECTION OF THE CENTERLINES OF 8TH STREET AND PITKIN AVENUE IN SAID CITY OF GLENWOOD SPRINGS BEARS SOUTH 89 DEGREES 53' 24" EAST 970.26 FEET; THENCE ALONG SAID RIVER BANK THE FOLLOWING COURSES: SOUTH 25 DEGREES 00' 43" WEST 76.01 FEET; THENCE SOUTH 03 DEGREES 36' 29" WEST 166.00 FEET; THENCE SOUTH 06 DEGREES 30' 32" EAST 50.28 FEET; THENCE SOUTH 25 DEGREES 01' 37" EAST 36.78 FEET TO A POINT ON THE NORTHERLY RIGHT OF WAY OF THE COLORADO MIDLAND RAILROAD; THENCE SOUTH 57 DEGREES 32' 00" EAST 26.81 FEET ALONG SAID NORTHERLY RIGHT OF WAY; THENCE NORTH 00 DEGREES 13' 23" WEST 332.23 FEET TO THE POINT OF BEGINNING

**From:** [Barb Wyatt](#)  
**To:** [Jennifer Oton](#)  
**Cc:** [Ann Bown](#); [Christopher Bown](#)  
**Subject:** FW: Scan Data from [XRX9C934E262A83][2] ( 1 of 2)  
**Date:** Monday, August 30, 2021 2:13:35 PM  
**Attachments:** [image004.png](#)  
[img-210830125510-0002.pdf](#)

Warning! This message was sent from outside your organization and we are unable to verify the sender.

[Allow sender](#) | [Block sender](#)

Hello Jenn,

Here is a copy the real property tax and IRS EIN form. (1 of 2)

We would appreciate the City Council's consideration of a 2 -year extension past the date noted on the agreement with the city dated 2018. Due to the pandemic it was impossible to seek out developers or business partners for the construction on our parcel. Now that certain sectors are opening up, the contractors and developers that we have communicated with are not taking on new projects.

This puts us in a tough situation to expedite such a complicated development in a short period of time.

Your and the Council's consideration would be very much appreciated.

We look forward to hearing from you.

Barbara Bown Wyatt



4455 E. Virginia Avenue  
Glendale CO 80246  
p-303-388-5971 f-303-388-6819



Pronouns: she/her/hers

---

**From:** info@butlerrents.com <info@butlerrents.com>  
**Sent:** Monday, August 30, 2021 1:53 PM  
**To:** Barb Wyatt <bwyatt@butlerrents.com>  
**Subject:** Scan Data from [XRX9C934E262A83][2]



## 406 W 7<sup>th</sup> LLC

July 5, 2021

Gretchen Ricehill  
Senior Planner, Community Development Department  
City of Glenwood Springs, CO

Transmitted by e-mail: [Gretchen.ricehill@cogs.us](mailto:Gretchen.ricehill@cogs.us)

RE: Request for Extension of Covenants for 406 W 7<sup>th</sup> LLC Property

Dear Gretchen:

On June 7, 2017, the owners of the 406 W 7<sup>th</sup> LLC entered into an agreement to relinquish a parcel of land to the City of Glenwood Springs. Along with payment for the property the City offered several development incentives for the residual parcel adjacent to the riverfront, these covenants are due to expire on June 6, 2022.

Due to the impact of COVID-19 we have been unable to meet with potential contractors and/or developers in pursuit of developing this property. Our ability to fund this project has also been impacted substantially due to the pandemic.

In light of this situation, the owners would like to request an extension of 3 additional years from the date of the incentives expiration in order to explore the best commercial/ residential options of this very unique property.

Please contact me if you require any additional information or if any further action is required by me in support of this requested extension.

Thank you,

Barbara Bown Wyatt  
Manager

**AGREEMENT FOR IMMEDIATE POSSESSION  
AND CONVEYANCE OF PROPERTY INTERESTS**

**THIS AGREEMENT** is made and entered into this 7<sup>th</sup> day of June 2017, by and between 406 West 7th, LLC (also referred to herein as "Owner"), a Colorado limited liability company, and the City of Glenwood Springs (also referred to herein as the "City").

**RECITALS:**

1. The City of Glenwood Springs has the power under the Colorado Constitution to acquire property by eminent domain. This includes taking property that is needed by the public for transportation, drainage, roadways, or recreational purposes.
2. The City of Glenwood Springs has been impacted by significant construction, including the Grand Avenue Bridge Project, which has intensified traffic pressure on City streets and pedestrian rights of way. The City has responded, in part, by emphasizing non-motorized, bicycle, and pedestrian traffic. The City has also evaluated its vehicular traffic, transportation, and storm water drainage needs.
3. A portion of the property located at 406 West 7<sup>th</sup> Street has been acquired by the Colorado Department of Transportation, which constructed a temporary roadway and other temporary improvements on the property.
4. The City of Glenwood Springs intends to acquire a permanent interest in the property owned by 406 West 7th, LLC because it is necessary to make certain public improvements, including building stairs to connect a riverfront path to Eighth Street, constructing a storm sewer, and converting the Colorado Department of Transportation temporary property acquisition and improvements into permanent, City owned property and public improvements.
5. The City of Glenwood Springs agrees to pay the fair market value of the interest to be acquired, and the parties are committed to reaching an agreement regarding value. In the meantime, however, the City requires immediate possession of the property so that it can begin work on its transportation and drainage project.

Therefore, in light of the foregoing recitals, the parties agree as follows:

**COVENANTS:**

6. 406 West 7th, LLC hereby grants and conveys to the City of Glenwood Springs immediate and uncontested, exclusive possession (subject only to CDOT's existing rights of possession) of the Owner's property as described and depicted on Exhibits A

and B attached hereto (the "Property") upon the execution of this Agreement. The City will have the survey points for the Property to be acquired staked on the ground within ten days of execution, said staking will include the use of witness corners in the event any of the corners to the property are within the currently utilized public right of way. The City is willing to accept conveyance of the entire Property in Fee from the Owner, but in consideration of potential benefits to the Owner, the City agrees herein to give the Owner the option of having the City acquire only the portion of the Property identified and depicted on Exhibit A ("8<sup>th</sup> Avenue Right of Way") in fee with the City acquiring title to the balance of the Property described and depicted on Exhibit B via either fee grant or, at the Owner's sole timely election, a grant of easement conveying all necessary above ground, surface and below ground rights for construction, operation, maintenance, replacement, repair and operation of a public sidewalk and stairs and storm sewer facilities as well as any necessary appurtenant structures to those improvements. All grants shall be made via documents containing warranty of title and shall convey marketable title to the City, the fee conveyance shall be made by a deed conforming with the statutory definition of a special warranty deed and the grant of easement shall contain warranty of title language limiting the warranties contained therein to a special warranty by Owner. Owner agrees to make its election and execute all necessary documents to effect said conveyance no later than thirty days from the execution of this Agreement.

7. Within ninety (90) days from the date of the Owner's election under Paragraph 6 above, the City of Glenwood Springs will make a written offer to compensate 406 West 7th, LLC for the taking of the Property. The City's offer will be based upon the appraisal of a certified, licensed appraiser. Said licensed appraiser will be employed by the City at the City's sole expense and both parties to this Agreement shall have the full and fair opportunity to discuss value of the Property and to provide opinions relating to the value thereof to the Appraiser. Only written and signed submissions of such information, if otherwise admissible, may be offered as evidence in any judicial proceeding to determine the value of the property.
8. The City's offer will remain open for 120 days after the receipt of the offer Owner. While the offer is pending, Owner may obtain its own independent appraisal and the City will pay the reasonable cost of the owner's appraisal so long as it is received within the 120-day period. Pursuant to C.R.S. § 38-1-121, the parties agree that the date that the Owner received notice from the City of the City's intent to acquire the property on Friday, May 23, 2017.
9. After considering the Owner's appraisal, the City will make a written final offer. Said written final offer will be tendered to the Owner within 30 days following the receipt of the Owner's appraisal by the City.
10. In the event that the matter is resolved through negotiation, without the need for judicial proceedings of any kind, and in furtherance of the development of the residual parcel



within five years, the City of Glenwood Springs will agree to the following items, in addition to paying fair market value of the property to be acquired:

- a. Count the conveyed Property as full satisfaction of the owner's parklands dedication requirement that is associated with residential development on the Owner's residual Property and no further parklands dedication shall be required by the City of Owner; and
  - b. Approve two additional access between the residual parcel and the City's riverfront pathway of at least 30 feet in aggregate width including access that wraps around the northwest corner residual property near which the existing Church structure stands and the balance of the access as mutually agreed to best integrate the residual parcel with the City's riverfront pathway and protect the health, safety and welfare of the public; and
  - c. Contribute five (5) City of Glenwood Springs EQR taps for potable water and waste water upon the date of development. Said EQR taps can only be used on Owner's residual parcel and the ability to use those taps shall run with title to the Owner's residual parcel. Owner shall receive no credit or rebate in the event those taps are not used within the five-year period; and
  - d. The City will assist the Owner in applying to enlarge current EPA planning area in order to provide federal, state and local government resources for planning and economic analysis of the future development of Owner's residual property; and
  - e. A waiver of any land use application fees charged by the City for any development application or variance filed by the owner with the City within the five-year time period following the execution of this agreement; and
  - f. The City recognizes that the acquisition of the Property has the potential to interfere with and/or complicate the development of the Owners' residual property. As such, the City will consider in good faith and deal fairly in accommodating the impacts of the Property acquisition and other relevant matters if/when the Owner applies for any variance of setback requirements, design, height, parking and/or other zoning variances driven by said Property acquisition. The City and Owner contemplate that any development of the property will include (but not be limited to) commercial, residential and/or mixed use of the property to the fullest extent allowed, and nothing herein shall be considered to limit these uses.
11. In contrast to Paragraph 10, above, if an agreement cannot be reached as to value of the Property, the City of Glenwood Springs shall promptly commence condemnation proceedings.

12. All obligations contained herein shall be enforceable through specific performance.

13. Time is of the essence in the performance of the obligations set forth herein.

14. **Indemnification; Governmental Immunity.** To the extent permitted by law, the City shall defend, indemnify, and hold Owner harmless from any and all claims, suits, costs, and liability occasioned by the City's actions or inactions, or those actions or inactions of the City's agents, employees, or invitees, arising out of the right of possession of the Property granted herein. The City shall further defend and hold harmless Owner from and against any injury, claim or damage to any third party arising out of or in connection with City's operations under this Agreement. Notwithstanding the foregoing, nothing herein shall be deemed a waiver of the Colorado Governmental Immunity Act, C.R.S. § 24-10-101 *et seq.*, by the City. The City will require its contractors involved in the construction of any improvements in and/or upon the Property to name the Owner as an additional insured on all general liability policies. The City further agrees that the indemnification clause contained herein shall also be incorporated into any Easement Grant which is entered into by the parties as a result of this Agreement.

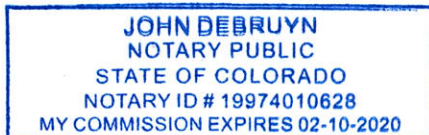
406 WEST 7TH, LLC

BY: Barbara B Wyatt  
ITS: manager

STATE OF COLORADO )  
COUNTY OF Arapahoe ) ss.

The foregoing instrument was acknowledged before me this \_\_\_ day of June 2017, by Barbara B. Wyatt, manager of 406 West 7th, LLC.

Witness my hand and official seal.



John DeBruyn  
Notary Public



City of Glenwood Springs, Colorado

By: Debra Figueroa  
Debra Figueroa, City Manager

Approved as to form:  
KARP NEU HANLON, P.C.  
For the City of Glenwood Springs, Colorado

Karl J. Hanlon  
Karl J. Hanlon, City Attorney

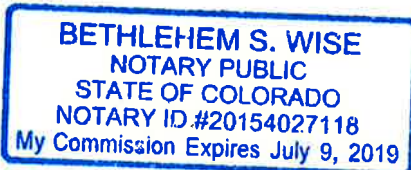
STATE OF COLORADO )  
COUNTY OF Garfield ) ss.

The foregoing instrument was acknowledged before me this 7 day of June 2017, by Debra Figueroa, City Manager and Karl J. Hanlon, City Attorney.

Witness my hand and official seal.

Bethlehem S. Wise

Notary Public



## EXHIBIT "A"

### PARCEL DATE: June 6, 2017 DESCRIPTION

A Parcel of land being a portion of Parcel "A" described in Reception No. 807737, recorded on September 6, 2011, in the Garfield County Clerk and Recorder's Office, located in the Northeast Quarter of the Southwest Quarter of Section 9, Township 6 South, Range 89 West, of the Sixth Principal Meridian, in Glenwood Springs, Garfield County, Colorado, said tract or parcel being more particularly described as follows:

Commencing at the Center West Sixteenth Corner of said Section 9, being a 3" aluminum cap marked "W 1/16 C-C S9 1976", whence the West Sixteenth Corner between said Section 9 and Section 16 of said township and range, as referenced by two 3-1/4" aluminum caps as described in the Field Notes of the Bureau of Land Management Dependent Resurvey by Cadastral Surveyor George E. Allen, accepted on September 5, 1997, bears S02°50'47"W, a distance of 2,708.96 feet (basis of bearing – assumed);

Thence S65°05'16"E a distance of 1171.28 feet to the southerly Right of Way line of 8<sup>th</sup> Street and the POINT OF BEGINNING;

Thence the following two (2) courses coincident with said southerly Right of Way line;

1. N77°47'11"E, a distance of 61.29 feet;
2. N63°03'11"E, a distance of 149.84 feet to the easterly line of said parcel of land described at Reception No. 807737;
3. Thence S13°44'18"W, coincident with said easterly line, a distance of 101.48 feet;
4. Thence N87°26'03"W a distance of 41.58 feet;
5. Thence N85°19'46"W, tangent with the following described curve, a distance of 64.20 feet;
6. Thence along the arc of a curve to the left, having a radius of 29.00 feet, a central angle of 18°31'50", a chord bearing of S85°24'19"W a distance of 9.34 feet, and an arc distance of 9.38 feet;
7. Thence N78°13'49"W non-tangent with the last described curve a distance of 55.72 feet to the POINT OF BEGINNING.

The above described Permanent Easement contains 7,847 square feet, (0.180 Acres), more or less.

Julia S. Keilman  
Colorado Professional Land Surveyor No. 38315  
For and on Behalf of JACOBS Engineering Group Inc.  
707 17<sup>th</sup> Street, Suite 2400  
Denver, CO 80202



T.6S.,R.89W.,6th P.M.

| NAME | RADIUS | DELTA     | ARC   | CHORD | BEARING     |
|------|--------|-----------|-------|-------|-------------|
| C1   | 29.00' | 18°31'50" | 9.38' | 9.34' | S85°24'19"W |

Point of Commencement  
Center West  
Sixteenth Corner Section 9  
3" Aluminum Cap marked  
"LS 10732 W 1/16 C-C S9 1976"

8th St.

8th St Rangeline

Point Of Beginning

S'y Line

City of Glenwood Springs  
Right-of-Way Easement  
Bk.773 Pg.718 3/02/1990

NE1/4  
SW1/4  
Sec.9

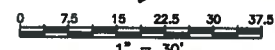
Parcel "A"  
Rec.807737  
9/06/2011

5' Gas Easement  
Rocky Mountain Natural Gas Company  
Bk.428 Pg.58 3/7/1972  
(exact location unknown)

West Sixteenth Corner Between Section 9 & Section 16 as referenced  
by two 3-1/4" Aluminum Caps as described in the Field Notes of  
Bureau of Land Management Dependent Resurvey by  
Cadastral Surveyor George E. Allen, accepted on September 5, 1997



This exhibit does not represent a  
monumented survey and is intended only  
to depict the attached property description.



Don Model: 4/20/07 Definitive  
10/20/08 File: 10/19/20080000\_Survey\_Jessica\_Bridges\_010501001\_Survey\_Glenwood\_Springs\_Church\_Cadastral\_Surveyor\_George\_E\_Allen\_Parcel\_Church.dgn

Print Date: 6/6/2017

File Name: Fee Parcel\_Church.dgn  
Horiz. Scale: As Noted Vert. Scale: As Noted

**JACOBS**

| Sheet Revisions |          |       |
|-----------------|----------|-------|
| Date:           | Comments | Init. |
|                 |          |       |
|                 |          |       |
|                 |          |       |



City of Glenwood Springs  
101 West 8th Street  
Glenwood Springs, CO 81601

| As Constructed | Parcel Area    |              | Project No./Code |
|----------------|----------------|--------------|------------------|
| No Revisions:  | 7,847 SQ. FT   |              |                  |
| Revised:       | 0.180 Acres ±  |              |                  |
|                | Designer:      | Structure    |                  |
|                | Detailer:      | Numbers      |                  |
|                | Sheet Subject: | Sheet Sheet: | 1 of 1           |
|                |                |              | Sheet Number 1   |

## EXHIBIT "B"

### POTENTIAL EASEMENT

DATE: June 6, 2017

### DESCRIPTION

A Permanent Easement being a portion of the parcels of land described in Reception No. 807737, recorded on September 6, 2011, in the Garfield County Clerk and Recorder's Office, located in the Northeast Quarter of the Southwest Quarter of Section 9, Township 6 South, Range 89 West, of the Sixth Principal Meridian, in Glenwood Springs, Garfield County, Colorado, said tract or parcel being more particularly described as follows:

Commencing at the Center West Sixteenth Corner of said Section 9, being a 3" aluminum cap marked "LS 10732 W 1/16 C-C S9 1976", whence the West Sixteenth Corner between said Section 9 and Section 16 of said township and range, as referenced by two 3-1/4" aluminum caps as described in the Field Notes of the Bureau of Land Management Dependent Resurvey by Cadastral Surveyor George E. Allen, accepted on September 5, 1997, bears S02°50'47"W, a distance of 2,708.96 feet (basis of bearing – assumed);

Thence S65°05'16"E a distance of 1171.28 feet to the southerly Right of Way line of 8th Street and the POINT OF BEGINNING;

1. Thence S78°13'49"E non-tangent with the following described curve a distance of 55.72 feet;
  2. Thence along the arc of a curve to the right, having a central angle of 18°31'50", a radius of 29.00 feet, a chord bearing of N85°24'19"E a distance of 9.34 feet, and an arc distance of 9.38 feet;
  3. Thence S85°19'46"E tangent with the last described curve a distance of 25.76 feet;
  4. Thence S39°40'14"W a distance of 20.53 feet;
  5. Thence N88°59'08"W a distance of 109.69 feet;
  6. Thence S01°00'52"W a distance of 50.13 feet;
  7. Thence S45°27'27"W a distance of 31.96 feet;
  8. Thence S67°54'16"W a distance of 19.36 feet;
- Thence the following two (2) courses coincident with the westerly line of said parcel of land described at Reception No. 807737;
9. N04°51'40"E a distance of 47.55 feet;
  10. N26°15'54"E a distance of 71.38 feet;
  11. Thence S82°44'49"E, coincident with said southerly Right of Way line a distance of 39.55 feet to the POINT OF BEGINNING.

The above described Permanent Easement contains 5,384 square feet, (0.124 Acres), more or less.

Julia S. Keilman  
Colorado Professional Land Surveyor No. 38315  
For and on Behalf of JACOBS Engineering Group Inc.  
707 17<sup>th</sup> Street, Suite 2400  
Denver, CO 80202





T.6S.,R.89W.,6th P.M.

Point of Commencement  
Center West  
Sixteenth Corner Section 9  
3" Aluminum Cap marked  
"LS 10732 W 1/16 C-C S9 1976"

8th St Range Line

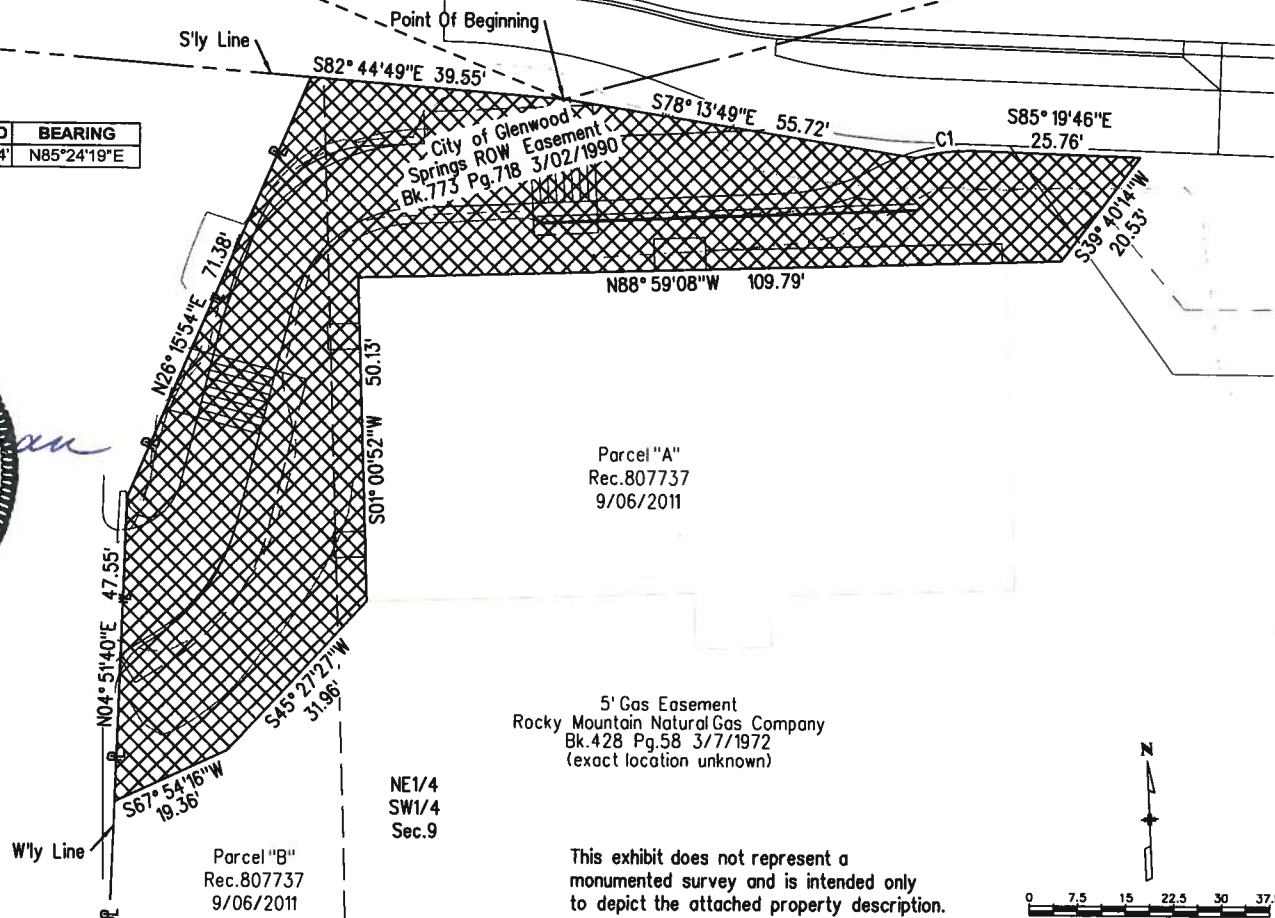
8th St.

| NAME | RADIUS | DELTA     | ARC   | CHORD | BEARING     |
|------|--------|-----------|-------|-------|-------------|
| C1   | 29.00' | 18°31'50" | 9.38' | 9.34' | N85°24'19"E |

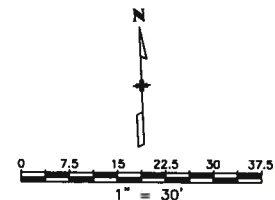


S02°50'47"W 2708.96' (Basis of Bearing Assumed)  
W 1/16 line Sec.9

West Sixteenth Corner Between Section 9 & Section 16  
as referenced by two 3-1/4" Aluminum Caps as described  
in the Field Notes of Bureau of Land Management  
Dependent Resurvey by Cadastral Surveyor George E. Allen,  
accepted on September 5, 1997



This exhibit does not represent a  
monumented survey and is intended only  
to depict the attached property description.



Print Date: 6/6/2017

File Name: Permanent Easement\_Church.dgn

Horiz. Scale: As Noted Vert. Scale: As Noted

**JACOBS**

Sheet Revisions

| Date: | Comments | Init. |
|-------|----------|-------|
|       |          |       |
|       |          |       |
|       |          |       |



City of Glenwood Springs  
101 West 8th Street  
Glenwood Springs, CO 81601

As Constructed

No Revisions:

Revised:

Void:

Permanent Easement Area

5,384 SQ. FT  
0.124 Acres ±

Designer:

Detailer:

Sheet Subset:

Structure

Numbers

Sheet Sheets: 1 of 1

Project No./Code

Sheet Number 1



**SECOND AMENDMENT TO AGREEMENT FOR IMMEDIATE POSSESSION  
AND CONVEYANCE OF PROPERTY INTERESTS**

This Second Amendment to Agreement for Immediate Possession and Conveyance of Property Interests ("Second Amendment") is made and entered into this 28<sup>th</sup> day of November 2017, by and between 406 West 7th, LLC, a Colorado limited liability company (also referred to herein as "Owner"), and the CITY OF GLENWOOD SPRINGS, COLORADO (also referred to herein as the "City").

WHEREAS, on June 7, 2017, the Parties entered into an Agreement for Immediate Possession and Conveyance of Property Interests (the "Agreement"); and

WHEREAS, on July 5, 2017 the Parties entered into an Amendment to Agreement for Immediate Possession and Conveyance of Property Interests; and

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

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

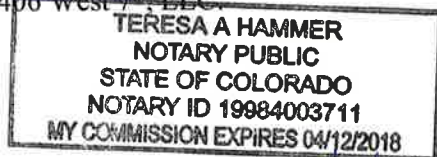
1. The City agrees that it will construct a 5 foot wide sidewalk leading to the door on the north side of the building from the public sidewalk to be constructed by the City on the Property. The City will further construct 5 foot wide landings at the 1 door on the north side and the 2 doors on the west side of the building. The City will construct these improvements at the time the City constructs the final, permanent improvements on the Property.
2. Except for the foregoing amendment, all other terms and provisions of the Agreement shall remain in full force and effect as written and are unaffected by this Amendment.

406 WEST 7<sup>TH</sup>, LLC

Barbara B. Wyatt, Manager  
BY: Barbara B. Wyatt, Manager

STATE OF COLORADO       )  
                                          ) ss.  
COUNTY OF ARAPAHOE    )

The foregoing instrument was acknowledged before me this 29<sup>th</sup> day of November 2017, by Barbara B. Wyatt, Manager of 406 West 7<sup>th</sup>, LLC.



Witness my hand and official seal.

Teresa A. Hammer  
Notary Public

My commission expires: 4/12/18

CITY OF GLENWOOD SPRINGS, COLORADO

By: Debra Figueroa  
Debra Figueroa, City Manager

Approved as to form:  
KARP NEU HANLON, P.C.  
For the City of Glenwood Springs, Colorado

Karl J. Hanlon  
Karl J. Hanlon, City Attorney

STATE OF COLORADO )  
 ) ss.  
COUNTY OF GARFIELD )

The foregoing instrument was acknowledged before me this 8<sup>th</sup> day of November 2017, by Debra Figueroa, City Manager and Karl J. Hanlon, City Attorney.

ANGELIQUE PETTERSON  
NOTARY PUBLIC  
STATE OF COLORADO  
NOTARY ID 20114003802  
MY COMMISSION EXPIRES JAN. 24, 2019

Witness my hand and official seal.

Angie Peterson  
Notary Public

My commission expires: 1/24/2019

**AMENDMENT TO AGREEMENT FOR IMMEDIATE POSSESSION  
AND CONVEYANCE OF PROPERTY INTERESTS**

This Amendment to the Agreement for Immediate Possession and Conveyance of Property Interests ("Amendment") is made and entered into this 5th day of July 2017, by and between 406 West 7<sup>th</sup>, LLC, a Colorado limited liability company, and the City of Glenwood Springs (collectively, the "Parties").

**RECITALS:**

WHEREAS, on June 7, 2017, the Parties entered into an Agreement for Immediate Possession and Conveyance of Property Interests (the "Agreement"); and

WHEREAS, the Parties desire to amend the Agreement on the terms and conditions stated herein.

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

1. Paragraph 6 of the Agreement is amended to revise the last sentence to read as follows:

"...Owner agrees to make its election and execute all necessary documents to effect said conveyance no later than forty-two (42) days from the execution of this Agreement or by July 19, 2017."

Except for the foregoing amendment, all other terms and provisions of the Agreement shall remain in full force and effect as written and are unaffected by this Amendment.

IN WITNESS WHEREOF, the Parties have executed this Amendment on the day and year first written above.

406 WEST 7<sup>TH</sup>, LLC

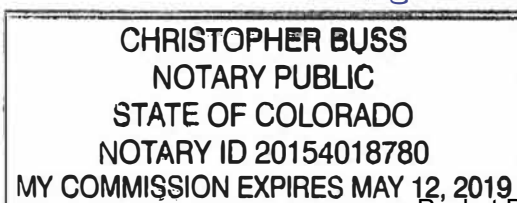


BY: Barbara B. Wyatt  
ITS: Manager

STATE OF COLORADO     )  
                                          ) ss.  
COUNTY OF Denver     )

The foregoing instrument was acknowledged before me this 5 day of July 2017, by Barbara B. Wyatt, Manager of 406 West 7<sup>th</sup>, LLC.

Witness my hand and official seal.  
My commission expires: May 12 2019



  
Notary Public

CITY OF GLENWOOD SPRINGS,  
COLORADO

  
Debra Figueroa, City Manager

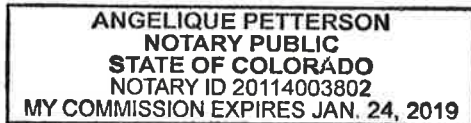
*Approved as to form:*  
KARP NEU HANLON, P.C.  
For the City of Glenwood Springs, Colorado

  
Karl J. Hanlon, City Attorney

STATE OF COLORADO    )  
                                          ) ss.  
COUNTY OF GARFIELD    )

The foregoing instrument was acknowledged before me this 5<sup>th</sup> day of July 2017, by Debra Figueroa, City Manager and Karl J. Hanlon, City Attorney of City of Glenwood Springs, Colorado.

Witness my hand and official seal.  
My commission expires: 1/24/2019



  
Notary Public

**THIRD AMENDMENT TO AGREEMENT FOR IMMEDIATE POSSESSION  
AND CONVEYANCE OF PROPERTY INTERESTS**

This Third Amendment to Agreement for Immediate Possession and Conveyance of Property Interests ("Third Amendment") is made and entered into this 17 day of May 2018, by and between 406 West 7th, LLC, a Colorado limited liability company (also referred to herein as "Owner"), and the CITY OF GLENWOOD SPRINGS, COLORADO (also referred to herein as the "City").

WHEREAS, on June 7, 2017, the Parties entered into an Agreement for Immediate Possession and Conveyance of Property Interests (the "Agreement"); and

WHEREAS, on July 5, 2017 the Parties entered into an Amendment to Agreement for Immediate Possession and Conveyance of Property Interests; and

WHEREAS, on November 28, 2017 the Parties entered into a Second Amendment to Agreement for Immediate Possession and Conveyance of Property Interests; and

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

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

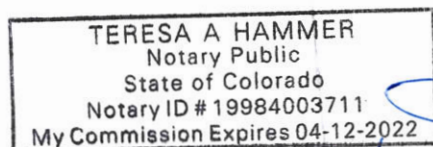
1. The City agrees to pay Owner \$280,000 by May 31, 2018 as full compensation for the taking of the Property and Owner hereby accepts such payment as full compensation for its conveyance of the Property to the City.
2. The five years to utilize the development incentives set forth in Section 10 of the Agreement as additional consideration shall commence on June 1, 2018 and terminate on May 31, 2023.
3. Except for the foregoing amendment, all other terms and provisions of the Agreement, as amended shall remain in full force and effect as written.

406 WEST 7<sup>TH</sup>, LLC

*Barbara B. Wyatt, Manager*  
BY: Barbara B. Wyatt, Manager

STATE OF COLORADO     )  
                                          ) ss.  
COUNTY OF ARAPAHOE    )

The foregoing instrument was acknowledged before me this 2<sup>nd</sup> day of May 2018, by Barbara B. Wyatt, Manager of 406 West 7<sup>th</sup>, LLC.



My commission expires: 4/12/22

Witness my hand and official seal.

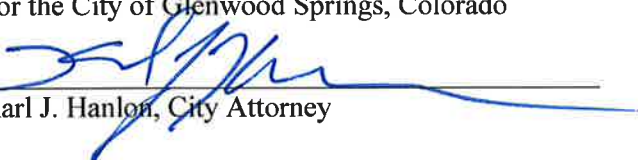
*Teresa A. Hammer*  
Notary Public



CITY OF GLENWOOD SPRINGS, COLORADO

By: \_\_\_\_\_  
Debra Figueroa, City Manager

Approved as to form:  
KARP NEU HANLON, P.C.  
For the City of Glenwood Springs, Colorado

  
Karl J. Hanlon, City Attorney

STATE OF COLORADO                    )  
                                                  ) ss.  
COUNTY OF GARFIELD                )

The foregoing instrument was acknowledged before me this \_\_\_\_ day of May 2018, by Debra Figueroa, City Manager.

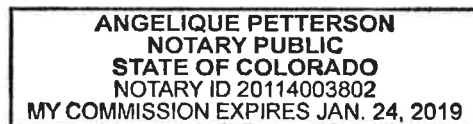
Witness my hand and official seal.

\_\_\_\_\_  
Notary Public

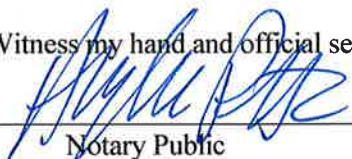
My commission expires: \_\_\_\_\_

STATE OF COLORADO                    )  
                                                  ) ss.  
COUNTY OF GARFIELD                )

The foregoing instrument was acknowledged before me this 23<sup>rd</sup> day of May 2018, by Karl J. Hanlon, City Attorney.



Witness my hand and official seal.

  
Notary Public

My commission expires: 1/24/2019



**City Council**  
**STAFF REPORT**  
**City of Glenwood Springs**  
**October 7, 2021**

|                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Agenda Item:</b>          | Deinvestment in Fossil Fuels                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <b>Action Requested:</b>     | Consider whether Council wants to send a letter to the managers of the Government Investment Pools the City has funds invested with encouraging them to sell bond positions in Exxon and Chevron.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Department:</b>           | City Administration                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| <b>Presented By:</b>         | Debra Figueroa, City Manager<br>Steve Boyd, COO                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| <b>Background Info:</b>      | <p>A group called 350 Roaring Fork is lobbying local governments that have funds invested in investment pools that have positions in oil companies to sell them as a protest to climate change. The group held a rally and submitted a petition to the City Clerk with roughly 225 signatures, mostly from the Roaring Fork Valley, and 20% from Glenwood Springs, supporting divesture of these assets.</p> <p>The Post Independent ran a short article that can be found here:</p> <p><a href="https://www.postindependent.com/news/climate-activists-ask-local-municipalities-to-divest-from-fossil-fuels/">https://www.postindependent.com/news/climate-activists-ask-local-municipalities-to-divest-from-fossil-fuels/</a>.</p>                                                          |
| <b>Issues:</b>               | <p>The City generally has around \$25 million at any point in time invested in funds like CSIP (Colorado Statewide Investment Program) and CSAFE (Colorado Surplus Asset Fund Trust). These are widely held by many local governments because they are high quality (low risk), liquid and generally conform with investment policies of state and local governments.</p> <p>In round numbers these pools have 1% of their funds invested in these securities. One percent of \$25 million is \$250,000. If these pools sold this position on behalf of the City it is possible they would have to reinvest the proceeds in one or more securities that earn a lower rate of interest. If we were to earn 2% per year less on \$250,000 the impact to the City would be \$5,000 per year.</p> |
| <b>Staff Recommendation:</b> | Staff defers to Council.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |

Glenn Scott, Portfolio Manager  
Nik Yip, Portfolio Manager  
5975 S. Quebec St., Suite 330  
Centennial, CO 80111

Alan Krcmarik  
Board Chair

Byron Jefferson  
Board Vice Chair

Dear Mr. Glenn, Yip, Krcmarik and Jefferson,

Concerning holdings in C-SAFE's CORE portfolio, we, the [insert relevant body and jurisdiction], reflecting the wishes of our residents, our [town, city or county]'s stated values in environmental sustainability, and a serious concern about climate change, wish to express our desire not to be earning revenue from investments derived from the production and transport of fossil fuel reserves. We would like to ask C-SAFE to divest from its current holdings in the Exxon-Mobil and Chevron Corporations, however small a share they represent within the overall fund, by not purchasing new bonds once the current bonds reach maturity next year. Furthermore, we would like to ask C-SAFE's board of directors to take formal action to adopt restrictions against purchasing and owning securities in companies extracting, refining and delivering coal, oil and gas reserves in the future. We hope with this letter to encourage similar expressions from our sister communities in our valley and around the state.

We suspect that many of the towns, cities, counties, school districts and special districts who make up C-SAFE's members also care about a just and secure climate future for all of us. We especially worry for the younger generation who are facing serious, mounting challenges in the near future, even under best case scenarios, from climate-related impacts. It is incumbent on us as local government representatives to find every way we can to mitigate the problem of greenhouse gas emissions and prepare for a future with more, potentially catastrophic, weather extremes. We are taking steps as a municipality, with energy efficient building codes and utility upgrades. We can also make sure our finances aren't tied up with entities profiting from a form of energy that the world's preeminent body of climate scientists inform us must be wound down as fast as possible.

We feel it is rather inconsistent and incongruous for our town's finances to be invested in a business model that is at odds with a just and sustainable future. Investments are, by definition, assets set aside in the present for the purpose of growing in value to enhance the security and prosperity of future beneficiaries.

We understand that our collective economy remains quite reliant on fossil fuels and that consumer demand underpins the industry to a greater extent than short-term bonds

municipalities hold for purposes of liquidity. We wholeheartedly support policies at the local, state and federal level promoting electrifying our energy grid and incentivizing a transition to clean energy, such as electric vehicle infrastructure. But we are also aware of a worldwide movement to “green” the financial system and, just as the public sector can be on the leading edge of converting buildings, operations and vehicle fleets to cleaner technologies, so can they also take steps to make sure their finances are not working against goals for a stable climate.

We also recognize the somewhat arbitrary line drawn at coal, oil and gas companies when discussing fossil fuel divestment. There are any number of investments with high carbon-intensive exposure that raise questions. Surely, many of the banks and LLCs servicing the certificates of deposit, repurchase agreements and other instruments held in C-SAFE’s CORE and CASH funds themselves invest in traditional energy interests. But, again, there happens to be a worldwide effort among institutions, including municipalities, restricting investment in direct coal, oil and gas companies, given the urgency with which the world needs to reduce greenhouse gas emissions and the particular role this industry has played in preventing legislative solutions at the federal level.

We understand that the bonds in question make up a mere 0.73% (Exxon) and 0.16% (Chevron) of the fund and could therefore be rolled off without significantly affecting fund performance. We would hope that there were other securities C-SAFE could own with comparable yields. Indeed, we hope by taking this action, Colorado municipalities and districts can play their part in creating more demand for funds that are fossil fuel-free.

We are grateful for your prudent stewardship of our town’s investments and look forward to hearing back from you on this matter.

Sincerely,



**City Council**  
**STAFF REPORT**  
**City of Glenwood Springs**  
**October 7, 2021**

**Agenda Item:** City Manager

**Action Requested:** Casper Electric Noise Regulation Exemption

**Department:** City Administration

**Presented By:** Debra Figueroa, City Manager

**Background Info:** NA

**Issues:** NA

**Staff Recommendation:** NA



**CITY OF GLENWOOD SPRINGS**

101 West 8<sup>th</sup> Street  
Glenwood Springs, CO 81601  
(970) 384-6435 ~ Fax (970) 945-8582  
www.cogs.us

**NOISE REGULATION EXEMPTION REQUEST****TO:** **DEBRA FIGUEROA, CITY MANAGER****DATE:** 9/23/2021**FROM:** **Name of Applicant/Contractor:** Casper Electric**Contact Name:** Ryan Waterbury**Mailing Address:** 3150 E Yellowstone Hwy**City, State, Zip Code:** Casper, WY 82609**Telephone Number:** (307) 258-5520**Email Address:** ryan@casperelectric.biz

Currently, the Municipal Code prohibits noise from construction equipment after 8:00 p.m. via the following code section:  
**100.070.030 Noises prohibited.**

(1) Construction work. Any noise created by operating or causing to be operated any equipment (mechanical or non-mechanical, 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. to 8:00 p.m. on Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturday and Sunday. 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.

**PURPOSE OF REQUEST:** CDOT C22476 Garfield County Signals SH 82 at 14th St.Installing conduit, pullboxes, and loop detectors.**APPROVAL**

Pursuant to Municipal Code Section 100.070.030, **Applicant/Contractor Name:** Casper Electric  
hereby requests temporary relief from the normal work hours of 7:00 a.m. to 8:00 p.m. on Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturday and Sunday in order to conduct

**Purpose of Request:** Signal work on**Date(s):** 10/1/2021-10/31/2021 Sun-Thurs between the hours of 7 PM (AM/PM) and 7 AM (AM/PM)~~10-4; 10-5; 10-6; 10-17; 10-18; 10-19; 10-20~~ **10/3, 10/4, 10/5, 10/14, 10/17, 10/18, 10/19, 10/20, 10/21 - Updated on 9/30/2021**

Requested by:

Approved by:

Ryan D Waterbury  
Digitally signed by Ryan D Waterbury  
DN: cn=Ryan D Waterbury, o=Casper Electric, Inc., ou=Project Manager, cn=Ryan D Waterbury  
Date: 2021.09.23 14:05:22 -0600**Applicant's Signature**9/22/21**Date****Debra Figueroa  
City Manager**9/23/2021**Date**

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**PURPOSE OF REQUEST:** CDOT C22476 Garfield County Signals SH at 11th St.Installing conduit, pullboxes, and loop detectors.**APPROVAL**

Pursuant to Municipal Code Section 100.070.030, **Applicant/Contractor Name:** Casper Electric  
hereby requests temporary relief from the normal work hours of 7:00 a.m. to 8:00 p.m. on Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturday and Sunday in order to conduct

**Purpose of Request:** Signal work on**Date(s):** 9/28/2021-10/31/2021 Sun-Thurs between the hours of 7 PM (AM/PM) and 7 AM (AM/PM)  
-9/28, 9/29, 9/30, 10/3, 10/4, 10/5, 10/6, 10/7, 10/10, 10/11, 10/12, 10/13, 10/14 9/28, 9/29, 9/30, 10/5, 10/6, 10/7, 10/8, 10/10, 10/11,

Requested by:

Approved by: 10/12, 10/13, 10/14 - Updated 9/30/2021Ryan D Waterbury  
Digitally signed by Ryan D Waterbury  
DN: cn=Ryan D Waterbury, o=Casper Electric, Inc., ou=Project Manager, cn=Ryan D Waterbury  
Date: 2021.09.23 14:04:57 -0600**Applicant's Signature**9/22/21**Date****Debra Figueroa  
City Manager**9/23/2021**Date**