



AGENDA
CITY OF GLENWOOD SPRINGS
REGULAR CITY COUNCIL MEETING
OCTOBER 21, 2021
101 W. 8TH STREET
6:15 PM

The agenda is subject to *change, including the addition of items 24 hours in advance or the deletion of items at any time.*
The order and times of agenda items listed are approximate and intended as a guideline for the City Council.

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 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.

ZOOM INSTRUCTIONS

1. You are invited to a Zoom webinar.

When: Oct 21, 2021 06:15 PM Mountain Time (US and Canada)

Topic: 2021/10/21 Regular Council Meeting

Please click the link below to join the webinar:

<https://us02web.zoom.us/j/87611113714>

Or One tap mobile :

US: +16699006833,,87611113714# or +12532158782,,87611113714#

Or Telephone:

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

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

Webinar ID: 876 1111 3714

International numbers available: <https://us02web.zoom.us/j/kbbSR9Pn1o>

WORK SESSION

- | | | |
|------|---|------------------------|
| 4:15 | 2. Agenda Review | Information/Discussion |
| | 3. Planning and Zoning Commission Applicant Interview | Information/Discussion |
| | 4. MEAN Representatives | Information/Discussion |

EXECUTIVE SESSION

Executive Session to Conduct a Conference with the City Manager and City Attorney for the Purpose of Discussing the City's Purchase, Acquisition, Lease, Transfer or Sale of Real Property; Determining Positions Relative to Matters That May be Subject to Negotiations, Developing Strategy for Negotiations, and Instructing Negotiators, Developing Strategy for Negotiations, and Instructing Negotiators; and to Conduct a Conference with the City Attorney to Receive Legal Advice in Accordance with C.R.S. 24-6-402(4)(a), (b) and (e), related to

- | | |
|------------------------------|------------------------|
| 5. A Potential Land Purchase | Information/Discussion |
|------------------------------|------------------------|

REGULAR SESSION

- | | | |
|------|---|--------------------------|
| 6:15 | 6. Roll Call | |
| | 7. Pledge of Allegiance | |
| | 8. Agenda Changes & Conflicts | |
| | 9. Citizens Appearing Before Council (for items not on the Agenda-comments limited to 3 minutes) | |
| | 10. Council Comments | |
| | 11. Consent Agenda | Discussion and/or Action |
| | A. Colorado Opioid Settlement and MOU | |
| | B. October 7, 2021 Minutes | |
| | C. Approval for the Mayor to sign the Access Line Break Agreement with CDOT for the LoVa Trail construction and maintenance | |
| | D. FAB Grant Recommendations | |
| | E. Resolution 2021-19 Supporting DOLA Grant Application | |

ACTIONS AND/OR PRESENTATIONS

- | | |
|--|--------------------------|
| 12. Planning and Zoning Commission Appointment | Discussion and/or Action |
| 13. 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 |
| 14. 2022 Budget Hearing | Discussion and/or Action |
| A. 85/15 Split in Accommodation Tax | Discussion and/or Action |
| B. Tourism Management Study | Discussion and/or Action |
| C. Circulator Bus | Discussion and/or Action |
| D. Public Hearing | Discussion and/or Action |
| 15. Lodging and Attractions Tax Ad Hoc Committee Revised | Discussion and/or Action |
| 16. Housing Manager Discussion | Discussion and/or Action |
| 17. Ordinance #12 - Series of 2021 Enabling ballot measures and setting forth authorized uses of tax proceeds. | Discussion and/or Action |
| 18. Approval to Construct the Devereux Trail Section in Two Rivers Park | Discussion and/or Action |

19. Report from City Administration

A. City Manager

i. Signatures for Thank You Cards

Discussion and/or Action

B. City Attorney

C. Correspondence Incoming/Outgoing

20. Adjournment



City Council
STAFF REPORT
City of Glenwood Springs
October 21, 2021

Agenda Item: Planning and Zoning Commission Applicant Interview

Action Requested: Planning and Zoning Commission Applicant Interview

Department: City Clerk

Presented By:

Background Info: The Planning and Zoning Commission has one open alternate seat with a term to expire 02/2022. Amy Connerton applied on October 3rd, 2021.

Issues:

Staff Recommendation:

Planning and Zoning Commission Application

Thank you for your interest and time commitment in serving your community. Please complete all questions on this application.

Personal Information

1. Name *

Amy Connerton

2. Home Address *

528 N. Traver Trail

3. Mailing Address *

528 N. Traver Tr., Glenwood Springs, CO 81601

4. Home Phone *

970-948-4003

5. Work Phone *

970-948-4003

6. Mobile Phone *

970-948-4003

7. Email Address *

amy@amyconnerton.com

8. Occupation *

Program Director, CMC Medical Assist-RFFP-Valley View Hospital

Personal and Professional Interests

9. Why are you interested in serving on the Planning and Zoning Commission? *

Housing issues, smart growth and zoning issues are very important for our community. As an engaged community member I would like to contribute to a sustainable growth plan for Glenwood Springs.

10. What do you view as your role if selected as a member to the Planning and Zoning Commission? *

To inform and research and the duties outlined in the Glenwood Springs Municipal Code The powers and duties of the Planning and Zoning Commission shall be: To develop and recommend a master plan subject to the approval of the City Council and its environ in accordance with the provisions of this Code and the laws of the State. To recommend to the

City Council boundaries of zone districts and regulations to be enforced therein, in accordance with the provisions of this Code and the laws of the State. To review proposals relating to subdivision, development and use of land and make decisions or recommendations on such proposals, in accordance with the procedures and provisions set forth in this Code. To hear and decide appeals wherein there is a question of interpretation of the zone district map, the master plan or related documents and similar questions as they may arise in the administration of this Code. The Planning and Zoning Commission shall have the duty and power to act on appeals with regard to matters arising from enforcement of provisions of Title 070 of this Code, including: a. Review of administrative decisions. To hear and decide appeals where it is alleged there is error in any action, including any order, interpretation, requirement, decision or determination made by an administrative official of the city in the enforcement of Title 070 of this Code. b. Variances. To hear and decide requests for variances from the zoning provisions and sign regulation provisions where there are unique, unnecessary and unreasonable hardships in the way of carrying out the strict letter of said provisions; and to hear and decide requests for variances to allow deviations from restrictions upon the construction and placement of buildings and other structures on site. Examples of such variances include, but are not limited to, modifications of minimum area requirements, building coverage and setback restrictions. Variances from permitted and special review uses in zone district text shall not be considered. To perform such other functions as required by the provisions of Title 070.

11. What experience have you had in the land use approval process? *

Only as a researcher.

12. Do you have any particular areas of interest or a particular perspective relating to land use development in Glenwood Springs? *

I would think all matters would be interesting

13. Can you describe an experience making a decision that made people unhappy? *

I currently am on the Editorial Board for the Glenwood Post Independent. We regularly write opinions on issues which are pressing in the Roaring Fork Valley, Glenwood/Rifle communities. For example, when the Garfield County Commissioners decided not to approve a project, we wrote an opinion piece on why we were disappointed with that decision. This did elicit some unhappy responses. However, in many cases, keeping personal opinions and taking a fair approach without throwing insults, is the best approach for sticky situations. Backing up your opinion with research and data also helps keeps more productive.

14. Can you separate yourself from personal opinions and represent the City's goals, policies, plans, and the Glenwood Springs Municipal Code in an equitable fashion? *

Yes, taking a equitable inclusive approach is very important.

15. The Planning and Zoning Commission members generally attend two meetings a month and can have extensive packet materials to review in preparation for meetings. Do you have any existing time commitments that will hamper your ability to serve? *

No, but I also manage my time well.

16. Are you aware of and understand the quasi-judicial function of the Planning and Zoning Commission? *

Yes, from the Municipal Code.

17. What experience do you have working with people on a board, commission, or committee? *

I serve on the Post Editorial Board, Faculty Senate President, Curriculum Committee, Colorado State Faculty Curriculum Committee.

18. Please select today's date. *

10/3/2021



19. Have you served on the Planning and Zoning Commission before? *

☐ No

Powers and Duties of the Planning and Zoning Commission

(as defined in Title 020 of the Glenwood Springs Municipal Code)

Composition of the Planning and Zoning Commission:

a. Seven (7) citizens who are residents of the City.

f. Powers and Duties

The powers and duties of the Planning and Zoning Commission shall be:

- (1) To develop and recommend a master plan subject to the approval of the City Council and its environ in accordance with the provisions of this Code and the laws of the State.
 - (2) To recommend to the City Council boundaries of zone districts and regulations to be enforced therein, in accordance with the provisions of this Code and the laws of the State.
 - (3) To review proposals relating to subdivision, development and use of land and make decisions or recommendations on such proposals, in accordance with the procedures and provisions set forth in this Code.
 - (4) To hear and decide appeals wherein there is a question of interpretation of the zone district map, the master plan or related documents and similar questions as they may arise in the administration of this Code.
 - (5) The Planning and Zoning Commission shall have the duty and power to act on appeals with regard to matters arising from enforcement of provisions of Title 070 of this Code, including:
 - a. Review of administrative decisions. To hear and decide appeals where it is alleged there is error in any action,
including any order, interpretation, requirement, decision or determination made by an administrative official
of the city in the enforcement of Title 070 of this Code.
 - b. Variances. To hear and decide requests for variances from the zoning provisions and sign regulation provisions
where there are unique, unnecessary and unreasonable hardships in the way of carrying out the strict letter of said
provisions; and to hear and decide requests for variances to allow deviations from restrictions upon the
construction and placement of buildings and other structures on site. Examples of such variances include, but are
not limited to, modifications of minimum area requirements, building coverage and setback restrictions. Variances
from permitted and special review uses in zone district text shall not be considered.
 - (6) To perform such other functions as required by the provisions of Title 070.
-

Appointment, Removal, Term and Vacancies of Boards and

Commissions

Glenwood Springs, CO Municipal Code 020.020.040

(a) Appointment and term of members. Except as otherwise provided, all appointments to the boards and commissions shall be by the City Council for terms of three (3) years each, and each member shall serve until his/her successor is appointed and takes office; provided, however, that the initial terms of office may be shortened by the City Council so as to provide overlapping terms of office. Appointments shall expire the day before the first regular meeting of the City Council in each month according to the following schedule:

(1) February:

Planning and Zoning Commission;
Finance Advisory Board;
Tourism Promotion Board;
Building Board of Appeals.

(2) March:

Transportation Commission;
Arts and Culture Board;
Parks and Recreation Commission;
Airport Board;
River Commission.

(3) April:

Local Liquor Licensing Authority;
Victim's Witnesses Assistance and Law Enforcement Board;
Historic Preservation Commission;
Glenwood Springs Housing Commission.

(b) Alternate members. The City Council at its discretion may appoint up to three (3) persons as alternate members for each board or commission. If a regular member of a board or commission is to be absent from a meeting, the presiding officer for the meeting may select an alternate member to fill such absence and to attend and serve at the meeting. The alternate member may exercise all powers at the meeting which the absent regular member could exercise, and the alternate's powers and privileges shall terminate at the end of the meeting attended. The presiding officer may at his/her discretion select the same alternate to serve at successive meetings in the absence of any member.

(c) Limit to term of members. No Board member shall serve more than two (2) terms on the same board or commission.

(d) Removal of members. All appointed members of a board or commission shall be subject to removal, at any time, by the City Council. In the event an appointed member of a board or commission ceases to qualify for membership, his or her appointment is immediately terminated.

(e) Vacancies. The City Council shall fill all vacancies on boards and commissions by appointment for the unexpired term.

(Code 1971 §§ 2-63, 2-64, 2-67; 6-95 § 1; 10-07 § 2; Ord. No. 9-2018 , § 2, 4-20-2018)



City Council
STAFF REPORT
City of Glenwood Springs
October 21, 2021

Agenda Item: MEAN Representatives

Action Requested: Presentation from MEAN.

Department: Public Works

Presented By: Matthew Langhorst, Public Works Director

Background Info: MEAN plans to provide City Council with an update on the MEAN 2050 Carbon Neutral Plan and new power resource options coming up for MEAN as a company.

Issues: NA

Staff Recommendation: NA



NMPP MEAN NPGA ACE

October 21, 2021
Glenwood Springs City Council

NMPPEnergy.org

1



MEAN Staff

Brad Hans-Director of Wholesale Electric Operations

Tim Cervený-Manager of Resources & Transmission

Shannon Coleman-Supervisor of Resource Planning & Analysis



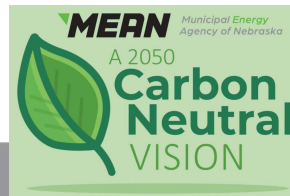
NMPP MEAN NPGA ACE

NMPPEnergy.org



2

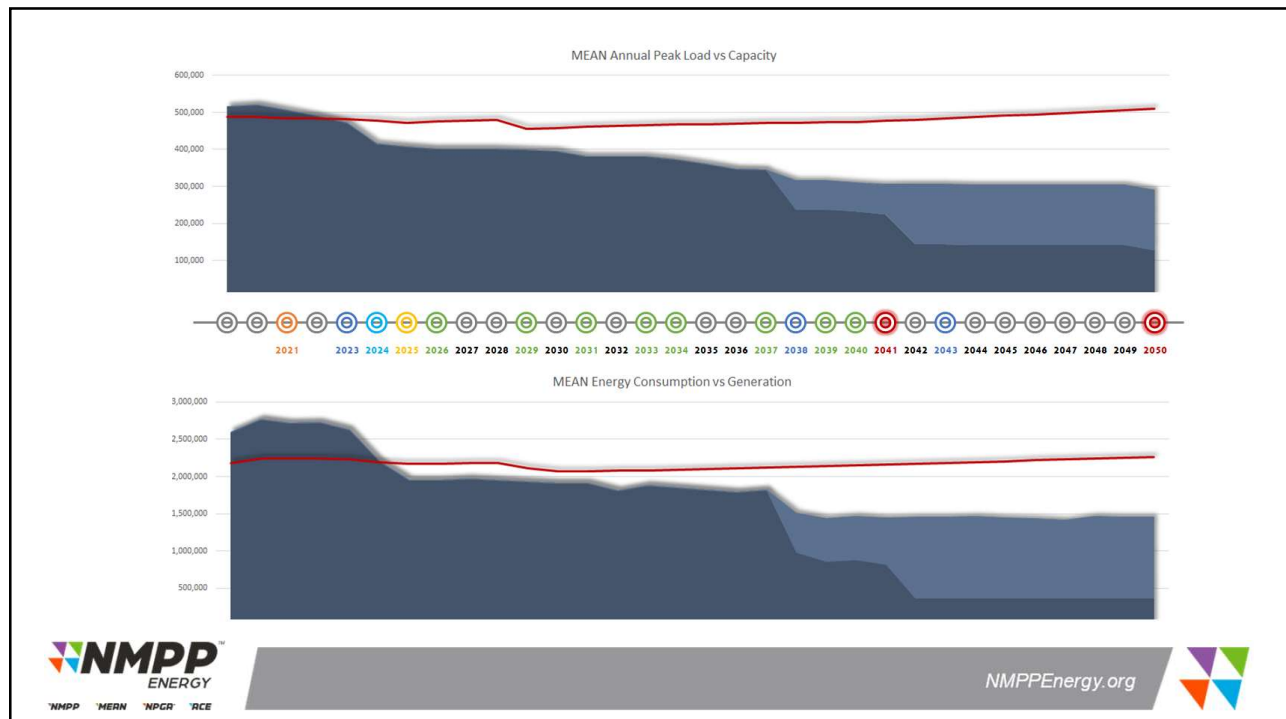
MEAN's 2050 Vision – Carbon Neutral Portfolio



NMPPEnergy.org

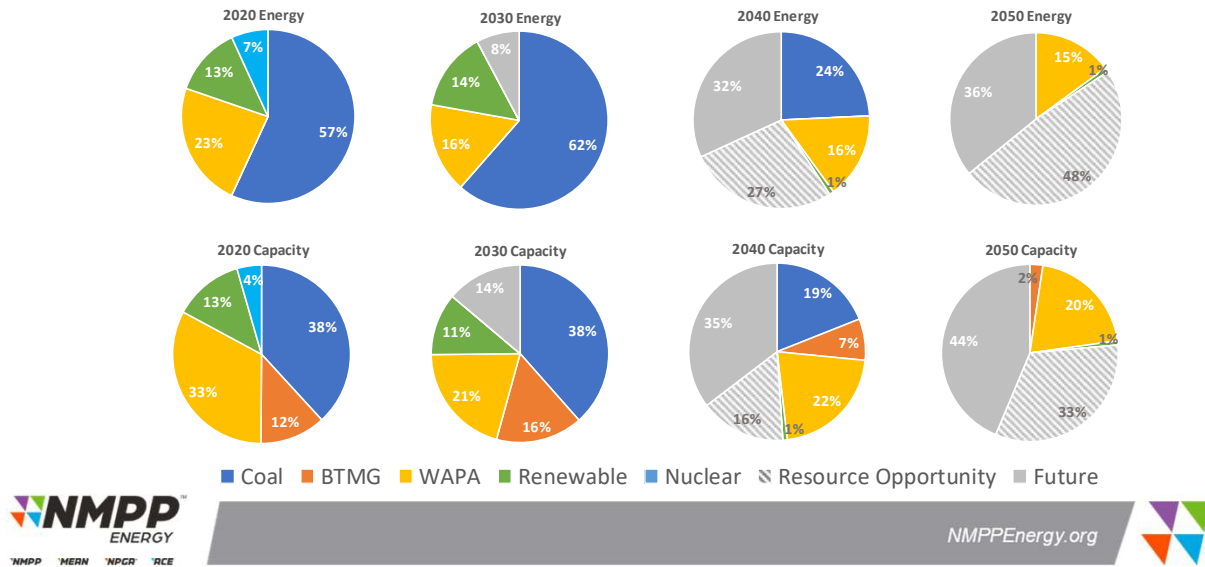


3



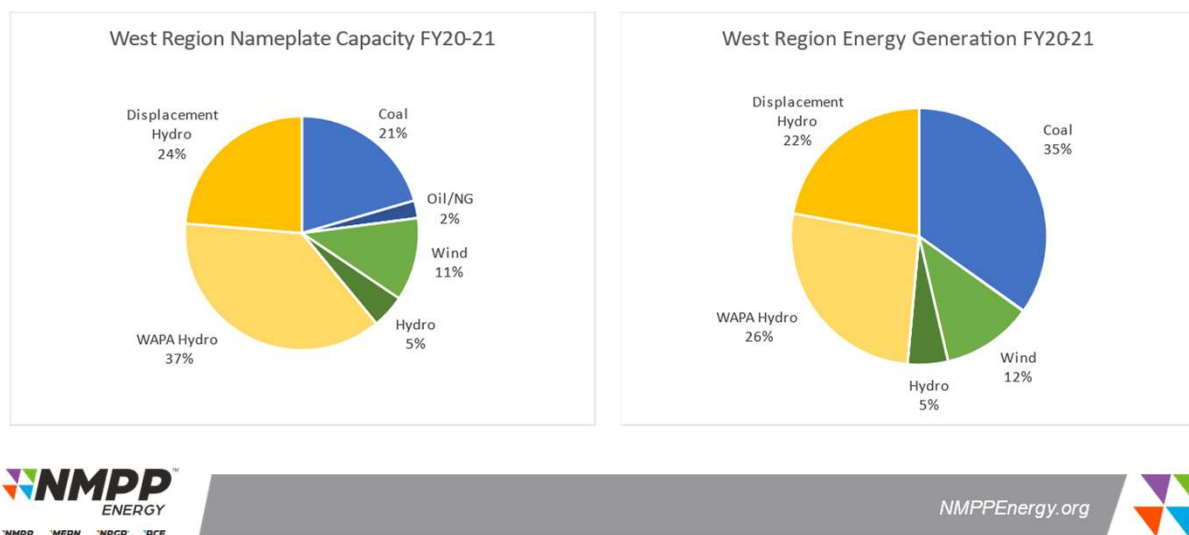
4

Portfolio Potential



5

MEAN's West Region Resource Portfolio



6

MEAN – West Region Portfolio

• Capacity and Energy



7

Policies and Path Forward

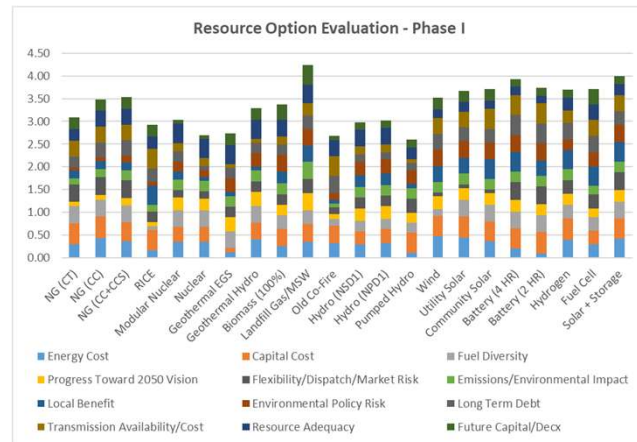
- 2022 IRP
- SPP West RTO
- Wind Pool Future
- Load Growth
 - Marketing
 - Economic Development
 - Electrification
- Distributed Generation Policy
- Energy Efficiency and Demand Response



8

2022 Integrated Resource Plan

- Purpose of IRP
- Long Term Load vs. Resource
- Portfolio Modeling
- Resource Opportunities
- Cost + Reliability + Environmental Impact
- Integration of Demand Side



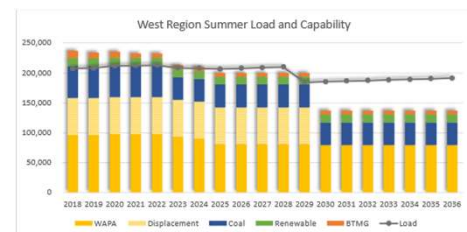
NMPPEnergy.org



9

Resource Options

- Central Nebraska Public Power & Irrigation District Hydro Facilities
- WAPA Displacement Agreement
- Solar
- Wind
- Natural Gas Peaking
- Energy Storage (standalone or hybrid)
- Community-Sited Options



NMPPEnergy.org



10

Renewable Distributed Generation Policy



- First Passed by MEAN Board of Directors in 2016
 - ▶ Enables MEAN Communities to work toward goals and have a local resource in their portfolio
 - ▶ Provides awareness and future portfolio planning
- Updated in 2019 to Increase Cap from 2% to 5% of Member's Annual Energy Consumption
- Does Not Apply to Resources Behind the Retail Meter
- DG Support: Education, Interconnection, Analysis, Communications, RFP's and Grants



NMPPEnergy.org



13

Legislation Potential Impacts

- Federal
 - ▶ Climate: Clean Electricity Performance Program, CLEAN Future Act, Infrastructure Bill, Human Infrastructure Bill, Incentives, Electric Vehicles, Transmission
- Regional
 - ▶ SPP West RTO (3/1/24 Target)
- State
 - ▶ Colorado: GHG Inventory, Emissions Reductions, Air Regulator Authority, Regulatory Pathway, Annual Tracking and Reporting, Climate Equity, Beneficial Electrification, CCUS Taskforce, Transmission Modernization, Colorado Energy Office Stimulus



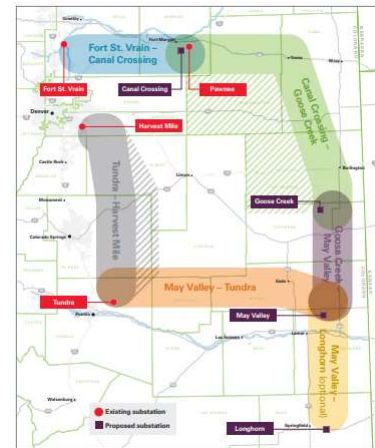
NMPPEnergy.org



14

Colorado Power Pathway

- \$1.7 to \$2 Billion Transmission Upgrade Project
- Support Future Renewables
- 4 New Substations + 4 Expanded Substations
- 560-650 Miles of New Transmission Lines
- Phases In Service in 2025, 2026, and 2027
- PSCo Network Transmission Rate Increase from **\$4.12/kW-mo (2022) to \$8.12/kW-mo (2026)**
 - Annual spend to increase from \$1.15M to \$2.14M
- Decision by CPUC on February 1, 2022



NMPPEnergy.org



15

Engagement

- Engage MEAN
 - DG Services
 - Transmission
 - Distribution Services
 - Pool Services
- Member-Owner Engagement
 - Committee Involvement – Power Supply and Governance Committee
 - Presence
 - Shaping the future



NMPPEnergy.org



16



Open Discussion & Feedback

City Council Members
MEAN Staff



NMPPEnergy.org



17



Closing Comments

Brad Hans
Director of Wholesale Electric Operations



NMPPEnergy.org



18



City Council
STAFF REPORT
City of Glenwood Springs
October 21, 2021

Agenda Item: Colorado Opioid Settlement and MOU

Action Requested: Approve the MOU for Colorado Opioid Settlement

Department: City Administration

Presented By: Debra Figueroa, City Manager

Background Info: See Attached Memo

Issues:

Staff Recommendation: Staff recommends approving the MOU.

Glenwood Springs – Main Office
201 14th Street, Suite 200
P. O. Drawer 2030
Glenwood Springs, CO 81602

Aspen
323 W. Main Street
Suite 301
Aspen, CO 81611

Montrose
1544 Oxbow Drive
Suite 224
Montrose, CO 81402

Office: 970.945.2261
Fax: 970.945.7336
[*Direct Mail to Glenwood Springs](#)

DATE: October 14, 2021
TO: Glenwood Springs Mayor and Council
FROM: Karp Neu Hanlon, P.C.
RE: Opioid Settlement

Under cover of this memo for your consideration are several documents and agreements relating to the proposed national opioid settlement between state and local governments, and companies responsible for the opioid crisis, including Johnson & Johnson, AmerisourceBergen, Cardinal Health, and McKesson. The State of Colorado is set to receive up to \$400 million of settlement funds intended to abate the opioid crisis, and likely more from the bankruptcy proceedings of Purdue Pharma. The Colorado funds are to be distributed as follows: 10% to the state, 20% to local governments, 60% to regions (multi-jurisdiction councils), and 10% to infrastructure projects. The formula agreed upon for local government distribution is based on the severity of the opioid epidemic in that area. Municipality funds will be distributed through the counties on a default allocation. Additional funds are apportioned to counties and the regional council governing process. These settlement terms and formulas were negotiated by the Colorado Attorney General's Office, Colorado Municipal League, and Colorado Counties Inc. Below is a breakdown of how an assumed \$400 million state settlement will benefit Glenwood Springs over 20 years.

City of Glenwood Springs	Garfield County	Region 5 (Garfield, Eagle, Pitkin, Summit, Lake Counties)
\$79,163	\$511,519	\$5,054,640

Even if a local government is not set to receive a significant direct payment, it is still important that all local governments participate at such a level as to meet the 95% participation threshold required under the settlement to release the funds. In the event that a municipality elects not to receive its allotted direct payment, it can still sign onto the settlement and transfer funds to the regional council.

Recommendation: Authorize the Mayor to sign the following agreements:

- Colorado Opioids Memorandum of Understanding with the Colorado Attorney General
- Exhibit K Settlement Participation Form: Janssen Settlement release
- Exhibit K Settlement Participation Form: Distributor Settlement release
- Colorado Subdivision Escrow Agreement authorizing Colorado Municipal League to act as escrow agent for the municipality

**COLORADO OPIOIDS SETTLEMENT MEMORANDUM OF UNDERSTANDING
("MOU")**

Thursday, August 26, 2021

August 25, 2021 Attorney General version

A. Definitions

As used in this MOU:

1. "Approved Purpose(s)" shall mean forward-looking strategies, programming, and services to abate the opioid epidemic as identified by the terms of any Settlement. If a Settlement is silent on Approved Purpose(s), then Approved Purpose(s) shall mean those forward-looking strategies to abate the opioid epidemic identified in **Exhibit A** or any supplemental forward-looking abatement strategies added to **Exhibit A** by the Abatement Council. Consistent with the terms of any Settlement, "Approved Purposes" shall also include the reasonable administrative costs associated with overseeing and administering Opioid Funds from each of the four (4) Shares described in Section (B)(2). Reimbursement by the State or Local Governments for past expenses are not Approved Purpose(s). "Approved Purposes" shall include attorneys' fees and expenses incurred in the course of the opioid litigation that are paid through the process discussed below.
2. "County Area" shall mean a county in the State of Colorado plus the Local Governments, or portion of any Local Government, within that county.
3. "Effective Date" shall mean the date on which a court of competent jurisdiction, including any bankruptcy court, enters the first Settlement by order or consent decree. The Parties anticipate that more than one Settlement will be administered according to the terms of this MOU, but that the first entered Settlement will trigger the formation of the Abatement Council in Section (C) and the Regional Councils in Section (F)(5).¹
4. "General Abatement Fund Council," or "Abatement Council," shall have the meaning described in Section (C), below.

¹ For the avoidance of doubt, the McKinsey Settlement and any other Settlement that precedes the finalization of drafting this MOU are not considered a trigger for purposes of the calculation of "Effective Date."

5. "Local Government(s)" shall mean all counties in the State of Colorado and the municipalities, towns, and county and city municipal corporations that are listed in **Exhibit B**.
6. "National Opioid Settlement Administrative Fund" shall mean any fund identified by a Settlement for the national distribution of Opioid Funds.
7. "Opioid Funds" shall mean damage awards obtained through a Settlement.
8. "Opioid Settling Defendant" shall mean any person or entity, or its affiliates, that engages in or has engaged in the manufacture, marketing, promotion, distribution, or dispensing of licit opioids.
9. "Participating Local Government(s)" shall mean all Local Governments that sign this MOU, and if required under terms of a particular Settlement, who have executed a release of claims with the Opioid Settlement Defendant(s). For the avoidance of doubt, a Local Government must sign this MOU to become a "Participating Local Government." Local Governments may designate the appropriate individual from their entity to sign the MOU.
10. "Party" or "Parties" shall mean the State and/or Participating Local Government(s).
11. "Qualified Settlement Fund Account," or "QSF Account," shall mean an account set up as a qualified settlement fund, 468b fund, as authorized by Treasury Regulations 1.468B-1(c) (26 CFR §1.468B-1).
12. "Regional Council" shall have the meaning described in Section (F)(5), below.
13. "Settlement" shall mean the negotiated resolution of legal or equitable claims against an Opioid Settling Defendant when that resolution has been jointly entered into by the State and the Participating Local Governments, or by any individual Party or collection of Parties that opt to subject their Settlement to this MOU. Unless otherwise directed by an order from a United States Bankruptcy Court, "Settlement" shall also include distributions from any liquidation under Chapter 7 of the United States Bankruptcy Code or confirmed plan under Chapter 11 of the United States Bankruptcy Code that treats the claims of the State and Local Governments against an Opioid Settling Defendant.
14. "The State" shall mean the State of Colorado acting through its Attorney General and the Colorado Department of Law.

B. Allocation of Settlement Proceeds

1. All Opioid Funds shall be held in accordance with the terms of any Settlement. If a Settlement allows Opioid Funds to be held in a National Opioid Settlement Administrative Fund, then Opioid Funds shall be held in such National Opioid Settlement Administrative Fund. If a Settlement does not allow for Opioid Funds

to be held in a National Opioid Settlement Administrative Fund, Opioid Funds shall be held in a Colorado-specific QSF Account or, under the following limited circumstances, in the State's Custodial Account: 1) if at the time of a Settlement, a Colorado-specific QSF Account is not yet established, although in such case, the Opioid Funds shall be transferred to the Colorado-specific QSF Account once it is established or 2) where the Abatement Fund Council determines Opioids Funds cannot be legally held in a Colorado-specific QSF Account. Regardless of whether Opioid Funds are held in a National Administrative Fund, a Colorado-specific QSF Account, or in the State's Custodial Account, the Abatement Council shall appoint one of its members to serve as the point of contact in accordance Section (C)(4)(b)(i), below.

2. All Opioid Funds, at the time of a Settlement or at the time designated in the Settlement documents, shall be divided and distributed as follows:²
 - a. **10%** directly to the State ("State Share") for Approved Purposes in accordance with Section (D), below;
 - b. **20%** directly to Participating Local Governments ("LG Share") for Approved Purposes in accordance with Section (E), below;
 - c. **60%** directly to Regions ("Regional Share") for Approved Purposes in accordance with Section (F), below; and
 - d. **10%** to specific abatement infrastructure projects ("Statewide Infrastructure Share") for Approved Purposes in accordance with Section (G), below.
3. Distribution of the Shares in Section B(2)(a) – (d) shall be direct, meaning that funds held in accordance with Section B(1) shall be disbursed directly to the State, Participating Local Governments, Regions, and the Statewide Infrastructure Share according to the terms of this MOU.
4. All Opioid Funds, regardless of allocation, shall be used for Approved Purposes.
5. Participating Local Governments may elect to share, pool, or collaborate with their respective allocation of the LG or Regional Shares in any manner they choose, so long as such sharing, pooling, or collaboration is used for Approved Purposes and complies with the terms of this MOU and any Settlement.

C. General Abatement Fund Council

1. A General Abatement Fund Council (the "Abatement Council"), consisting of representatives appointed by the State and Participating Local Governments, shall

² This MOU treats multi-county health departments as county health departments for purposes of allocation and distribution of abatement proceeds and therefore multi-county health departments shall not receive any Opioid Funds directly. Third-Party Payors ("TPPs") are not Parties to this MOU.

be created to ensure the distribution of Opioid Funds complies with the terms of any Settlement and to provide oversight of the Opioid Funds in accordance with the terms of this MOU.

2. **Membership:** The Abatement Council shall consist of the following thirteen (13) members, who shall serve in their official capacity only.

a. **State Members:** Seven (7) members shall be appointed by the State, as authorized volunteers of the State, as follows:

- (i) A Chair to serve as a non-voting member, except in the event of a tie;
- (ii) Two (2) members who are licensed professionals with significant experience in substance use disorders;
- (iii) Three (3) members who are professionals with significant experience in prevention, education, recovery, treatment, criminal justice, rural public health issues, or government administration related to substance use disorders; and
- (iv) One (1) member or family member affected directly by the opioid crisis.

b. **Local Government Members:** Six (6) members shall be appointed by the Participating Local Governments. Local Government Members shall be a County Commissioner, Mayor, City or Town Council Member, or a professional with significant experience in prevention, education, recovery, treatment, criminal justice, rural public health issues, or governmental administration related to substance use disorders. A Participating Local Government may determine which Local Government Members are eligible (or ineligible) to serve on the General Abatement Fund Council. County Commissioners, City or Town Council Members, and/or Mayors from the Regions identified in **Exhibit C** shall collaborate to appoint Local Government Members as follows:

- (i) Two (2) Members from Regions 1, 5, 13, 14, 15, 17, 18;
- (ii) Two (2) Members from Regions 2, 6, 7, 8, 9, 10, 11, 12, 16; and
- (iii) Two (2) Members from Regions 3, 4, 19.

c. **Terms:** The Abatement Council shall be established within ninety (90) days of the Effective Date. In order to do so, within sixty (60) days of the Effective Date, the State shall appoint the State Members in accordance with Section (C)(2)(a), and after conferral with the Local Governments, CCI and CML shall jointly appoint six (6) Local Government Members for an initial term not to exceed one year. Thereafter, Members shall be

appointed in accordance with this Section and Sections (C)(2)(a) and (b) and may serve no more than two (2) consecutive two-year terms, for a total of four (4) consecutive years. Except that, beginning in the second year only, two (2) State Members and two (2) Local Government members shall be appointed for a three-year term and may serve one consecutive two-year term thereafter. The Chair shall have no term but may be replaced at the State's discretion.

- (i) If a State or Local Government Member resigns or is otherwise removed from the Abatement Council prior to the expiration of their term, a replacement Member shall be appointed within sixty (60) days in accordance with Sections (C)(2)(a) and (b).
- (ii) If a Local Government Member vacancy exists for more than sixty (60) days, the State shall appoint a replacement Local Government Member to serve until the vacancy is filled in accordance with Section (C)(2)(b).

- 3. **Duties:** The Abatement Council is primarily responsible for ensuring that the distribution of Opioid Funds complies with the terms of this MOU. The Abatement Council is also responsible for oversight of Opioid Funds from the Regional Share in accordance with Section (F), below, and for developing processes and procedures for the distribution and oversight of Opioid Funds from the Statewide Infrastructure Share in accordance with Section (G) below.
- 4. **Governance:** The Abatement Council shall draft its own bylaws or other governing documents, which must include appropriate conflict of interest and dispute resolution provisions, in accordance with the terms of this MOU and the following principles:
 - a. **Authority:** The Abatement Council does not have rulemaking authority. The terms of this MOU and any Settlement, as entered by any court of competent jurisdiction, including any bankruptcy court, control the authority of the Abatement Council and the Abatement Council shall not stray outside the bounds of the authority and power vested by this MOU and any Settlement.
 - b. **Administration:** The Abatement Council shall be responsible for an accounting of all Opioid Funds. The Abatement Council shall be responsible for releasing Opioid Funds in accordance with Section (B)(1) for the Regional and Statewide Infrastructure Shares in Sections (B)(2)(c) and (d) and shall develop policies and procedures for the release and oversight of such funds in accordance with Sections (F) and (G). Should the Abatement Council require assistance with providing an accounting of Opioid Funds, it may seek assistance from the State.

- (i) The Abatement Council shall appoint one of its members to serve as a point of contact for the purpose of communicating with the entity holding Opioid Funds in accordance with Section (B)(1) and in that role shall only act as directed by the Abatement Council.
- c. **Transparency:** The Abatement Council shall operate with all reasonable transparency and operate in a manner consistent with all Colorado laws relating to open records and meetings regardless of whether the Abatement Council is otherwise obligated to comply with them.
 - (i) The Abatement Council shall develop a centralized public dashboard or other repository for the publication of expenditure data from any Party or Regional Council that receives Opioid Funds in accordance with Sections (D)-(G).
 - (ii) The Abatement Council may also require outcome related data from any Party or Regional Council that receives Opioid Funds in accordance with Sections (D)-(G) and may publish such outcome related data in the centralized public dashboard or other repository described above. In determining which outcome related data may be required, the Abatement Council shall work with all Parties and Regional Councils to identify appropriate data sets and develop reasonable procedures for collecting such data sets so that the administrative burden does not outweigh the benefit of producing such outcome related data.
 - (iii) For purposes of funding the centralized public dashboard or other repository described above, the Abatement Council shall make good faith efforts to seek funding from outside sources first, otherwise the State shall provide such funding.
- d. **Collaboration:** The Abatement Council shall facilitate collaboration between the State, Participating Local Governments, Regional Councils, and other stakeholders for the purposes of sharing data, outcomes, strategies, and other relevant information related to abating the opioid crisis in Colorado.
- e. **Decision Making:** The Abatement Council shall seek to make all decisions by consensus. In the event consensus cannot be achieved, unless otherwise required in this MOU, the Abatement Council shall make decisions by a majority vote of its Members. The Chair shall only vote in the event of a tie.
- f. **Due Process:** The Abatement Council shall develop the due process procedures required by Section (G)(3)(d) for Parties to dispute or challenge remedial actions taken by the Abatement Council for Opioid Funds from the Statewide Infrastructure Share. The Abatement Council

shall also abide by the due process principles required by Section (F)(12)-(13) for Regions to dispute or challenge remedial actions taken by the Abatement Council for Opioid Funds from the Regional Share.

- g. **Legal Status:** The Abatement Council shall not constitute a separate legal entity.
- h. **Legal Representation:** To the extent permitted by law, the State shall provide legal counsel to State Members for all legal issues arising from those State Members' work on the Abatement Council. At all times, Local Government Members of the Abatement Council are entitled to receive legal representation from their respective governmental entities. In the event of a conflict, the Abatement Council and its members may retain the services of other legal counsel.
- i. **Compensation:** No member of the Abatement Council shall be compensated for their work related to the Abatement Council.

D. State Share

- 1. In accordance with Sections (B)(1) and (B)(2)(a), and the terms of any Settlement, the State Share shall be paid directly to the State in accordance with the terms of this Section (D).
- 2. The State maintains full discretion over distribution of the State Share anywhere within the State of Colorado, however, the State Share shall be used for Approved Purposes only. The State will work to reduce administrative costs as much as practicable.
- 3. On an annual basis, as determined by the Abatement Council, the State shall provide all expenditure data, including administrative costs, from the State Share to the Abatement Council for purposes of maintaining transparency in accordance with Section (C)(4)(c)(i). The Abatement Council may require the State to provide additional outcome-related data in accordance with Section (C)(4)(c)(ii) and the State shall comply with such requirements.
- 4. If the State disputes the amount of Opioid Funds it receives from the State Share, the State shall alert the Abatement Council within sixty (60) days of discovering the information underlying the dispute. Failure to alert the Abatement Council within this time frame shall not constitute a waiver of the State's right to seek recoupment of any deficiency in its State Share.

E. LG Share

- 1. In accordance with Sections (B)(1) and (B)(2)(b), and the terms of any Settlement, the LG Share shall be paid directly to Participating Local Governments in accordance with the terms of this Section (E).

2. Allocations to Participating Local Governments from the LG Share shall first be determined using the percentages shown in **Exhibit D**.
3. The LG Share for each County Area shall then be allocated among the county and the other Participating Local Governments within it. **Exhibit E** reflects the default allocation that will apply unless the Participating Local Governments within a County Area enter into a written agreement providing for a different allocation. The Participating Local Governments may elect to modify the allocation for a County Area in **Exhibit E**, but such modification to the allocation in **Exhibit E** shall not change a County Area's total allocation under Section (E)(2).
4. A Local Government that chooses not to become a Participating Local Government will not receive a direct allocation from the LG Share. The portion of the LG Share that would have been allocated to a Local Government that is not a Participating Local Government will instead be re-allocated to the Regional Share for the Region where the Local Government is located, in accordance with Section (F), below.
5. In the event a Participating Local Government dissolves or ceases to exist during the term of any Settlement, the allocation for that Participating Local Government from the LG Share shall be re-allocated as directed by any Settlement, and if not specified, be re-allocated to the Regional Share for the Region in which the Participating Local Government was located, in accordance with Section (F). If a Participating Local Government merges with another Participating Local Government, the allocation for that Participating Local Government from the LG Share shall be re-allocated as directed by any Settlement, and if not specified, shall be re-allocated to the successor Participating Local Government's allocation of the LG Share. If a Participating Local Government merges with a Local Government that is not a Participating Local Government, the allocation for that Participating Local Government from the LG Share shall be re-allocated as directed by any Settlement, and if not specified, be re-allocated to the Region in which the merging Participating Local Government was located, in accordance with Section (F), below.
6. A Participating Local Government may forego its allocation of the LG Share and direct its allocation to the Regional Share for the Region where the Participating Local Government is located, in accordance with Section (F) below, by affirmatively notifying the Abatement Council on an annual basis of its decision to forego its allocation of the LG Share. A Participating Local Government's election to forego its allocation of the LG Share shall carry over to the following year unless the Participating Local Government notifies the Abatement Council otherwise. If a Participating Local Government elects to forego its allocation of the LG Share, the Participating Local Government shall be excused from the reporting requirements required by Section (E)(8).
7. Participating Local Governments maintain full discretion over the distribution of their allocation of the LG Share anywhere within the State of Colorado, however,

all Participating Local Governments shall use their allocation from the LG Share for Approved Purposes only. Reasonable administrative costs for a Participating Local Government to administer its allocation of the LG Share shall not exceed actual costs or 10% of the Participating Local Government's allocation of the LG Share, whichever is less.

8. On an annual basis, as determined by the Abatement Council, all Participating Local Governments shall provide all expenditure data, including administrative costs, from their allocation of the LG Share to the Abatement Council for purposes of maintaining transparency in accordance with Section (C)(4)(c)(i). The Abatement Council may require Participating Local Governments to provide additional outcome related data in accordance with Section (C)(4)(c)(ii) and all Participating Local Governments shall comply with such requirements.
9. If any Participating Local Government disputes the amount of Opioid Funds it receives from its allocation of the LG Share, the Participating Local Government shall alert the Abatement Council within sixty (60) days of discovering the information underlying the dispute. Failure to alert the Abatement Council within this time frame shall not constitute a waiver of the Participating Local Government's right to seek recoupment of any deficiency in its LG Share.

F. Regional Share

1. In accordance with Sections (B)(1) and (B)(2)(c), and the terms of any Settlement, the Regional Share shall be paid to the Regions in accordance with the terms of this Section (F).
2. Participating Local Governments shall organize themselves into the Regions depicted in **Exhibit C**. Municipalities located in multiple Regions may join all or some of the Regions in which they are located according to **Exhibit C**.
3. Allocations to Regions will be distributed according to **Exhibit F**. For multi-county Regions, each Region's share listed in **Exhibit F** is calculated by summing the individual percentage shares listed in **Exhibit D** for the counties within that Region. The percentages in **Exhibit F** are based on the assumption that every Local Government in each Region becomes a Participating Local Government.
4. In the event a city, town, or other municipality that is a Participating Local Government merges, dissolves, or ceases to exist during the term of any Settlement, the allocation of the Regional Share owed to the Region in which that Participating Local Government existed shall be re-allocated as directed by any Settlement, and if not specified, shall not be modified from **Exhibit F**. If a county that is a Participating Local Government merges with another county within its Region, the allocation of the Regional Share owed to the Region in which that county existed shall be re-allocated as directed by any Settlement, and if not specified, shall not be modified from **Exhibit F**. If a county that is a Participating Local Government merges with a county in a different Region during the term of

any Settlement, the allocation of the Regional Share owed to the Region in which that county existed shall be re-allocated as directed by any Settlement, and if not specified, shall be re-allocated to the Region in which that Participating Local Government merged in accordance with **Exhibit F**.

5. Each Region must create its own Regional Council while giving consideration to the regional governance models illustrated in **Exhibit G**. The Regional Council must be formed by the Participating Local Governments within the Region and each Regional Council shall designate a fiscal agent for the Region. Regional fiscal agents shall be county or municipal governments only. All funds from the Regional Share shall be distributed to the Regional Council's identified fiscal agent for the benefit of the entire Region.
 - a. Subject to this Section F(5), each Region may draft its own intra-regional agreements, bylaws, or other governing documents to determine how the Regional Council will operate. However, each voting member of a Regional Council shall be an employee or elected official of a Participating Local Government within the applicable Region. In the case of Denver, the voting members of its Regional Council shall be appointed by the Mayor. In the case of Broomfield, the voting members of its Regional Council shall be appointed by the Broomfield City and County Manager.
 - b. The Region shall not receive any Opioid Funds from the Regional Share until the Region certifies to the Abatement Council that its Regional Council has been formed and a fiscal agent has been designated. Such certification shall be in a simple form adopted by the Region and may be made via email, so long as it includes the names and affiliations of the Regional Council's members and the designated fiscal agent.
 - c. If a Region does not form and certify its Regional Council and designate its fiscal agent within one-hundred and eighty (180) days of the Effective Date, the Abatement Council shall appoint members to the Region's Regional Council. Regional Council members appointed by the Abatement Council shall serve until the Region certifies the formation of its Regional Council to the Abatement Council.
 - d. A Region shall submit a renewed certification required by Section (F)(5)(b), above, when its membership changes.
 - e. If a membership vacancy exists on a Regional Council for more than ninety (90) days and the Regional Council is unable to fill the vacancy by its regular procedures during that time, the Abatement Council shall appoint a replacement member to serve until the Region fills the vacancy.

6. A Local Government that chooses not to become a Participating Local Government shall not receive any Opioid Funds from the Regional Share or participate in the Regional Councils described in Section (F)(5) above.
7. Each Regional Council shall make requests to the Abatement Council for Opioid Funds from their allocation of the Regional Share. Each Regional Council's request for Opioid Funds from the Regional Share shall be accompanied by a 2-year plan identifying the Approved Purposes for which the requested funds will be used by the Region anywhere within the State of Colorado. A Regional Council's 2-year plan may be amended so long as such amendments comply with the terms of this MOU and any Settlement. Any Regional Council may seek assistance from the Abatement Council for purposes of developing its 2-year plan.
8. Reasonable administrative costs for a Regional Council to administer its Region's allocation of the Regional Share shall not exceed actual costs or 10% of the Region's allocation of the Regional Share, whichever is less.
9. The Abatement Council shall release funds requested by a Regional Council in accordance with Section (B)(1) if the Regional Council's 2-year plan complies with the Approved Purposes, the terms of this MOU, and the terms of any Settlement. The Abatement Council shall not deny any funding request from a Regional Council on the basis that the Abatement Council does not approve or agree with the Approved Purposes for which a Regional Council requests Opioid Funds from the Regional Share. Nor may the Abatement Council hold up, delay, or make unreasonable requests for additional or supporting information of the Regional Council prior to releasing the requested Opioid Funds. The purpose of this MOU is to facilitate Opioid Funds to their intended recipients quickly and efficiently with minimal administrative procedure.
10. On an annual basis, as determined by the Abatement Council, each Regional Council's fiscal agent shall provide to the Abatement Council the Regional Council's expenditure data, including administrative costs, from their allocation of the Regional Share and certify to the Abatement Council that the Regional Council's expenditures were for Approved Purposes and complied with its 2-year plan. The Regional Council shall subject itself to an accounting at the Abatement Council's discretion.
 - a. The Abatement Council shall review a Regional Council's expenditure data and certification to ensure compliance with the Regional Council's 2-year plan, the Approved Purposes, and the terms of this MOU and any Settlement.
 - b. The Abatement Council shall publish the Regional Council's expenditure data, including administrative costs, from the Regional Share in accordance with Section (C)(4)(c)(i). The Abatement Council may require Regional Councils to provide additional outcome related data in

accordance with Section (C)(4)(c)(ii) and all Regional Councils shall comply with such requirements.

11. If any Regional Council disputes the amount of Opioid Funds it receives from its allocation of the Regional Share, the Regional Council shall alert the Abatement Council within sixty (60) days of discovering the information underlying the dispute. Failure to alert the Abatement Council within this time frame shall not constitute a waiver of the Regional Council's right to seek recoupment of any deficiency in its Regional Share.
12. If the Abatement Council has reason to believe a Region's expenditure of its allocation of the Regional Share did not comply with the Region's 2-year Plan, the Approved Purposes, the terms of this MOU or any Settlement, as described in this Section (F), or that the Region otherwise misused its allocation of the Regional Share, the Abatement Council may take remedial action against the alleged offending Region. Such remedial action is left to the discretion of the Abatement Council and may include but not be limited to, withholding future Opioids Funds owed to the offending Region or requiring the offending Region to reimburse improperly expended Opioid Funds to the Regional Share.
13. Within one hundred and twenty (120) days of the Abatement Council being formed, in accordance with Section (C)(2)(c) above, the Abatement Council shall develop and publish due process procedures for allowing a Region to challenge or dispute any remedial action taken by the Abatement Council, including timelines during which the Region may engage in such a challenge or dispute. Such due process procedures shall reflect, at a minimum, the following principles:
 - a. Upon learning of any conduct that may warrant remedial action against a Region, the Abatement Council shall first provide notice to the Region of the conduct at issue, provide the Region an opportunity to respond, and, if appropriate, cure the alleged offending conduct. If after providing the Region such notice and opportunities to respond and cure, the Abatement Council continues to believe remedial action is warranted, the Abatement Council may take such remedial action.
 - b. If the Abatement Council decides to take remedial action against an alleged offending Region, such action may only occur by a two-thirds supermajority vote of the Abatement Council. Thus, an Abatement Council made up of twelve (12) voting members requires a vote of eight (8) Members prior to taking remedial action against an alleged offending Region.
 - c. Prior to taking any remedial action against an alleged offending Region, the Abatement Council shall first provide notice to the alleged offending Region of the remedial action to be taken and the facts underlying such remedial action. The Abatement Council shall then provide the alleged

offending Region an opportunity to challenge or dispute the remedial action in accordance with, at a minimum, the principles below:

- i. The alleged offending Region may request revisions or modifications to the proposed remedial action;
 - ii. The alleged offending Region may submit a written response to and/or request a hearing before the Abatement Council, or a third-party hearing officer,³ regarding the alleged offending conduct and proposed remedial action; and
 - iii. After such written responses are submitted and reviewed and/or a hearing is conducted, the alleged offending Region may submit an appeal to the Abatement Council of the decision to take remedial action.
- d. Remedial actions taken by the Abatement Council, in accordance with the due process principles detailed above, shall be considered final non-appealable orders and offending Regions may not seek judicial relief from remedial action taken by the Abatement Council, except as provided in Section (H), below.
- e. Subject to Section (H)(2), below, if any Party(ies) believes the Abatement Council violated the terms of this MOU, such Party(ies) may seek to enforce the terms of this MOU.

14. If the Abatement Council has reason to believe a Region's conduct, or the conduct of any Participating Local Government or individual in that Region, amounts to a violation of any criminal law, the Abatement Council shall refer such matters to the appropriate authorities and may consider such conduct in its determination of any remedial action to be taken.

15. If the Abatement Council has reason to believe that an individual involved in the receipt or administration of Opioid Funds from the Regional Share has violated any applicable ethics rules or codes, the Abatement Council shall not attempt to adjudicate such a violation. In such instances, the Abatement Council shall lodge a complaint with the appropriate forum for handling such ethical matters, such as a local home rule municipality's ethics board.

16. Costs associated with the Abatement Council's distribution and oversight of the Regional Share, as described above in this Section (F), including costs associated with any remedial action by the Abatement Council, shall be paid from the Statewide

³ Only an alleged offending Region may request the appointment of a third-party hearing officer to review any written responses and conduct any requested hearings. If an alleged offending Region makes such a request, the Abatement Council has sole discretion to appoint the third-party hearing officer and the alleged offending Region shall bear the cost of such review and/or hearing by the third-party hearing officer.

Infrastructure Share. The Abatement Council shall make all good faith efforts to limit such costs to the greatest extent possible.

G. Statewide Infrastructure Share

1. In accordance with Sections B(1) and (B)(2)(d), and the terms of any Settlement, the Statewide Infrastructure Share shall be paid to any Party or Regional Council in accordance with this Section (G).
2. The purpose of the Statewide Infrastructure Share is to promote capital improvements and provide operational assistance for developing or improving the infrastructure necessary to abate the opioid crisis anywhere within the State of Colorado. The Statewide Infrastructure Share is intended to supplement Opioid Funds received by any Party or Region.
3. Prior to distributing any Opioid Funds from the Statewide Infrastructure Share, the Abatement Council shall establish and publish policies and procedures for the distribution and oversight of the Statewide Infrastructure Share, including processes for Parties or Regions to apply for Opioid Funds from the Statewide Infrastructure Share. The Abatement Council's policies and procedures shall, at a minimum, reflect the following principles:
 - a. Opioid Funds from the Statewide Infrastructure Share shall be used for Approved Purposes only;
 - b. Opioid Funds from the Statewide Infrastructure Share shall be paid directly to the appropriate state agencies (including but not limited to the Colorado Department of Law), Regional fiscal agents, or Participating Local Governments only;
 - c. Distribution and oversight of the Statewide Infrastructure Share shall comply with the terms of this MOU and any Settlement;
 - d. Appropriate processes for remedial action will be taken against Parties or Regions that misuse Opioid Funds from the Statewide Infrastructure Share. Such processes shall include procedures for alleged offending Parties or Regions to challenge or dispute such remedial action; and
 - e. Limitations on administrative costs to be expended by recipients for administering Opioid Funds received from the Statewide Infrastructure Fund, not to exceed actual costs expended by the recipient or 10% of the amount received, whichever is less.
4. The distribution and oversight policies and procedures developed by the Abatement Council, in accordance with Section (G)(3), shall be non-appealable orders and no Party or Region may seek judicial relief related to the distribution and oversight of the Statewide Infrastructure Share.

5. On an annual basis, as determined by the Abatement Council, any Party or Regional Council that receives funds from the Statewide Infrastructure Share shall provide all expenditure data, including administrative costs, related to any Opioid Funds it received from the Statewide Infrastructure Share and subject itself to an accounting as required by the Abatement Council. The Abatement Council shall publish all expenditure data from the Statewide Infrastructure Share in accordance with Section (C)(4)(c)(i). The Abatement Council may require the Parties or Regional Councils that receive funds from the Statewide Infrastructure Share to provide additional outcome related data in accordance with Section (C)(4)(c)(ii) and the Parties or Regional Councils shall comply with such requirements.
6. Costs associated with the Abatement Council's distribution and oversight of the Statewide Infrastructure Share, as described in this Section (G), shall be paid for from the Statewide Infrastructure Share. The Abatement Council shall make all good faith efforts to limit such costs to the greatest extent possible.

H. General Terms

1. All Parties and Regional Councils shall maintain all records related to the receipt and expenditure of Opioid Funds for no less than five (5) years and shall make such records available for review by the Abatement Council, any other Party or Regional Council, or the public. Records requested by the public shall be produced in accordance with Colorado's open records laws. Records requested by the Abatement Council or another Party or a Regional Council shall be produced within twenty-one (21) days of the date the record request was received. This requirement does not supplant any Party or Regional Council's obligations under Colorado's open records laws.
2. If any Party(ies) believes the Abatement Council has violated the terms of this MOU, the alleging Party(ies) may seek to enforce the terms of this MOU, provided the alleging Party(ies) first provides notice to the Abatement Council of the alleged violation and a reasonable opportunity to cure the alleged violation. In such an enforcement action, the alleging Party(ies) may only seek to enforce the terms of the MOU against the State and the Participating Local Governments from which the Local Government Members of the Abatement Council were appointed and may only seek declaratory and/or injunctive relief. In defense of such an enforcement action, the State's Members of the Abatement Council shall be represented by the State and the Local Government Members shall be represented by the Participating Local Governments from which the Local Government Members were appointed. In the event of a conflict, the Abatement Council and its Members may seek outside representation to defend itself against such an enforcement action.
3. If any Party(ies) believes another Party(ies), not including the Abatement Council, violated the terms of this MOU, the alleging Party(ies) may seek to enforce the terms of this MOU in the court in which any applicable Settlement(s) was entered, provided the alleging Party(ies) first provide the alleged offending Party(ies)

notice of the alleged violation(s) and a reasonable opportunity to cure the alleged violation(s). In such an enforcement action, any alleging Party or alleged offending Party(ies) may be represented by their respective public entity in accordance with Colorado law.

4. Nothing in this MOU shall be interpreted to waive the right of any Party to seek judicial relief for conduct occurring outside the scope of this MOU that violates any Colorado law. In such an action, the alleged offending Party(ies), including the Abatement Council, may be represented by their respective public entities in accordance with Colorado law. In the event of a conflict, any Party, including the Abatement Council and its Members, may seek outside representation to defend itself against such an action.
5. If any Party(ies) believes another Party(ies), Region(s), or individual(s) involved in the receipt, distribution, or administration of Opioids Funds has violated any applicable ethics codes or rules, a complaint shall be lodged with the appropriate forum for handling such matters, such as a local home rule municipality's ethics board.
6. If any Party(ies) believes another Party(ies), Region(s), or individual(s) involved in the receipt, distribution, or administration of Opioid Funds violated any Colorado criminal law, such conduct shall be reported to the appropriate criminal authorities.
7. Venue for any legal action related to this MOU shall be in a court of competent jurisdiction where any applicable Settlement(s) is entered.
8. Because recovery under the terms of different Settlement(s) may vary depending on the number of Parties required to effectuate a Settlement, the Parties may conditionally agree to sign on to the MOU through a letter of intent, resolution or similar written statement, declaration or pronouncement declaring their intent to sign on to the MOU if the threshold for Party participation in a specific Settlement is achieved.⁴
9. This MOU may be executed in two or more counterparts, each of which shall be deemed an original, but all of which shall constitute one and the same instrument. The Parties approve the use of electronic signatures for execution of this MOU. All use of electronic signatures shall be governed by the Uniform Electronic Transactions Act, C.R.S. §§ 24-71.3-101, *et seq.* The Parties agree not to deny the legal effect or enforceability of the MOU solely because it is in electronic form or

⁴ For instance, the July 21, 2021 "Distributor Settlement Agreement" includes a "Subdivision Settlement Agreement Form" that, once filled out and executed, is meant to indicate that Local Government's (or Subdivision's) election to participate in that Distributor Settlement and also, to require that Local Government to take steps to formally release any claim it may have against the Settling Distributors. With regard to the Distributor Settlement Agreement or any other Settlements that include a form similar to the Subdivision Settlement Agreement Form, the Parties may still conditionally agree to sign on to the MOU if, for instance, the threshold for Party participation in a specific Settlement is achieved.

because an electronic record was used in its formation. The Parties agree not to object to the admissibility of the MOU in the form of an electronic record, or a paper copy of an electronic document, or a paper copy of a document bearing an electronic signature, on the ground that it is an electronic record or electronic signature or that it is not in its original form or is not an original.

10. Each party represents that all procedures necessary to authorize such Party's execution of this MOU have been performed and that the person signing for such Party has been authorized to execute the MOU.

I. Payment of Counsel and Litigation Expenses Through a Back-Stop Fund

1. Some Settlements, including the McKesson Corporation, Cardinal Health, Inc., and AmerisourceBergen Corporation ("Distributor") and Johnson & Johnson/Janssen ("J&J") settlements, may provide for the payment of all or a portion of the fees and litigation expenses owed by Participating Local Governments to counsel specifically retained to file suit in the opioid litigation. If any Settlement is insufficient to cover the fee obligations of the Participating Local Governments (as discussed and modified by Judge Polster's Order of August 6 regarding fees for the Distributor and J&J settlements), the deficiencies will be covered as set forth in further detail below.
2. The Parties also recognize that, as in the Distributor and J&J settlements, certain Opioid Settling Defendants may offer premiums benefiting the entire state of Colorado when Participating Local Governments agree to the Settlement(s), thereby settling their claims in their on-going lawsuits. For example, below is the chart illustrating how Incentive Payment B (a 25% premium to the entire state) works in the Distributor Settlement at Section IV.F.2.b (p. 20):

Percentage of Litigating Subdivision Population that is Incentive B Eligible Subdivision Population⁵	Incentive Payment B Eligibility Percentage
Up to 85%	0%
85%+	30%
86+	40%
91+	50%
95+	60%
99%+	95%
100%	100%

3. If the court in *In Re: National Prescription Opiate Litigation*, MDL No. 2804 (N.D. Ohio), or if a Settlement establishes a common benefit fund or similar device to compensate attorneys for services rendered and expenses incurred that have benefited plaintiffs generally in the litigation (the "Common Benefit Fund"),

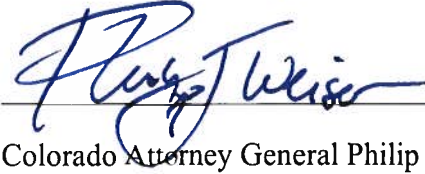
and/or requires certain governmental plaintiffs to pay a share of their recoveries from defendants into the Common Benefit Fund (“Court-Ordered Common Benefit Fund Assessment”), then the Participating Local Governments shall be required to first seek to have their attorneys’ fees and expenses paid through the Common Benefit Fund.

4. For the Distributor and J&J settlements only, counsel for Participating Local Governments shall have their expenses otherwise recoverable from Colorado Participating Local Governments compensated only through the Common Benefit Fund(s) established in those settlement(s). For the avoidance of doubt, counsel for Participating Local Governments may recover their attorneys’ fees through the Distributor and J&J settlements and through the other applicable provisions of this Section (I).
5. In addition, as a means of covering any deficiencies in paying counsel for Participating Local Governments, a supplemental Colorado Attorney Fee Back-Stop Fund shall be established. The Colorado Attorney Fee Back-Stop Fund is to be used to compensate counsel for Participating Local Governments that filed an initial complaint in the opioid litigation by September 1, 2020 (“Litigating Participating Local Governments”).
6. Payments out of the Colorado Attorney Fee Back-Stop Fund shall be determined by a committee (the “Opioid Fee and Expense Committee”). The Opioid Fee and Expense Committee shall consist of the following five (5) members:
 - a. One (1) member appointed by CCI from a litigating county or from a litigating county and city municipal corporation;
 - b. One (1) member appointed by CML from a litigating city;
 - c. One (1) member appointed jointly by CCI and CML from a non-litigating county or city;
 - d. One (1) member appointed by the Attorney General’s Office; and
 - e. One (1) neutral member jointly appointed by all of the other members listed above.
7. The Colorado Attorney Fee Back-Stop Fund shall be funded as follows from any Settlement, excluding settlements involving McKinsey and payments resulting from the Purdue or Mallinckrodt bankruptcy. For purposes only of calculating the funding of the Colorado Attorney Fee Back-Stop Fund, the Parties deem 58% of the total LG Share and Regional Share to be attributable to the Litigating Local Governments. The Colorado Attorney Fee Back-Stop Fund shall be funded by 8.7% of the total LG Share and 4.35% of the total Regional Share at the time such funds are actually received. No funds deposited into the Colorado Attorney Fee Back-Stop Fund will be taken from the Statewide Infrastructure Share or State Share.

8. Counsel for Litigating Participating Local Governments may apply to the Colorado Attorney Fee Back-Stop Fund only after applying to the Common Benefit Fund.
9. Counsel for Litigating Participating Local Governments may apply to the Colorado Attorney Fee Back-Stop Fund for only a shortfall – that is, the difference between what their fee agreements would entitle them to (as limited by this Section (I)) minus what they have already collected from the Common Benefit Fund (including both the “common benefit” and “contingency fee” calculations, if any). If they receive fees/costs for common benefit work in the national fee fund, these fees/costs will be allocated proportionately across all their local government opioid clients based on the allocation model used in the Negotiation Class website to allocate the appropriate portion to Colorado clients.
10. Counsel for Litigating Participating Local Governments are limited to being paid, at most, and assuming adequate funds are available in any Common Benefit Fund and Colorado Attorney Fee Back-Stop Fund, fees in an amount equal to 15% of the LG Share and 7.5% of the Regional Share attributable to their Colorado clients.
11. Any funds remaining in the Colorado Attorney Fee Back-Stop Fund in excess of the amounts needed to cover the fees and litigation expenses owed by Litigating Participating Local Governments to their respective counsel shall revert to the Participating Local Governments according to the allocations described in Sections (E) and (F). Every two years, the Opioid Fee and Expense Committee shall assess the amount remaining in the Colorado Attorney Fee Back-Stop Fund to determine if it is overfunded.
12. Despite the fact that a litigating entity bonus benefits the entire state, no portion of the State Share shall be used to fund the Colorado Attorney Fee Back-Stop Fund or in any other way to fund any Participating Local Government’s attorneys’ fees and expenses. Because the state did not hire outside counsel, any funds for attorneys fees that the state receives from the J&J and Distributor settlement will be deposited into the State Share.
13. To participate in the Colorado Attorney Fee Back-Stop Fund, counsel must follow the requirements of C.R.S. § 13-17-304.

This **Colorado Opioids Settlement Memorandum of Understanding** is signed

this 26 day of August, 2021 by:


Colorado Attorney General Philip J. Weiser

This **Colorado Opioids Settlement Memorandum of Understanding** is signed

this ____ day of _____, ____ by:

Name & Title_____

On behalf of _____

Exhibit A

POTENTIAL OPIOID ABATEMENT APPROVED PURPOSES

I. TREATMENT

A. TREATMENT OF OPIOID USE DISORDER AND ITS EFFECTS

1. Expand availability of treatment, including Medication-Assisted Treatment (MAT), for Opioid Use Disorder (OUD) and any co-occurring substance use or mental health issues.
2. Supportive housing, all forms of FDA-approved MAT, counseling, peer-support, recovery case management and residential treatment with access to medications for those who need it.
3. Treatment of mental health trauma issues that resulted from the traumatic experiences of the opioid user (e.g., violence, sexual assault, human trafficking) and for family members (e.g., surviving family members after an overdose or overdose fatality).
4. Expand telehealth to increase access to OUD treatment, including MAT, as well as counseling, psychiatric support, and other treatment and recovery support services.
5. Fellowships for addiction medicine specialists for direct patient care, instructors, and clinical research for treatments.
6. Scholarships for certified addiction counselors.
7. Clinicians to obtain training and a waiver under the federal Drug Addiction Treatment Act to prescribe MAT for OUD.
8. Training for health care providers, students, and other supporting professionals, such as peer recovery coaches/recovery outreach specialists, including but not limited to training relating to MAT and harm reduction.
9. Dissemination of accredited web-based training curricula, such as the American Academy of Addiction Psychiatry's Provider Clinical Support Service-Opioids web-based training curriculum and motivational interviewing.
10. Development and dissemination of new accredited curricula, such as the American Academy of Addiction Psychiatry's Provider Clinical Support Service Medication-Assisted Treatment.
11. Development of a multistate/nationally accessible database whereby health care providers can list currently available in-patient and out-patient OUD treatment services that are accessible on a real-time basis.

12. Support and reimburse services that include the full American Society of Addiction Medicine (ASAM) continuum of care for OUD.
13. Improve oversight of Opioid Treatment Programs (OTPs) to assure evidence-informed practices such as adequate methadone dosing.

B. INTERVENTION

1. Ensure that health care providers are screening for OUD and other risk factors and know how to appropriately counsel and treat (or refer, if necessary) a patient for OUD treatment.
2. Fund Screening, Brief Intervention and Referral to Treatment (SBIRT) programs to reduce the transition from use to disorder.
3. Training and long-term implementation of SBIRT in key systems (health, schools, colleges, criminal justice, and probation), with a focus on the late adolescence and young adulthood when transition from misuse to opioid disorder is most common.
4. Purchase automated versions of SBIRT and support ongoing costs of the technology.
5. Training for emergency room personnel treating opioid overdose patients on post-discharge planning, including community referrals for MAT, recovery case management and/or support services.
6. Support work of Emergency Medical Systems, including peer support specialists, to connect individuals to treatment or other appropriate services following an opioid overdose or other opioid-related adverse event.
7. Create school-based contacts whom parents can engage to seek immediate treatment services for their child.
8. Develop best practices on addressing OUD in the workplace.
9. Support assistance programs for health care providers with OUD.
10. Engage non-profits and faith community as a system to support outreach for treatment.

C. CRIMINAL-JUSTICE-INVOLVED PERSONS

1. Address the needs of persons involved in the criminal justice system who have OUD and any co-occurring substance use disorders or mental health (SUD/MH) issues.

2. Support pre-arrest diversion and deflection strategies for persons with OUD and any co-occurring SUD/MH issues, including established strategies such as:
 - a. Self-referral strategies such as Angel Programs or the Police Assisted Addiction Recovery Initiative (PAARI);
 - b. Active outreach strategies such as the Drug Abuse Response Team (DART) model;
 - c. “Naloxone Plus” strategies, which work to ensure that individuals who have received Naloxone to reverse the effects of an overdose are then linked to treatment programs;
 - d. Officer prevention strategies, such as the Law Enforcement Assisted Diversion (LEAD) model; or
 - e. Officer intervention strategies such as the Leon County, Florida Adult Civil Citation Network.
3. Support pre-trial services that connect individuals with OUD and any co-occurring SUD/MH issues to evidence-informed treatment, including MAT, and related services.
4. Support treatment and recovery courts for persons with OUD and any co-occurring SUD/MH issues, but only if they provide referrals to evidence-informed treatment, including MAT.
5. Provide evidence-informed treatment, including MAT, recovery support, harm reduction, or other appropriate services to individuals with OUD and any co-occurring SUD/MH issues who are incarcerated, on probation, or on parole.
6. Provide evidence-informed treatment, including MAT, recovery support, harm reduction, or other appropriate re-entry services to individuals with OUD and any co-occurring SUD/MH issues who are leaving jail or prison or who have recently left jail or prison.
7. Support critical time interventions (CTI), particularly for individuals living with dual-diagnosis OUD/serious mental illness, and services for individuals who face immediate risks and service needs and risks upon release from correctional settings.

D. WOMEN WHO ARE OR MAY BECOME PREGNANT

1. Evidence-informed treatment, including MAT, recovery, and prevention services for pregnant women or women who could become pregnant and have OUD.
2. Training for obstetricians and other healthcare personnel that work with pregnant women and their families regarding OUD treatment.

3. Other measures to address Neonatal Abstinence Syndrome, including prevention, care for addiction and education programs.
4. Child and family supports for parenting women with OUD.
5. Enhanced family supports and child care services for parents receiving treatment for OUD.

E. PEOPLE IN TREATMENT AND RECOVERY

1. The full continuum of care of recovery services for OUD and any co-occurring substance use or mental health issues, including supportive housing, residential treatment, medical detox services, peer support services and counseling, community navigators, case management, and connections to community-based services.
2. Identifying successful recovery programs such as physician, pilot, and college recovery programs, and providing support and technical assistance to increase the number and capacity of high-quality programs to help those in recovery.
3. Training and development of procedures for government staff to appropriately interact and provide social and other services to current and recovering opioid users, including reducing stigma.
4. Community-wide stigma reduction regarding treatment and support for persons with OUD, including reducing the stigma on effective treatment.
5. Engaging non-profits and faith community as a system to support family members in their efforts to help the opioid user in the family.

II. PREVENTION

F. PRESCRIBING PRACTICES

1. Training for health care providers regarding safe and responsible opioid prescribing, dosing, and tapering patients off opioids.
2. Academic counter-detailing.
3. Continuing Medical Education (CME) on prescribing of opioids.
4. Support for non-opioid pain treatment alternatives, including training providers to offer or refer to multi-modal, evidence-informed treatment of pain.
5. Fund development of a multistate/national prescription drug monitoring program (PDMP) that permits information sharing while providing appropriate safeguards on sharing of private information, including but not limited to:

- a. Integration of PDMP data with electronic health records, overdose episodes, and decision support tools for health care providers relating to OUD.
 - b. Ensuring PDMPs incorporate available overdose/naloxone deployment data, including the United States Department of Transportation's Emergency Medical Technician overdose database.
- 6. Educating dispensers on appropriate opioid dispensing.

G. MISUSE OF OPIOIDS

- 1. Corrective advertising/affirmative public education campaigns.
- 2. Public education relating to drug disposal.
- 3. Drug take-back disposal or destruction programs.
- 4. Fund community anti-drug coalitions that engage in drug-abuse prevention efforts.
- 5. School-based programs that have demonstrated effectiveness in preventing drug misuse and seem likely to be effective in preventing the uptake and use of opioids.
- 6. Support community coalitions in implementing evidence-informed prevention, such as reduced social access and physical access, stigma reduction – including staffing, educational campaigns, or training of coalitions in evidence-informed implementation.
- 7. School and community education programs and campaigns for students, families, school employees, school athletic programs, parent-teacher and student associations, and others.
- 8. Engaging non-profits and faith community as a system to support prevention.

H. OVERDOSE DEATHS AND OTHER HARMS

- 1. Increasing availability and distribution of naloxone and other drugs that treat overdoses to first responders, overdose patients, opioid users, families and friends of opioid users, schools, community navigators and outreach workers, drug offenders upon release from jail/prison, and other members of the general public.
- 2. Training and education regarding naloxone and other drugs that treat overdoses for first responders, overdose patients, patients taking opioids, families, schools, and other members of the general public.

3. Developing data tracking software and applications for overdoses/naloxone revivals.
4. Public education relating to emergency responses to overdoses.
5. Free naloxone for anyone in the community.
6. Public education relating to immunity and Good Samaritan laws.
7. Educating first responders regarding the existence and operation of immunity and Good Samaritan laws.
8. Syringe service programs, including supplies, staffing, space, peer support services, and the full range of harm reduction and treatment services provided by these programs.
9. Expand access to testing and treatment for infectious diseases such as HIV and Hepatitis C resulting from intravenous opioid use.

III. ADDITIONAL AREAS

I. SERVICES FOR CHILDREN

1. Support for children's services: Fund additional positions and services, including supportive housing and other residential services, relating to children being removed from the home and/or placed in foster care due to custodial opioid use.

J. FIRST RESPONDERS

1. Law enforcement expenditures relating to the opioid epidemic.
2. Educating first responders regarding appropriate practices and precautions when dealing with fentanyl or other drugs.
3. Increase electronic prescribing to prevent diversion and forgery.

K. COMMUNITY LEADERSHIP

1. Regional planning to identify goals for opioid reduction and support efforts or to identify areas and populations with the greatest needs for treatment intervention services.
2. Government dashboard to track key opioid-related indicators and supports as identified through collaborative community processes.

L. STAFFING AND TRAINING

1. Funding for programs and services regarding staff training and networking to improve staff capability to abate the opioid crisis.
2. Support infrastructure and staffing for collaborative cross-systems coordination to prevent opioid misuse, prevent overdoses, and treat those with OUD (e.g., health care, primary care, pharmacies, PDMPs, etc.).

M. RESEARCH

1. Funding opioid abatement research.
2. Research improved service delivery for modalities such as SBIRT that demonstrate promising but mixed results in populations vulnerable to OUD.
3. Support research for novel harm reduction and prevention efforts such as the provision of fentanyl test strips.
4. Support for innovative supply-side enforcement efforts such as improved detection of mail-based delivery of synthetic opioids.
5. Expanded research for swift/certain/fair models to reduce and deter opioid misuse within criminal justice populations that build upon promising approaches used to address other substances (e.g. Hawaii HOPE and Dakota 24/7).
6. Research expanded modalities such as prescription methadone that can expand access to MAT.

N. OTHER

1. Administrative costs for any of the approved purposes on this list.

Exhibit B

Colorado Local Governments*

Government Name	County	Gov't Type	Multi-County
Adams County	Adams	County	
Arvada	Adams	City	2 counties
Aurora	Adams	City	3 counties
Bennett	Adams	City	2 counties
Brighton	Adams	City	2 counties
Commerce City	Adams	City	
Federal Heights	Adams	City	
Lochbuie	Adams	City	2 counties
Northglenn	Adams	City	2 counties
Thornton	Adams	City	2 counties
Westminster	Adams	City	2 counties
Alamosa County	Alamosa	County	
Alamosa	Alamosa	City	
Hooper	Alamosa	City	
Arapahoe County	Arapahoe	County	
Aurora	Arapahoe	City	3 counties
Bennett	Arapahoe	City	2 counties
Bow Mar	Arapahoe	City	2 counties
Centennial	Arapahoe	City	
Cherry Hills Village	Arapahoe	City	
Columbine Valley	Arapahoe	City	
Deer Trail	Arapahoe	City	
Englewood	Arapahoe	City	
Foxfield	Arapahoe	City	
Glendale	Arapahoe	City	
Greenwood Village	Arapahoe	City	
Littleton	Arapahoe	City	3 counties
Sheridan	Arapahoe	City	
Archuleta County	Archuleta	County	
Pagosa Springs	Archuleta	City	
Baca County	Baca	County	
Campo	Baca	City	
Pritchett	Baca	City	
Springfield	Baca	City	
Two Buttes	Baca	City	
Vilas	Baca	City	
Walsh	Baca	City	
Bent County	Bent	County	
Las Animas	Bent	City	
Boulder County	Boulder	County	
Boulder	Boulder	City	
Erie	Boulder	City	2 counties
Jamestown	Boulder	City	
Lafayette	Boulder	City	

Colorado Local Governments*

Government Name	County	Gov't Type	Multi-County
Longmont	Boulder	City	2 counties
Louisville	Boulder	City	
Lyons	Boulder	City	
Nederland	Boulder	City	
Superior	Boulder	City	2 counties
Ward	Boulder	City	
Broomfield	Broomfield	City/County	
Chaffee County	Chaffee	County	
Buena Vista	Chaffee	City	
Poncha Springs	Chaffee	City	
Salida	Chaffee	City	
Cheyenne County	Cheyenne	County	
Cheyenne Wells	Cheyenne	City	
Kit Carson	Cheyenne	City	
Clear Creek County	Clear Creek	County	
Central City	Clear Creek	City	2 counties
Empire	Clear Creek	City	
Georgetown	Clear Creek	City	
Idaho Springs	Clear Creek	City	
Silver Plume	Clear Creek	City	
Conejos County	Conejos	County	
Antonito	Conejos	City	
La Jara	Conejos	City	
Manassa	Conejos	City	
Romeo	Conejos	City	
Sanford	Conejos	City	
Costilla County	Costilla	County	
Blanca	Costilla	City	
San Luis	Costilla	City	
Crowley County	Crowley	County	
Crowley	Crowley	City	
Olney Springs	Crowley	City	
Ordway	Crowley	City	
Sugar City	Crowley	City	
Custer County	Custer	County	
Silver Cliff	Custer	City	
Westcliffe	Custer	City	
Delta County	Delta	County	
Cedaredge	Delta	City	
Crawford	Delta	City	
Delta	Delta	City	
Hotchkiss	Delta	City	
Orchard City	Delta	City	
Paonia	Delta	City	

Colorado Local Governments*

Government Name	County	Gov't Type	Multi-County
Denver	Denver	City/County	
Dolores County	Dolores	County	
Dove Creek	Dolores	City	
Rico	Dolores	City	
Douglas County	Douglas	County	
Aurora	Douglas	City	3 counties
Castle Pines	Douglas	City	
Castle Rock	Douglas	City	
Larkspur	Douglas	City	
Littleton	Douglas	City	3 counties
Lone Tree	Douglas	City	
Parker	Douglas	City	
Eagle County	Eagle	County	
Avon	Eagle	City	
Basalt	Eagle	City	2 counties
Eagle	Eagle	City	
Gypsum	Eagle	City	
Minturn	Eagle	City	
Red Cliff	Eagle	City	
Vail	Eagle	City	
El Paso County	El Paso	County	
Calhan	El Paso	City	
Colorado Springs	El Paso	City	
Fountain	El Paso	City	
Green Mountain Falls	El Paso	City	2 counties
Manitou Springs	El Paso	City	
Monument	El Paso	City	
Palmer Lake	El Paso	City	
Ramah	El Paso	City	
Elbert County	Elbert	County	
Elizabeth	Elbert	City	
Kiowa	Elbert	City	
Simla	Elbert	City	
Fremont County	Fremont	County	
Brookside	Fremont	City	
Cañon City	Fremont	City	
Coal Creek	Fremont	City	
Florence	Fremont	City	
Rockvale	Fremont	City	
Williamsburg	Fremont	City	
Garfield County	Garfield	County	
Carbondale	Garfield	City	
Glenwood Springs	Garfield	City	
New Castle	Garfield	City	

Colorado Local Governments*

Government Name	County	Gov't Type	Multi-County
Parachute	Garfield	City	
Rifle	Garfield	City	
Silt	Garfield	City	
Gilpin County	Gilpin	County	
Black Hawk	Gilpin	City	
Central City	Gilpin	City	2 counties
Grand County	Grand	County	
Fraser	Grand	City	
Granby	Grand	City	
Grand Lake	Grand	City	
Hot Sulphur Springs	Grand	City	
Kremmling	Grand	City	
Winter Park	Grand	City	
Gunnison County	Gunnison	County	
Crested Butte	Gunnison	City	
Gunnison	Gunnison	City	
Marble	Gunnison	City	
Mount Crested Butte	Gunnison	City	
Pitkin	Gunnison	City	
Hinsdale County	Hinsdale	County	
Lake City	Hinsdale	City	
Huerfano County	Huerfano	County	
La Veta	Huerfano	City	
Walsenburg	Huerfano	City	
Jackson County	Jackson	County	
Walden	Jackson	City	
Jefferson County	Jefferson	County	
Arvada	Jefferson	City	2 counties
Bow Mar	Jefferson	City	2 counties
Edgewater	Jefferson	City	
Golden	Jefferson	City	
Lakeside	Jefferson	City	
Lakewood	Jefferson	City	
Littleton	Jefferson	City	3 counties
Morrison	Jefferson	City	
Mountain View	Jefferson	City	
Superior	Jefferson	City	2 counties
Westminster	Jefferson	City	2 counties
Wheat Ridge	Jefferson	City	
Kiowa County	Kiowa	County	
Eads	Kiowa	City	
Haswell	Kiowa	City	
Sheridan Lake	Kiowa	City	
Kit Carson County	Kit Carson	County	

Colorado Local Governments*

Government Name	County	Gov't Type	Multi-County
Bethune	Kit Carson	City	
Burlington	Kit Carson	City	
Flagler	Kit Carson	City	
Seibert	Kit Carson	City	
Stratton	Kit Carson	City	
Vona	Kit Carson	City	
La Plata County	La Plata	County	
Bayfield	La Plata	City	
Durango	La Plata	City	
Ignacio	La Plata	City	
Lake County	Lake	County	
Leadville	Lake	City	
Larimer County	Larimer	County	
Berthoud	Larimer	City	2 counties
Estes Park	Larimer	City	
Fort Collins	Larimer	City	
Johnstown	Larimer	City	2 counties
Loveland	Larimer	City	
Timnath	Larimer	City	2 counties
Wellington	Larimer	City	
Windsor	Larimer	City	2 counties
Las Animas County	Las Animas	County	
Aguilar	Las Animas	City	
Branson	Las Animas	City	
Cokedale	Las Animas	City	
Kim	Las Animas	City	
Starkville	Las Animas	City	
Trinidad	Las Animas	City	
Lincoln County	Lincoln	County	
Arriba	Lincoln	City	
Genoa	Lincoln	City	
Hugo	Lincoln	City	
Limon	Lincoln	City	
Logan County	Logan	County	
Crook	Logan	City	
Fleming	Logan	City	
Iliff	Logan	City	
Merino	Logan	City	
Peetz	Logan	City	
Sterling	Logan	City	
Mesa County	Mesa	County	
Collbran	Mesa	City	
De Beque	Mesa	City	
Fruita	Mesa	City	

Colorado Local Governments*

Government Name	County	Gov't Type	Multi-County
Grand Junction	Mesa	City	
Palisade	Mesa	City	
Mineral County	Mineral	County	
City of Creede	Mineral	City	
Moffat County	Moffat	County	
Craig	Moffat	City	
Dinosaur	Moffat	City	
Montezuma County	Montezuma	County	
Cortez	Montezuma	City	
Dolores	Montezuma	City	
Mancos	Montezuma	City	
Montrose County	Montrose	County	
Montrose	Montrose	City	
Naturita	Montrose	City	
Nucla	Montrose	City	
Olathe	Montrose	City	
Morgan County	Morgan	County	
Brush	Morgan	City	
Fort Morgan	Morgan	City	
Hillrose	Morgan	City	
Log Lane Village	Morgan	City	
Wiggins	Morgan	City	
Otero County	Otero	County	
Cheraw	Otero	City	
Fowler	Otero	City	
La Junta	Otero	City	
Manzanola	Otero	City	
Rocky Ford	Otero	City	
Swink	Otero	City	
Ouray County	Ouray	County	
Ouray	Ouray	City	
Ridgway	Ouray	City	
Park County	Park	County	
Alma	Park	City	
Fairplay	Park	City	
Phillips County	Phillips	County	
Haxtun	Phillips	City	
Holyoke	Phillips	City	
Paoli	Phillips	City	
Pitkin County	Pitkin	County	
Aspen	Pitkin	City	
Basalt	Pitkin	City	2 counties
Snowmass Village	Pitkin	City	
Prowers County	Prowers	County	

Colorado Local Governments*

Government Name	County	Gov't Type	Multi-County
Granada	Prowers	City	
Hartman	Prowers	City	
Holly	Prowers	City	
Lamar	Prowers	City	
Wiley	Prowers	City	
Pueblo County	Pueblo	County	
Boone	Pueblo	City	
Pueblo	Pueblo	City	
Rye	Pueblo	City	
Rio Blanco County	Rio Blanco	County	
Meeker	Rio Blanco	City	
Rangely	Rio Blanco	City	
Rio Grande County	Rio Grande	County	
Center	Rio Grande	City	2 counties
Del Norte	Rio Grande	City	
Monte Vista	Rio Grande	City	
South Fork	Rio Grande	City	
Routt County	Routt	County	
Hayden	Routt	City	
Oak Creek	Routt	City	
Steamboat Springs	Routt	City	
Yampa	Routt	City	
Saguache County	Saguache	County	
Bonanza	Saguache	City	
Center	Saguache	City	2 counties
Crestone	Saguache	City	
Moffat	Saguache	City	
Saguache	Saguache	City	
San Juan County	San Juan	County	
Silverton	San Juan	City	
San Miguel County	San Miguel	County	
Mountain Village	San Miguel	City	
Norwood	San Miguel	City	
Ophir	San Miguel	City	
Sawpit	San Miguel	City	
Telluride	San Miguel	City	
Sedgwick County	Sedgwick	County	
Julesburg	Sedgwick	City	
Ovid	Sedgwick	City	
Sedgwick	Sedgwick	City	
Summit County	Summit	County	
Blue River	Summit	City	
Breckenridge	Summit	City	
Dillon	Summit	City	

Colorado Local Governments*

Government Name	County	Gov't Type	Multi-County
Frisco	Summit	City	
Montezuma	Summit	City	
Silverthorne	Summit	City	
Teller County	Teller	County	
Cripple Creek	Teller	City	
Green Mountain Falls	Teller	City	2 counties
Victor	Teller	City	
Woodland Park	Teller	City	
Washington County	Washington	County	
Akron	Washington	City	
Otis	Washington	City	
Weld County	Weld	County	
Ault	Weld	City	
Berthoud	Weld	City	2 counties
Brighton	Weld	City	2 counties
Dacono	Weld	City	
Eaton	Weld	City	
Erie	Weld	City	2 counties
Evans	Weld	City	
Firestone	Weld	City	
Fort Lupton	Weld	City	
Frederick	Weld	City	
Garden City	Weld	City	
Gilcrest	Weld	City	
Greeley	Weld	City	
Grover	Weld	City	
Hudson	Weld	City	
Johnstown	Weld	City	2 counties
Keenesburg	Weld	City	
Kersey	Weld	City	
La Salle	Weld	City	
Lochbuie	Weld	City	2 counties
Longmont	Weld	City	2 counties
Mead	Weld	City	
Milliken	Weld	City	
Northglenn	Weld	City	2 counties
Nunn	Weld	City	
Pierce	Weld	City	
Platteville	Weld	City	
Raymer (New Raymer)	Weld	City	
Severance	Weld	City	
Thornton	Weld	City	2 counties
Timnath	Weld	City	2 counties
Windsor	Weld	City	2 counties

Colorado Local Governments*

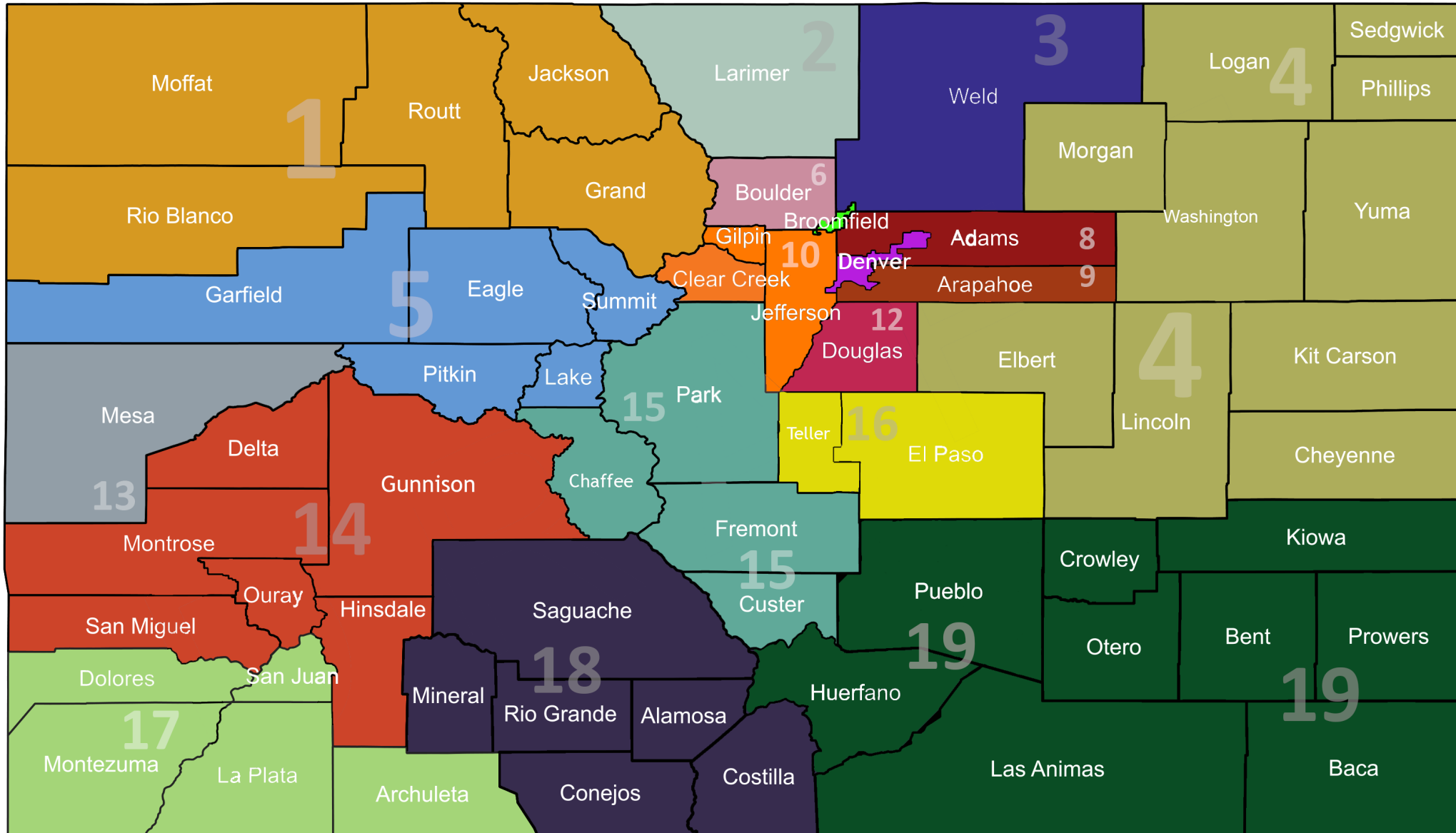
Government Name	County	Gov't Type	Multi-County
Yuma County	Yuma	County	
Eckley	Yuma	City	
Wray	Yuma	City	
Yuma	Yuma	City	

*This list includes all 64 Colorado counties and all 271 municipalities listed in the 2019 Census. Cities located in multiple counties are listed under each corresponding county subheading. City and County of Denver and City and County of Broomfield are counted in both the city and county totals. The City of Carbonate is not included in this list, as there was no population in the 2019 Census data.

This list will be reconciled as necessary to be consistent with the terms of Settlement(s) with Opioid Settling Defendant(s)

Exhibit C

Regions for the distribution of opioid settlement funds



Region 1	Region 5	Region 9	Region 13	Region 17
Region 2	Region 6	Region 10	Region 14	Region 18
Region 3	Region 7 (Broomfield)	Region 11 (Denver)	Region 15	Region 19
Region 4	Region 8	Region 12	Region 16	

EXHIBIT C

Exhibit D

Exhibit D - Allocations to Colorado County Areas

County	Percentage of LG Share
Adams	9.4247%
Alamosa	0.5081%
Arapahoe	10.8071%
Archuleta	0.1370%
Baca	0.0592%
Bent	0.1133%
Boulder	5.7936%
Broomfield	1.0014%
Chaffee	0.3604%
Cheyenne	0.0159%
Clear Creek	0.1380%
Conejos	0.2108%
Costilla	0.0552%
Crowley	0.0934%
Custer	0.0412%
Delta	0.5440%
Denver	15.0042%
Dolores	0.0352%
Douglas	3.6696%
Eagle	0.6187%
El Paso	11.9897%
Elbert	0.2804%
Fremont	0.9937%
Garfield	0.8376%
Gilpin	0.0561%
Grand	0.2037%
Gunnison	0.1913%
Hinsdale	0.0112%
Huerfano	0.2505%
Jackson	0.0310%
Jefferson	10.5173%
Kiowa	0.0142%
Kit Carson	0.0940%
La Plata	0.8127%
Lake	0.0990%
Larimer	6.5211%
Las Animas	0.6304%
Lincoln	0.0819%
Logan	0.3815%
Mesa	2.8911%
Mineral	0.0039%
Moffat	0.2326%
Montezuma	0.4429%

Montrose	0.5695%
Morgan	0.4677%
Otero	0.4486%
Ouray	0.0535%
Park	0.1674%
Phillips	0.0714%
Pitkin	0.1747%
Prowers	0.1727%
Pueblo	5.6757%
Rio Blanco	0.1013%
Rio Grande	0.2526%
Routt	0.3837%
Saguache	0.0666%
San Juan	0.0097%
San Miguel	0.1005%
Sedgwick	0.0618%
Summit	0.3761%
Teller	0.6219%
Washington	0.0357%
Weld	3.8908%
Yuma	0.0992%
TOTAL	100.0000%

Exhibit E

Exhibit E - Intracounty Allocations^{1,2}

The below chart depicts the default percentage that each Local Government will receive from the LG Share amount attributed to its County Area, as described in Section (E)(3) of the MOU. The chart assumes full participation by all Local Governments

Government Name	Intracounty Share
Adams County	68.3372%
Arvada (2 Counties)	0.2632%
Aurora (3 Counties)	4.6336%
Bennett (2 Counties)	0.1670%
Brighton (2 Counties)	1.4527%
Commerce City	4.7314%
Federal Heights	1.1457%
Lochbuie (2 Counties)	0.0001%
Northglenn (2 Counties)	2.0913%
Thornton (2 Counties)	10.6435%
Westminster (2 Counties)	6.5342%

Alamosa County	85.3075%
Alamosa	14.6818%
Hooper	0.0108%

Arapahoe County	42.7003%
Aurora (3 Counties)	35.5997%
Bennett (2 Counties)	0.0324%
Bow Mar (2 Counties)	0.0159%
Centennial	0.4411%
Cherry Hills Village	0.6685%
Columbine Valley	0.1601%
Deer Trail	0.0003%
Englewood	5.5850%
Foxfield	0.0372%
Glendale	1.2289%
Greenwood Village	2.8305%
Littleton (3 Counties)	8.5654%
Sheridan	2.1347%

Archuleta County	90.0864%
Pagosa Springs	9.9136%

Baca County	85.9800%
Campo	2.4443%
Pritchett	1.5680%
Springfield	7.0100%

Government Name	Intracounty Share
Two Buttes	0.4766%
Vilas	0.9070%
Walsh	1.6141%

Bent County	80.9608%
Las Animas	19.0392%

Boulder County	47.6311%
Boulder	31.7629%
Erie (2 Counties)	0.3634%
Jamestown	0.0086%
Lafayette	3.3203%
Longmont (2 Counties)	14.6833%
Louisville	1.4455%
Lyons	0.5916%
Nederland	0.1646%
Superior (2 Counties)	0.0258%
Ward	0.0030%

Broomfield County/City	100.0000%
------------------------	-----------

Chaffee County	74.8440%
Buena Vista	5.8841%
Poncha Springs	4.2369%
Salida	15.0350%

Cheyenne County	66.8002%
Cheyenne Wells	0.8586%
Kit Carson	32.3412%

Clear Creek County	92.2164%
Central City (2 Counties)	0.0000%
Empire	0.3364%
Georgetown	1.9063%
Idaho Springs	4.7625%
Silver Plume	0.7784%

Conejos County	77.1204%
Antonito	4.6338%
La Jara	2.4313%
Manassa	1.0062%
Romeo	2.4270%
Sanford	12.3812%

Government Name	Intracounty Share
-----------------	-------------------

Costilla County	97.3454%
Blanca	1.2036%
San Luis	1.4509%

Crowley County	80.7081%
Crowley	4.3597%
Olney Springs	8.3683%
Ordway	0.1853%
Sugar City	6.3786%

Custer County	96.6858%
Silver Cliff	0.7954%
Westcliffe	2.5188%

Delta County	76.3512%
Cedaredge	3.6221%
Crawford	0.4938%
Delta	16.2658%
Hotchkiss	1.0963%
Orchard City	0.1473%
Paonia	2.0236%

Denver County/City	100.0000%
--------------------	-----------

Dolores County	76.3307%
Dove Creek	17.3127%
Rico	6.3566%

Douglas County	71.8404%
Aurora (3 Counties)	0.2099%
Castle Pines	0.2007%
Castle Rock	13.5204%
Larkspur	0.0856%
Littleton (3 Counties)	0.0156%
Lone Tree	5.2786%
Parker	8.8487%

Eagle County	60.8236%
Avon	7.6631%
Basalt (2 Counties)	2.2311%
Eagle	3.1376%
Gypsum	1.7469%
Minturn	0.7771%

Government Name	Intracounty Share
Red Cliff	0.0957%
Vail	23.5250%

El Paso County	18.4181%
Calhan	0.0228%
Colorado Springs	80.1161%
Fountain	0.9892%
Green Mountain Falls (2 Counties)	0.0149%
Manitou Springs	0.2411%
Monument	0.1492%
Palmer Lake	0.0455%
Ramah	0.0033%

Elbert County	86.5840%
Elizabeth	10.2633%
Kiowa	1.5455%
Simla	1.6072%

Fremont County	60.7882%
Brookside	0.0348%
Cañon City	30.9017%
Coal Creek	0.0476%
Florence	8.0681%
Rockvale	0.0687%
Williamsburg	0.0907%

Garfield County	76.3371%
Carbondale	2.4698%
Glenwood Springs	11.8141%
New Castle	1.4295%
Parachute	1.0653%
Rifle	5.2733%
Silt	1.6110%

Gilpin County	46.8613%
Black Hawk	46.3909%
Central City (2 Counties)	6.7478%

Grand County	80.1046%
Fraser	2.4903%
Granby	5.4008%
Grand Lake	0.3174%
Hot Sulphur Springs	0.1431%
Kremmling	2.9284%

Government Name	Intracounty Share
Winter Park	8.6154%

Gunnison County	88.9185%
Crested Butte	2.3562%
Gunnison	5.9501%
Marble	0.1714%
Mount Crested Butte	2.5657%
Pitkin	0.0381%

Hinsdale County	76.0940%
Lake City	23.9060%

Huerfano County	68.2709%
La Veta	11.0719%
Walsenburg	20.6572%

Jackson County	61.5339%
Walden	38.4661%

Jefferson County	58.2140%
Arvada (2 Counties)	11.9733%
Bow Mar (2 Counties)	0.0087%
Edgewater	0.6604%
Golden	3.4815%
Lakeside	0.0030%
Lakewood	15.9399%
Littleton (3 Counties)	0.6176%
Morrison	0.2205%
Mountain View	0.1344%
Superior (2 Counties)	0.0000%
Westminster (2 Counties)	5.4779%
Wheat Ridge	3.2689%

Kiowa County	93.2138%
Eads	5.3777%
Haswell	0.6402%
Sheridan Lake	0.7682%

Kit Carson County	86.3178%
Bethune	0.1841%
Burlington	12.0640%
Flagler	0.4264%
Seibert	0.0291%
Stratton	0.9012%

Government Name	Intracounty Share
Vona	0.0775%

La Plata County	66.8874%
Bayfield	1.6292%
Durango	29.2985%
Ignacio	2.1849%

Lake County	73.4523%
Leadville	26.5477%

Larimer County	56.0589%
Berthoud (2 Counties)	0.4139%
Estes Park	0.3502%
Fort Collins	18.5702%
Johnstown (2 Counties)	0.0711%
Loveland	23.4493%
Timnath (2 Counties)	0.2964%
Wellington	0.3653%
Windsor (2 Counties)	0.4248%

Las Animas County	77.8076%
Aguilar	0.0751%
Branson	0.0101%
Cokedale	0.0188%
Kim	0.0101%
Starkville	0.0087%
Trinidad	22.0696%

Lincoln County	91.3222%
Arriba	0.3444%
Genoa	0.2222%
Hugo	1.4778%
Limon	6.6333%

Logan County	72.7982%
Crook	0.0931%
Fleming	0.3413%
Iliff	0.0095%
Merino	0.4702%
Peetz	0.2029%
Sterling	26.0848%

Mesa County	60.8549%
Collbran	0.0920%

Government Name	Intracounty Share
De Beque	0.0123%
Fruita	1.6696%
Grand Junction	37.1505%
Palisade	0.2208%

Mineral County	87.6744%
City of Creede	12.3256%

Moffat County	91.7981%
Craig	8.1862%
Dinosaur	0.0157%

Montezuma County	79.6682%
Cortez	18.6459%
Dolores	0.6106%
Mancos	1.0753%

Montrose County	92.8648%
Montrose	6.5980%
Naturita	0.1551%
Nucla	0.0703%
Olathe	0.3118%

Morgan County	61.6991%
Brush	8.5522%
Fort Morgan	27.8214%
Hillrose	0.1986%
Log Lane Village	0.6424%
Wiggins	1.0863%

Otero County	60.8168%
Cheraw	0.1888%
Fowler	1.0413%
La Junta	25.9225%
Manzanola	0.6983%
Rocky Ford	8.8215%
Swink	2.5109%

Ouray County	76.0810%
Ouray	17.6541%
Ridgway	6.2649%

Park County	96.3983%
Alma	0.7780%

Government Name	Intracounty Share
Fairplay	2.8237%

Phillips County	52.3463%
Haxtun	13.9505%
Holyoke	33.1803%
Paoli	0.5228%

Pitkin County	47.1379%
Aspen	42.0707%
Basalt (2 Counties)	1.1156%
Snowmass Village	9.6757%

Prowers County	70.4524%
Granada	0.9965%
Hartman	0.3164%
Holly	4.9826%
Lamar	21.5860%
Wiley	1.6661%

Pueblo County	54.6622%
Boone	0.0019%
Pueblo	45.3350%
Rye	0.0008%

Rio Blanco County	78.2831%
Meeker	9.1326%
Rangely	12.5843%

Rio Grande County	68.0724%
Center (2 Counties)	0.7713%
Del Norte	6.7762%
Monte Vista	20.4513%
South Fork	3.9288%

Routt County	58.5353%
Hayden	1.0679%
Oak Creek	0.6360%
Steamboat Springs	39.4499%
Yampa	0.3109%

Saguache County	92.8796%
Bonanza	0.1367%
Center (2 Counties)	6.3687%
Crestone	0.0137%

Government Name	Intracounty Share
Moffat	0.3553%
Saguache	0.2460%

San Juan County	87.0423%
Silverton	12.9577%

San Miguel County	48.7493%
Mountain Village	25.7930%
Norwood	0.4078%
Ophir	0.0816%
Sawpit	0.0272%
Telluride	24.9411%

Sedgwick County	98.7331%
Julesburg	0.3830%
Ovid	0.0295%
Sedgwick	0.8544%

Summit County	57.0567%
Blue River	0.5011%
Breckenridge	26.1112%
Dillon	4.1421%
Frisco	6.5096%
Montezuma	0.0169%
Silverthorne	5.6623%

Teller County	66.1557%
Cripple Creek	17.2992%
Green Mountain Falls (2 Counties)	0.0322%
Victor	3.1685%
Woodland Park	13.3445%

Washington County	99.1320%
Akron	0.7659%
Otis	0.1021%

Weld County	51.9387%
Ault	0.3202%
Berthoud (2 Counties)	0.0061%
Brighton (2 Counties)	0.0927%
Dacono	0.6104%
Eaton	0.4573%
Erie (2 Counties)	0.8591%
Evans	4.5121%

Government Name	Intracounty Share
Firestone	1.4648%
Fort Lupton	0.8502%
Frederick	1.2228%
Garden City	0.1514%
Gilcrest	0.1580%
Greeley	30.6922%
Grover	0.0852%
Hudson	0.0066%
Johnstown (2 Counties)	1.5416%
Keenesburg	0.0215%
Kersey	0.1378%
La Salle	0.4128%
Lochbuie (2 Counties)	0.4004%
Longmont (2 Counties)	0.0154%
Mead	0.0941%
Milliken	1.5373%
Northglenn (2 Counties)	0.0030%
Nunn	0.2558%
Pierce	0.0948%
Platteville	0.3712%
Raymer (New Raymer)	0.0597%
Severance	0.0403%
Thornton (2 Counties)	0.0000%
Timnath (2 Counties)	0.0000%
Windsor (2 Counties)	1.5865%

Yuma County	75.5598%
Eckley	2.5422%
Wray	10.2148%
Yuma	11.6832%

¹These allocations are based on the allocation model used in the Negotiation Class website. The allocation model is the product of prolonged and intensive research, analysis, and discussion by and among members of the court-appointed Plaintiffs' Executive Committee and Settlement Committee and their retained public health and health economics experts, as well as a series of meetings with scores of cities, counties and subdivisions. Additional information about the allocation model is available on the Negotiation Class website.

The allocations in the Negotiation Class website use two different methodologies:

County-Level Allocation

The allocation model uses three factors, based on reliable, detailed, and objective data collected and reported by the federal government, to determine the share of a settlement fund that each county will receive. The three factors are: (1) the amount of opioids shipped to the county, (2) the number of opioid deaths in that county, and (3) the number of people who suffer opioid use disorder in that county.

County/Municipal-Level Allocation

The county/municipal-level allocation is a default allocation to be used if another agreement is not reached between the county and its constituent cities. The formula uses U.S. Census Bureau data on local government spending. This data covers cities and counties for 98% of the U.S. population. If a jurisdiction lacked this data, it was extrapolated based on available data.

²The municipalities of Bow Mar, Johnstown, and Timnath were not reflected as being in multiple counties in the Negotiation Class website. The estimated allocations to those cities are based on the same methodology used in the website, in consultation with the expert. For cities in multiple counties, please see each county in which that city lies.

Exhibit F

Regional Allocations		
Region Number	Region Description	Total State Share
1	Northwest	0.9522%
2	Larimer	6.5211%
3	Weld	3.8908%
4	Logan	1.5896%
5	North Central	2.1061%
6	Boulder	5.7936%
7	Broomfield	1.0014%
8	Adams	9.4247%
9	Arapahoe	10.8071%
10	Jefferson	10.7114%
11	Denver	15.0042%
12	Douglas	3.6696%
13	Mesa	2.8911%
14	Southwest	1.4700%
15	Central	1.5627%
16	El Paso/Teller	12.6116%
17	Southwest Corner	1.4375%
18	South Central	1.0973%
19	Southeast	7.4580%
Total		100.0000%

Exhibit G

Regional Governance Models

A. Membership Structure

Single-County Regions

1. Voting Members (Recommended List: Participating Local Governments to Decide)
 - 1 or 2 representatives appointed by the county (can be commissioners)
 - 1 representative appointed from the public health department
 - 1 representative from the county human services department
 - 1 representative appointed from law enforcement within region (sheriff, police, local city or town district attorney, etc.)
 - 1 representative appointed from a municipal or county court system within region
 - 1-3 representatives (total) appointed by the cities within the county (or other city or cities agreed upon) (can be councilmembers and mayors)
 - Such other representatives as participating counties/cities agree on (not to include providers who may be recipients of funds)
2. Non-Voting Members (Optional but strongly encouraged)
 - Representatives from behavioral health providers
 - Representatives from health care providers
 - Recovery/treatment experts
 - Other county or city representatives
 - A representative from the Attorney General's Office
 - Community representative(s), preferably those with lived experience with the opioid crisis
 - Harm reduction experts

Multi-County Regions

1. Voting Members (Recommended List: Participating Local Governments to Decide)
 - 1 representative appointed by each county (can be commissioners)
 - 1 representative appointed by a rotating city within each county (or other city agreed upon) (can be councilmembers and mayors)
 - 1 representative from each public health department within the region
 - 1 representative from a county human services department
 - At least 1 representative appointed from law enforcement within region (sheriff, police, local city or town district attorney, etc.)
 - 1 representative from a municipal or county court system within region
 - Such other representatives as participating counties/cities agree on (not to include providers who may be recipients of funds)
2. Non-Voting Members (Optional)
 - Representatives from behavioral health providers

- Representatives from health care providers
- Recovery/treatment experts
- Other county or city representatives
- A representative from the Attorney General's Office
- Community representative(s), preferably those with lived experience with the opioid crisis.
- Harm reduction experts

Single-County Single-City Regions (Denver & Broomfield)

1. Voting Members (Recommended List: Participating Local Government to Decide)¹

- 1 representative appointed by the city and county
- 1 representative appointed from the public health department
- 1 representative from the county human services department
- 1 representative appointed from law enforcement within region (sheriff, police, district attorney, etc.)
- 1 representative appointed from a municipal or county court system within region
- Such other representatives as participating counties/cities agree on (not to include providers who may be recipients of funds)

2. Non-Voting Members (Optional)

- Representatives from behavioral health providers
- Representatives from health care providers
- Recovery/treatment experts
- Other county or city representatives
- A representative from the Attorney General's Office
- Community representative(s), preferably those with lived experience with the opioid crisis.
- Harm reduction experts

B. Member Terms

- Regions may establish terms of appointment for members. Appointment terms may be staggered.

C. Procedures

- Regions will be governed by an intergovernmental agreement ("IGA") or memorandum of understanding ("MOU").
- Regions may adopt the Model Colorado Regional Opioid Intergovernmental Agreement, attached here as Exhibit G-1, in its entirety or alter or amend it as they deem appropriate.

¹ In Denver, the Mayor shall make voting member appointments to the Regional Council. In Broomfield, the City and County Manager shall make voting member appointments to the Regional Council.

- Regions may establish their own procedures through adoption of bylaws (model bylaws to be made available).
- Meetings of regional board/committee shall be open to the public and comply with the Colorado Open Meetings Law (including requirement to keep minutes).

D. Financial Responsibility/Controls

- A local government entity shall nominate and designate a fiscal agent for the Region.
- A Regional fiscal agent must be appointed by the Regional Council on an annual basis. A Regional fiscal agent may serve as long as the Regional Council determines is appropriate, including the length of any Settlement that contemplates the distribution of Opioid Funds within Colorado. However, the Regional fiscal agent also can change over time.
- Regional fiscal agents must be a board of county commissioners or a city or town council or executive department, such as a department of finance.
- Yearly reporting by fiscal agent (using standard form) to the Abatement Council.
- All documents subject to CORA.

E. Conflicts of Interest

- Voting members shall abide by the conflict-of-interest rules applicable to local government officials under state law.

F. Ethics Laws

- Voting members shall abide by applicable state or local ethics laws, as appropriate.

G. Authority

- The Regional Council for each region shall have authority to decide how funds allocated to the region shall be distributed in accordance with the Colorado MOU and shall direct the fiscal agent accordingly.
- Any necessary contracts will be entered into by the fiscal agent, subject to approval by the Regional Council.

H. Legal Status

- The region shall not be considered a separate legal entity, unless the Participating Local Governments decide, through an IGA, to create a separate governmental entity.

Exhibit G-1

MODEL COLORADO REGIONAL OPIOID
INTERGOVERNMENTAL AGREEMENT²

THIS MODEL COLORADO REGIONAL OPIOID INTERGOVERNMENTAL AGREEMENT (the “Regional Agreement”) is made between _____, a Participating Local Government, as defined in the Colorado MOU, in the _____ Region (“_____”) and _____, a Participating Local Government in the _____ Region, (“_____”), individually herein a “Regional PLG” and collectively the “Regional PLGs.””

RECITALS

WHEREAS, the State of Colorado and Participating Local Governments executed the Colorado Opioids Summary Memorandum of Understanding on _____ 2021 (the “Colorado MOU”), establishing the manner in which Opioid Funds shall be divided and distributed within the State of Colorado;

WHEREAS, the Regional Agreement assumes and incorporates the definitions and provisions contained in the Colorado MOU, and the Regional Agreement shall be construed in conformity with the Colorado MOU³;

WHEREAS, all Opioid Funds, regardless of allocation, shall be used for Approved Purposes;

WHEREAS, Participating Local Governments shall organize themselves into Regions, as further depicted in **Exhibit E** to the Colorado MOU;

² This Model Regional Agreement is meant to serve as an example for the various Regions and to facilitate the flow of Opioid Funds to their intended purposes. Regions are free to adopt this Regional Agreement in its entirety or alter or amend it as they deem appropriate.

³ When drafting agreements like this Regional Agreement, Regional PLGs should be conscious of the definitions used therein so as not to confuse such definitions with those used in the Colorado MOU. The Definitions in the Colorado MOU shall supersede any definitions used by Regional PLGs in a Regional Agreement.

WHEREAS, Regions may consist of Single-County Regions, Multi-County Regions, or Single County-Single City Regions (Denver and Broomfield).

WHEREAS, there shall be a 60% direct allocation of Opioid Funds to Regions through a Regional Share;

WHEREAS, each Region shall be eligible to receive a Regional Share according to **Exhibit C** to the Colorado MOU;

WHEREAS, the Colorado MOU establishes the procedures by which each Region shall be entitled to Opioid Funds from the Abatement Council and administer its Regional Share allocation;

WHEREAS, the procedures established by the Colorado MOU include a requirement that each Region shall create its own Regional Council;

WHEREAS, all aspects of the creation, administration, and operation of the Regional Council shall proceed in accordance with the provisions of the Colorado MOU;

WHEREAS, each such Regional Council shall designate a fiscal agent from a county or municipal government within that Region;

WHEREAS, each such Regional Council shall submit a two-year plan to the Abatement Council that identifies the Approved Purposes for which the requested funds will be used, and the Regional Council's fiscal agent shall provide data and a certification to the Abatement Council regarding compliance with its two-year plan on an annual basis;

WHEREAS, the Regional Agreement pertains to the procedures for the Regional PLGs to establish a Regional Council, designate a fiscal agent, and request and administer Opioid Funds in a manner consistent with the Colorado MOU;

NOW, THEREFORE, in consideration of the mutual covenants and agreements hereinafter set forth and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Regional PLGs incorporate the recitals set forth above and agree as follows:

1. **DEFINITIONS**. The defined terms used in this Regional Agreement shall have the same meanings as in the Colorado MOU⁴. Capitalized terms used herein and not otherwise defined within the Regional Agreement or in the Colorado MOU shall have the meanings ascribed to them in the body of the Regional Agreement.
2. **OBLIGATIONS OF THE REGIONAL PLGS**. The Regional PLGs shall perform their respective obligations as set forth in the Regional Agreement, the Colorado MOU and the accompanying exhibits to the Colorado MOU and incorporated herein by reference.

3. **REGIONAL COUNCIL**.

3.1. Purpose: In accordance with the Colorado MOU, a Regional Council, consisting of representatives appointed by the Regional PLGs, shall be created to oversee the procedures by which a Region may request Opioid Funds from the Abatement Council and the procedures by which the allocation of its Region's Share of Opioid Funds are administered.

3.2. Membership: The Regional Council of a Multi-County or Single County Region shall consist of the following:

a. **Multi-County Region:**

- (i) **Voting Members.** Voting Members shall be appointed by the Regional PLGs. The Regional PLGs shall collaborate to appoint Regional Council members and to the extent practicable, Voting Members shall be selected from different counties and cities. No single county or city should dominate the make-up of the Regional Council. Voting Members shall be selected as follows:
 - (1) 1 representative appointed by each county (can be commissioners).
 - (2) 1 representative appointed from a rotating city within each county (or other city agreed upon) (can be councilmembers and mayors). A rotating city member shall be selected by majority vote of the cities within each county who do not have a Voting Member currently sitting on the Regional

⁴ See FN 2, *supra*.

Council.

- (3) 1 representative from each public health department within the region.
- (4) 1 representative from a county human services department.
- (5) At least 1 representative appointed from law enforcement within the region (sheriff, police, local city or town district attorney, etc.).
- (6) 1 representative from a municipal or county court system within the region.

b. Single-County Region:

- (i) **Voting Members.** Voting Members shall be appointed by the Regional PLGs. The Regional PLGs shall collaborate to appoint Regional Council members and to the extent practicable, Voting Members shall be selected from different cities within the region. No single city should dominate the make-up of the Regional Council. Voting Members shall be selected as follows:
 - (1) 1 or 2 representatives appointed by the county (can be commissioners)
 - (2) 1 representative appointed from the public health department
 - (3) 1 representative from the county human services department
 - (4) 1 representative appointed from law enforcement within region (sheriff, police, local city or town district attorney, etc.)
 - (5) 1 representative appointed from a municipal or county court system within region
 - (6) 1-3 representatives (total) appointed by rotating cities within the county (or other city or cities agreed upon) (can be councilmembers and mayors). Rotating city members shall be selected by majority vote of the cities who do not have a Voting Member currently sitting on the Regional Council.
 - (7) Such other representatives as participating counties/cities agree on (not to include providers who may be recipients of

funds)

- c. **Non-Voting Members.** For both Multi-County and Single County Regions, Non-Voting Members are optional but are strongly encouraged. Non-voting members shall serve in an advisory capacity. Any Non-Voting Members shall be appointed by the Regional PLGs and may be comprised of all or some of the following, not to include potential recipients of funds:
 - (i) Representatives from behavioral health providers.
 - (ii) Representatives from health care providers.
 - (iii) Recovery/treatment experts.
 - (iv) Other county or city representatives.
 - (v) A representative from the Attorney General's Office.
 - (vi) Community representative(s), preferably those with lived experience with the opioid crisis.
 - (vii) Harm reduction experts.
- d. **Acting Chair:** The Voting Members for both Multi-County and Single-County Regions shall appoint one member to serve as Acting Chair of the Regional Council. The Acting Chair's primary responsibilities shall be to schedule periodic meetings and votes of the Regional Council as needed and to serve as the point of contact for disputes within the Region. The Acting Chair must be either a Member from a county within a Region, such as a county commissioner or their designee, or a Member from a city or town within a Region, such as a mayor or city or town council member or their designee.
- e. **Non-Participation:** A Local Government that chooses not to become a Participating Local Government in the Colorado MOU shall not receive any Opioid Funds from the Regional Share or participate in the Regional Council.
- f. **Terms:** The Regional Council shall be established within ninety (90) days of the first Settlement being entered by a court of competent jurisdiction, including any bankruptcy court. In order to do so, within sixty (60) days of the first Settlement being entered, CCI and CML shall jointly recommend six (6) Voting Members, and so long as such recommendations comply with the terms of Section 3.2 (a) or (b), the Regional Council shall consist of CCI/CML's recommended Members for

an initial term not to exceed one year.⁵ Thereafter, Voting Members shall be appointed in accordance with Section 3.2 (a) or (b) and shall serve two-year terms. Following the expiration of that two-year term, the Regional PLGs, working in concert, shall reappoint that Voting Member, or appoint a new Voting Member according to Section 3.2 (a) or (b).

- (i) If a Voting Member resigns or is otherwise removed from the Regional Council prior to the expiration of their term, a replacement Voting Member shall be appointed within sixty (60) days in accordance with Section 3.2 (a) or (b) to serve the remainder of the term. If the Regional PLGs are unable to fill a Voting Member vacancy within sixty (60) days, the existing Voting Members of the Regional Council at the time of the vacancy shall work collectively to appoint a replacement Voting Member in accordance with Section 3.2 (a) or (b). At the end of his or her term, the individual serving as that replacement Voting Member may be reappointed by the Regional PLGs to serve a full term consistent with this Section.
- (ii) The purpose of the two-year term is to allow Regional PLGs an increased opportunity to serve on the Regional Council. However, Regional Council members who have already served on the Regional Council may be appointed more than once and may serve consecutive terms if appointed to do so by the Regional Council.

3.3. Duties: The Regional Council is primarily responsible for engaging with the Abatement Council on behalf of its Region and following the procedures outlined in the Colorado MOU for requesting Opioid Funds from the Regional Share, which shall include developing 2-year plans, amending those plans as appropriate, and providing the Abatement Council with data through its fiscal agent regarding Opioid Fund expenditures. Upon request from the Abatement Council, the Regional Council may also be subject to an accounting from the Abatement Council.

3.4. Governance: A Regional Council may establish its own procedures through adoption of bylaws if needed. Any governing documents must be consistent with the other provisions in this section and the Colorado MOU.

3.5. Authority: The terms of the Colorado MOU control the authority of a Regional Council and a Regional Council shall not stray outside the bounds of the authority and power vested by the Colorado MOU. Should a Regional Council require legal assistance in determining its authority,

⁵ Local Governments within Multi-County or Single County Regions may decide to select initial Voting Members of the Regional Council between themselves and without CCI and CML involvement. However, the Regional Council must be established within ninety (90) days of the first Settlement being entered by a court of competent jurisdiction, including any bankruptcy court.

it may seek guidance from the legal counsel of the county or municipal government of the Regional Council's fiscal agent at the time the issue arises.

3.6. Collaboration: The Regional Council shall facilitate collaboration between the State, Participating Local Governments within its Region, the Abatement Council, and other stakeholders within its Region for the purposes of sharing data, outcomes, strategies, and other relevant information related to abating the opioid crisis in Colorado.

3.7. Transparency: The Regional Council shall operate with all reasonable transparency and abide by all Colorado laws relating to open records and meetings. To the extent the Abatement Council requests outcome-related data from the Regional Council, the Regional Council shall provide such data in an effort to determine best methods for abating the opioid crisis in Colorado.

3.8. Conflicts of Interest: Voting Members shall abide by the conflict-of-interest rules applicable to local government officials under state law.

3.9. Ethics Laws: Voting Members shall abide by their local ethics laws or, if no such ethics laws exist, by applicable state ethics laws.

3.10. Decision Making: The Regional Council shall seek to make all decisions by consensus. In the event consensus cannot be achieved, the Regional Council shall make decisions by a majority vote of its Members.

4. REGIONAL FISCAL AGENT

4.1. Purpose: According to the Colorado MOU, the Regional Council must designate a fiscal agent for the Region prior to the Region receiving any Opioid funds from the Regional Share. All funds from the Regional Share shall be distributed to the Regional Council's fiscal agent for the benefit of the entire Region.

4.2. Designation: The Regional Council shall nominate and designate a fiscal agent for the Region by majority vote. Regional fiscal agents must be a board of county commissioners or a city or town council or executive department, such as a department of finance.

4.3. Term: A Regional fiscal agent must be appointed by the Regional Council on an annual basis. A Regional fiscal agent may serve as long as the Regional Council determines is appropriate, including the length of any Settlement that contemplates the distribution of Opioid Funds within Colorado.

4.4. Duties: The Regional fiscal agent shall receive, deposit, and make available Opioid Funds distributed from the Abatement Council and provide expenditure reporting data to the

Abatement Council on an annual basis. In addition, the Regional fiscal agent shall perform certain recordkeeping duties outlined below.

- a. **Opioid Funds:** The Regional fiscal agent shall receive all Opioid Funds as distributed by the Abatement Council. Upon direction by the Regional Council, the Regional fiscal agent shall make any such Opioid Funds available to the Regional Council.
- b. **Reporting:** On an annual basis, as determined by the Abatement Council, the Regional fiscal agent shall provide to the Abatement Council the Regional Council's expenditure data from their allocation of the Regional Share and certify to the Abatement Council that the Regional Council's expenditures were for Approved Purposes and complied with its 2-year plan.
- c. **Recordkeeping:** The Regional fiscal agent shall maintain necessary records with regard the Regional Council's meetings, decisions, plans, and expenditure data.

4.5. Authority: The fiscal agent serves at the direction of the Regional Council and in service to the entire Region. The terms of the Colorado MOU control the authority of a Regional Council, and by extension, the Regional fiscal agent. A Regional fiscal agent shall not stray outside the bounds of the authority and power vested by the Colorado MOU.

5. REGIONAL TWO-YEAR PLAN

5.1. Purpose: According to the Colorado MOU, as part of a Regional Council's request to the Abatement Council for Opioid Funds from its Regional Share, the Regional Council must submit a 2-year plan identifying the Approved Purposes for which the requested funds will be used.

5.2 Development of 2-Year Plan: In developing a 2-year plan, the Regional Council shall solicit recommendations and information from all Regional PLGs and other stakeholders within its Region for the purposes of sharing data, outcomes, strategies, and other relevant information related to abating the opioid crisis in Colorado. At its discretion, a Regional Council may seek assistance from the Abatement Council for purposes of developing a 2-year plan.

5.3 Amendment: At any point, a Regional Council's 2-year plan may be amended so long as such amendments comply with the terms of the Colorado MOU and any Settlement.

6. DISPUTES WITHIN REGION. In the event that any Regional PLG disagrees with a decision of the Regional Council, or there is a dispute regarding the appointment of Voting or Non-Voting Members to the Regional Council, that Regional PLG shall inform the Acting Chair of its dispute at the earliest

possible opportunity. In Response, the Regional Council shall gather any information necessary to resolve the dispute. Within fourteen (14) days of the Regional PLG informing the Acting Chair of its dispute, the Regional Council shall issue a decision with respect to the dispute. In reaching its decision, the Regional Council may hold a vote of Voting Members, with the Acting Chair serving as the tie-breaker, or the Regional Council may devise its own dispute resolution process. However, in any disputes regarding the appointment of a Voting Member, that Voting Member will be recused from voting on the dispute. The decision of the Regional Council is a final decision.

7. **DISPUTES WITH ABATEMENT COUNCIL.** If the Regional Council disputes the amount of Opioid Funds it receives from its allocation of the Regional Share, the Regional Council shall alert the Abatement Council within sixty (60) days of discovering the information underlying the dispute. However, the failure to alert the Abatement Council within this time frame shall not constitute a waiver of the Regional Council's right to seek recoupment of any deficiency in its Regional Share.
8. **RECORDKEEPING.** The acting Regional fiscal agent shall be responsible for maintaining records consistent with the Regional Agreement.
9. **AUTHORIZED REPRESENTATIVES.** Each Regional PLGs' representative designated below shall be the point of contact to coordinate the obligations as provided herein. The Regional PLGs designate their authorized representatives under this Regional Agreement as follows:
 - 9.1. _____ designates the _____ of the _____ or their designee(s).
 - 9.2. _____ designates the _____ of the _____ or their designee(s).
10. **OBLIGATIONS OF THE REGIONAL PLGS.** The Regional PLGs shall perform their respective obligations as set forth in the Regional Agreement, the Colorado MOU and the accompanying exhibits to the Colorado MOU and incorporated herein by reference.
11. **TERM.** The Regional Agreement will commence on _____, and shall expire on the date the last action is taken by the Region, consistent with the terms of the Colorado MOU and any Settlement. (the "Term").
12. **INFORMATIONAL OBLIGATIONS.** Each Regional PLG hereto will meet its obligations as set forth in § 29-1-205, C.R.S., as amended, to include information about this Regional Agreement in a filing with the Colorado Division of Local Government; however, failure to do so shall in no way affect the validity of this Regional Agreement or any remedies available to the Regional PLGs hereunder.
13. **CONFIDENTIALITY.** The Regional PLGs, for themselves, their agents, employees and representatives, agree that they will not divulge any confidential or proprietary information they receive from another Regional PLG or otherwise have access to, except as may be required by law. Nothing in this Regional

Agreement shall in any way limit the ability of the Regional PLGs to comply with any laws or legal process concerning disclosures by public entities. The Regional PLGs understand that all materials exchanged under this Regional Agreement, including confidential information or proprietary information, may be subject to the Colorado Open Records Act., § 24-72-201, *et seq.*, C.R.S., (the “Act”). In the event of a request to a Regional PLG for disclosure of confidential materials, the Regional PLG shall advise the Regional PLGs of such request in order to give the Regional PLGs the opportunity to object to the disclosure of any of its materials which it marked as, or otherwise asserts is, proprietary or confidential. If a Regional PLG objects to disclosure of any of its material, the Regional PLG shall identify the legal basis under the Act for any right to withhold. In the event of any action or the filing of a lawsuit to compel disclosure, the Regional PLG agrees to intervene in such action or lawsuit to protect and assert its claims of privilege against disclosure of such material or waive the same. If the matter is not resolved, the Regional PLGs may tender all material to the court for judicial determination of the issue of disclosure.

14. GOVERNING LAW; VENUE. This Regional Agreement shall be governed by the laws of the State of Colorado. Venue for any legal action relating solely to this Regional Agreement will be in the applicable District Court of the State of Colorado for the county of the Region’s fiscal agent. Venue for any legal action relating to the Colorado MOU shall be in a court of competent jurisdiction where a Settlement or consent decree was entered, as those terms are described or defined in the Colorado MOU. If a legal action relates to both a Regional Agreement and the Colorado MOU, venue shall also be in a court of competent jurisdiction where a Settlement or consent decree was entered.

15. TERMINATION. The Regional PLGs enter into this Regional Agreement to serve the public interest. If this Regional Agreement ceases to further the public interest, a Regional PLG, in its discretion, may terminate their participation in the Regional Agreement, in whole or in part, upon written notice to the other Regional PLGs. Each Regional PLG also has the right to terminate the Regional Agreement with cause upon written notice effective immediately, and without cause upon thirty (30) days prior written notice to the other Regional PLGs. A Regional PLG’s decision to terminate this Regional Agreement, with or without cause, shall have no impact on the other Regional PLGs present or future administration of its Opioid Funds and the other procedures outlined in this Regional Agreement. Rather, a Regional PLG’s decision to terminate this Regional Agreement shall have the same effect as non-participation, as outlined in Section 3.2 (e).

16. NOTICES. “Key Notices” under this Regional Agreement are notices regarding default, disputes, or termination of the Regional Agreement. Key Notices shall be given in writing and shall be deemed

received if given by confirmed electronic transmission that creates a record that may be retained, retrieved and reviewed by a recipient thereof, and that may be directly reproduced in paper form by such a recipient through an automated process, but specifically excluding facsimile transmissions and texts when transmitted, if transmitted on a business day and during normal business hours of the recipient, and otherwise on the next business day following transmission; certified mail, return receipt requested, postage prepaid, three business days after being deposited in the United States mail; or overnight carrier service or personal delivery, when received. For Key Notices, the Regional PLGs will follow up any electronic transmission with a hard copy of the communication by the means described above. All other communications or notices between the Regional PLGs that are not Key Notices may be done via electronic transmission. The Regional PLGs agree that any notice or communication transmitted by electronic transmission shall be treated in all manner and respects as an original written document; any such notice or communication shall be considered to have the same binding and legal effect as an original document. All Key Notices shall include a reference to the Regional Agreement, and Key Notices shall be given to the Regional PLGs at the following addresses:

17. GENERAL TERMS AND CONDITIONS

- 17.1. Independent Entities.** The Regional PLGs enter into this Regional Agreement as separate, independent governmental entities and shall maintain such status throughout.
- 17.2. Assignment.** This Regional Agreement shall not be assigned by any Regional PLG without the prior written consent of all Regional PLGs. Any assignment or subcontracting without such consent will be ineffective and void and will be cause for termination of this Regional Agreement.
- 17.3. Integration and Amendment.** This Regional Agreement represents the entire agreement between the Regional PLGs and terminates any oral or collateral agreement or understandings. This Regional Agreement may be amended only by a writing signed by the Regional PLGs. If any provision of this Regional Agreement is held invalid or unenforceable, no other provision shall be affected by such holding, and the remaining provision of this Regional Agreement shall continue in full force and effect.

- 17.4. No Construction Against Drafting Party.** The Regional PLGs and their respective counsel have had the opportunity to review the Regional Agreement, and the Regional Agreement will not be construed against any Regional PLG merely because any provisions of the Regional Agreement were prepared by a particular Regional PLG.
- 17.5. Captions and References.** The captions and headings in this Regional Agreement are for convenience of reference only and shall not be used to interpret, define, or limit its provisions. All references in this Regional Agreement to sections (whether spelled out or using the § symbol), subsections, exhibits or other attachments, are references to sections, subsections, exhibits or other attachments contained herein or incorporated as a part hereof, unless otherwise noted.
- 17.6. Statutes, Regulations, and Other Authority.** Any reference in this Regional Agreement to a statute, regulation, policy or other authority shall be interpreted to refer to such authority then current, as may have been changed or amended since the execution of this Regional Agreement.
- 17.7. Conflict of Interest.** No Regional PLG shall knowingly perform any act that would conflict in any manner with said Regional PLG's obligations hereunder. Each Regional PLG certifies that it is not engaged in any current project or business transaction, directly or indirectly, nor has it any interest, direct or indirect, with any person or business that might result in a conflict of interest in the performance of its obligations hereunder. No elected or employed member of any Regional PLG shall be paid or receive, directly or indirectly, any share or part of this Regional Agreement or any benefit that may arise therefrom.
- 17.8. Inurement.** The rights and obligations of the Regional PLGs to the Regional Agreement inure to the benefit of and shall be binding upon the Regional PLGs and their respective successors and assigns, provided assignments are consented to in accordance with the terms of the Regional Agreement.
- 17.9. Survival.** Notwithstanding anything to the contrary, the Regional PLGs understand and agree that all terms and conditions of this Regional Agreement and any exhibits that require continued performance or compliance beyond the termination or expiration of this Regional Agreement shall survive such termination or expiration and shall be enforceable against a Regional PLG if such Regional PLG fails to perform or comply with such term or condition.
- 17.10. Waiver of Rights and Remedies.** This Regional Agreement or any of its provisions may not be waived except in writing by a Regional PLG's authorized representative. The failure of a

Regional PLG to enforce any right arising under this Regional Agreement on one or more occasions will not operate as a waiver of that or any other right on that or any other occasion.

17.11. No Third-Party Beneficiaries. Enforcement of the terms of the Regional Agreement and all rights of action relating to enforcement are strictly reserved to the Regional PLGs. Nothing contained in the Regional Agreement gives or allows any claim or right of action to any third person or entity. Any person or entity other than the Regional PLGs receiving services or benefits pursuant to the Regional Agreement is an incidental beneficiary only.

17.12. Records Retention. The Regional PLGs shall maintain all records, including working papers, notes, and financial records in accordance with their applicable record retention schedules and policies. Copies of such records shall be furnished to the Parties request.

17.13. Execution by Counterparts; Electronic Signatures and Records. This Regional Agreement may be executed in two or more counterparts, each of which shall be deemed an original, but all of which shall constitute one and the same instrument. The Regional PLGs approve the use of electronic signatures for execution of this Regional Agreement. All use of electronic signatures shall be governed by the Uniform Electronic Transactions Act, C.R.S. §§ 24-71.3-101, *et seq.* The Regional PLGs agree not to deny the legal effect or enforceability of the Regional Agreement solely because it is in electronic form or because an electronic record was used in its formation. The Regional PLGs agree not to object to the admissibility of the Regional Agreement in the form of an electronic record, or a paper copy of an electronic document, or a paper copy of a document bearing an electronic signature, on the ground that it is an electronic record or electronic signature or that it is not in its original form or is not an original.

17.14. Authority to Execute. Each Regional PLG represents that all procedures necessary to authorize such Regional PLG's execution of this Regional Agreement have been performed and that the person signing for such Regional PLG has been authorized to execute the Regional Agreement.

REMAINDER OF PAGE INTENTIONALLY LEFT BLANK

Colorado Opioids Settlement MOU: Frequently Asked Questions

1. What does this “settle” and why does Colorado need an MOU?

Nationwide settlements have been reached with the “Big 3” opioid distributors (McKesson, Cardinal Health, and AmerisourceBergen) and opioid manufacturer Johnson & Johnson to resolve claims by state and local governments that these companies contributed to the opioid epidemic. The claims being settled include those raised by local governments in the national multi-district litigation (“MDL”), *In Re: National Prescription Opiate Litigation*, MDL 2804 (N.D. Ohio). More information about these settlements can be found at <https://nationalopioidsettlement.com/>.

The Colorado MOU establishes the framework for distributing and sharing these settlement proceeds throughout Colorado. Local governments and the State prepared the Colorado MOU, which prioritizes regionalism, collaboration, and abatement. It is expected that the Colorado MOU will also be used for settlements with other opioid defendants in the future, including any settlement from Purdue Pharma’s bankruptcy proceeding. Colorado Attorney General Phil Weiser signed the MOU on August 26, 2021. The Colorado MOU is included in this packet from the Attorney General’s Office and can also be found at www.coag.gov/opioids.

2. Who put together the Colorado MOU?

Local government officials from across Colorado were involved in the negotiation of the Colorado MOU with the Attorney General’s Office. County commissioners, mayors, county and city attorneys, and other stakeholders came together with the assistance of Colorado Counties, Inc. (“CCI”) and the Colorado Municipal League (“CML”) to establish the framework and negotiate the details of the Colorado MOU.

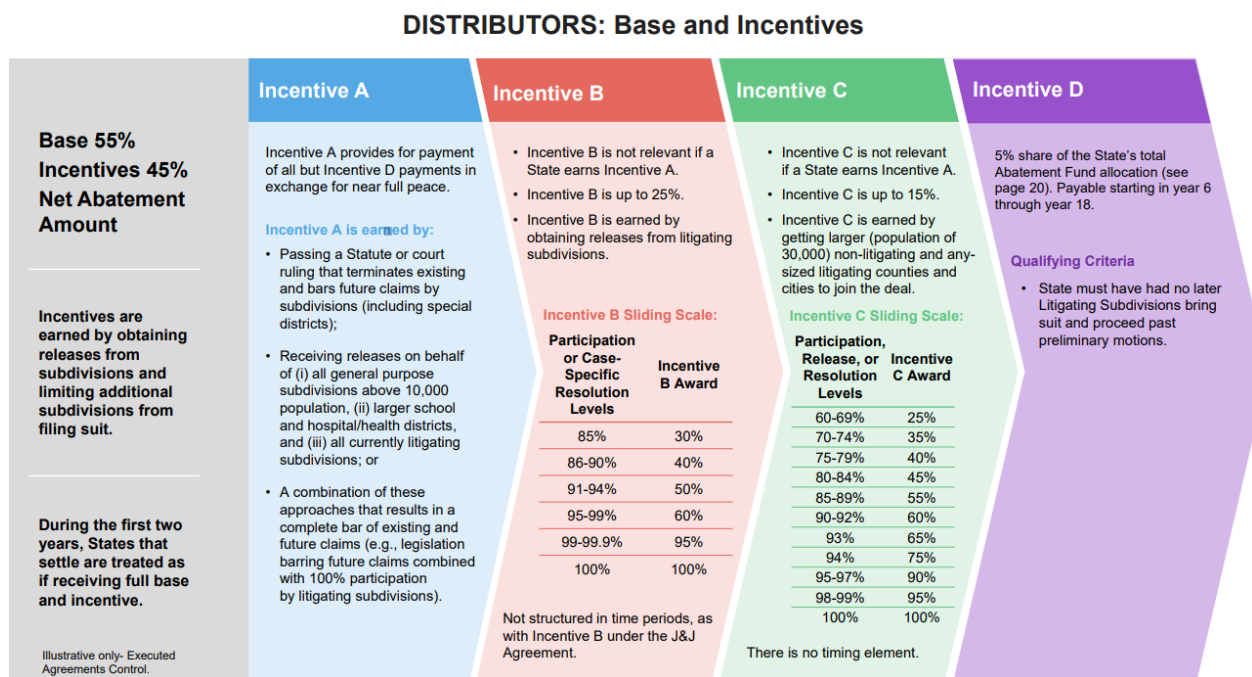
3. How much money will Colorado receive and over what period of time?

Funds from the Big 3 and Johnson & Johnson settlements will be distributed over a period of years. The Big 3 distributors will pay a maximum of \$21 billion over 18 years, while Johnson & Johnson will pay a maximum of \$5 billion over no more than nine years. In total, up to approximately \$22.8 billion in settlement proceeds will be payable to state and local subdivisions nationwide. Each state receives a percentage of that recovery, and Colorado’s maximum share from these settlements will likely be more than \$300 million.

However, as discussed more below, Colorado will receive its maximum share of settlement payments only if enough local governments sign on to the deal. Also, the settling defendants have the option to “walk away” from the deals if there is not enough participation, so it is important that a “critical mass” of local governments signs on soon. Otherwise, the entire deal could fall through.

4. How can we maximize Colorado's recovery?

The MOU was designed to ensure that as many local governments as possible would agree to its terms. The Big 3 Distributor and Johnson & Johnson settlements include incentive payments based on how many governments participate. Strong participation from local governments is needed to receive the full settlement payments for all of Colorado. Local governments should sign the Colorado Subdivision Escrow Agreement to ensure their legal claims are released only when 95% participation by local governments has been reached, which secures significant incentive payments under these settlement agreements. For more information on the incentive payments, please see the graphics below:



JOHNSON & JOHNSON: Base and Incentives

	Incentive A	Incentive B	Incentive C	Incentive D																																												
Base 45% Incentives 55% Global Settlement Abatement Amount Incentives are earned by obtaining releases from subdivisions and limiting additional subdivisions from filing suit.	Incentive A provides for payment of all but Incentive D payments in exchange for near full peace. Earning Incentive A also causes substantial payments, the first three years of payments, accelerated and paid within 90 days. Incentive A is earned by: - Passing a Statute or court ruling that terminates existing and bars future claims by subdivisions (including special districts); - Receiving releases on behalf of (i) all general purpose subdivisions above 10,000 population, (ii) larger school and hospital/health districts, and (iii) all currently litigating subdivisions; or - A combination of these approaches that results in a complete bar of existing and future claims (e.g., legislation barring future claims combined with 100% participation by litigating subdivisions).	- Incentive B is not relevant if a State earns Incentive A. - Incentive B is up to 30%. - Incentive B is earned from obtaining releases from litigating subdivisions. Incentive B Sliding Scale: <table><thead><tr><th>Participation or Case-Specific Resolution Levels</th><th>Incentive B Award</th></tr></thead><tbody><tr><td>75%</td><td>50%</td></tr><tr><td>76%</td><td>52%</td></tr><tr><td>77%</td><td>54%</td></tr><tr><td>78%</td><td>56%</td></tr><tr><td>79%</td><td>58%</td></tr><tr><td>80%</td><td>60%</td></tr><tr><td>85%</td><td>70%</td></tr><tr><td>90%</td><td>80%</td></tr><tr><td>95%</td><td>90%</td></tr><tr><td>100%</td><td>100%</td></tr></tbody></table> Timing element Incentive B is structured in time periods and states will receive a percentage of sliding scale payments depending on when they reach 75% of litigating subdivisions signed on: (a) 0-210 days = 100% of sliding scale; (b) 211-365 = 75% of sliding scale; and (c) 366-2 years from effective date = 50% of sliding scale.	Participation or Case-Specific Resolution Levels	Incentive B Award	75%	50%	76%	52%	77%	54%	78%	56%	79%	58%	80%	60%	85%	70%	90%	80%	95%	90%	100%	100%	- Incentive C is not relevant if a State earns Incentive A. - Incentive C is up to 20%. It breaks Incentive C in two parts. - Incentive C is earned by getting larger (population of 30,000) litigating and non-litigating counties and cities to join the deal. 5% is awarded for obtaining a State's ten largest general purpose subdivisions (cities and counties). Incentive C Sliding Scale: <table><thead><tr><th>Participation, Release, or Resolution Levels</th><th>Incentive C(1) Award</th></tr></thead><tbody><tr><td>60%</td><td>40%</td></tr><tr><td>70%</td><td>45%</td></tr><tr><td>80%</td><td>50%</td></tr><tr><td>85%</td><td>55%</td></tr><tr><td>90%</td><td>60%</td></tr><tr><td>91%</td><td>65%</td></tr><tr><td>92%</td><td>70%</td></tr><tr><td>93%</td><td>80%</td></tr><tr><td>94%</td><td>90%</td></tr><tr><td>95%</td><td>100%</td></tr></tbody></table> There is no timing element.	Participation, Release, or Resolution Levels	Incentive C(1) Award	60%	40%	70%	45%	80%	50%	85%	55%	90%	60%	91%	65%	92%	70%	93%	80%	94%	90%	95%	100%	5% share of the State's total Abatement Fund allocation (see page 20). Payable starting in year 6 through year 18. Qualifying Criteria State must have had no later Litigating Subdivisions bring suit and proceed past preliminary motions in the 5 years following the Effective Date.
Participation or Case-Specific Resolution Levels	Incentive B Award																																															
75%	50%																																															
76%	52%																																															
77%	54%																																															
78%	56%																																															
79%	58%																																															
80%	60%																																															
85%	70%																																															
90%	80%																																															
95%	90%																																															
100%	100%																																															
Participation, Release, or Resolution Levels	Incentive C(1) Award																																															
60%	40%																																															
70%	45%																																															
80%	50%																																															
85%	55%																																															
90%	60%																																															
91%	65%																																															
92%	70%																																															
93%	80%																																															
94%	90%																																															
95%	100%																																															

5. Is participation limited to litigating entities?

No, participation is not limited to governments that filed suit in the opioid litigation. Money from these settlements will be used for opioid crisis abatement in communities across Colorado, regardless of whether they have chosen to sue. All Colorado local governments are eligible to participate in the settlements and join the MOU, and the MOU does **not** allocate more funds to cities and counties that chose to file suit—all cities and counties in Colorado are allocated funds based on the same objective factors.

6. How will settlement proceeds be divided within the state under the Colorado MOU?

Under the Colorado MOU, settlement proceeds will be distributed as follows:

- 10% directly to the State (“State Share”)
- 20% directly to Participating Local Governments (“LG Share”)
- 60% directly to Regions (“Regional Share”)
- 10% to specific abatement infrastructure projects (“Statewide Infrastructure Share”)

7. How will the money be spent?

Under the Colorado MOU, all settlement funds must be used only for “Approved Purposes,” a long and broad list that focuses on abatement strategies. These strategies emphasize prevention, treatment, and harm reduction. Some examples of these strategies include training health care providers on opioid use disorder (“OUD”) treatment and responsible prescribing, expanding telehealth and mobile services for treatment, and increasing naloxone and rescue breathing

supplies. The list of Approved Purposes is broad enough to be flexible for local communities, while ensuring that settlement funds are used to combat the opioid epidemic. The list of Approved Purposes is attached as Exhibit A to the MOU, unless the term is otherwise defined in a settlement.

To ensure that settlement funds are in fact used only for Approved Purposes, a General Abatement Fund Council (the “Abatement Council”) will be formed. This committee will consist of thirteen representatives appointed by the State and Participating Local Governments to ensure opioid funds are spent in compliance with the terms of the settlements and the Colorado MOU.

8. How will direct payments to local governments be allocated?

Under the Colorado MOU, 20% of the settlement funds will be paid directly to local governments. A list of the percentage of settlement funds that will be allocated to each County Area (that is, the county government plus the municipalities within that county) is Exhibit D to the Colorado MOU. Those allocations are further broken down to an intracounty level in Exhibit E, which is a default allocation.

The allocations to each County Area are based on three factors that address the relative severity of the opioid crisis: (a) the number of persons suffering from Opioid Use Disorder in the county; (b) the number of opioid overdose deaths in the county; and (c) the amount of opioids distributed within the county (measured in Morphine Milligram Equivalent units).

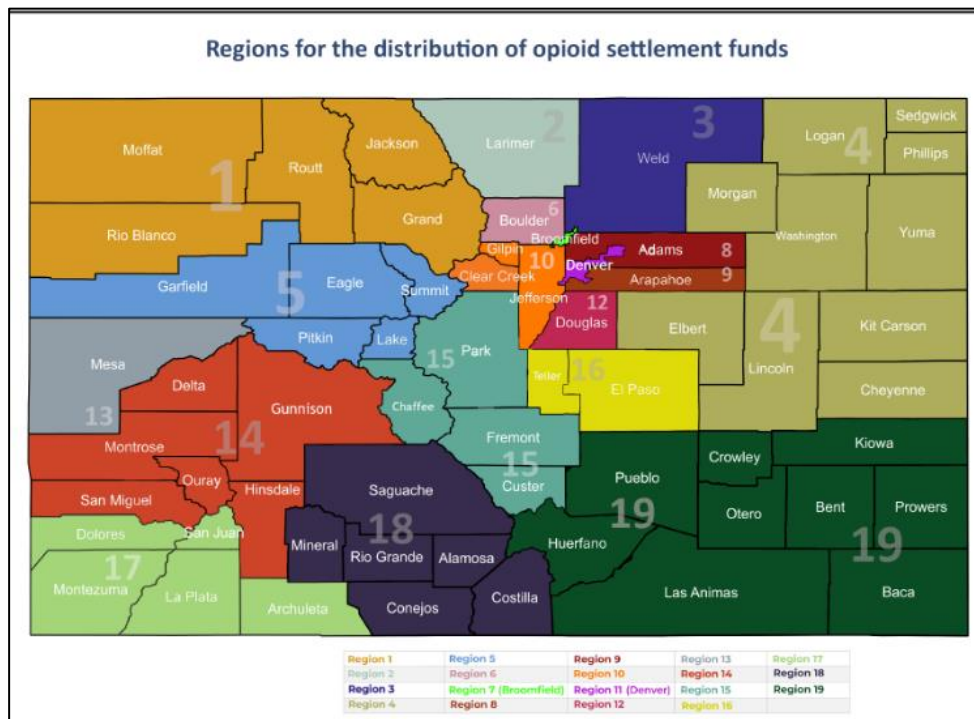
The intracounty allocations in Exhibit E are based on a default allocation model that will apply unless the local governments in a County Area enter into an agreement that provides for a different allocation model. These allocations are based on a model developed by health economist experts, which use data from the State and Local Governments Census on past spending relevant to opioid abatement.

To ensure transparency and that settlement funds are used for Approved Purposes, local governments that receive settlement funds directly will be required to provide expenditure data to the Abatement Council on an annual basis. Local governments that wish to join the MOU but do not wish to receive any direct payments have the option to redirect their payments to the Regional allocation described below.

A local government that chooses not to participate or sign onto the Colorado MOU will not receive funds from the LG Share and the portion of the LG share that it would have received will instead be re-allocated to the Regional Share described below.

9. How will payments to Regions be allocated?

Under the Colorado MOU, 60% of the settlement funds will be allocated to single- or multi-county regions made up of local governments. Local governments in Colorado worked collaboratively to develop the Regional Map, which emphasizes existing local infrastructure and relationships. The regional map is below, as well as included in the Colorado MOU as Exhibit C:



For more information on the percentages of settlement funds that will be allocated to each Region, please see Exhibit F of the Colorado MOU.

10. How will the Regions be governed?

Each Region will create its own “Regional Council” consisting of members from the constituent local governments to determine what Approved Purposes to fund with the Region’s allocation. The Regional Council will have the power to make spending decisions in the Region. The Regions will designate a fiscal agent prior to receiving any settlement funds. Regional governance models are attached to the Colorado MOU as Exhibit G. Each Region may draft its own intra-regional agreements, bylaws, or other governing documents to determine how the Regional Council will operate. Each Regional Council will provide expenditure data to the Abatement Council on an annual basis.

11. How will the Statewide Infrastructure Share work?

Many stakeholders have expressed a need for capital improvements across Colorado, and particularly in underserved areas, to abate the opioid crisis. The Colorado MOU directly addresses this by allocating 10% of settlement funds going to these projects. This money will be distributed by a statewide committee based on need. The Abatement Council will establish and publish policies and procedures for the distribution and oversight of the Statewide Infrastructure Share, including processes for local governments or regions to apply for opioid funds from the Statewide Infrastructure Share.

12. How will attorneys' fees and expenses be paid?

The Attorney General and local governments have agreed to a "Back-Stop Fund" for attorneys' fees and costs. The attorneys' fee provision in the Colorado MOU equitably allocates the cost of attorneys' fees across all local governments, while also allowing non-litigating entities to share in the 25% premium for releases signed by the litigating entities in the "Big 3" Distributor and Johnson & Johnson settlements.

Before a law firm can apply to the Back-Stop Fund, it must first apply to any national common benefit fee fund. The Back-Stop Fund will only be used to pay the difference between what law firms are owed and the amount they have received from a national common benefit fee fund. Attorneys' fees are limited to 8.7% of the total LG Share and 4.35% of the total Regional Share. No funds will be taken from the Statewide Infrastructure Share or State Share.

A committee will be formed to oversee payments from the Back-Stop Fund. The committee will include litigating and non-litigating entities. Importantly, any excess money in the Back-Stop fund, after attorneys' fees and costs are paid, will go back to the local governments.

13. Why is this a great result for local governments?

The Colorado MOU will ensure effective and efficient use of funds without dilution or diversion of opioid settlement money to unrelated purposes or unnecessary overhead expenses. In the Colorado MOU the local governments control 80% of the settlement funds.

- Bottom-Up Approach – The need is at the local level, so the resources should be, too.
- Local Voices – The communities bearing the brunt of this burden must have a meaningful seat at the table to make decisions about where resources go.
- Flexibility – The Colorado MOU provides an opportunity for local governments to decide how to entrust their own regional funds without unnecessary red tape.

14. How do I sign the MOU?

Local governments should sign four documents.

a. First is the MOU.

b. Next, each local government will need to sign a Subdivision Settlement Participation Form for each of the **two settlements** (the "Big 3" Distributor settlement and the Johnson & Johnson settlement) releasing their legal claims and stating they are participating in the settlements.

c. In addition, a Colorado Subdivision Escrow Agreement should be signed to ensure legal claims are released only when 95% participation by certain local governments has been reached, which secures a significant portion of the incentive payments described in FAQ 4, above. Under the terms of the Colorado Subdivision Escrow Agreement, CCI (for counties) or

CML (for municipalities) will hold the MOUs and the Subdivision Settlement Participation Forms for each of the settlements in escrow until 95% participation by local governments has been reached as to specified incentive payments under the respective settlement agreements.

Copies of the Subdivision Settlement Participation Forms, the MOU with signature pages for each local government, and the Colorado Subdivision Escrow Agreement will be provided by the Attorney General's Office. The documents should be executed by the individual or body with authority to do so on behalf of their respective county or municipality and submitted by mail or email to either CCI or CML at the following addresses:

<u>For Counties:</u> Colorado Counties, Inc. 800 Grant, Ste 500 Denver, CO 80203 Email: Kyley Burress KBurress@ccionline.org Katie First KFirst@ccionline.org	<u>For Municipalities:</u> Colorado Municipal League 1144 N. Sherman St. Denver, CO 80203 Email: opiodsettlement@cml.org
--	--

If you have any questions, please reach out to Heidi Williams of the Colorado AG's office at Heidi.Williams@coag.gov.

Colorado Opioids Settlement Memorandum of Understanding

Summary

Below is a brief overview of the key provisions outlined in the Colorado Opioids Settlement Memorandum of Understanding (“Colorado MOU”). The Colorado MOU was signed by Colorado Attorney General Phil Weiser on August 26, 2021. In order to receive the full settlement payments for all of Colorado, strong participation by local governments signing on to the Colorado MOU is necessary.

Local governments and the State prepared the Colorado MOU, which prioritizes regionalism, collaboration, and abatement in the sharing and distribution of opioid settlement funds. The points below summarize the framework laid out in the Colorado MOU for distributing and sharing opioids settlement proceeds throughout Colorado. Please see the full Colorado MOU and exhibits for additional details.

While Colorado’s local governments are currently being asked to participate in recent settlements with the “Big 3” Distributors (AmerisourceBergen, Cardinal Health, and McKesson) and Johnson & Johnson, the Colorado MOU is intended to apply to all current and future opioid settlements.

A. Allocation of Settlement Funds

The Colorado MOU provides the framework for fairly dividing and sharing settlement proceeds among the state and local governments in Colorado. Under the Colorado MOU, settlement proceeds will be distributed as follows:

- 1. 10% directly to the State (“State Share”)**
- 2. 20% directly to Participating Local Governments (“LG Share”)**
- 3. 60% directly to Regions (“Regional Share”)**
- 4. 10% to specific abatement infrastructure projects (“Statewide Infrastructure Share”)**

Under the Colorado MOU, all settlement funds must be used only for “Approved Purposes,” a long and broad list that focuses on abatement strategies. These strategies emphasize prevention, treatment, and harm reduction. Some examples of these strategies include training health care providers on opioid use disorder (“OUD”) treatment and responsible prescribing, expanding telehealth and mobile services for treatment, and increasing naloxone and rescue breathing supplies. The list of Approved Purposes is broad enough to be flexible for local communities, while ensuring that settlement funds are used to combat the opioid epidemic. The list of Approved Purposes is attached as Exhibit A to the MOU, unless the term is otherwise defined in a settlement.

B. General Abatement Fund Council

A General Abatement Fund Council (the “Abatement Council”), consisting of representatives appointed by the State and Participating Local Governments, will ensure that the distribution of opioid funds complies with the terms of any settlement and the terms of the Colorado MOU. The Abatement Council will consist of 13 members, seven appointed by the State and six appointed by the Participating Local Governments.

C. Local Government Share (20%)

Twenty percent of settlement funds will be paid directly to Participating Local Governments. Exhibit D to the Colorado MOU lists the percentage to each County Area (that is, the county government plus the municipalities within that county), and Exhibit E further breaks down those allocations to an intracounty level using a default allocation.

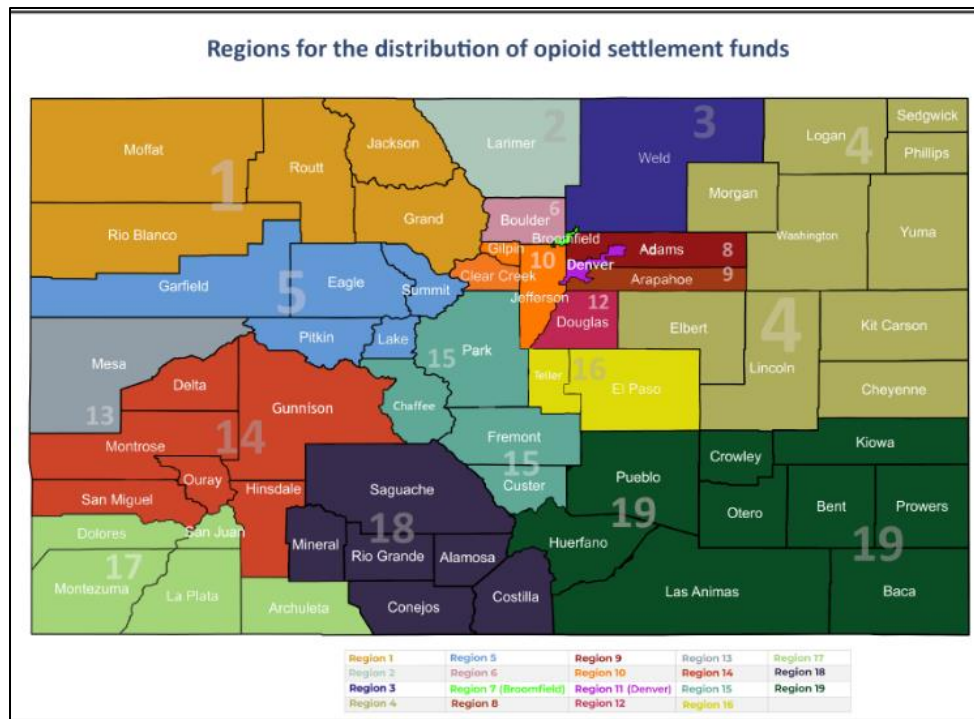
The allocations to each County Area in Exhibit D are based on three factors that address critical causes and effects of the opioid crisis: (1) the number of persons suffering opioid use disorder in the county; (2) the number of opioid overdose deaths that occurred in the county; and (3) the amount of opioids distributed within the county.

The intracounty allocations in Exhibit E are a default allocation that will apply unless the local governments in a County Area enter into a written agreement providing for a different allocation. These allocations are based on a model, developed by health economist experts, which uses data from the State and Local Government Census on past spending relevant to opioid abatement.

Participating Local Governments will provide data on expenditures from the LG Share to the Abatement Council on an annual basis. If a local government wishes, it may forego its LG Share and direct it to the Regional Share. A local government that chooses not to participate or sign onto the Colorado MOU will not receive funds from the LG Share and the portion of the LG Share that it would have received will instead be re-allocated to the Regional Share for the region where that local government is located.

D. Regional Share (60%)

Sixty percent of settlement funds will be allocated to single- or multi-county regions made up of local governments. These regions were drawn by local governments to make use of existing local infrastructure and relationships. The regional map is shown below, as well as in Exhibit C to the Colorado MOU:



Allocations to regions will be calculated according to the percentages in Exhibit F. Each region will create its own “Regional Council” to determine what Approved Purposes to fund with that region’s allocation from the Regional Share. Regional governance models are attached to the Colorado MOU as Exhibit G. Each region may draft its own intra-regional agreements, bylaws, or other governing documents to determine how the Regional Council will operate, subject to the terms of the Colorado MOU. Each Regional Council will provide expenditure data to the Abatement Council on an annual basis.

A local government that chooses not to participate or sign onto the Colorado MOU shall not receive any opioid funds from the Regional Share and shall not participate in the Regional Councils.

E. State Share (10%)

Ten percent of settlement funds will be allocated directly to the State for statewide priorities in combating the opioid epidemic. The State maintains full discretion over distribution of the State Share anywhere within the State of Colorado. On an annual basis, the State shall provide all data on expenditures from the State Share, including administrative costs, to the Abatement Council.

F. Statewide Infrastructure Share (10%)

Ten percent of the settlement funds will be allocated to a Statewide Infrastructure Share to promote capital improvements and provide operational assistance for the development or improvement of infrastructure necessary to abate the opioid crisis anywhere in Colorado.

The Abatement Council shall establish and publish policies and procedures for the distribution and oversight of the Statewide Infrastructure Share, including processes for local governments or regions to apply for opioid funds from the Statewide Infrastructure Share.

G. Attorneys' Fees and Expenses Paid Through a Back-Stop Fund

To a large extent, the national opioid settlements occurred because of the pressure that litigating entities and their counsel exerted on defendants through their lawsuits. The attorneys' fee provision equitably allocates the cost of attorneys' fees, while also allowing non-litigating entities to share in the 25% premium for releases by the litigating entities in the "Big 3" Distributor and Johnson & Johnson settlements. The work that was done by the litigating entities and their law firms in the litigation has substantially contributed to achieving the settlements that are currently being offered and those that are anticipated in the future.

The Attorney General and local governments have agreed to a "Back-Stop Fund" for attorneys' fees and costs. Before a law firm can apply to the Back-Stop Fund, it must first apply to any national common benefit fee fund. The Back-Stop Fund will only be used to pay the difference between what law firms are owed and the amount they have received from a national common benefit fee fund.

Attorneys' fees are limited to 8.7% of the total LG Share and 4.35% of the total Regional Share. No funds will be taken from the Statewide Infrastructure Share or State Share.

A committee will be formed to oversee payments from the Back-Stop Fund. The committee will include litigating and non-litigating entities. Importantly, any excess money in the Back-Stop fund, after attorneys' fees and costs are paid, will go back to the local governments.

H. Participation in the Colorado MOU and Expected Timeline

The MOU was designed to ensure that as many local governments as possible would agree to its terms. Strong participation from local governments is needed to receive the full settlement payments for all of Colorado. On August 26, 2021, Colorado Attorney General Phil Weiser signed the MOU. It is projected that settlement funds from the "Big 3" Distributor/Johnson & Johnson settlements could be made available as soon as July 2022 and will be distributed within Colorado according to the MOU.

Along with the MOU, each local government will need to sign a Subdivision Settlement Participation Form for each of the settlements (the "Big 3" Distributor settlement and the Johnson & Johnson settlement) releasing their legal claims and stating they are participating in the settlements. In addition, a Colorado Subdivision Escrow Agreement should be signed to ensure legal claims are released only when 95% participation by certain local governments has been reached. That 95% participation threshold is important because it triggers certain amounts of incentive payments under the settlements and signals to the settling pharmaceutical companies that the settlements have wide acceptance.

A copy of the MOU with signature pages for each local government, the Subdivision Settlement Participation Forms, and the Colorado Subdivision Escrow Agreement will be

provided by the Attorney General’s Office. The documents should be executed by the individual or body with authority to do so on behalf of their respective county or municipality and submitted by mail or email to either CCI or CML at the following addresses:

<u>For Counties:</u> Colorado Counties, Inc. 800 Grant, Ste 500 Denver, CO 80203 Email: Kiley Burress at KBurress@ccionline.org Katie First at KFirst@ccionline.org	<u>For Municipalities:</u> Colorado Municipal League 1144 N. Sherman St. Denver, CO 80203 Email: opioidsettlement@cml.org
--	--

If you have any questions, please reach out to Heidi Williams of the Colorado AG’s office at Heidi.Williams@coag.gov.

EXHIBIT K

Settlement Participation Form

Governmental Entity:	State:
Authorized Official:	
Address 1:	
Address 2:	
City, State, Zip:	
Phone:	
Email:	

The governmental entity identified above (“Governmental Entity”), in order to obtain and in consideration for the benefits provided to the Governmental Entity pursuant to the Settlement Agreement dated July 21, 2021 (“Janssen Settlement”), and acting through the undersigned authorized official, hereby elects to participate in the Janssen Settlement, release all Released Claims against all Released Entities, and agrees as follows.

1. The Governmental Entity is aware of and has reviewed the Janssen Settlement, understands that all terms in this Election and Release have the meanings defined therein, and agrees that by this Election, the Governmental Entity elects to participate in the Janssen Settlement and become a Participating Subdivision as provided therein.
2. The Governmental Entity shall, within 14 days of the Reference Date and prior to the filing of the Consent Judgment, dismiss with prejudice any Released Claims that it has filed.
3. The Governmental Entity agrees to the terms of the Janssen Settlement pertaining to Subdivisions as defined therein.
4. By agreeing to the terms of the Janssen Settlement and becoming a Releasor, the Governmental Entity is entitled to the benefits provided therein, including, if applicable, monetary payments beginning after the Effective Date.
5. The Governmental Entity agrees to use any monies it receives through the Janssen Settlement solely for the purposes provided therein.
6. The Governmental Entity submits to the jurisdiction of the court in the Governmental Entity’s state where the Consent Judgment is filed for purposes limited to that court’s role as provided in, and for resolving disputes to the extent provided in, the Janssen Settlement.
7. The Governmental Entity has the right to enforce the Janssen Settlement as provided therein.

8. The Governmental Entity, as a Participating Subdivision, hereby becomes a Releasor for all purposes in the Janssen Settlement, including but not limited to all provisions of Section IV (Release), and along with all departments, agencies, divisions, boards, commissions, districts, instrumentalities of any kind and attorneys, and any person in their official capacity elected or appointed to serve any of the foregoing and any agency, person, or other entity claiming by or through any of the foregoing, and any other entity identified in the definition of Releasor, provides for a release to the fullest extent of its authority. As a Releasor, the Governmental Entity hereby absolutely, unconditionally, and irrevocably covenants not to bring, file, or claim, or to cause, assist or permit to be brought, filed, or claimed, or to otherwise seek to establish liability for any Released Claims against any Released Entity in any forum whatsoever. The releases provided for in the Janssen Settlement are intended by the Parties to be broad and shall be interpreted so as to give the Released Entities the broadest possible bar against any liability relating in any way to Released Claims and extend to the full extent of the power of the Governmental Entity to release claims. The Janssen Settlement shall be a complete bar to any Released Claim.
9. In connection with the releases provided for in the Janssen Settlement, each Governmental Entity expressly waives, releases, and forever discharges any and all provisions, rights, and benefits conferred by any law of any state or territory of the United States or other jurisdiction, or principle of common law, which is similar, comparable, or equivalent to § 1542 of the California Civil Code, which reads:

General Release; extent. A general release does not extend to claims that the creditor or releasing party does not know or suspect to exist in his or her favor at the time of executing the release that, if known by him or her, would have materially affected his or her settlement with the debtor or released party.

A Releasor may hereafter discover facts other than or different from those which it knows, believes, or assumes to be true with respect to the Released Claims, but each Governmental Entity hereby expressly waives and fully, finally, and forever settles, releases and discharges, upon the Effective Date, any and all Released Claims that may exist as of such date but which Releasors do not know or suspect to exist, whether through ignorance, oversight, error, negligence or through no fault whatsoever, and which, if known, would materially affect the Governmental Entities' decision to participate in the Janssen Settlement.

10. Nothing herein is intended to modify in any way the terms of the Janssen Settlement, to which Governmental Entity hereby agrees. To the extent this Election and Release is interpreted differently from the Janssen Settlement in any respect, the Janssen Settlement controls.

I have all necessary power and authorization to execute this Election and Release on behalf of the Governmental Entity.

Signature: _____

Name: _____

Title: _____

Date: _____

EXHIBIT K

Subdivision Settlement Participation Form

Governmental Entity:	State:
Authorized Official:	
Address 1:	
Address 2:	
City, State, Zip:	
Phone:	
Email:	

The governmental entity identified above ("*Governmental Entity*"), in order to obtain and in consideration for the benefits provided to the Governmental Entity pursuant to the Settlement Agreement dated July 21, 2021 ("*Distributor Settlement*"), and acting through the undersigned authorized official, hereby elects to participate in the Distributor Settlement, release all Released Claims against all Released Entities, and agrees as follows.

1. The Governmental Entity is aware of and has reviewed the Distributor Settlement, understands that all terms in this Participation Form have the meanings defined therein, and agrees that by signing this Participation Form, the Governmental Entity elects to participate in the Distributor Settlement and become a Participating Subdivision as provided therein.
2. The Governmental Entity shall, within 14 days of the Reference Date and prior to the filing of the Consent Judgment, secure the dismissal with prejudice of any Released Claims that it has filed.
3. The Governmental Entity agrees to the terms of the Distributor Settlement pertaining to Subdivisions as defined therein.
4. By agreeing to the terms of the Distributor Settlement and becoming a Releasor, the Governmental Entity is entitled to the benefits provided therein, including, if applicable, monetary payments beginning after the Effective Date.
5. The Governmental Entity agrees to use any monies it receives through the Distributor Settlement solely for the purposes provided therein.
6. The Governmental Entity submits to the jurisdiction of the court in the Governmental Entity's state where the Consent Judgment is filed for purposes limited to that court's role as provided in, and for resolving disputes to the extent provided in, the Distributor Settlement. The Governmental Entity likewise agrees to arbitrate before the National Arbitration Panel as provided in, and for resolving disputes to the extent otherwise provided in, the Distributor Settlement.

7. The Governmental Entity has the right to enforce the Distributor Settlement as provided therein.
8. The Governmental Entity, as a Participating Subdivision, hereby becomes a Releasor for all purposes in the Distributor Settlement, including, but not limited to, all provisions of Part XI, and along with all departments, agencies, divisions, boards, commissions, districts, instrumentalities of any kind and attorneys, and any person in their official capacity elected or appointed to serve any of the foregoing and any agency, person, or other entity claiming by or through any of the foregoing, and any other entity identified in the definition of Releasor, provides for a release to the fullest extent of its authority. As a Releasor, the Governmental Entity hereby absolutely, unconditionally, and irrevocably covenants not to bring, file, or claim, or to cause, assist or permit to be brought, filed, or claimed, or to otherwise seek to establish liability for any Released Claims against any Released Entity in any forum whatsoever. The releases provided for in the Distributor Settlement are intended by the Parties to be broad and shall be interpreted so as to give the Released Entities the broadest possible bar against any liability relating in any way to Released Claims and extend to the full extent of the power of the Governmental Entity to release claims. The Distributor Settlement shall be a complete bar to any Released Claim.
9. The Governmental Entity hereby takes on all rights and obligations of a Participating Subdivision as set forth in the Distributor Settlement.
10. In connection with the releases provided for in the Distributor Settlement, each Governmental Entity expressly waives, releases, and forever discharges any and all provisions, rights, and benefits conferred by any law of any state or territory of the United States or other jurisdiction, or principle of common law, which is similar, comparable, or equivalent to § 1542 of the California Civil Code, which reads:

General Release; extent. A general release does not extend to claims that the creditor or releasing party does not know or suspect to exist in his or her favor at the time of executing the release, and that if known by him or her would have materially affected his or her settlement with the debtor or released party.

A Releasor may hereafter discover facts other than or different from those which it knows, believes, or assumes to be true with respect to the Released Claims, but each Governmental Entity hereby expressly waives and fully, finally, and forever settles, releases and discharges, upon the Effective Date, any and all Released Claims that may exist as of such date but which Releasors do not know or suspect to exist, whether through ignorance, oversight, error, negligence or through no fault whatsoever, and which, if known, would materially affect the Governmental Entities' decision to participate in the Distributor Settlement.

11. Nothing herein is intended to modify in any way the terms of the Distributor Settlement, to which Governmental Entity hereby agrees. To the extent this Participation Form is interpreted differently from the Distributor Settlement in any respect, the Distributor Settlement controls.

I have all necessary power and authorization to execute this Participation Form on behalf of the Governmental Entity.

Signature: _____

Name: _____

Title: _____

Date: _____

Colorado Subdivision Escrow Agreement

Governmental Entity:	State: CO
Authorized Official:	
Address 1:	
Address 2:	
City, State, Zip:	
Phone:	
Email:	

The governmental entity identified above (“*Governmental Entity*”) hereby provides Colorado Counties, Inc. (for counties) or the Colorado Municipal League (for municipalities) (“*Escrow Agent*”) the enclosed copies of the Governmental Entity’s endorsed Subdivision Settlement Participation Forms and the Colorado Opioids Settlement Memorandum of Understanding (“Colorado MOU”), to be held in escrow. The Subdivision Settlement Participation Forms apply respectively to (1) the National Settlement Agreement with McKesson Corporation, Cardinal Health, Inc., and AmerisourceBergen Corporation, dated July 21, 2021 (“*Distributor Settlement*”); and (2) the National Settlement Agreement with Janssen Pharmaceuticals, Inc., and its parent company Johnson & Johnson, dated July 21, 2021 (“*J&J Settlement*”). Pursuant to this Agreement, the Subdivision Settlement Participation Forms and the Colorado MOU will be released only if there is 95% participation by local governments in Colorado as further explained below.

Purpose of this Agreement

By endorsing a Subdivision Settlement Participation Form in the Distributor Settlement and the J&J Settlement, a governmental entity agrees to participate in those settlements and release any legal claims it has or may have against those settling pharmaceutical companies. This Colorado Subdivision Escrow Agreement is meant to ensure that the legal claims of governmental entities in Colorado will be released only when 95% participation by certain governmental entities has been reached. That 95% participation threshold is important because it signals to the settling pharmaceutical companies that the settlement has wide acceptance which will then secure significant incentive payments under these settlement agreements.

Escrow

The Escrow Agent shall promptly report the receipt of any Governmental Entity’s endorsed Subdivision Settlement Participation Forms and Colorado MOUs to the Colorado Attorney General’s Office and to the law firm of Keller Rohrback L.L.P. These documents shall be released by the Escrow Agent to the Colorado Attorney General’s Office if and when the Escrow Agent is notified by the Attorney General’s Office and Keller Rohrback that that the threshold 95% participation levels have been reached for both the Distributor Settlement and the J&J Settlement, as further described below. If by December 29, 2021, the Escrow Agent has not received notification that the threshold 95% levels have been reached for both the Distributor Settlement and the J&J Settlements, then the documents being escrowed shall be returned to the Governmental Entities and all copies shall be destroyed.

Distributor Settlement

The Attorney General's Office and Keller Rohrback shall jointly submit a written notification to the Escrow Agent when it has been determined that the percentages of populations eligible for Incentives B and C, as described in Sections IV.F.2 and IV.F.3 of the Distributor Settlement, are each 95% or more. For purposes of this Escrow Agreement, the percentages of populations eligible for Incentives B and C under the Distributor Settlement will include governmental entities that sign a Subdivision Settlement Participation Form subject to an escrow agreement and governmental entities that sign a Subdivision Settlement Participation Form that is not subject to an escrow agreement.

J&J Settlement

The Attorney General's Office and Keller Rohrback shall jointly submit a written notification to the Escrow Agent when it has been determined that the Participation or Case-Specific Resolution Levels for Incentives B and C, as described in Sections V.E.5 and V.E.6 of the J&J Settlement, are each 95% or more. For purposes of this Escrow Agreement, the percentages or populations eligible for Incentives B and C under the J&J Settlement will include governmental entities that sign a Subdivision Settlement Participation Form subject to an escrow agreement and governmental entities that sign a Subdivision Settlement Participation Form that is not subject to an escrow agreement.

Colorado Subdivision Name _____

Authorized Signature

Date



City Council
STAFF REPORT
City of Glenwood Springs
October 21, 2021

Agenda Item: October 7, 2021 Minutes

Action Requested: October 7, 2021 Council Minutes

Department: City Clerk

Presented By:

Background Info:

Issues:

Staff Recommendation:



MINUTES
CITY OF GLENWOOD SPRINGS
REGULAR CITY COUNCIL MEETING
OCTOBER 7, 2021
101 W. 8TH STREET
6:15 PM

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

REGULAR SESSION

:12 Roll Call

Present: Mayor Godes, Mayor Pro-Tem Willman, Councilor Kaup, Councilor Wussow, Councilor Hershey, Councilor Davis. Also present were Debra Figueroa, City Manager; Jenn Ooton, Asst. 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.

:13 Pledge of Allegiance

Mayor Godes led the Pledge.

:13 Agenda Changes and Conflicts

Councilor Wussow recused herself from item Planning File 29-21 - 406 W. 7th Street (Butler Rents).

Mayor Godes requested that item F on the consent agenda, be removed and addressed after Annexation hearing.

Mayor Godes recognized Rob Gavrell, who passed away in a motorcycle accident. Godes stated that Gavrell was on the transport commission, a father, attorney, and Colorado Bar Senior Vice-President. Godes called for a few moments of silence in respect of his passing.

:15 Citizens Appearing Before Council

Jennifer Vanion, Glenwood Springs resident, asked Council to lend its support, as a Council or individually, in fundraising efforts for the homeowners, Troy and Deondre Morris, who were affected in the 7th Street and Lincoln Avenue house fire.

Sheryl Cain, Glenwood Springs resident, asked for enforcement of the speed limit on Grand Avenue because vehicles have driven by her house at excessive speeds. Cain asked why the sound system in the Council Chambers has not been improved and why the citizens voices are not heard by the Council.

:19 Council Comments

Mayor Pro-Tem Willman commented that he attended the Colorado Municipal League conference and would like a work session before the end of the year, to discuss a climate action program to add to the Comprehensive Plan. Debra Figueroa, City Manager, stated that it could be added and discussed. Willman addressed Jennifer Vanion's comment regarding help for the Morris family, and that the Council could possibly obtain a tent that could be used for a fundraiser. Mayor Godes agreed that the council members should help individually. Willman addressed Sheryl Cains comments regarding the chamber sound system and informed the public that staff are working on the new system but due to availability of technical equipment, it is being delayed.

:23 Mayor Pro-Tem Willman moves to temporarily use a paper based voting system for all roll call voting.

Motion Failed for lack of a Second.

Councilor Davis commented that the Roaring Fork Mountain Bike Association had requested to present a future project to Council. Councilors Stepp and Davis agreed and asked Council. Councilors Hershey, Wussow and Kaup all agreed. Mayor Godes suggested the first Council meeting in November would work.

Councilor Wussow commented on feedback received about the Rocky Mountaineer train arriving in the City and concerns raised about noise and light issues. Issues and concerns are being looked in to and Wussow asked for some patience until the concerns are resolved.

:25 Motion for Consent

:25 Councilor Hershey moved, Seconded by Councilor Kaup, to approve the consent agenda less item F, the FAB Grant recommendation, removed by Mayor Godes.

Motion passed unanimously.

Mayor Godes mentioned that masks are optional but are encouraged in the Council Chamber, as per guidance by the CDC.

:26 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). Debris Flow Update and Response

Karl Hanlon, City Attorney, updated the situation regarding the Motion to Deny that had been made in the first Council meeting, then continued, so the Motion must be actioned before proceeding.

Mayor Pro-Tem Willman commented that it is important that all the Councilors are present to vote on the development issue.

:27 Mayor Pro-Tem Willman withdraws Motion to Deny.

Councilor Wussow commented that all councilors should be present for the integrity of the vote.

Councilor Wussow withdraws Second for Motion to Deny.

:28 Mayor Pro-Tem Willman moved, Seconded by Councilor Kaup, to continue annexation item to October 21, 2021.

Councilor Wussow commented that there are amendments to the application which will be heard at the next Council meeting and asked if public comment is allowed or if it is closed. Attorney Hanlon answered that public comment is closed; however, it was at Council's discretion whether it is reopened.

Ayes: Wussow, Davis, Willman, Godes, Kaup

Nays: Hershey

Motion Passed 5-1.

:31 FAB Grant Recommendations

Mayor Godes commented that the hockey item was 'not responsive' as it provided the overall membership number and not the number Glenwood Springs resident families that participate on the grant application. Godes would like to know the number of participant families. Staff to approach youth hockey for the breakdown.

Mayor Pro-Tem Willman moved, Seconded by Councilor Kaup, to approve the FAB recommendation of the swim team, and to continue the consideration of the hockey application and recommendation to October 21, 2021.

Motion passed unanimously.

:33 2022 Budget Submittal

Debra Figueroa, City Manager, presented the 2022 Budget Submittal. Figueroa recapped on the events of 2021 and all the projects, city facilities, infrastructure improvements, new designs and plans for the city, and the returning indoor and outdoor recreation programs for citizens. Figueroa also highlighted the new staff arrivals for several departments, the Council's strategic goals and the budget overview

Councilor Kaup asked for more information on the evacuation planning prior to the Annexation hearing on October 21, 2021. Debra Figueroa agreed to a written response.

Mayor Pro-Tem Willman asked for a round of applause for all the City staff.

Councilor Davis asked to re-address downtown security as it is not needed seven days a week and probably only needed for Fridays and Saturdays until the tourist season begins again. City Manager Figueroa asked for guidance from Council and suggested that security could be increased again in December.

:57 Councilor Davis moved, Seconded by Councilor Wussow, to maintain the level of security service for downtown on Friday and Saturday nights, until such time Council re-examines security needs.

Motion passed unanimously.

Councilor Wussow asked if the City should hold a firework display earlier in the evening on New Year's Eve. Councilor Davis agreed and added that people should be downtown for fireworks when the stores are still open, which would help support restaurants and retail outlets. City Manager Figueroa replied that it was primarily for residents.

:59 Councilor Davis moved, Seconded by Mayor Godes, to move the firework display to 7:00pm while retail outlets and restaurants are still open.

Councilor Kaup asked to move the time to 9:00pm.

Mayor Pro-Tem Willman asked how many stores are open on New Year's Eve. Councilor Davis replied that downtown is very busy.

Brian Smith, Parks and Recreation Director, commented that the thought was to hold an event with bands and fireworks as in 2019. Smith asked for guidance from Council as to what kind of events they want. Councilor Davis replied that it should be a bigger event to celebrate the end of *this* year with early evening bands and fireworks, if budget and staffing allow. Councilor Kaup commented that people should be allowed to go downtown to meet with friends, eat and drink, with fireworks being the culmination of the event at 9:00pm. Councilor Wussow would be comfortable with 8:00pm. Mayor Godes preferred 7:00pm.

Ayes: Davis, Godes, Wussow, Hershey

Nays: Willman, Kaup

Motion Passes 4-2

Brian Smith clarified that the event should be a full event. Council confirmed.

1:06 Airport Capital Needs and Funding

Brian Smith, Parks and Recreation Director, presented. Safety issues were highlighted including above ground tanks, ground conditions, runway lights and reflectors, perimeter fencing, wildlife assessment, de-icing, monitoring of tunnel, UNICOM and AWOS systems. The total of the projects for the airport would be \$6.6 million dollars, much of which can be covered by CDOT grants, other funding, donations and in house spending. Smith commented that the 2022

amount for critical safety needs would be five hundred and fifty thousand dollars. The recommendation is to appropriate one hundred thousand dollars for the UNICOM system and schedule the interfund transfer loan of three hundred thousand dollars for the Jet A fuel system.

Mayor Pro-Tem Willman asked if Classic Air will be contributing or completing some of the work. Smith replied not for the immediate UNICOM or Jet A fuel system but they had proposed to build a hangar or provide FBO space. Smith added that once a master plan for the airport had been completed, discussions with Classic Air would start again. Councilor Wussow asked if there was any feedback from the Airport Commission, if there was any interest in a public/private partnership, and for information on the price per square foot. Smith replied that this list was in order of priority from the Airport Commission, the existing hangars were privately owned on land owned and leased by the City and the new hangars would be City owned and leased out. Matt Langhorst, Director of Public Works, replied that the price per foot was based on previous buildings recently completed by the City, and was an estimated figure.

1:19 Mayor Godes opened for public comment.

Eric Stroutman commented that the airport is self-funding, and the flying community is only just now asking for money for projects. He pointed out that CDOT will maintain the runway coating for five or ten years, and all jet fuel equipment has been donated. Stroutman said there are many grants available, and surplus equipment can be purchased at a savings from other airports.

1:16 Mayor Godes closed for public comment.

Councilor Hershey asked why the funding is being discussed as the issue was placed on the ballot for November. Karl Hanlon replied that the UNICOM issue is necessary for the operation of the airport, and this is the only matter to be voted on by Council. Councilor Kaup asked for clarification that Council is not voting on the full amount in the presentation. Karl Hanlon clarified that it is just for authorization of one hundred thousand dollars for the UNICOM with the Jet A fuel amount being in the 2022 budget. Mayor Godes asked if the airport can operate without the UNICOM system. Brian Smith replied that it would be a safety issue for the pilots if the airport functioned without the system. Debra Figueroa replied that it is a safety system to warn pilots of snow or ice on the runway and the current handheld system is only a temporary fix.

1:26 Councilor Hershey moved, Seconded by Councilor Wussow, to approve the money only for the UNICOM system.

Mayor Pro-Tem Willman asked how many flights there were a day. Brian Smith answered about twenty-five a day on average. Willman commented that he has concerns with authorizing money when he doesn't know if the airport will stay open.

Councilor Wussow commented that the money should be authorized because at the moment it is an operational airport, and the safety concerns must be addressed until such time the citizens decide on its future.

Councilor Davis commented that there are more users of the airport than just Classic Air and that Jet A fuel is used by helicopters and turboprop planes.

Mayor Pro-Tem Willman commented that the current situation at the airport has been created by the lack of investment from the City and the users, and the community can have its say in three weeks on all investment issues for the airport.

Ayes: Kaup, Hershey, Wussow, Davis

Nays: Godes, Willman

Motion Passed 4-2.

Mayor Godes asked if Council needed to approve the three hundred thousand dollars for the Jet A fuel for the 2022 budget. Debra Figueroa replied that if Council does not want to address the issue during this session, it can be addressed at the next budget session on October 21, 2021.

Councilor Hershey commented that for airport budget approval, Council should hear from the citizens before deciding. Karl Hanlon pointed out that the election results will not be certified until after the first November meeting, so the issue could be addressed at the second City Council meeting in November.

Mayor Pro-Tem Willman commented that he could not support the budget for the Jet A fuel because it is only beneficial to a limited number of citizens, and it should be removed from the budget. Councilor Kaup agreed and added that with the potential for more large expenditure in the future, she questioned where the money will come from to cover the costs and liability of keeping the airport open. Kaup wanted to delay the budget issue until the citizens have answered the ballot question in November. Councilor Wussow stated that not everyone uses the community center but still pay taxes for it, but ultimately it should be the citizens decision with transparency on the costs to keep the airport open and safe.

1:42 Mayor Pro-Tem Willman moved, Seconded by Mayor Godes, not to include the three hundred-thousand-dollar Jet A fuel airport budget item in the 2022 budget and transfer from the capital projects.

Ayes: Willman, Godes

Nays: Hershey, Davis, Wussow, Kaup

Motion Failed 4-2

1:44 Councilor Wussow moved, Seconded by Councilor Hershey, to move the discussion to the second regular Council meeting in November.

Ayes: Wussow, Godes, Kaup, Hershey, Davis

Nays: Willman

Motion Passed 5-1

1:45 Recess

1:55 Resolution 2021-25 - A Resolution Approving the Glenwood Springs Public Art Master Plan.

Stephanie Davis, Chairman of the Art and Culture Board, and Josh LaPierre, Designing Local, presented on creating a comprehensive public art policy.

2:13 Mayor Godes moved, Seconded by Councilor Kaup, to adopt Resolution 2021-25 Approving the Glenwood Springs Public Art Master Plan.

Councilor Kaup commented that this is a Resolution to adopt the overall plan, with funding and implementation up to the Planning and Zoning Commission and Council.

Mayor Godes commented that there would be no capital outlay for this Resolution.

Motion Passed unanimously.

2:17 Resolution 2021-28: Roaring Fork School District Mill Levy Endorsement.

Karl Hanlon commented that this endorsement is at Council's discretion.

2:17 Mayor Pro-Tem moved, Seconded by Councilor Hershey, to approve Resolution 2021-28: Roaring Fork School District Mill Levy Endorsement.

Councilor Wussow commented that there are close to fifty thousand educators in Colorado, and Glenwood Springs has one of the seven finalists for Teacher of the Year. Wussow stated that this endorsement shows that all educators in the community should be paid an equitable wage.

Motion Passed unanimously.

2:19 Community Survey Results.

Ryan Winger, Director of Data Analysis for Magellan Strategies, presented an overview of the Community Survey Results. The objectives of the community survey were to measure and understand the opinions of Glenwood Springs residents regarding city services, programs, priorities, and quality of life.

Councilor Hershey wanted clarification on the question regarding the speed of new housing. Ryan Winger replied it was the speed of construction of new housing.

Councilor Kaup asked about budget priorities and whether affordable housing was included. Winger replied that affordable housing was not included in the list drawn up by himself and City staff.

Councilor Willman asked about a report not in the presentation that concerned the City taking into account citizen input when making decisions; it stated that fifty-six percent said the Council do not take citizen views into consideration. Winger replied that although it appears negative, it takes a lot for a citizen to believe they are listened to and is a somewhat typical measurement. Mayor Godes commented that a comparison of results from other cities would be of interest.

2:34 Mayor Godes opened for public comment.

Ethan, no second name provided, asked about walkability in the survey. Winger replied that one was included in the report, but not in the presentation. Mayor Pro-Tem Willman commented that the data is included in the agenda packet.

2:35 Mayor Godes closed public comment.

2:36 Planning File 29-21 - 406 W. 7th Street (Butler Rents)

Councilor Wussow recused herself due to a conflict.

Jenn Ooten, Assistant City Manager, presented Planning File 29-21 – 406 W. 7th Street (Butler Rents) where the property owners had asked for a two-year extension of previous incentives due to expire in 2023. This was deferred to the Council for a decision.

Karl Hanlon commented there were no recommendations and that the incentives were there to kick-start development along 8th Street.

Mayor Godes asked why it should be considered if there is no staff recommendation. Ooten replied that the owners were unable to develop the land due to the pandemic.

2:44 Mayor Godes opened for public comment.

No comment was made.

2:44 Mayor Godes closed public comment.

Mayor Pro-Tem Willman asked that if developers were involved, would this be active by 2023 in a normal development cycle. Karl Hanlon replied that if there was an active planning application it could be, but the question was whether the Council wanted the incentives extended. Hanlon also stated that, if necessary, the Council can revisit the issue at a future date.

Councilor Kaup asked if this would affect the City's 8th Street project. Hanlon replied that it would not, as the right of way had already been secured.

Councilor Davis asked if the pedestrian connection had been secured. Hanlon replied that it had.

2:47 Mayor Godes moved, Seconded by Councilor Davis, to deny the request for two-year extension for incentives in 406 West 7th Street from May 31, 2023, to May 31, 2025.

Motion Passed unanimously.

Councilor Wussow returned to the Council Chambers.

2:48 Divestment in Fossil Fuels

Will Hodges, coordinator of the local chapter of 350 Colorado, requested that the City join with other cities in the valley, in writing a letter of recommendation to the C-SAFE portfolio manager asking to divest bonds in Exxon and Chevron and prohibit all future investment in coal, oil and gas companies.

Councilor Hershey commented that divestment would take away any stockholder influence and that because the investment is so small it would not make a difference. He commented that Exxon, Chevron, BP, and Shell only produce ten percent of all oil extraction and pointed out a number of petroleum products in the Council Chambers. He stated that it would only be a symbolic statement.

Mayor Godes commented that divestment should occur where the values of the community do not align with those of the companies invested in. Godes stated that the amount of the City's divestment would not make a dent in the company values, direction or stop oil production, but the City should be a leader and demonstrate where the community's values lay.

Councilor Kaup agreed of the symbolic gesture but stated that an important message is sent to the oil companies and its shareholders when more and more portfolios divest.

Councilor Wussow commented that there are better ways to demonstrate the City's position. The community had chosen to invest in renewable energy which showed their values.

3:00 Councilor Kaup moved, Seconded by Mayor Godes, to show support for the letter to the portfolio manager for divestment in fossil fuels, as a symbolic gesture.

Ayes: Kaup, Wussow, Davis, Willman, Godes

Nays: Hershey

Motion Passed 5-1.

3:01 Report from City Administration

City Manager

Debra Figueroa commented that Matt Langhorst had compiled a plan to deal with the debris in the river and the big rockslide.

City Attorney

Karl Hanlon commented that he had attended the Colorado Municipal League Conference and there were a lot of quality sessions good topics for the City. Hanlon stated that smaller communities looked to the City of Glenwood Springs as a leader with short-term rentals and housing as major subjects.

Correspondence Incoming/Outgoing

None

3:03 Adjournment

3:03 Mayor Pro-Tem Willman moved, Seconded by Mayor Godes, to adjourn.

Motion Passed unanimously.



City Council
STAFF REPORT
City of Glenwood Springs
October 21, 2021

Agenda Item:	Approval for the Mayor to sign the Access Line Break Agreement with CDOT for the LoVa Trail construction and maintenance
Action Requested:	Approval of the Mayor's signature on the Access Line Break Agreement
Department:	Engineering
Presented By:	Jessica Bowser, Assistant City Engineer
Background Info:	The Town of New Castle, in partnership with the City and RFTA received a \$700,000 grant to construct a piece of the trail extending to the west from the current end of the trail, which is just west of West Glenwood Sanitation. This agreement will allow the city to construct and maintain a piece of the trail in CDOT right of way.
Issues:	The grant is contingent upon the City of New Castle receiving approval from CDOT to construct their portion of the project (which is a match for ours).
Staff Recommendation:	Approve the Mayor to sign the CDOT Access Line Break Agreement

Project Number: I-70-1(8)113 Section 2
Location: Glenwood Springs, I 70 LOVA Trail Crossing
Parcel: AC-LOVA-S1P3-1

LICENSE

The Department of Transportation, State of Colorado ("Licensor"), whose legal address is 2829 W. Howard Place, Denver, Colorado, 80204, hereby grants to the City of Glenwood Springs ("Grantee"), whose legal address is 101 West Eighth Street, City of Glenwood Springs, Garfield County, State of Colorado, 81601, to wit:

PERMISSION TO CROSS OVER the access control line of the Colorado Department of Transportation from and to the real property in Lot 3 of Section 6, Township 6 South, Range 89 West of the Sixth Principal Meridian, in the County of Garfield Colorado, ("the property"). as described in the attached Exhibits A and B, FOR THE PURPOSE OF activities associated with construction, maintenance and use of the LOVA Trail within the Right of Way of Interstate Highway No. 70.

This instrument constitutes a bare License, conferring no enforceable right in Licensee and creating no property interest. It is a mere personal privilege, non-transferable and revocable at will, but shall be valid and remain in effect in perpetuity unless terminated for good cause in writing by either party. This License shall not be considered a commitment by Licensor nor in any way authorizes or guarantees any continuing use of the License. This License authorizes the aforementioned construction, operation, maintenance, and repair work. The Licensee shall locate all utilities prior to commencing construction work. Licensee shall be responsible for the prompt restoration of CDOT right-of-way to the condition found prior to commencing work. To the extent permitted by law, Licensee assumes liability for the construction, operation, maintenance, repair and use of the of the entranceways and agrees to defend, indemnify, and hold harmless the Federal Highway Administration and the Licensor and any employees, agents, contractors, or other representatives of the Licensor against any and all damages, claims, liability, loss, or expenses, including attorney's fees and litigation costs, arising from or in any way related to the construction, operation, or use of the entranceways or the issuance or use of this License. This License is not a State Highway Access Permit or a State Highway Utility Permit.

Signed this _____ day of _____, 2021

ATTEST:

STATE OF COLORADO
DEPARTMENT OF TRANSPORTATION

Alicia Clemons
Chief Clerk – Property Management

Joshua Laipply, P.E.
Chief Engineer

Licensee: City of Glenwood Springs

By: _____

Title: _____

State of Colorado)
) ss.
County of Garfield)

The foregoing instrument was acknowledged before me on this _____ day of _____, 2021,
By _____.

WITNESS MY HAND AND OFFICAL SEAL.

My commission expires: _____.

Notary Public

EXHIBIT "A"

PROJECT NUMBER: I-70-1(8)113 Section 2
ACCESS CONTROL: AC-LOVA-S1P3-1
DATE: April 14, 2021

LEGAL DESCRIPTION

The real property of the Grantor in Lot 3 of Section 6, Township 6 South, Range 89 West, of the 6th Principal Meridian, County of Garfield, State of Colorado, granting access along or across the access line or lines described as follows

<u>I-70-1(8)113 Section 2</u>	<u>AC-LOVA1-S1P3-1</u>	<u>Southerly Line</u>
Project Number	Parcel Number	Location of Line

Commencing at Southeast Corner of said Section 6, (a found 3.25” Department of Interior Aluminum Cap on a 2.5” Aluminum Post, properly marked and dated 1995), thence N. 57°11'12" W., a distance of 3919.67 feet, to a point on the southerly right-of-way line of Interstate Highway No. 70 (April, 2021), the TRUE POINT OF BEGINNING;

1. Thence N. 85°44'30" W., along said right-of-way line, a distance of 16.28 feet;
2. Thence S. 08°57'30" W., along said right-of-way line, a distance of 14.03 feet, the POINT OF TERMINUS.

Bearings recited herein are relative to a bearing of N. 81°15'05" W. (a distance of 6601.69 feet) between the Southeast Corner of said Section 6 (a found 3.25” Department of Interior Aluminum Cap on a 2.5” Aluminum Post, properly marked and dated 1995), and the West Quarter Corner of said Section 6 (a found 3.25” Department of Interior Aluminum Cap on a 2.5” Aluminum Post, properly marked and dated 1994).

For and on Behalf of SGM, Inc. and the
City of Glenwood Springs, Colorado
Shawn Binion, PLS 38200





City Council
STAFF REPORT
City of Glenwood Springs
October 21, 2021

Agenda Item: FAB Grant Recommendations

Action Requested: Approve grant request hockey teams.

Department: City Administration

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

Background Info: On 10/7/21 Council voted to approve funding the grant application for the swim team. The hockey application was pulled from consent because it had omitted the demographic breakdown. TK Kwiatkowski has clarified that to be:

- 90 people from Glenwood Springs
- 20 from the Grand Junction area
- 50 from the Silt/Newcastle area, and
- 40 from the Basalt area

The full staff report from 10/7 follows, and the original hockey submittal is attached to this agenda item.

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 the hockey application.

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: ☒ YES ☐ 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

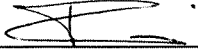
GRANT AMOUNT REQUESTED FOR 2021: \$15,000
TOTAL OF ALL CURRENT RESERVES: \$30,190
TOTAL APPROVED BUDGET FOR FISCAL 2021 (CURRENT BUDGET YEAR): \$205,502
TOTAL ACTUAL OPERATING EXPENSES FOR FISCAL 2020 (PRIOR BUDGET YEAR): \$157,344
TOTAL INCOME FROM ALL SOURCES FOR FISCAL 2020 (PRIOR BUDGET YEAR): \$139,505

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.



IRS 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					
Association	Glenwood Springs Youth Hockey Association		Member Status	Association	
Assoc Address	P.O. Box 576 Glenwood Springs, CO 81601		Phone Number	970-366-7311	
			Website	www.grizzlyhockey.com	
Make sure you include your Association in the file name you send to CAHA					
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.					
Position	Last Name	First Name	Phone Number Enter #s only	Email	CAHA Note
President	Tharp	Hamilton	970-618-1247	htharp@gsyha.org	Primary POC per CAHA Bylaws
Designated Representative	Kwiatkowski	T.K.	970-366-7311	tk@gsyha.org	One individual designated by the President. Will be cc'd on all correspondence
Treasurer	Boyd	Mary	970-420-7887	mboydgsyha.org	Will be cc'd on all financial correspondence
Secretary	Ottoson	Tiffany	970-618-0469	tottoson@gsyha.org	Will be cc'd on all policy correspondence
Designated Representative	Kwiatkowski	T.K.	970-366-7311	tk@gsyha.org	Will be cc'd on all team registration info
Hockey Director	Kwiatkowski	T.K.	970-366-7311	tk@gsyha.org	Will be cc'd on all hockey related emails
SafeSport Coordinator	Coleman	Cassie	970-309-0000	safesport@gsyha.org	Required for SafeSport Program
ADM Coordinator	Kwiatkowski	T.K.	970-366-7311	tk@gsyha.org	Required for all with U12, U10, and/or U8 Teams
List all additional Board of Directors or Officers.					
Position	Last Name	First Name	Phone Number Enter #s only	Email	Comment (If Required)
Vice President	Weir	Phil	970-948-5522	pweir@gsyha.org	
Member	McGown	Leigh	970-948-3581	lmcgown@gsyha.org	
Member	Guy	Peter	970-319-7974	pguy@gsyha.org	
Member	Amy	Roberts	970-309-5979	aroberts@gsyha.org	
Member	Julie	Wilson	480-694-2446	jwilson@gsyha.org	
NOTICE:					
** DO NOT USE THE SAME PHONE AND/OR EMAIL FOR MEMBERS					
** THIS FORM MUST BE COMPLETE - PLEASE DO NOT SUBMIT UNTIL ALL REQUIRED DATA IS PROVIDED					
** MUST INCLUDE THE SAFESPORT COORDINATOR - CANNOT BE THE HOCKEY DIRECTOR OR EQUALVILENT					
** MUST INCLUDE THE ADM COORDINATOR					
** CAHA DOES NOT SHARE THIS INFORMATION OUTSIDE OF THE EXECUTIVE COMMITTEE					

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
Total 4 · Contributed support	\$25,701
5180 · Reg fees (Program Services)	\$98,640
5182 · Fall Midget Hockey Reg Fees	<u>\$13,223</u>
Total 5 · Earned revenues	\$111,863
5811 · Golf Tournament & Other	\$1,942
Total 5810 · Special events revenue(nongift)	\$1,942
Total Income	\$139,505

Expense

6560 · Pinnocol Comp Expenses	\$820
7040 · Scholarships Awarded	<u>\$2,163</u>
Total 7000 · Grant & contract expense	\$2,983
7205 · Payroll Processing	\$849
7220 · Salaries & wages - other	\$57,329
7250 · Payroll taxes	<u>\$5,442</u>
Total 7200 · Salaries & related expenses	\$63,620
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>
Total 7500 · Contract services	\$11,922
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>
Total 8100 · Non-personnel expenses	\$3,104
8215 · Ice Time - Local	\$46,707
8216 · Fall Hockey Ice rental	<u>\$5,169</u>
Total 8200 · Facility & equipment expenses	\$51,875
8310 · Game Travel (non-tournament)	<u>\$1,840</u>
Total 8300 · Travel & meetings expenses	\$1,840
8530 · Membership dues - organization	\$76
8535 · Tournaments	\$16,346
8540 · Staff development	\$2,203
8500 · Other expenses - Other	<u>\$570</u>
Total 8500 · Other expenses	\$19,195
8610 · Bad debt expense	<u>\$2,805</u>
Total 8600 · Business expenses	\$2,805
Total Expense	\$157,344
Net Income/(LOSS)	\$ (17,838.44)

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

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

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 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.

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

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)

2019Open 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 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

970-309-1278F 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	67,824.
	2	Program service revenue including government fees and contracts	2	113,914.
	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	551.	
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	551.	
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	Total revenue. Add lines 1, 2, 3, 4, 5c, 6d, 7c, and 8 ▶	9	182,289.	
Expenses	10	Grants and similar amounts paid (list in Schedule O) SEE SCHEDULE O	10	4,856.
	11	Benefits paid to or for members	11	
	12	Salaries, other compensation, and employee benefits	12	50,721.
	13	Professional fees and other payments to independent contractors	13	12,364.
	14	Occupancy, rent, utilities, and maintenance	14	41,242.
	15	Printing, publications, postage, and shipping	15	1,240.
	16	Other expenses (describe in Schedule O) SEE SCHEDULE O	16	74,915.
	17	Total expenses. Add lines 10 through 16 ▶	17	185,338.
Net Assets	18	Excess or (deficit) for the year (subtract line 17 from line 9)	18	-3,049.
	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	48,857.
	20	Other changes in net assets or fund balances (explain in Schedule O)	20	0.
	21	Net assets or fund balances at end of year. Combine lines 18 through 20 ▶	21	45,808.

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 ☐	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 ☐	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 ☐	30a	29,609.
31 Other program services (describe in Schedule O)		
(Grants \$) If this amount includes foreign grants, check here ☐	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 BOARD MEMBER	1.00	0.	0.	0.
LEIGH MCGOWN BOARD MEMBER	1.00	0.	0.	0.
TIFFANY OTTOSEN SECRETARY	1.00	0.	0.	0.
AMY ROBERTS BOARD MEMBER	1.00	0.	0.	0.
JULIE RIPPY BOARD MEMBER	1.00	0.	0.	0.
PHIL WEIR VP	1.00	0.	0.	0.
HAM THARP PRESIDENT	2.00	0.	0.	0.
JAY MENCIMER TREASURER	3.00	0.	0.	0.
TIMOTHY KWIATKOWSKI PROGRAM DIRECTOR	40.00	50,000.	0.	0.

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?		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?		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:		
section 4911 0. ; section 4912 0. ; section 4955 0.		
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		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		X
41 List the states with which a copy of this return is filed NONE		
42a The organization's books are in care of JAY MENCIMER Telephone no. 970-945-4987		
Located at P.O. BOX 576, GLENWOOD SPRINGS, CO ZIP + 4 81602		
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)?		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?		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		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		X
c Did the organization receive any payments for indoor tanning services during the year?		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		
45a Did the organization have a controlled entity within the meaning of section 512(b)(13)?		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		

- 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?

	Yes	No
47		X
48		X
49a		X
49b		

- 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 GREG A. KELLER, CPA	Preparer's signature	Date	Check ☐ if self-employed	PTIN P00233812
Firm's name DALBY, WENDLAND & CO., P.C.			Firm's EIN ** - ***5096	
Firm's address P.O. BOX 1150 GLENWOOD SPRINGS, CO 81602-1150			Phone no. (970) 945-8575	

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 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

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).

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		
Total						

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 Total. 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 Public support. 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 Total support. Add lines 7 through 10						
12 Gross receipts from related activities, etc. (see instructions)					12	
13 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

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 33 1/3% support test - 2019. If the organization did not check the box on line 13, and line 14 is 33 1/3% or more, check this box and stop here. The organization qualifies as a publicly supported organization		
b 33 1/3% support test - 2018. 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 stop here. The organization qualifies as a publicly supported organization		
17a 10% -facts-and-circumstances test - 2019. 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 stop here. Explain in Part VI how the organization meets the "facts-and-circumstances" test. The organization qualifies as a publicly supported organization		
b 10% -facts-and-circumstances test - 2018. 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 stop here. Explain in Part VI how the organization meets the "facts-and-circumstances" test. The organization qualifies as a publicly supported organization		
18 Private foundation. If the organization did not check a box on line 13, 16a, 16b, 17a, or 17b, check this box and see instructions		

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.")	49,405.	32,510.	52,651.	50,562.	56,793.	241,921.
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	101,708.	152,118.	113,437.	99,137.	123,819.	590,219.
3 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.
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 Total. Add lines 1 through 5	169,516.	201,557.	176,827.	173,585.	181,163.	902,648.
7a Amounts included on lines 1, 2, and 3 received from disqualified persons						0.
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						0.
8 Public support. (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
9 Amounts from line 6	169,516.	201,557.	176,827.	173,585.	181,163.	902,648.
10a Gross income from interest, dividends, payments received on securities loans, rents, royalties, and income from similar sources						
b Unrelated business taxable income (less section 511 taxes) from businesses acquired after June 30, 1975						
c Add lines 10a and 10b						
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 Total support. (Add lines 9, 10c, 11, and 12.)	169,516.	201,557.	176,827.	173,585.	181,163.	902,648.

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	100.00 %
16 Public support percentage from 2018 Schedule A, Part III, line 15	16	100.00 %

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

	Yes	No
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.)		

Part IV Supporting Organizations (continued)

	Yes	No
11 Has the organization accepted a gift or contribution from any of the following persons?		
a 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?		
11a		
b A family member of a person described in (a) above?		
11b		
c 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 .		
11c		

Section B. Type I Supporting Organizations

	Yes	No
1 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.		
1		
2 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.		
2		

Section C. Type II Supporting Organizations

	Yes	No
1 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).		
1		

Section D. All Type III Supporting Organizations

	Yes	No
1 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?		
1		
2 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).		
2		
3 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.		
3		

Section E. Type III Functionally Integrated Supporting Organizations

1 Check the box next to the method that the organization used to satisfy the Integral Part Test during the year (see instructions).			
a ☐ The organization satisfied the Activities Test. Complete line 2 below.			
b ☐ The organization is the parent of each of its supported organizations. Complete line 3 below.			
c ☐ The organization supported a governmental entity. Describe in Part VI how you supported a government entity (see instructions).			
2 Activities Test. Answer (a) and (b) below.			
a 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
2a			
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.			
2b			
3 Parent of Supported Organizations. Answer (a) and (b) below.			
a 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 .			
3a			
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.			
3b			

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 Adjusted Net Income (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 Total (add lines 1a, 1b, and 1c)	1d		
e Discount 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 Minimum Asset Amount (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 Distributable Amount. Subtract line 5 from line 4, unless subject to emergency temporary reduction (see instructions).	6		
7 ☐ 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 Total annual distributions. 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) Excess Distributions	(ii) Underdistributions Pre-2019	(iii) Distributable 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 Total of lines 3a through e			
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 Excess distributions carryover to 2020. Add lines 3j and 4c.			
8 Breakdown of line 7:			
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.)

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 for instructions and the latest information.

OMB No. 1545-0047

2019

Open to Public Inspection

GLENWOOD SPRINGS YOUTH HOCKEY ASSOCIATIO

-*6080

Part I

Fundraising Activities. Complete if the organization answered "Yes" on Form 990, Part IV, line 17. Form 990-EZ filers are not required to complete this part.

- 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 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			
Total						

- 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 (add col. (a) through col. (c))
		DONATED ITEMS SALE (event type)	MISC. EVENT (event type)	NONE (total number)	
Revenue	1 Gross receipts	273.	278.		551.
	2 Less: Contributions				
	3 Gross income (line 1 minus line 2)	273.	278.		551.
Direct Expenses	4 Cash prizes				
	5 Noncash prizes				
	6 Rent/facility costs				
	7 Food and beverages				
	8 Entertainment				
	9 Other direct expenses				
	10 Direct expense summary. Add lines 4 through 9 in column (d)				
	11 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 bingo/progressive bingo	(c) Other gaming	(d) Total gaming (add col. (a) through col. (c))
1 Gross revenue				
Direct Expenses	2 Cash prizes			
	3 Noncash prizes			
	4 Rent/facility costs			
	5 Other direct expenses			
	6 Volunteer labor	☐ Yes _____ % ☐ No	☐ Yes _____ % ☐ No	☐ Yes _____ % ☐ No
7 Direct expense summary. Add lines 2 through 5 in column (d)				
8 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:
- | | | |
|--------------------------------------|------------|---|
| a The organization's facility | 13a | % |
| b An outside facility | 13b | % |
- 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 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 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.

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.

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

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

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 Balance due. 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.



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
Total 4 · Contributed support	\$48,500

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

5811 · Golf Tournament & Caverns Sales	\$11,500
Total 5810 · Special events revenue(nongift)	\$11,500
Total Income	\$209,120

Expense

6560 · Pinnocol Comp Expenses	\$850
7040 · Scholarships Awarded	\$3,500
Total 7000 · Grant & contract expense	\$4,350

7205 · Payroll Processing	\$1,547
7220 · Salaries & wages - other	\$65,000
7250 · Payroll taxes	\$5,025
Total 7200 · Salaries & related expenses	\$71,572

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

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
Total 8100 · Non-personnel expenses	\$4,500

8215 · Ice Time - Local	\$52,326
Total 8200 · Facility & equipment expenses	\$52,326

8310 · Game Travel (non-tournament)	\$3,500
Total 8300 · Travel & meetings expenses	\$3,500

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

8610 · Bad debt expense	\$4,000
Total 8600 · Business expenses	\$4,000

Total Expense	\$205,502
Net Income	\$3,618



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.

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

2021 Grant Application

PROGRAM DATES

Applications Available:	April 2, 2021
Applications Due:	May 10, 2021
Target Award Date:	June 4, 2021

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

INSTRUCTIONS

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. 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: ☒ YES ☐ 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 Vandenberg 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
TOTAL	\$11,000

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.

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 could 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).

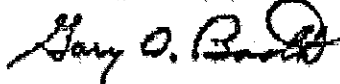
Grants and contributors may rely on this determination unless the Internal Revenue Service publishes notice in the contrary. However, if you lose your section 509(a)(1) status, a grantor or contributor may not rely on this determination if he or she was in part responsible for, or was aware of, the act 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
Total Income	\$70,850.07
GROSS PROFIT	\$70,850.07
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
Total Expenses	\$76,179.92
NET OPERATING INCOME	\$ -5,329.85
Other Income	
Dividend Income-Pinnacol	198.00
Total Other Income	\$198.00
NET OTHER INCOME	\$198.00
NET INCOME	\$ -5,131.85

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 for instructions and the latest information.Open to Public
InspectionDepartment of the Treasury
Internal Revenue Service

A For the 2019 calendar year, or tax year beginning and ending	
B Check if applicable: ☐ Address change ☐ Name change ☐ Initial return ☐ Final return/terminated ☐ Amended return ☐ Application pending	C Name of organization SOPRIS BARRACUDA SWIM TEAM Number and street (or P.O. box if mail is not delivered to street address) Room/suite PO BOX 1851 City or town, state or province, country, and ZIP or foreign postal code GLENWOOD SPRINGS, CO 81602
D Employer identification number ** - ***0401	
E Telephone number (970) 384-6316	
F Group Exemption Number ▶	
G Accounting Method: ☒ Cash ☐ Accrual Other (specify) ▶	
H Check ☐ if the organization is not required to attach Schedule B (Form 990, 990-EZ, or 990-PF).	
I Website: ▶ WWW.TEAMSOPRIS.ORG	
J Tax-exempt status (check only one) — ☒ 501(c)(3) ☐ 501(c) () (insert no.) ☐ 4947(a)(1) or ☐ 527	
K Form of organization: ☐ Corporation ☐ Trust ☐ Association ☒ Other SWIM TEAM ORGANIZATION	
L 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 ▶ \$ 110,574.	

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	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) SEE SCHEDULE O	8	1.	
9	Total revenue. Add lines 1, 2, 3, 4, 5c, 6d, 7c, and 8	9	110,574.	
Expenses	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) SEE SCHEDULE O	16	62,994.
	17	Total expenses. Add lines 10 through 16	17	124,226.
Net Assets	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	Net assets or fund balances at end of year. Combine lines 18 through 20	21	15,623.

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: 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	Preparer's signature	Date	Check ☐ if self-employed	PTIN
LYNDIE PEARSON	LYNDIE PEARSON	11/09/20		P00108477
Firm's name	BARNES, PEARSON & RUDOW PC		Firm's EIN	**-***0828
Firm's address	P O BOX 2298 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)

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 Total. 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 Public support. 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 Total support. Add lines 7 through 10						
12 Gross receipts from related activities, etc. (see instructions)					12	
13 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

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 33 1/3% support test - 2019. If the organization did not check the box on line 13, and line 14 is 33 1/3% or more, check this box and stop here. The organization qualifies as a publicly supported organization		☐
b 33 1/3% support test - 2018. 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 stop here. The organization qualifies as a publicly supported organization		☐
17a 10% -facts-and-circumstances test - 2019. 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 stop here. Explain in Part VI how the organization meets the "facts-and-circumstances" test. The organization qualifies as a publicly supported organization		☐
b 10% -facts-and-circumstances test - 2018. 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 stop here. Explain in Part VI how the organization meets the "facts-and-circumstances" test. The organization qualifies as a publicly supported organization		☐
18 Private foundation. If the organization did not check a box on line 13, 16a, 16b, 17a, or 17b, check this box and see instructions		☐

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 Total. 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 Public support. (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 Total support. (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
11 Has the organization accepted a gift or contribution from any of the following persons?		
a 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?	11a	
b A family member of a person described in (a) above?	11b	
c 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.	11c	

Section B. Type I Supporting Organizations

	Yes	No
1 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.	1	
2 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.	2	

Section C. Type II Supporting Organizations

	Yes	No
1 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).	1	

Section D. All Type III Supporting Organizations

	Yes	No
1 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?	1	
2 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).	2	
3 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.	3	

Section E. Type III Functionally Integrated Supporting Organizations

1 Check the box next to the method that the organization used to satisfy the Integral Part Test during the year (see instructions).		
a	☐	The organization satisfied the Activities Test. Complete line 2 below.
b	☐	The organization is the parent of each of its supported organizations. Complete line 3 below.
c	☐	The organization supported a governmental entity. Describe in Part VI how you supported a government entity (see instructions).
2 Activities Test. Answer (a) and (b) below.		
a		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.
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.
3 Parent of Supported Organizations. Answer (a) and (b) below.		
a		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		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.

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	Adjusted Net Income (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	Total (add lines 1a, 1b, and 1c)	1d	
e	Discount 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	Minimum Asset Amount (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	Distributable Amount. Subtract line 5 from line 4, unless subject to emergency temporary reduction (see instructions).	6	
7	☐ 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	Total annual distributions. 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) Excess Distributions	(ii) Underdistributions Pre-2019	(iii) Distributable 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	Total of lines 3a through e		
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	Excess distributions carryover to 2020. Add lines 3j and 4c.		
8	Breakdown of line 7:		
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 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) No.	(b) Name, address, and ZIP + 4	(c) Total contributions	(d) Type of contribution
1	CITY OF GLENWOOD SPRINGS 101 WEST 8TH STREET GLENWOOD SPRINGS, CO 81601	\$ 7,500.	Person ☒ Payroll ☐ Noncash ☐ (Complete Part II for noncash contributions.)
		\$	Person ☐ Payroll ☐ Noncash ☐ (Complete Part II for noncash contributions.)
		\$	Person ☐ Payroll ☐ Noncash ☐ (Complete Part II for noncash contributions.)
		\$	Person ☐ Payroll ☐ Noncash ☐ (Complete Part II for noncash contributions.)
		\$	Person ☐ Payroll ☐ Noncash ☐ (Complete Part II for noncash contributions.)
		\$	Person ☐ Payroll ☐ Noncash ☐ (Complete Part II for noncash contributions.)
		\$	Person ☐ Payroll ☐ Noncash ☐ (Complete Part II for noncash contributions.)

Name of organization	Employer identification number
SOPRIS BARRACUDA SWIM TEAM	** - ***0401

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

(a) No. from Part I	(b) Description of noncash property given	(c) FMV (or estimate) (See instructions.)	(d) 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. from 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 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

2019Attachment
Sequence No. 179

▶ Attach to your tax return.

▶ Go to www.irs.gov/Form4562 for instructions and the latest information.Department of the Treasury
Internal Revenue Service (99)

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) Type of property (list vehicles first)	(b) Date placed in service	(c) Business/ investment use percentage	(d) Cost or other basis	(e) Basis for depreciation (business/investment use only)	(f) Recovery period	(g) Method/ Convention	(h) Depreciation deduction	(i) Elected section 179 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) Vehicle	(b) Vehicle	(c) Vehicle	(d) Vehicle	(e) Vehicle	(f) Vehicle
30 Total business/investment miles driven during the year (don't include commuting miles)						
31 Total commuting miles driven during the year						
32 Total other personal (noncommuting) miles driven						
33 Total miles driven during the year. Add lines 30 through 32						
34 Was the vehicle available for personal use during off-duty hours?	Yes	No	Yes	No	Yes	No
35 Was the vehicle used primarily by a more than 5% owner or related person?						
36 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
37 Do you maintain a written policy statement that prohibits all personal use of vehicles, including commuting, by your employees?		
38 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		
39 Do you treat all use of vehicles by employees as personal use?		
40 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?		
41 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) Description of costs	(b) Date amortization begins	(c) Amortizable amount	(d) Code section	(e) Amortization period or percentage	(f) Amortization 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 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.

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.

Type or print File by the due date for filing your return. See instructions.	Name of exempt organization or other filer, see instructions. SOPRIS BARRACUDA SWIM TEAM	Taxpayer identification number (TIN) **-***0401
	Number, street, and room or suite no. If a P.O. box, see instructions. PO BOX 1851	
	City, town or post office, state, and ZIP code. For a foreign address, see instructions. GLENWOOD SPRINGS, CO 81602	

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 Balance due. 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
Income													
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
Total Income	\$82,622.09	\$900.09	\$5,400.09	\$3,900.09	\$900.09	\$8,400.09	\$900.09	\$7,400.09	\$3,900.09	\$900.09	\$900.09	\$900.09	\$117,023.08
GROSS PROFIT	\$82,622.09	\$900.09	\$5,400.09	\$3,900.09	\$900.09	\$8,400.09	\$900.09	\$7,400.09	\$3,900.09	\$900.09	\$900.09	\$900.09	\$117,023.08
Expenses													
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
Total Expenses	\$9,772.19	\$12,154.69	\$14,167.04	\$9,498.30	\$8,684.14	\$8,082.28	\$8,785.53	\$8,786.64	\$10,233.65	\$7,488.64	\$7,488.64	\$7,583.65	\$112,651.39
NET OPERATING INCOME	\$72,849.90	\$-11,254.60	\$-8,766.95	\$-5,598.21	\$-7,784.05	\$317.81	\$-7,885.44	\$-1,386.55	\$-6,333.56	\$-6,588.55	\$-6,588.55	\$-6,683.58	\$4,371.69
NET INCOME	\$72,849.90	\$-11,254.60	\$-8,766.95	\$-5,598.21	\$-7,784.05	\$317.81	\$-7,885.44	\$-1,386.55	\$-6,333.56	\$-6,588.55	\$-6,588.55	\$-6,683.58	\$4,371.69

**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>
Total Available Grant Funds	\$306,615

	Request:	FAB:	Council
<u>APPLICANT NAME</u>	<u>2021</u>	<u>2021</u>	<u>Approved:</u> <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>
	\$173,300	\$155,300	\$148,800
	Remaining=>	\$151,315	\$157,815



City Council
STAFF REPORT
City of Glenwood Springs
October 21, 2021

Agenda Item: Resolution 2021-19 Supporting DOLA Grant Application

Action Requested: Approve Resolution 2021-19 Supporting a grant application to the Department of Local Affairs

Department: Economic and Community Development

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

Background Info: The State of Colorado has approximately \$6.8 million to provide planning grants "to local governments to help them understand their housing needs and adopt policy and regulatory strategies to qualify for the Affordable Housing Development Incentives Program."

The City of Glenwood Springs would be applying for a grant of \$45,000, with a match of \$15,000, to hire a consultant to develop regulations for a density bonus program, recommendations on land banking/housing trust and other strategies identified in HB21-1271. The city already has adopted some of the qualifying strategies within the legislation, but understands additional affordable housing strategies can help the city with a subsequent application for the Incentives Grant Program.

Issues: NA

Staff Recommendation: Adoption of Resolution 2021-19.

RESOLUTION 2021 - 19

A RESOLUTION OF THE CITY COUNCIL OF GLENWOOD SPRINGS, COLORADO, SUPPORTING A LOCAL GOVERNMENT PLANNING GRANT APPLICATION TO THE DEPARTMENT OF LOCAL AFFAIRS AND THE ACCEPTANCE AND APPROPRIATION OF ANY GRANT FUNDS AWARDED

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 Department of Local Affairs (“DOLA”); and

WHEREAS, the City of Glenwood Springs intends to submit a Grant Application to DOLA for the development of a Housing Action Plan to include innovative housing strategies that could be implemented within 6-12 months, requesting an award of \$45,000; and

WHEREAS, the City will provide a match of \$15,000 for the grant application; and

WHEREAS, the City Council strongly supports the need for a Housing Action Plan that will help the city craft regulations to create affordable housing within Glenwood Springs.

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

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

Section 2. The City strongly supports the DOLA Local Government Planning Grant and has appropriated \$15,000 for the Project.

Section 3. The City Council of the City of Glenwood Springs will authorize the expenditure of funds necessary to meet the terms and obligations of any grant awarded pursuant to a Grant Agreement with the Department of Local Affairs.

Section 4. If a grant is awarded, the City Council of the City of Glenwood Springs hereby authorizes the Mayor or Mayor Pro Tem to sign a Grant Agreement with DOLA.

INTRODUCED, READ, AND PASSED THIS ____ DAY OF OCTOBER 2021.

CITY OF GLENWOOD SPRINGS, COLORADO

Jonathan Godes, Mayor

ATTEST:

Ryan Muse, City Clerk

An Act

HOUSE BILL 21-1271

BY REPRESENTATIVE(S) McCluskie and Jodeh, Bacon, Benavidez, Bennett, Bird, Boesenecker, Caraveo, Cutter, Duran, Esgar, Exum, Froelich, Gonzales-Gutierrez, Herod, Hooton, Jackson, Kennedy, Kipp, Lontine, McCormick, McLachlan, Michaelson Jenet, Mullica, Ortiz, Ricks, Roberts, Tipper, Titone, Valdez A., Valdez D., Weissman, Woodrow, Young, Amabile, Sirota, Sullivan;
also SENATOR(S) Gonzales, Bridges, Buckner, Danielson, Donovan, Fenberg, Hansen, Jaquez Lewis, Kolker, Lee, Moreno, Pettersen, Story, Winter, Garcia.

CONCERNING THE ESTABLISHMENT OF PROGRAMS OFFERING STATE ASSISTANCE TO LOCAL GOVERNMENTS TO PROMOTE THE DEVELOPMENT OF INNOVATIVE AFFORDABLE HOUSING STRATEGIES IN A MANNER THAT IS COMPATIBLE WITH BEST LOCAL LAND USE PRACTICES, AND, IN CONNECTION THEREWITH, MAKING AN APPROPRIATION.

Be it enacted by the General Assembly of the State of Colorado:

SECTION 1. Legislative declaration. (1) The general assembly hereby finds, determines, and declares that:

Capital letters or bold & italic numbers indicate new material added to existing law; dashes through words or numbers indicate deletions from existing law and such material is not part of the act.

(a) Coloradans have identified housing affordability as the biggest issue facing the state as one in every seven Colorado households is spending more than half of its income on housing according to a study by Shift Research Lab;

(b) The median home price to median income ratio has increased across markets all across the nation. As of 2019, the price-to-income ratio was considerably larger for renters than owners, with the gap most significant in major metropolitan areas with a population greater than three million people. Across large metropolitan areas with a population greater than one million but less than three million, the gap in price-to-income ratio for renters was largest in Providence, Denver, and Salt Lake City.

(c) The same measurement on a statewide scale puts Colorado among just five states with a greater than sixty percent gap between home price and income growth between 2009 and 2019. Between 2012 and 2019, Colorado fell from being one of the most affordable states to one of the least affordable states in the country based on median income to median pricing.

(d) Currently, Colorado has a shortage of nearly 121,000 affordable rental units, and the Colorado housing and finance authority reports that nearly half of all Colorado renters are considered cost burdened, with an additional twenty-four percent being severely cost burdened;

(e) By this act, the general assembly is focusing a portion of the stimulus dollars it has received from the federal government to begin to remedy this affordable housing crisis in Colorado with innovative legislation that will jumpstart the production of housing statewide in the next three years through three programs detailed in the act. In combination, these programs focus on removing regulatory barriers to affordable housing development and offering incentives to local governments to make policy changes, as well as a mechanism for local governments to receive expertise or financial assistance from the state.

(f) The general assembly recognizes that local governments throughout the state vary in their stages of meeting the housing needs of their communities. In order to help local governments respond to these needs and to encourage them to extend their ability to create housing and more liveable and vibrant communities, the divisions of local government

and housing within the department of local affairs will focus on three programs.

(g) When a local government is at the nascent phase of addressing affordable housing needs, it may require additional help to develop an overall strategy. The housing toolkit program grant would offer local governments comprehensive support to make effective change by assessing housing needs, building effective communication strategies around the need for affordable housing, understanding which actions might have the biggest impact, and supporting the local government through the steps preparatory to taking action to address these housing needs.

(h) When a local government is at an intermediate phase of addressing affordable housing needs, it may require particular expertise to help it refine and advance its housing strategy. The planning grant program awards local governments funding to hire assistance to adopt qualifying land use strategies that prepare the local government to meet this phase of its housing needs by conducting a needs assessment, reviewing model land use codes, or making investments in its community that would enable the local government to be competitive in applying for a housing development incentives grant.

(i) If a local government is demonstrating an ongoing commitment to advancing its land use regulations and policies to address the affordable housing needs in its community, it may be eligible to apply for a housing development incentives grant. This grant is focused on allowing local governments to adopt effective tools to spur housing creation. The menu of strategy options is broad enough that any community can be successful in finding the right mix of strategies that fit its community, or the local government may introduce its own innovative or unique approach. Local governments would choose the strategies that best fits the character of their community to pursue the grant funding from the state whether they are in an urban, rural, mountain resort, or eastern plains location. Additionally, the department of local affairs would have the discretion to select novel, creative, or innovative proposals from communities that offer an additional approach to create affordable housing or would be able to consider how those local governments that have already taken steps to address housing affordability would be eligible to continue and advance their approaches if they have already undertaken some of the best practice approaches. The most competitive local governments will demonstrate a continued

commitment to removing barriers to affordable housing development.

(j) On March 11, 2021, the federal government enacted the "American Rescue Plan Act of 2021", Pub.L. 117-2, referred to in this section as the "federal act", pursuant to which Colorado will receive \$3,828,761,790 from the federal coronavirus state fiscal recovery fund to be used for certain specified purposes;

(k) These specified purposes include providing programs, services, or other assistance for populations disproportionately impacted by the COVID-19 public health emergency;

(l) More specifically, pursuant to 31 C.F.R. 35.6 (b), these specified purposes include programs or services that address housing insecurity, lack of affordable housing, or homelessness, including supportive housing or other programs or services to improve access to stable affordable housing among individuals who are homeless; the development of affordable housing to increase the supply of affordable housing developments that are livable, vibrant, and driven by community benefits; and housing vouchers and assistance relocating to neighborhoods with higher levels of economic opportunity and to reduce concentrated areas of low economic opportunity;

(m) The three grant programs funded by the bill will enable local governments across the state at various stages of development in their ability to provide affordable housing to create and implement the programs or services that address housing insecurity, lack of affordable housing, or homelessness to enable populations, households, or geographic areas disproportionately affected by the COVID-19 public health emergency to obtain affordable housing. Accordingly, pursuant to 31 C.F.R. 35.6 (b), the assistance that will be provided by the three grant programs funded by the bill is an eligible use of money received by the state under the federal act.

SECTION 2. In Colorado Revised Statutes, 24-32-104, **add** (4) and (5) as follows:

24-32-104. Functions of the division - definition. (4) THE DIVISION SHALL ADMINISTER THE LOCAL GOVERNMENT AFFORDABLE HOUSING DEVELOPMENT INCENTIVES GRANT PROGRAM CREATED IN SECTION 24-32-130 (2) AND THE LOCAL GOVERNMENT PLANNING GRANT PROGRAM CREATED IN SECTION 24-32-130 (5).

PAGE 4-HOUSE BILL 21-1271

(5) THE DIVISION SHALL CONSULT WITH THE DIVISION OF HOUSING CREATED IN SECTION 24-32-704 IN CONNECTION WITH THE CREATION AND ADMINISTRATION OF THE HOUSING TOOLKIT PROGRAM IN ACCORDANCE WITH SECTION 24-32-721.5 (2)(a).

SECTION 3. In Colorado Revised Statutes, add 24-32-130 as follows:

24-32-130. Local government affordable housing development incentives grant program - local government planning grant program - creation - report - definitions. (1) AS USED IN THIS SECTION, UNLESS THE CONTEXT OTHERWISE REQUIRES:

(a) "AFFORDABLE HOUSING" MEANS:

(I) FOR A HOUSEHOLD RESIDING IN HOUSING ON A RENTAL BASIS, ANNUAL INCOME OF THE HOUSEHOLD IS AT OR BELOW EIGHTY PERCENT OF THE AREA MEDIAN INCOME OF HOUSEHOLDS OF THAT SIZE IN THE COUNTY IN WHICH THE HOUSING IS LOCATED;

(II) FOR A HOUSEHOLD RESIDING IN HOUSING ON A HOME OWNERSHIP BASIS, ANNUAL INCOME OF THE HOUSEHOLD IS AT OR BELOW ONE HUNDRED FORTY PERCENT OF THE AREA MEDIAN INCOME OF HOUSEHOLDS OF THAT SIZE IN THE COUNTY IN WHICH THE HOUSING IS LOCATED; OR

(III) HOUSING THAT INCORPORATES MIXED-INCOME DEVELOPMENT.

(b) "DEPARTMENT" MEANS THE DEPARTMENT OF LOCAL AFFAIRS.

(c) "ELIGIBLE RECIPIENT" MEANS A LOCAL GOVERNMENT THAT IS ELIGIBLE TO RECEIVE A GRANT THROUGH THE HOUSING DEVELOPMENT INCENTIVES GRANT PROGRAM OR THE PLANNING GRANT PROGRAM.

(d) "HOUSING DEVELOPMENT INCENTIVES GRANT PROGRAM" MEANS THE LOCAL GOVERNMENT AFFORDABLE HOUSING DEVELOPMENT INCENTIVES GRANT PROGRAM CREATED IN SUBSECTION (2) OF THIS SECTION.

(e) "LOCAL GOVERNMENT" MEANS A COUNTY, A MUNICIPALITY, OR A CITY AND COUNTY.

(f) "MIXED INCOME DEVELOPMENT" MEANS HOUSING THAT INCORPORATES MIXED INCOME DEVELOPMENT IN THAT SOME, BUT NOT ALL, HOUSING UNITS WITHIN A PARTICULAR DEVELOPMENT HAVE RESTRICTED RATES AT OR BELOW THE INCOME LEVELS SPECIFIED IN SUBSECTION (1)(a) OF THIS SECTION IN ADDITION TO SOME UNITS THAT ARE ABOVE SUCH INCOME LEVELS WITH OR WITHOUT SUCH RESTRICTED RATES.

(g) "PLANNING GRANT PROGRAM" MEANS THE LOCAL GOVERNMENT PLANNING GRANT PROGRAM CREATED IN SUBSECTION (5) OF THIS SECTION.

(2) THERE IS HEREBY CREATED IN THE DEPARTMENT THE LOCAL GOVERNMENT AFFORDABLE HOUSING DEVELOPMENT INCENTIVES GRANT PROGRAM TO PROVIDE GRANTS TO LOCAL GOVERNMENTS THAT ADOPT ONE OR MORE POLICY OR REGULATORY TOOLS THAT CREATE INCENTIVES TO PROMOTE THE DEVELOPMENT OF AFFORDABLE HOUSING. A LOCAL GOVERNMENT THAT ADOPTS SUCH TOOLS IN ACCORDANCE WITH THIS SECTION IS ELIGIBLE FOR A GRANT FROM THE HOUSING DEVELOPMENT INCENTIVES GRANT PROGRAM AS AN INCENTIVE TO DEVELOP ONE OR MORE AFFORDABLE HOUSING DEVELOPMENTS IN THEIR COMMUNITY OR REGION THAT ARE DRIVEN BY COMMUNITY BENEFITS AND THAT FOCUS ON CRITICAL HOUSING NEEDS AS IDENTIFIED BY THE LOCAL GOVERNMENT. THE DIVISION SHALL ADMINISTER THE HOUSING DEVELOPMENT INCENTIVES GRANT PROGRAM.

(3)(a) AS PART OF THE POLICIES, PROCEDURES, AND GUIDELINES THE DIVISION IS REQUIRED TO ADOPT FOR THE HOUSING DEVELOPMENT INCENTIVES GRANT PROGRAM PURSUANT TO SUBSECTION (6)(a) OF THIS SECTION, THE DIVISION SHALL DEVELOP A MENU OF DIFFERENT POLICY OR REGULATORY TOOLS THAT LOCAL GOVERNMENTS MAY ADOPT AS INCENTIVES TO PROMOTE AFFORDABLE HOUSING DEVELOPMENT WITHIN THEIR TERRITORIAL BOUNDARIES OR ACROSS THEIR REGION.

(b)(I) THE MENU OF TOOLS THE DIVISION MUST DEVELOP PURSUANT TO SUBSECTION (3)(a) OF THIS SECTION MUST INCLUDE SUCH INCENTIVES TO PROMOTE AFFORDABLE HOUSING DEVELOPMENT INCLUDING BUT NOT LIMITED TO:

(A) THE USE OF VACANT PUBLICLY OWNED REAL PROPERTY WITHIN THE LOCAL GOVERNMENT FOR THE DEVELOPMENT OF AFFORDABLE HOUSING;

(B) THE CREATION OF A PROGRAM TO SUBSIDIZE OR OTHERWISE REDUCE LOCAL DEVELOPMENT REVIEW OR FEES, INCLUDING BUT NOT LIMITED TO BUILDING PERMIT FEES, PLANNING WAIVERS, AND WATER AND SEWER TAP FEES, FOR AFFORDABLE HOUSING DEVELOPMENT;

(C) THE CREATION OF AN EXPEDITED DEVELOPMENT REVIEW PROCESS FOR AFFORDABLE HOUSING AIMED AT HOUSEHOLDS THE ANNUAL INCOME OF WHICH IS AT OR BELOW ONE HUNDRED TWENTY PERCENT OF THE AREA MEDIAN INCOME OF HOUSEHOLDS OF THAT SIZE IN THE COUNTY IN WHICH THE HOUSING IS LOCATED;

(D) THE CREATION OF AN EXPEDITED DEVELOPMENT REVIEW PROCESS FOR ACQUIRING OR REPURPOSING UNDERUTILIZED COMMERCIAL PROPERTY THAT CAN BE REZONED TO INCLUDE AFFORDABLE HOUSING UNITS, INCLUDING THE PRESERVATION OF EXISTING AFFORDABLE HOUSING UNITS;

(E) THE ESTABLISHMENT OF A DENSITY BONUS PROGRAM TO INCREASE THE CONSTRUCTION OF UNITS THAT MEET CRITICAL HOUSING NEEDS IN THE LOCAL COMMUNITY;

(F) WITH RESPECT TO WATER UTILITY CHARGES, THE CREATION OF PROCESSES TO PROMOTE THE USE OF SUB-METERING OF UTILITY CHARGES FOR AFFORDABLE HOUSING PROJECTS AND THE CREATION OF EXPERTISE IN WATER UTILITY MATTERS DEDICATED TO AFFORDABLE HOUSING PROJECTS;

(G) WITH RESPECT TO INFRASTRUCTURE, THE CREATION OF A DEDICATED FUNDING SOURCE TO SUBSIDIZE INFRASTRUCTURE COSTS AND ASSOCIATED FEES RELATED TO PUBLICLY OWNED WATER, SANITARY SEWER, STORM SEWERS, AND ROADWAYS INFRASTRUCTURE;

(H) GRANTING DUPLEXES, TRIPLEXES, OR OTHER APPROPRIATE MULTI-FAMILY HOUSING OPTIONS AS A USE BY RIGHT IN SINGLE-FAMILY RESIDENTIAL ZONING DISTRICTS;

(I) THE CLASSIFICATION OF A PROPOSED AFFORDABLE HOUSING DEVELOPMENT AS A USE BY RIGHT WHEN IT MEETS THE BUILDING DENSITY AND DESIGN STANDARDS OF A GIVEN ZONING DISTRICT;

(J) AUTHORIZING ACCESSORY DWELLING UNITS AS A USE BY RIGHT ON PARCELS IN SINGLE FAMILY ZONING DISTRICTS THAT MEET THE SAFETY

AND INFRASTRUCTURE CAPACITY CONSIDERATIONS OF LOCAL GOVERNMENTS;

(K) ALLOWING PLANNED UNIT DEVELOPMENTS WITH INTEGRATED AFFORDABLE HOUSING UNITS;

(L) ALLOWING THE DEVELOPMENT OF SMALL SQUARE FOOTAGE RESIDENTIAL UNIT SIZES;

(M) LESSENERED MINIMUM PARKING REQUIREMENTS FOR NEW AFFORDABLE HOUSING DEVELOPMENTS; AND

(N) THE CREATION OF A LAND DONATION, LAND ACQUISITION, OR LAND BANKING PROGRAM.

(II) IN ADDITION TO THE ITEMS LISTED IN SUBSECTION (3)(b)(I) OF THIS SECTION, THE POLICIES, PROCEDURES, AND GUIDELINES ADOPTED BY THE DIVISION MUST ALSO ALLOW FOR THE ADOPTION BY A LOCAL GOVERNMENT OF ADDITIONAL POLICY OR REGULATORY TOOLS THAT PROVIDE NOVEL, CREATIVE, OR INNOVATIVE INCENTIVES TO THE DEVELOPMENT OF AFFORDABLE HOUSING.

(4)(a) IN THE POLICIES, PROCEDURES, AND GUIDELINES THE DIVISION IS REQUIRED TO ADOPT FOR THE HOUSING DEVELOPMENT INCENTIVES GRANT PROGRAM PURSUANT TO SUBSECTION (6)(a) OF THIS SECTION, THE DIVISION SHALL SPECIFY, WITHOUT LIMITATION:

(I) THE MANNER BY WHICH A LOCAL GOVERNMENT BECOMES AN ELIGIBLE RECIPIENT FOR THE GRANT PROGRAM AND THE CRITERIA USED TO DETERMINE ELIGIBILITY;

(II) THE MANNER IN WHICH A LOCAL GOVERNMENT'S ONGOING COMMITMENT TO REFINE AND EXPAND ITS LAND USE POLICIES AFFECTS THE COMPETITIVENESS OF ITS GRANT APPLICATION; AND

(III) A REQUIREMENT THAT A LOCAL GOVERNMENT SHALL SELECT NOT LESS THAN THREE OPTIONS FROM THE MENU OF POLICY OR REGULATORY TOOLS SPECIFIED IN SUBSECTION (3)(b) OF THIS SECTION.

(b) IN EVALUATING APPLICATIONS FOR GRANTS FROM THE HOUSING

DEVELOPMENT INCENTIVES GRANT PROGRAM, THE DIVISION SHALL PRIORITIZE PROPOSALS SUBMITTED BY LOCAL GOVERNMENTS BASED ON THE DEGREE TO WHICH THE GRANT AWARD, EITHER ON ITS OWN, OR AS PART OF OTHER INCENTIVES MADE AVAILABLE TO THE ELIGIBLE RECIPIENT:

(I) REPRESENTS GEOGRAPHIC DIVERSITY THROUGHOUT THE STATE WITH RESPECT TO THE DIFFERENT KINDS OF COMMUNITIES BEING AWARDED GRANTS;

(II) SATISFIES THE GOAL OF ACHIEVING BEST PRACTICES IN AFFORDABLE HOUSING DEVELOPMENT WHETHER WITH RESPECT TO THE MENU OF POLICY OR REGULATORY TOOLS ADOPTED BY THE LOCAL GOVERNMENT OR THAT REPRESENTS A NOVEL, CREATIVE, OR INNOVATIVE APPROACH TO THE DEVELOPMENT OF AFFORDABLE HOUSING;

(III) OFFERS MAXIMUM IMPACT IN INITIATING AFFORDABLE HOUSING CREATION WITHIN THE LOCAL COMMUNITY OR REGION THAT IS DRIVEN BY COMMUNITY BENEFITS AND THAT FOCUSES ON CRITICAL HOUSING NEEDS AS IDENTIFIED BY THE LOCAL GOVERNMENT;

(IV) EXTENDS OR ADVANCES EXISTING APPROACHES BY THE LOCAL GOVERNMENT TO INITIATE HOUSING CREATION WHETHER WITH RESPECT TO THE PRODUCTION OF HOUSING UNITS OR LONGER TERM POLICY CHANGES;

(V) REPRESENTS DIVERSITY IN THE TYPE OF AFFORDABLE HOUSING CREATED FOR RENTAL HOUSING IN ACCORDANCE WITH SUBSECTION (1)(a)(I) OF THIS SECTION AND FOR HOME OWNERSHIP IN ACCORDANCE WITH SUBSECTION (1)(a)(II) OF THIS SECTION;

(VI) INITIATES OR PRESERVES HOUSING AFFORDABILITY THAT CAN BE MAINTAINED FOR A LONG-TERM PERIOD OF AFFORDABILITY AS NEGOTIATED BY THE DEPARTMENT AND THE LOCAL GOVERNMENT AND THAT ALLOWS THE LOCAL GOVERNMENT TO DETERMINE THE METHOD FOR ACHIEVING AFFORDABILITY; AND

(VII) SUPPORTS SUSTAINABLE DEVELOPMENT PATTERNS SUCH AS INFILL AND THE REDEVELOPMENT OF EXISTING BUILDINGS.

(c) NOTWITHSTANDING ANY OTHER PROVISION OF LAW, WITH RESPECT TO THE AWARDING OF GRANTS UNDER THE HOUSING DEVELOPMENT

INCENTIVES GRANT PROGRAM, THE DIVISION SHALL PRIORITIZE ITS FUNDING IN FAVOR OF THOSE LOCAL GOVERNMENTS THAT DEMONSTRATE THE SUFFICIENT USE OF LOCAL INCENTIVES FOR AFFORDABLE HOUSING DEVELOPMENT IN SUCH MANNER AS TO BE ABLE TO LEVERAGE FUNDING FOR THE MAXIMUM IMPACT ON THE NUMBER OF AFFORDABLE HOUSING UNITS BUILT OVER TIME AND THAT ARE AFFORDABLE AS NEGOTIATED BY THE DEPARTMENT AND LOCAL GOVERNMENTS.

(5) THERE IS HEREBY CREATED IN THE DEPARTMENT THE LOCAL GOVERNMENT PLANNING GRANT PROGRAM TO PROVIDE GRANTS TO LOCAL GOVERNMENTS THAT LACK ONE OR MORE OF THE POLICY AND REGULATORY TOOLS THAT PROVIDE INCENTIVES TO PROMOTE THE DEVELOPMENT OF AFFORDABLE HOUSING AS DESCRIBED IN SUBSECTION (3) OF THIS SECTION AND THAT COULD BENEFIT FROM ADDITIONAL FUNDING TO BE ABLE TO CREATE AND MAKE USE OF THESE POLICY AND REGULATORY TOOLS. MONEY UNDER THE PLANNING GRANT PROGRAM WILL BE AVAILABLE TO A LOCAL GOVERNMENT TO ENABLE THE GOVERNMENT TO RETAIN A CONSULTANT OR A RELATED PROFESSIONAL SERVICE TO ASSESS THE HOUSING NEEDS OF ITS COMMUNITY, INCLUDING CONSIDERATIONS OF EQUITY, OR TO MAKE CHANGES TO ITS POLICIES, PROGRAMS, DEVELOPMENT REVIEW PROCESSES, LAND USE CODES, AND RELATED RULES TO BECOME AN ELIGIBLE RECIPIENT OF A GRANT UNDER THE HOUSING DEVELOPMENT INCENTIVES GRANT PROGRAM. THE PLANNING GRANT PROGRAM WILL BE ADMINISTERED BY THE DIVISION. AS PART OF ITS ADMINISTRATION OF THE PLANNING GRANT PROGRAM, THE DIVISION SHALL PROVIDE ASSISTANCE TO LOCAL GOVERNMENTS ON BEST LAND USE PRACTICES AND TOOLS AND SHALL UPDATE AND PUBLISH MODEL COUNTY AND MUNICIPAL LAND USE CODES FOR THE BENEFIT OF LOCAL GOVERNMENTS ACROSS THE STATE.

(6) (a) ON OR BEFORE SEPTEMBER 1, 2021, THE EXECUTIVE DIRECTOR OF THE DEPARTMENT OR THE EXECUTIVE DIRECTOR'S DESIGNEE SHALL ADOPT POLICIES, PROCEDURES, AND GUIDELINES FOR THE HOUSING INCENTIVES GRANT PROGRAM AND PLANNING GRANT PROGRAM THAT INCLUDE, WITHOUT LIMITATION:

(I) PROCEDURES AND TIMELINES BY WHICH AN ELIGIBLE RECIPIENT MAY APPLY FOR A GRANT;

(II) CRITERIA FOR DETERMINING THE AMOUNT OF GRANT AWARDS;

(III) PERFORMANCE CRITERIA FOR GRANT RECIPIENTS' PROJECTS; AND

(IV) REPORTING REQUIREMENTS FOR GRANT RECIPIENTS.

(b) NOTWITHSTANDING ANY OTHER PROVISION OF THIS SECTION, THE AMOUNT OF ANY GRANT AWARD UNDER EITHER THE HOUSING DEVELOPMENT INCENTIVES GRANT PROGRAM OR THE PLANNING GRANT PROGRAM AND ANY RESTRICTIONS OR CONDITIONS PLACED UPON THE USE OF GRANT MONEY AWARDED IS WITHIN THE DISCRETION OF THE DIVISION IN ACCORDANCE WITH THE REQUIREMENTS OF THIS SECTION.

(c) TO THE EXTENT APPLICABLE, AND UNLESS OTHERWISE REQUIRED BY THIS SECTION, REQUIREMENTS GOVERNING THE PROCESS OF AWARDED A COLORADO HERITAGE PLANNING GRANT UNDER PART 32 OF THIS TITLE 24 GOVERN THE PROCESS FOR OBTAINING A GRANT FROM THE HOUSING DEVELOPMENT INCENTIVES GRANT PROGRAM OR THE PLANNING GRANT PROGRAM UNDER THIS SECTION.

(7) ALL FUNDING OF ANY GRANTS AWARDED UNDER EITHER THE HOUSING DEVELOPMENT INCENTIVES GRANT PROGRAM OR THE PLANNING GRANT PROGRAM MUST BE MADE ENTIRELY OUT OF THE MONEY TRANSFERRED FROM THE GENERAL FUND AND THE AFFORDABLE HOUSING AND HOME OWNERSHIP CASH FUND CREATED IN SECTION 24-75-229 (3)(a), THAT ORIGINATES FROM MONEY THE STATE RECEIVED FROM THE FEDERAL CORONAVIRUS STATE FISCAL RECOVERY FUND, TO THE COLORADO HERITAGE COMMUNITIES FUND CREATED IN SECTION 24-32-3207 (1) IN ACCORDANCE WITH SECTION 24-32-3207 (6). ALL COSTS INCURRED BY THE DIVISION IN ADMINISTERING EITHER THE HOUSING DEVELOPMENT INCENTIVES GRANT PROGRAM OR THE PLANNING GRANT PROGRAM MUST BE PAID OUT OF THE MONEY TRANSFERRED UNDER SECTION 24-32-3207 (6). THE DIVISION MAY USE UP TO FOUR PERCENT OF ANY MONEY TRANSFERRED TO IT UNDER THIS SECTION TO COVER ITS ADMINISTRATIVE COSTS IN ADMINISTERING OR EVALUATING EITHER THE HOUSING DEVELOPMENT INCENTIVES GRANT PROGRAM OR THE PLANNING GRANT PROGRAM. ALL MONEY TRANSFERRED INTO THE COLORADO HERITAGE COMMUNITIES FUND IN ACCORDANCE WITH SECTION 24-32-3207 (6) MUST BE EXPENDED BY JULY 1, 2024. ANY MONEY TRANSFERRED INTO THE FUND IN ACCORDANCE WITH THIS SUBSECTION (7) THAT IS NOT EXPENDED OR ENCUMBERED FROM ANY APPROPRIATION AT THE END OF ANY FISCAL YEAR IS AVAILABLE FOR EXPENDITURE BY JULY 1, 2024, WITHOUT FURTHER APPROPRIATION.

(8) (a) ON OR BEFORE NOVEMBER 1, 2022, AND ON OR BEFORE NOVEMBER 1, 2023, THE EXECUTIVE DIRECTOR OF THE DEPARTMENT OR THE EXECUTIVE DIRECTOR'S DESIGNEE SHALL PUBLISH A REPORT SUMMARIZING THE USE OF ALL MONEY THAT WAS AWARDED AS GRANTS FROM THE HOUSING DEVELOPMENT INCENTIVES GRANT PROGRAM IN THE PRECEDING FISCAL YEAR. AT A MINIMUM, THE REPORT MUST SPECIFY THE NUMBER OF LOCAL GOVERNMENTS THAT APPLIED FOR A GRANT AWARD, INCLUDING THE NUMBER OF LOCAL GOVERNMENTS THAT WERE NOT AWARDED A GRANT; THE POLICY OR REGULATORY TOOLS ADOPTED BY THE LOCAL GOVERNMENTS THAT QUALIFIED FOR A GRANT AWARD; THE AMOUNT OF GRANT MONEY DISTRIBUTED TO EACH GRANT RECIPIENT; AND A DESCRIPTION OF EACH GRANT RECIPIENT'S USE OF THE GRANT MONEY. IN THE REPORT, THE DIVISION SHALL ALSO PROVIDE ITS RECOMMENDATIONS CONCERNING FUTURE ADMINISTRATION OF THE GRANT PROGRAM. THE REPORT MUST BE SHARED WITH THE GENERAL ASSEMBLY AND POSTED ON THE DEPARTMENT'S WEBSITE.

(b) ON OR BEFORE NOVEMBER 1, 2022, AND ON OR BEFORE NOVEMBER 1, 2023, THE EXECUTIVE DIRECTOR OF THE DEPARTMENT OR THE EXECUTIVE DIRECTOR'S DESIGNEE SHALL PUBLISH A REPORT SUMMARIZING THE USE OF ALL MONEY THAT WAS AWARDED AS GRANTS FROM THE PLANNING GRANT PROGRAM IN THE PRECEDING FISCAL YEAR. AT A MINIMUM, THE REPORT MUST SPECIFY THE AMOUNT OF GRANT MONEY DISTRIBUTED TO EACH GRANT RECIPIENT AND A DESCRIPTION OF EACH GRANT RECIPIENT'S USE OF THE GRANT MONEY. IN THE REPORT, THE DIVISION SHALL ALSO PROVIDE ITS RECOMMENDATIONS CONCERNING FUTURE ADMINISTRATION OF THE GRANT PROGRAM. THE REPORT MUST BE SHARED WITH THE GENERAL ASSEMBLY AND POSTED ON THE DEPARTMENT'S WEBSITE.

SECTION 4. In Colorado Revised Statutes, 24-32-705, **add** (7) as follows:

24-32-705. Functions of division. (7) THE DIVISION SHALL ADMINISTER THE AFFORDABLE HOUSING GUIDED TOOLKIT AND LOCAL OFFICIALS GUIDE PROGRAM IN ACCORDANCE WITH SECTION 24-32-721.5.

SECTION 5. In Colorado Revised Statutes, 24-32-721, **amend** (1); and **add** (6) as follows:

24-32-721. Colorado affordable housing construction grants and loans - housing development grant fund - creation - housing assistance

for persons with behavioral, mental health, or substance use disorders - cash fund - appropriation - report to general assembly - rules - definitions - repeal. (1) There is hereby created in the state treasury the housing development grant fund, which fund is administered by the division and is referred to in this section as the "fund". The fund consists of money credited to the fund in accordance with section 39-26-123 (3)(b); money transferred to the fund in accordance with section 24-22-118 (2); money appropriated to the fund by the general assembly; all money transferred to the fund from the marijuana tax cash fund created in section 39-28.8-501 (1) and any other cash fund maintained by the state; ALL MONEY TRANSFERRED TO THE FUND FROM THE GENERAL FUND PURSUANT TO SUBSECTION (6) OF THIS SECTION; all money collected by the division for purposes of this section from federal grants, from other contributions, gifts, grants, and donations received from any other organization, entity, or individual, public or private; and from any fees or interest earned on such money. The division is hereby authorized and directed to solicit, accept, expend, and disburse all money collected for the fund from the sources specified in this subsection (1) for the purpose of making grants, ~~or~~ loans, OR OTHER FORMS OF ASSISTANCE THAT MAY BE AWARDED UNDER SECTION 24-32-721.5 and for program administration as provided in this section. All such money must be transmitted to the state treasurer to be credited to the fund. The money in the fund is continuously appropriated to the division for the purposes of this section.

(6) ON THE EFFECTIVE DATE OF THIS SUBSECTION (6), THE STATE TREASURER SHALL TRANSFER ONE MILLION SIX HUNDRED THOUSAND DOLLARS FROM THE GENERAL FUND TO THE HOUSING DEVELOPMENT GRANT FUND CREATED IN SUBSECTION (1) OF THIS SECTION. THE DIVISION SHALL USE THE MONEY TRANSFERRED PURSUANT TO THIS SUBSECTION (6) FOR THE AFFORDABLE HOUSING GUIDED TOOLKIT AND LOCAL OFFICIALS GUIDE PROGRAM CREATED IN SECTION 24-32-721.5.

SECTION 6. In Colorado Revised Statutes, **add** 24-32-721.5 as follows:

24-32-721.5. Affordable housing guided toolkit and local officials guide program - creation. (1) (a) THERE IS HEREBY CREATED WITHIN THE DIVISION THE AFFORDABLE HOUSING GUIDED TOOLKIT AND LOCAL OFFICIALS GUIDE PROGRAM, REFERRED TO IN THIS SECTION AS THE "HOUSING TOOLKIT PROGRAM". THE PURPOSE OF THE HOUSING TOOLKIT PROGRAM IS TO AWARD

FUNDING TO QUALIFIED COUNTIES, MUNICIPALITIES, AND FEDERALLY RECOGNIZED TRIBES WITHIN THE STATE SELECTED IN A COMPETITIVE PROCESS WHO COMMIT TO THE ADOPTION OF BEST LAND USE PRACTICES WITH DEMONSTRATED SUCCESS IN THE DEVELOPMENT OF AFFORDABLE HOUSING. UNDER THE HOUSING TOOLKIT PROGRAM, TECHNICAL ASSISTANCE WILL BE PROVIDED BY CONSULTANTS AND RELATED PROFESSIONALS TO ENABLE LOCAL GOVERNMENTS TO ACHIEVE AN UNDERSTANDING OF THE HOUSING NEEDS OF THEIR COMMUNITIES, INCLUDING THE EQUITY IMPACTS OF THEIR LAND USE POLICIES AND REGULATIONS, TAKE STEPS TO ENGAGE THEIR ENTIRE COMMUNITIES IN THIS PROCESS, MAKE CHANGES TO THEIR LAND USE CODES AND RELATED PROCESSES THAT PROVIDE INCENTIVES AND REDUCE BARRIERS TO THE DEVELOPMENT OF AFFORDABLE HOUSING, OBTAIN AND SUPPORT VIABLE SITES IN THEIR COMMUNITIES FOR THE DEVELOPMENT OF AFFORDABLE HOUSING, AND ATTRACT DEVELOPERS COMMITTED TO MAKING SUCH INVESTMENTS IN THEIR COMMUNITIES. THE DIVISION SHALL ADMINISTER THE HOUSING TOOLKIT PROGRAM.

(b) ALL FUNDING OF ANY ASSISTANCE AWARDED UNDER THE HOUSING TOOLKIT PROGRAM MUST BE MADE ENTIRELY OUT OF THE MONEY TRANSFERRED FROM THE GENERAL FUND TO THE HOUSING DEVELOPMENT GRANT FUND CREATED IN SECTION 24-32-721 (1) IN ACCORDANCE WITH SECTION 24-32-721 (6). ALL COSTS INCURRED BY THE DIVISION IN ADMINISTERING THE HOUSING TOOLKIT PROGRAM MUST BE PAID OUT OF THE MONEY TRANSFERRED IN ACCORDANCE WITH SECTION 24-32-721 (6). THE DIVISION MAY USE UP TO EIGHT PERCENT OF ANY MONEY APPROPRIATED TO IT UNDER THIS SECTION TO COVER ITS ADMINISTRATIVE COSTS IN ADMINISTERING THE HOUSING TOOLKIT PROGRAM. ALL MONEY TRANSFERRED TO THE HOUSING DEVELOPMENT GRANT FUND IN ACCORDANCE WITH SECTION 24-32-721 (6) MUST BE EXPENDED OVER THE SUBSEQUENT THREE STATE FISCAL YEARS.

(2) (a) IN EVALUATING APPLICATIONS FOR TECHNICAL ASSISTANCE UNDER THE HOUSING TOOLKIT PROGRAM, THE DIVISION SHALL PRIORITIZE PROJECTS BASED UPON WHETHER THE APPLICATION WILL, IN THE DISCRETION OF THE DIVISION, CREATE THE MAXIMUM IMPACT ON THE DEVELOPMENT OF AFFORDABLE HOUSING IN THE AREAS OF GREATEST NEED ACROSS THE STATE AND WILL SATISFY ONE OR MORE OF THE FACTORS SPECIFIED IN SUBSECTION (1) OF THIS SECTION. THE DIVISION SHALL CONSULT WITH THE DIVISION OF LOCAL GOVERNMENT IN CONNECTION WITH THE CREATION AND ADMINISTRATION OF THE HOUSING TOOLKIT PROGRAM.

(b) ON OR BEFORE SEPTEMBER 1, 2021, THE EXECUTIVE DIRECTOR OF THE DEPARTMENT OF LOCAL AFFAIRS OR THE EXECUTIVE DIRECTOR'S DESIGNEE SHALL ADOPT POLICIES AND PROCEDURES FOR THE HOUSING TOOLKIT PROGRAM THAT INCLUDE, WITHOUT LIMITATION:

(I) PROCEDURES AND TIME LINES BY WHICH AN ELIGIBLE RECIPIENT MAY APPLY FOR ASSISTANCE UNDER THE HOUSING TOOLKIT PROGRAM;

(II) CRITERIA FOR DETERMINING THE AMOUNT OR NATURE OF THE ASSISTANCE AWARDED;

(III) PERFORMANCE CRITERIA FOR GRANT RECIPIENTS' PROJECTS; AND

(IV) REPORTING REQUIREMENTS FOR GRANT RECIPIENTS.

(c) ON OR BEFORE NOVEMBER 1, 2022, AND ON OR BEFORE NOVEMBER 1, 2023, THE EXECUTIVE DIRECTOR OF THE DEPARTMENT OR THE EXECUTIVE DIRECTOR'S DESIGNEE SHALL PUBLISH A REPORT SUMMARIZING THE USE OF ALL ASSISTANCE THAT WAS AWARDED FROM THE HOUSING TOOLKIT PROGRAM IN THE PRECEDING FISCAL YEAR. IN THE REPORT, THE DIVISION SHALL ALSO PROVIDE ITS RECOMMENDATIONS CONCERNING FUTURE ADMINISTRATION OF THE HOUSING TOOLKIT PROGRAM. THE REPORT MUST BE SHARED WITH THE GENERAL ASSEMBLY AND POSTED ON THE DEPARTMENT'S WEBSITE.

SECTION 7. In Colorado Revised Statutes, 24-32-3202, **amend** (7); and **repeal** (6) as follows:

24-32-3202. Definitions. As used in this part 32, unless the context otherwise requires:

(6) ~~"Growth" means changes in population that impact land use, infrastructure development, and the surrounding environment.~~

(7) "Local government" means any county, city and county, city, town, or special district created pursuant to article 1 of title 32. ~~C.R.S. except that, for purposes of this part 32 in connection with section 24-32-3203 (3)(c)(I), "local government" shall be deemed to include an irrigation district, ditch company, or conservancy district.~~

SECTION 8. In Colorado Revised Statutes, 24-32-3203, **amend** (3)(c) and (3)(d); and **repeal** (3)(a) as follows:

24-32-3203. Office of smart growth - creation - powers and duties of executive director. (3) The executive director shall have the following powers and duties in administering this part 32:

(a) ~~To designate areas within Colorado as Colorado heritage communities. Areas designated as Colorado heritage communities shall be eligible for a Colorado heritage planning grant by the office out of moneys in the fund created by section 24-32-3207 in accordance with the provisions of this part 32.~~

(c) To review and approve applications for Colorado heritage planning grants awarded by the office out of ~~moneys~~ MONEY in the fund in accordance with the requirements of this part 32, and to determine the amount of money to be awarded under each such grant. An application for such a grant shall MUST:

(I) ~~Be submitted jointly by the governing bodies of at least two local governments, except that applications regarding water banking pursuant to subparagraph (II) of this paragraph (c) may also be submitted singly or in combination by the governing body of a local government or by an irrigation district, ditch company, or conservancy district, and~~

(II) Address critical planning issues, including, without limitation, land use and development patterns, AFFORDABLE HOUSING, transportation planning, mitigation of environmental hazards, water banking pursuant to article 80.5 of title 37, ~~C.R.S.~~, and energy use.

(d) To review and approve applications for grants awarded by the office out of ~~moneys~~ MONEY in the fund to assist a local government, as applicable, in developing a master plan in conformity with section 30-28-106 or 31-23-206; ~~C.R.S.~~, and to ~~determine the amount of money to be awarded under each such grant pursuant to section 24-32-3207 (2);~~

SECTION 9. In Colorado Revised Statutes, 24-32-3207, **amend** (1); **repeal** (2); and **add** (6) as follows:

24-32-3207. Colorado heritage communities fund - creation -

source of funds. (1) There is hereby created in the state treasury the Colorado heritage communities fund, which fund ~~shall be~~ IS administered by the director and which ~~shall consist~~ CONSISTS of all ~~moneys~~ MONEY appropriated to ~~said~~ THE fund by the general assembly, MONEY TRANSFERRED FROM THE GENERAL FUND AND THE AFFORDABLE HOUSING AND HOME OWNERSHIP CASH FUND CREATED IN SECTION 24-75-229 (3)(a), THAT ORIGINATES FROM MONEY THE STATE RECEIVED FROM THE FEDERAL CORONAVIRUS STATE FISCAL RECOVERY FUND, TO THE FUND PURSUANT TO SUBSECTION (6) OF THIS SECTION, and all other ~~moneys~~ MONEY collected by the office for the fund from federal grants or other contributions, grants, gifts, bequests, or donations received from other agencies of state government, individuals, private organizations, or foundations. Such ~~moneys~~ MONEY shall be transmitted to the state treasurer to be credited to the fund.

(2) ~~Not more than an amount equal to thirty percent of any moneys in the fund as of the beginning of any given fiscal year shall be made available before the end of that same fiscal year to local governments in grant moneys for the development of master plans pursuant to section 24-32-3203 (3)(d).~~

(6) (a) ON THE EFFECTIVE DATE OF THIS SUBSECTION (6), OR AS SOON AS PRACTICABLE THEREAFTER, THE STATE TREASURER SHALL TRANSFER:

(I) THIRTY MILLION DOLLARS FROM THE AFFORDABLE HOUSING AND HOME OWNERSHIP CASH FUND CREATED IN SECTION 24-75-229 (3)(a), THAT ORIGINATES FROM MONEY THE STATE RECEIVED FROM THE FEDERAL CORONAVIRUS STATE FISCAL RECOVERY FUND, TO THE COLORADO HERITAGE COMMUNITIES FUND CREATED IN SUBSECTION (1) OF THIS SECTION; AND

(II) NINE MILLION THREE HUNDRED THOUSAND DOLLARS FROM THE GENERAL FUND TO THE COLORADO HERITAGE COMMUNITIES FUND CREATED IN SUBSECTION (1) OF THIS SECTION.

(b) THE DIVISION OF LOCAL GOVERNMENT IN THE DEPARTMENT SHALL USE THE MONEY TRANSFERRED PURSUANT TO SUBSECTION (6)(a) OF THIS SECTION FOR THE CREATION, IMPLEMENTATION, AND ADMINISTRATION OF THE LOCAL GOVERNMENT AFFORDABLE HOUSING DEVELOPMENT INCENTIVES GRANT PROGRAM CREATED IN SECTION 24-32-130 (2) IN ACCORDANCE WITH THE REQUIREMENTS OF SECTION 24-32-130.

(c) ON THE EFFECTIVE DATE OF THIS SUBSECTION (6), OR AS SOON AS PRACTICABLE THEREAFTER, THE STATE TREASURER SHALL TRANSFER:

(I) FIVE MILLION DOLLARS FROM THE AFFORDABLE HOUSING AND HOME OWNERSHIP CASH FUND CREATED IN SECTION 24-75-229 (3)(a), THAT ORIGINATES FROM MONEY THE STATE RECEIVED FROM THE FEDERAL CORONAVIRUS STATE FISCAL RECOVERY FUND, TO THE COLORADO HERITAGE COMMUNITIES FUND CREATED IN SUBSECTION (1) OF THIS SECTION; AND

(II) TWO MILLION ONE HUNDRED THOUSAND DOLLARS FROM THE GENERAL FUND TO THE COLORADO HERITAGE COMMUNITIES FUND CREATED IN SUBSECTION (1) OF THIS SECTION.

(d) THE DIVISION OF LOCAL GOVERNMENT IN THE DEPARTMENT SHALL USE THE MONEY TRANSFERRED PURSUANT TO SUBSECTION (6)(c) OF THIS SECTION FOR THE CREATION, IMPLEMENTATION, AND ADMINISTRATION OF THE LOCAL GOVERNMENT PLANNING GRANT PROGRAM CREATED IN SECTION 24-32-130 (5) IN ACCORDANCE WITH THE REQUIREMENTS OF SECTION 24-32-130. WITH RESPECT TO ANY MONEY TRANSFERRED INTO THE COLORADO HERITAGE COMMUNITIES FUND PURSUANT TO SUBSECTION (6)(c) OF THIS SECTION, THE DIVISION MAY USE ANY MONEY THAT IS UNEXPENDED OR UNENCUMBERED AS OF JUNE 30, 2024 FOR PURPOSES OF THE LOCAL GOVERNMENT AFFORDABLE HOUSING DEVELOPMENT INCENTIVES GRANT PROGRAM CREATED IN SECTION 24-32-130 (2) AS NEEDED IN ACCORDANCE WITH SECTION 24-32-130.

SECTION 10. In Colorado Revised Statutes, 24-32-3208, **add** (3) as follows:

24-32-3208. Additional sources of funding. (3) AS MONEY BECOMES AVAILABLE, THE OFFICE OF SMART GROWTH CREATED IN SECTION 24-32-3203 (1) MAY PROVIDE GRANTS OR OTHER FORMS OF ASSISTANCE TO COUNTIES AND MUNICIPALITIES FOR PURPOSES CONSISTENT WITH SECTION 24-32-3203 (3)(c)(II), INCLUDING, WITHOUT LIMITATION, THE HIRING OF CONSULTANTS AND RELATED FORMS OF PROFESSIONAL EXPERTISE; UPDATING PLANS, POLICIES, CODES, AND RELATED LAND DEVELOPMENT REVIEW PROCESSES; AND OFFERING GRANTS, LOANS, OR OTHER FORMS OF ASSISTANCE AS INCENTIVES FOR THE DEVELOPMENT OF AFFORDABLE HOUSING, WHICH FORMS OF ASSISTANCE MAY INCLUDE THE ACQUISITION OF PROPERTY, THE PROVISION OF INFRASTRUCTURE, OR THE DEVELOPMENT OF

COMMUNITY AMENITIES. THE OFFICE SHALL CREATE GUIDELINES TO SPECIFY THE ACTIVITIES ON THE PART OF LOCAL GOVERNMENTS THAT WILL QUALIFY FOR GRANT FUNDING OR OTHER FORMS OF ASSISTANCE UNDER THIS SUBSECTION (3). THE OFFICE MAY ALSO USE AVAILABLE MONEY TO IMPLEMENT OR FACILITATE GRANT AND OTHER INCENTIVE PROGRAMS BY HIRING STAFF, CREATING TECHNICAL RESOURCES FOR LOCAL GOVERNMENTS, HIRING CONSULTANTS AND RELATED FORMS OF PROFESSIONAL EXPERTISE, AND OTHERWISE ADMINISTERING THE COLORADO HERITAGE GRANT PROGRAM IN ACCORDANCE WITH THIS PART 32. THE OFFICE MAY USE A PORTION OF ANY SUCH MONEY FOR HIRING AND MAINTAINING STAFF, DEFRAYING OPERATIONAL EXPENSES, AND ADMINISTRATION ASSOCIATED WITH THE PROVISION OF GRANTS AND OTHER FORMS OF INCENTIVES UNDER THIS SUBSECTION (3).

SECTION 11. In Colorado Revised Statutes, **repeal** 24-32-3206.

SECTION 12. Appropriation. (1) For the 2021-22 state fiscal year, \$39,300,000 is appropriated to the department of local affairs for use by the division of local government. This appropriation is from the Colorado heritage communities fund created in section 24-32-3207 (1), C.R.S., and is based on an assumption that the division will require an additional 0.9 FTE. To implement this act, the division shall use this appropriation for the affordable housing development incentives grant program created in section 24-32-130 (2), C.R.S.

(2) For the 2021-22 state fiscal year, \$7,100,000 is appropriated to the department of local affairs for use by the division of local government. This appropriation is from the Colorado heritage communities fund created in section 24-32-3207 (1), C.R.S., and is based on an assumption that the division will require an additional 1.7 FTE. To implement this act, the division shall use this appropriation for the local government planning grant program created in section 24-32-130 (5), C.R.S.

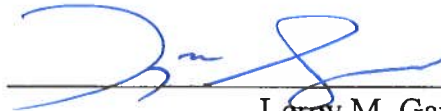
SECTION 13. Effective date. This act takes effect on passage; except that section 24-32-3207 (6)(a)(I) and (6)(c)(I) in section 9 of this act requiring transfers from the affordable housing and home ownership cash fund created in section 24-75-229 (3)(a) take effect only if House Bill 21-1329 becomes law, and, in which case, section 24-32-3207 (6) (a)(I) and (6)(c)(I) take effect either upon the effective date of this act or one day after the effective date of House Bill 21-1329, whichever is later.

17

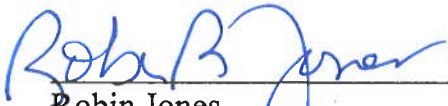
SECTION 14. Safety clause. The general assembly hereby finds, determines, and declares that this act is necessary for the immediate preservation of the public peace, health, or safety.



Alec Garnett
SPEAKER OF THE HOUSE
OF REPRESENTATIVES



Leroy M. Garcia
PRESIDENT OF
THE SENATE

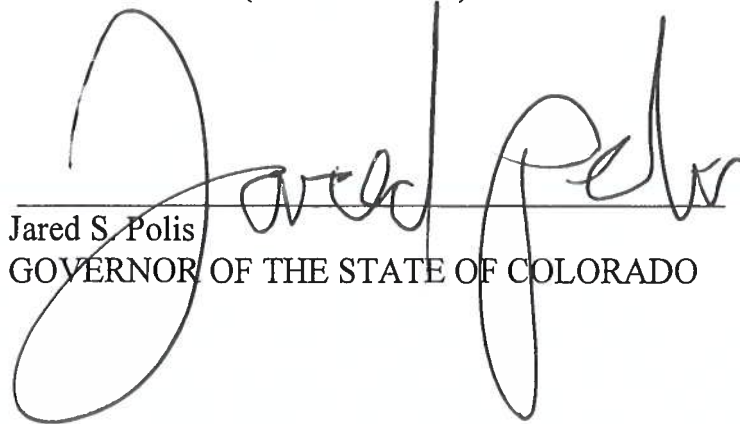


Robin Jones
CHIEF CLERK OF THE HOUSE
OF REPRESENTATIVES



Cindi L. Markwell
SECRETARY OF
THE SENATE

APPROVED June 27, 2021 at 1:15pm
(Date and Time)



Jared S. Polis
GOVERNOR OF THE STATE OF COLORADO



City Council
STAFF REPORT
City of Glenwood Springs
October 21, 2021

Agenda Item: Planning and Zoning Commission Appointment

Action Requested: Planning and Zoning Commission Appointment

Department: City Administration

Presented By:

Background Info: The Planning and Zoning Commission has one alternate seat open with a term to expire 02/2022.
Amy Connerton applied on 10/3/2021.

Issues: None.

Staff Recommendation: Staff defers to City Council.

Planning and Zoning Commission Application

Thank you for your interest and time commitment in serving your community. Please complete all questions on this application.

Personal Information

1. Name *

Amy Connerton

2. Home Address *

528 N. Traver Trail

3. Mailing Address *

528 N. Traver Tr., Glenwood Springs, CO 81601

4. Home Phone *

970-948-4003

5. Work Phone *

970-948-4003

6. Mobile Phone *

970-948-4003

7. Email Address *

amy@amyconnerton.com

8. Occupation *

Program Director, CMC Medical Assist-RFFP-Valley View Hospital

Personal and Professional Interests

9. Why are you interested in serving on the Planning and Zoning Commission? *

Housing issues, smart growth and zoning issues are very important for our community. As an engaged community member I would like to contribute to a sustainable growth plan for Glenwood Springs.

10. What do you view as your role if selected as a member to the Planning and Zoning Commission? *

To inform and research and the duties outlined in the Glenwood Springs Municipal Code The powers and duties of the Planning and Zoning Commission shall be: To develop and recommend a master plan subject to the approval of the City Council and its environ in accordance with the provisions of this Code and the laws of the State. To recommend to the

City Council boundaries of zone districts and regulations to be enforced therein, in accordance with the provisions of this Code and the laws of the State. To review proposals relating to subdivision, development and use of land and make decisions or recommendations on such proposals, in accordance with the procedures and provisions set forth in this Code. To hear and decide appeals wherein there is a question of interpretation of the zone district map, the master plan or related documents and similar questions as they may arise in the administration of this Code. The Planning and Zoning Commission shall have the duty and power to act on appeals with regard to matters arising from enforcement of provisions of Title 070 of this Code, including: a. Review of administrative decisions. To hear and decide appeals where it is alleged there is error in any action, including any order, interpretation, requirement, decision or determination made by an administrative official of the city in the enforcement of Title 070 of this Code. b. Variances. To hear and decide requests for variances from the zoning provisions and sign regulation provisions where there are unique, unnecessary and unreasonable hardships in the way of carrying out the strict letter of said provisions; and to hear and decide requests for variances to allow deviations from restrictions upon the construction and placement of buildings and other structures on site. Examples of such variances include, but are not limited to, modifications of minimum area requirements, building coverage and setback restrictions. Variances from permitted and special review uses in zone district text shall not be considered. To perform such other functions as required by the provisions of Title 070.

11. What experience have you had in the land use approval process? *

Only as a researcher.

12. Do you have any particular areas of interest or a particular perspective relating to land use development in Glenwood Springs? *

I would think all matters would be interesting

13. Can you describe an experience making a decision that made people unhappy? *

I currently am on the Editorial Board for the Glenwood Post Independent. We regularly write opinions on issues which are pressing in the Roaring Fork Valley, Glenwood/Rifle communities. For example, when the Garfield County Commissioners decided not to approve a project, we wrote an opinion piece on why we were disappointed with that decision. This did elicit some unhappy responses. However, in many cases, keeping personal opinions and taking a fair approach without throwing insults, is the best approach for sticky situations. Backing up your opinion with research and data also helps keeps more productive.

14. Can you separate yourself from personal opinions and represent the City's goals, policies, plans, and the Glenwood Springs Municipal Code in an equitable fashion? *

Yes, taking a equitable inclusive approach is very important.

15. The Planning and Zoning Commission members generally attend two meetings a month and can have extensive packet materials to review in preparation for meetings. Do you have any existing time commitments that will hamper your ability to serve? *

No, but I also manage my time well.

16. Are you aware of and understand the quasi-judicial function of the Planning and Zoning Commission? *

Yes, from the Municipal Code.

17. What experience do you have working with people on a board, commission, or committee? *

I serve on the Post Editorial Board, Faculty Senate President, Curriculum Committee, Colorado State Faculty Curriculum Committee.

18. Please select today's date. *

10/3/2021



19. Have you served on the Planning and Zoning Commission before? *

☐ No

Powers and Duties of the Planning and Zoning Commission

(as defined in Title 020 of the Glenwood Springs Municipal Code)

Composition of the Planning and Zoning Commission:

a. Seven (7) citizens who are residents of the City.

f. Powers and Duties

The powers and duties of the Planning and Zoning Commission shall be:

- (1) To develop and recommend a master plan subject to the approval of the City Council and its environ in accordance with the provisions of this Code and the laws of the State.
 - (2) To recommend to the City Council boundaries of zone districts and regulations to be enforced therein, in accordance with the provisions of this Code and the laws of the State.
 - (3) To review proposals relating to subdivision, development and use of land and make decisions or recommendations on such proposals, in accordance with the procedures and provisions set forth in this Code.
 - (4) To hear and decide appeals wherein there is a question of interpretation of the zone district map, the master plan or related documents and similar questions as they may arise in the administration of this Code.
 - (5) The Planning and Zoning Commission shall have the duty and power to act on appeals with regard to matters arising from enforcement of provisions of Title 070 of this Code, including:
 - a. Review of administrative decisions. To hear and decide appeals where it is alleged there is error in any action,
including any order, interpretation, requirement, decision or determination made by an administrative official
of the city in the enforcement of Title 070 of this Code.
 - b. Variances. To hear and decide requests for variances from the zoning provisions and sign regulation provisions
where there are unique, unnecessary and unreasonable hardships in the way of carrying out the strict letter of said
provisions; and to hear and decide requests for variances to allow deviations from restrictions upon the
construction and placement of buildings and other structures on site. Examples of such variances include, but are
not limited to, modifications of minimum area requirements, building coverage and setback restrictions. Variances
from permitted and special review uses in zone district text shall not be considered.
 - (6) To perform such other functions as required by the provisions of Title 070.
-

Appointment, Removal, Term and Vacancies of Boards and

Commissions

Glenwood Springs, CO Municipal Code 020.020.040

(a) Appointment and term of members. Except as otherwise provided, all appointments to the boards and commissions shall be by the City Council for terms of three (3) years each, and each member shall serve until his/her successor is appointed and takes office; provided, however, that the initial terms of office may be shortened by the City Council so as to provide overlapping terms of office. Appointments shall expire the day before the first regular meeting of the City Council in each month according to the following schedule:

(1) February:

Planning and Zoning Commission;
Finance Advisory Board;
Tourism Promotion Board;
Building Board of Appeals.

(2) March:

Transportation Commission;
Arts and Culture Board;
Parks and Recreation Commission;
Airport Board;
River Commission.

(3) April:

Local Liquor Licensing Authority;
Victim's Witnesses Assistance and Law Enforcement Board;
Historic Preservation Commission;
Glenwood Springs Housing Commission.

(b) Alternate members. The City Council at its discretion may appoint up to three (3) persons as alternate members for each board or commission. If a regular member of a board or commission is to be absent from a meeting, the presiding officer for the meeting may select an alternate member to fill such absence and to attend and serve at the meeting. The alternate member may exercise all powers at the meeting which the absent regular member could exercise, and the alternate's powers and privileges shall terminate at the end of the meeting attended. The presiding officer may at his/her discretion select the same alternate to serve at successive meetings in the absence of any member.

(c) Limit to term of members. No Board member shall serve more than two (2) terms on the same board or commission.

(d) Removal of members. All appointed members of a board or commission shall be subject to removal, at any time, by the City Council. In the event an appointed member of a board or commission ceases to qualify for membership, his or her appointment is immediately terminated.

(e) Vacancies. The City Council shall fill all vacancies on boards and commissions by appointment for the unexpired term.

(Code 1971 §§ 2-63, 2-64, 2-67; 6-95 § 1; 10-07 § 2; Ord. No. 9-2018 , § 2, 4-20-2018)



City Council
STAFF REPORT
City of Glenwood Springs
October 21, 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.

From: [Ryan M. Muse](#)
To: [Trent Hyatt](#)
Subject: FW: 480 Donegan
Date: Monday, October 18, 2021 4:40:37 PM

For the packet.

Ryan Muse
City Clerk
Procurement Manager
970-384-6406
City of Glenwood Springs

From: Elizabeth Phillips <ejp5@hotmail.com>
Sent: Monday, October 18, 2021 4:21 PM
To: Ryan M. Muse <ryan.muse@cogs.us>
Cc: City Council <citycouncil@cogs.us>
Subject: 480 Donegan

Caution! This message was sent from outside your organization.

[Allow sender](#) | [Block sender](#)

Hello, Ryan,
Please include this in the packet for the City Council meeting Oct. 21.
Thanks,
Elizabeth Phillips

Letter to the Editor, Post Independent, submitted Oct. 14, 2021

A Little Perspective

On Thursday, the Glenwood Springs City Council will vote on the annexation/zoning of 480 Donegan. A 300-unit rental complex is planned for this site. Opposition to this project is widespread. Approximately 1,700 people have signed a petition opposing it. Many have spoken at Planning and Zoning Commission and City Council meetings.

This is what our elected and appointed officials have said:

--P&Z: Recommended DENIAL: “not compatible with Comprehensive Plan goals of liveability, small town character, or safety. . . . creates potential adverse impacts to the City and neighborhoods in terms of health, safety, and welfare.”

--GARFIELD COUNTY COMMISSIONERS: “Because the project will exacerbate congestion issues that arise during required evacuations/interstate closures, consideration should be given to the development and implementation of improved evacuation plans. . . . The density and building heights of the proposed project are incompatible with and will have a significant impact on the existing residential neighborhoods.”

--CITY COUNCIL: Sept. 7, Mayor Pro-Tem Charlie Willman moved “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 Ingrid Wussow agreed to the DENIAL: “. . . it's a little too much; . . . concerned about water usage.”

Councilor Tony Hershey agreed to the DENIAL: “. . . concerned about water supply . . . traffic . . . infrastructure” and impact on police coverage.

Councilor Paula Stepp agreed to the DENIAL: “multiple concerns” and “Glenwood needs to show an emergency evacuation plan to the West Glenwood citizens before introducing a development of this size. . . . also concerned about the additional stress this many people would have on our infrastructure, fire department, and police.”

After 4 of 7 Councilors had agreed to the DENIAL, Councilor Shelley Kaup moved to postpone further discussion until Oct. 7, which then was also postponed because Councilor Stepp was unable to attend, as she had originally stated.

Thursday's meeting is crucial. Council still could approve this massive project. If you're concerned, as we are, about the future of our town, write to City Council today, and attend the Council meeting Thursday, 6:15pm, City Hall, 101 8th St.

Make sure your voice is heard.

Elizabeth J. Phillips and Walt Krom

Glenwood Springs

From: [Ryan M. Muse](#)
To: [Trent Hyatt](#)
Subject: FW: 480 Donegan (again)
Date: Tuesday, October 19, 2021 8:14:45 AM

Packet

Ryan Muse
City Clerk
Procurement Manager
970-384-6406
City of Glenwood Springs

From: Jamie and Bob <jbdarien79@gmail.com>
Sent: Monday, October 18, 2021 11:05 PM
To: Paula Stepp <paula.stepp@cogs.us>; Ryan M. Muse <ryan.muse@cogs.us>; Shelley Kaup <shelley.kaup@cogs.us>; Charlie Willman <charlie.willman@cogs.us>; Ingrid Wussow <ingrid.wussow@cogs.us>; Jonathan Godes <jonathan.godes@cogs.us>; Steve Davis <steve.davis@cogs.us>; Tony Hershey <tony.hershey@cogs.us>
Subject: 480 Donegan (again)

This sender is trusted.

Dear Members of our City Council,

Again my husband and I beseech you all, please do not grant an annexation to R2 developers on their merits and plan alone. Please please delay a vote until a new comprehensive plan can be developed; one which will establish emergency and fire evacuations plans, one which will provide an appropriate fire station to serve the growing number of residents in West Glenwood, and one which will provide water and police/sheriff services to all those in West Glenwood.

We have written numerous letters to you and the Post Independent's editor, signed numerous petitions and spoken out at Planning and Zoning meetings and City Council meetings. We've placed signs in our yard and worn bandannas and clothing in support of the community. We've made phone calls asking to hold off any decisions until all members of the council could be present. What more can we do?

Unfortunately at this time, my husband and I are unable to attend the upcoming City Council meeting on Thursday, October 21st due to personal family matters out of town.

However, please do not take our absences as a lack of interest or caring about our commitment to our community and it's future.

Again we implore you to listen to the people and vote against this particular annexation at this time.

To quote Nancy Reagan in the 80's...

"Just Say No!"

Thank you-
Jamie and Bob Darien
19 Chaparral Cir
West Glenwood Springs

From: [Mathieu Dumoulin](#)
To: [Charlie Willman](#); [Debra Figueroa](#); [Ingrid Wussow](#); [Jonathan Godes](#); [Paula Stepp](#); [Shelley Kaup](#); [Steve Davis](#); [Tony Hershey](#); [Trent Hyatt](#)
Subject: Annexation of 480 Donegan - an example of responsible decision making in Colorado Springs
Date: Tuesday, October 19, 2021 8:52:39 PM

Caution! This message was sent from outside your organization.

[Allow sender](#) | [Block sender](#)

Good evening,

I appreciate your time and you reading this email.

You will find on the link below an article of the Wall Street Journal dated from the 10/19/2021 relating to a decision of the Colorado Springs city council to deny a large development (though smaller than the Donegan development comparatively to the current size of the town) for safety reasons, citing their concern for the lack of an evacuation route in case of a wildfire.

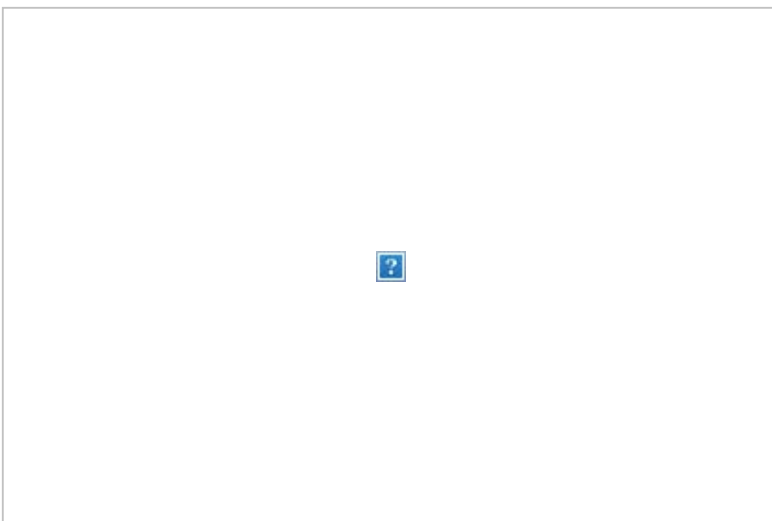
I live on Mel Rey road. I know that we're exposed to fire danger and that little evacuation is possible. I lived on Missouri heights during the lake Christine fire and I know the helpless feeling of frantically driving around trying to escape. That night embers were trying to get into our car as we were waiting in line on upper cattle creek road. I was at the wheel, my wife in the passenger seat and my parents were sitting in the back. I can tell you that the fear of your family roasting in your car is far more powerful than the vague idea of potential improvements in the city's scope and power as it develops further. You hold the safety of our families in your hands. That's what you are responsible for. Not creating a return for some investors in Ohio. Security comes first and people will hold you responsible when something happens. You know that there is a real danger for us. Please use your power responsibly.

Thank you for reading my email.

Matt Dumoulin

https://www.wsj.com/articles/wildfire-evacuation-fears-in-colorado-springs-halt-housing-development-11634648400?mod=mhp&fbclid=IwAR3xJ8gccFFw5vHuWZi39EhDUC2QgNeK6vK1Cdxhn_20d0HytdpZmR4tITU

--



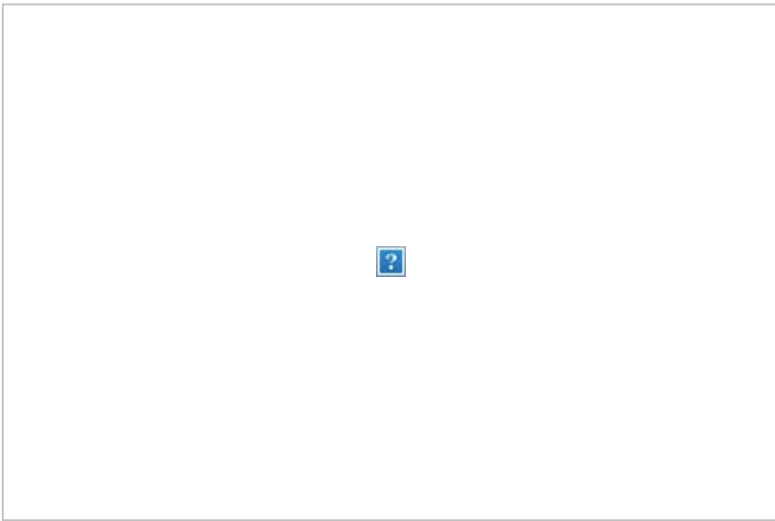
MATT DUMOULIN
Realtor

It takes a home to bring your dream lifestyle to reality.

970-456-5790

MattRealEstateBroker@gmail.com

RoaringForkHomes4sale.com



[DILLARD TEAM AT INTEGRATED](#)

Our Team Simplifies the Moving Experience



[INTEGRATED MOUNTAIN PROPERTIES](#)

Elevating Customer Success

From: [Bobbie Meriwether](#)
To: [Jonathan Godes](#); [Paula Stepp](#); [Trent Hyatt](#); [Charlie Willman](#); [Karl J. Hanlon](#); [Shelley Kaup](#); [Steve Davis](#); [Tony Hershey](#)
Cc: [Ryan M. Muse](#)
Subject: Please put in packet for Oct 21 or deliver
Date: Wednesday, October 20, 2021 10:08:32 AM

Caution! This message was sent from outside your organization.

[Allow sender](#) | [Block sender](#)

City Council, knowing your decision to work with R2& is a consequential one
I make appeal to your reason.

Sparking the fire within..

Matthieu Dumoulin posted an article on FB yesterday that spoke of the human element , of evacuating during the Lake Christine fire using language that spoke directly to West G's tenuous hold on the safety of evacuation in the face of advancing wild fires . It took the community you serve iback to the #1 overriding issue before the council : FIre evacuation safety .

Something seems intrinsically wrong .. as evidenced in Karl Hanlon's dispassionately legal "advice" to city council that their decision for Oct 21st ignore " general" discussion of WGPd and focus on "annexation and zoning " only . In other words, asking council to lob off the ethical considerations (never mind the moral issues which can in civil society be debatable) . I'm dismayed how the legal has worked in modern times to divorce a fulsome public discourse from the ethical (meaning a standard meant to uphold the common good of a diverse community).

I'm sorry (not very) but I'm unable to accept the elimination of the human factor ,the intuitive knowing that lives and livelihoods matter to a community . Maybe city council is fine chopping off a large chunk of logic to make their strictly " legal" determination of what is best course of action for Glenwood's future .

In revisting the reporting by Scott Conlon of Aspen Times and taking time to review current history of the Lake Christine Fire and remember (oh how the human brain SHOULD remember) the "do or die" situation of fellow humans , I was struck by the fact that reporting on the human toll is AFTER the disaster . But before , citizens are to divorce their minds from history , from lived experience ? West

Glenwood residents , reporters are to be relegated to cold hard “ numbers and facts” as pertains to this population and traffic “bomb “ being planned to sit in the open field across from the living room windows of homeowners living on a rural road yards away .

We all look forward to being present at the vote tomorrow .

Respectfully , and genuinely grateful for the democratic process , for thoughtful , hard working members of city council and staff .

Bobbie Meriwether

From: [Bobbie Meriwether](#)
To: [Jonathan Godes](#); [Paula Stepp](#); [Trent Hyatt](#); [Charlie Willman](#); [Karl J. Hanlon](#); [Shelley Kaup](#); [Steve Davis](#); [Tony Hershey](#)
Cc: [Ryan M. Muse](#)
Subject: Please put in packet for Oct 21 or deliver
Date: Wednesday, October 20, 2021 10:08:32 AM

Caution! This message was sent from outside your organization.

[Allow sender](#) | [Block sender](#)

City Council, knowing your decision to work with R2& is a consequential one
I make appeal to your reason.

Sparking the fire within..

Matthieu Dumoulin posted an article on FB yesterday that spoke of the human element , of evacuating during the Lake Christine fire using language that spoke directly to West G's tenuous hold on the safety of evacuation in the face of advancing wild fires . It took the community you serve iback to the #1 overriding issue before the council : FIre evacuation safety .

Something seems intrinsically wrong .. as evidenced in Karl Hanlon's dispassionately legal "advice" to city council that their decision for Oct 21st ignore " general" discussion of WGPd and focus on "annexation and zoning " only . In other words, asking council to lob off the ethical considerations (never mind the moral issues which can in civil society be debatable) . I'm dismayed how the legal has worked in modern times to divorce a fulsome public discourse from the ethical (meaning a standard meant to uphold the common good of a diverse community).

I'm sorry (not very) but I'm unable to accept the elimination of the human factor ,the intuitive knowing that lives and livelihoods matter to a community . Maybe city council is fine chopping off a large chunk of logic to make their strictly " legal" determination of what is best course of action for Glenwood's future .

In revisting the reporting by Scott Conlon of Aspen Times and taking time to review current history of the Lake Christine Fire and remember (oh how the human brain SHOULD remember) the "do or die" situation of fellow humans , I was struck by the fact that reporting on the human toll is AFTER the disaster . But before , citizens are to divorce their minds from history , from lived experience ? West

Glenwood residents , reporters are to be relegated to cold hard “ numbers and facts” as pertains to this population and traffic “bomb “ being planned to sit in the open field across from the living room windows of homeowners living on a rural road yards away .

We all look forward to being present at the vote tomorrow .

Respectfully , and genuinely grateful for the democratic process , for thoughtful , hard working members of city council and staff .

Bobbie Meriwether

From: [Shelley Kaup](#)
To: [Trent Hyatt](#); [Ryan M. Muse](#)
Subject: Fw: Donnegan Project
Date: Wednesday, October 20, 2021 1:00:07 PM
Attachments: [Outlook-Isqv50pt.png](#)

For the public record.

-SK

Shelley Kaup

Councilor At-Large
City of Glenwood Springs
970-948-9018 (cell)



<https://www.ci.glenwood-springs.co.us/>

From: Lorelei Massender <loreleimassender@gmail.com>
Sent: Wednesday, October 20, 2021 11:37 AM
To: Shelley Kaup <shelley.kaup@cogs.us>
Subject: Donnegan Project

Caution! This message was sent from outside your organization.

[Allow sender](#) | [Block sender](#)

Hello,

I am emailing you to express my opinion on the Donnegan Project. As a long time resident of Glenwood Springs I understand the need for more housing, however, I often feel that the overall feel of an area and how development affects that feeling is too often not taken into consideration. I believe that is the case here. Putting in those apartments will make the area feel even more commercial than it already does. It would be nice to keep the neighborhood feeling intact. I am not opposed to development in that area, just the development of apartments. I feel that single family homes with a park would be a much better use of this space instead of apartments. Individual homes would keep the neighborhood feeling that already exists in this area.

When the development takes place sidewalks that provide a safe way for people/especially students to get to and from Two Rivers School is important. My grandson goes to Two Rivers and right now he has to walk in the street because there are no sidewalks. This puts him and other students at greater risk of being hit by a vehicle.

Thank you for your time and thank you for all you do for our community.

Lorelei Massender

From: [Erin Wiencek](#)
To: [Karl Hanlon](#); [Trent Hyatt](#); [Steve Davis](#); [Jonathan Godes](#); [Tony Hershey](#); [Shelley Kaup](#); [Paula Stepp](#); [Charlie Willman](#); [Ingrid Wussow](#); [Karl J. Hanlon](#)
Subject: Courage is needed
Date: Wednesday, October 20, 2021 4:39:31 PM

Caution! This message was sent from outside your organization.

[Allow sender](#) | [Block sender](#)

City Council:

Hearing is easy, listening takes skill, but taking action requires courage.

Courage is needed when making a decision that can affect the safety of many.

Courage is needed to slow down, stop, and figure out where water supply is going to come from.

Courage is needed to say no to a developer that doesn't care about our lives, our community, or anything beyond his mighty profits.

A call to action is needed for revamping the emergency evacuation plan for all of West Glenwood – and indeed all of Glenwood - **PRIOR to ANY MORE** development.

Will **YOU** have the courage to step up and say NO to 480 Donegan?

Erin Wiencek

From: [Bobbie Meriwether](#)
To: [Jonathan Godes](#); [Paula Stepp](#); [Trent Hyatt](#); [Charlie Willman](#); [Shelley Kaup](#); [Steve Davis](#); [Tony Hershey](#)
Subject: The city is " taking care of it "
Date: Thursday, October 21, 2021 6:10:46 AM

Caution! This message was sent from outside your organization.

[Allow sender](#) | [Block sender](#)

Shelley Kaup comment on the WGPD page was to say the city has "plans " to take care of evacuation concerns .

Oh? Simple assurances do not appeal to constituents who very well know what if they speak . Just started contacting other coordinating agencies? This document dated Oct 21st addresses the evacuation concerns? How long to wait til they are in place, these are just preliminary proposals. . Still the issues surrounding the size and scope impacts of this development project are

The city council JUST STARTED reaching out to different agencies . but I repeat myself in disbelief . I'll share my bullet points right here:

Evacuation plans in place still doesn't address other serious issues !

- size and scope of the building , no open space • the carrying capacity of existing road infrastructure through the valley , with commute situations still gridlock in peak ours , altering daily lives . I remind you still there are frequent canyon shut downs• there is still no significant percentage of affordable housing proposed with this big city project . • There is no updated comp plan to climate reality needed to address air and water availability/ quality. Reminding all who have forgotten that this summer West G AQI was bad and for several days much worse than Beijing China ..
- no consultation with School board and Parks and recreation ..
- water infrastructure will take years to update to 2027 county public health regulations.

Has the Planning and Zoning committee work been a wasteful excercise in futility?

The city hasn't taken the time of day to consider giving West G the open space it lacks, as Mike Samson admitted it did. No outreach to any other entity to procure a much larger percentage of affordable housing would have lessened the need to procure taxpayer dollars to mitigate the enormous impacts of this PUD ? Was this just another distracting comment by Shelley Kaup ?

You haven't even come as a group for a site visit ?

Wow the commissioners at least took that courtesy to those opposed to removing protection for the eagles .

None of you appreciate the environment and air you breath and the eagles who very much have been proven to NOT adapt to invasion their flyaways? Excuse me if the issues are many , that they are not easily ignored .

This is not reassuring in the least that council members and staff have reached out to other entities, to the public in transparent ways about YOUR plans for Glenwood's future .

Bobbie Meriwether

From: [Bobbie Meriwether](#)
To: [Jonathan Godes](#); [Paula Stepp](#); [Trent Hyatt](#); [Charlie Willman](#); [Shelley Kaup](#); [Steve Davis](#); [Tony Hershey](#)
Subject: The civic process
Date: Thursday, October 21, 2021 7:28:54 AM

Caution! This message was sent from outside your organization.

[Allow sender](#) | [Block sender](#)

Dear council members,

I will say that the tortuous road to this evenings vote has been a year and many months in the travels . Those opposed to this development gathered facts far and wide and paid attention closely along the way .

Shelley Kaup came into our WGPD page for what possible reason ? To address a member of our community , Matt Dumoulin who had posted his harrowing experience in surviving the Lake Christine fire as if he were a young child , overly fearful for his life .

Matt is a family man , who was driving his family and parents through a harrowing evacuation experience .

To try to “ reassure” him , the “all knowing” Ms Kaup stated that the city is working on comprehensive evac plans already .We see the document City posted to other supporting emergency evac agencies is dated Oct 14, 2021. Small comfort , Ms Kaup . When will these plans be a reality ?

The problem all along with this project has been that the MANY issues surrounding this hugely consequential development are complex , at enormous costs to the city , will have enormous consequences on many citizens lives and livelihoods that deserves more than a pat on the hand in response from City officials. R2 & have played the political game for all its monied worth. You know , city council exactly that the issues are serious and many and far more than just fire He

R2& partners , and the city at large missed a huge opportunity to create good public outreach with this community , both for this project and too many R2& PUD projects in the pipeline . Moreover R2 is out of state, out of touch with our mountain communities best interests.

It appears the city did NO outreach to other supporting agencies , to other developers that would have had far better ways to plan for the city’s future and specifically to fit West Glenwoods environmental and geographic character.

Bobbie Meriwether

From: [Ryan M. Muse](#)
To: [Trent Hyatt](#)
Subject: Fwd: Concerning quality of life..
Date: Sunday, October 17, 2021 11:16:26 AM

Sent from my iPad

Begin forwarded message:

From: Bobbie Meriwether <meadowlark.2000meadowlark@gmail.com>
Date: October 16, 2021 at 12:38:32 PM MDT
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: Concerning quality of life..

Caution! This message was sent from outside your organization.

[Allow sender](#) | [Block sender](#)

The Human factor :

What does West Glenwood lack most of all ? What has been MIA for decades , that would both benefit and SOLVE so many safety ,environmental, and quality of life impacts as a result of unprecedented population migration ? Especially considering the limited geological confines of this city, in West G specifically ? Yes , dedicated school lands and parkland .

A Brief history of the PUDs in the West G where I've lived for 36 years .. my townhome complex was built in the late '90s.

It was built in obvious haste, in response to the seeming fortunes of the times. Starting with a first glance even , the front doorframe..see the lock plate , it was installed badly , on most units . It was a BIG mistake , "disguised" and simply painted over, of course there are numerous other signs of how cheaply these units were built . Of course , NO open space .

The most glaring evasion of building code .. the entire length of the southern boundary between this development and the older one directly behind , completely lacked , still lacks an adequate retaining wall . The backyards of the block of units that contains mine , have lost at least a third of its ground, which is still eroding . Who will ultimately have to pay for the retaining wall when the time comes? You guessed it . In the development behind this one , summer of 2021 saw several units being purged of asbestos contamination (if you can believe it took so long) . Needless to say NO open space NO truly affordable housing exists in any of these older developments. One token , little teeny park with a couple picnic tables south of Machbeuf hardly counts. Besides noxious traffic fumes often offsets it's allure . There IS existing affordable housing however modest , practical and middle income tho it be , that serves a very large quotient of workers and families integral to the great good of Glenwood's economy , as it stands .

.. Back to the children in my complex .. they have no nearby parkland to walk or bike (no option exists during times of traffic gridlock to flee W Glenwood as we've exhaustively mentioned). Greg Jeung found out that city parks and recreation , R-1, R-2 were never "invited " into the discussion as to the impacts that a small city being planted on the small footprint of open ground, the pasture , would have on their operations . The developers , partners and city R-1 NEGLECTED a very important opportunity to bring current residents into the awareness and discussion of 480 Donegan . INSTEAD R2& purport to " knows better " what the city needs .

Because children lack play area at all , it presents a very serious safety issue for young children living here. Talk about helicopter parenting in it's worst invocation . Recently a hasty HOA meeting was held by our complex for the very reason of child endangerment . . The very young as they are apt to,

sometimes escape adult supervision and would ride their little bikes and wagons in the curb drainage . Residents backing out of the garages are unable to even see them coming . My driveway in particular is blocked by big trucks on both sides . Never at ANY time should one be at haste to back out of a garage , without a 360 degree visual field . Every day children's lives are in jeopardy without the eyes of eagles upon them. I've personally witnessed this many times in the parking (yes and in the mall parking spaces as well) and drop off situation surrounding the R-2 school. This unholy “adaptation”to a situation that should not be tolerated threatens to completely shatter lives of all involved, with one adult OR child's momentary lapse of attention . These children and their caretakers need (as in MUST HAVE) outdoor parkland and adequate parking for their schools. I have witnessed children reduced to absolute and rightful tears of frustration for lack of a safe space to walk, run and play. All humans have the common need for clean water ,fresh air and space . Let's talk about compassion and empathy for a community's sake .

Inconvenient truth: Times have changed . obviously. Too many days in West Glenwood air pollution is absolutely awful , let's face the reality of it .Smoke , diesel fumes , auto fumes , wood burning . Mine dust. Wet weather often brings with it the burned smell of draught ravaged vegetation . To pretend these these realities do not exist , leads to NO solutions at all . We shout hallelujah when the air finally seems fresh . And water restrictions temporarily on reprieve . An attempt to label citizens who attend to their civic duties as fearful “complainers” is a clear attempt to evade having a principled healthy debate that looks reality in the eye. We look forward to each opportunity to keep our citizens' eyes on how just one enormous PUD development would seriously impact our city's infrastructure .

Many(not all) hard working City officials have shown that they do have the capacity to respectfully listen , to let us

engage in debate , have a willingness to look at the bigger picture . Thank you . You have all work hard no doubt , and see the challenges that face the city as a whole . Paula Stepp is one that mentioned that the ability to keep on adapting to untenable situations has limits.

The good work of civic conversation and debate is never “easy”, nor should it be . That democracy still exists in a constructive way would inspire Glenwood's youth , it families : the whole of its identity to carry on in pride and in good stead .

October 11, 2021

To: ryan.muse@cogs.us

Cc:

steve.davis@cogs.us; jonathan.godes@cogs.us; tony.hershey@cogs.us; paula.stepp@cogs.us; charlie.willman@cogs.us; ingrid.wussow@cogs.us; debra.figueroa@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 CONSIDERATION ON OCTOBER 21, 2021

I am writing this letter in opposition of the annexation, rezoning and development of the 15.818-acre property at 214 Center Drive owned by Floyd Diemoz (dba Glenwood Partnership). Specifically, the 12.285-acre PUD proposal (also known as 480 Donegan) currently under contract with R2 Partnership LLC.

The Roaring Fork Valley may need more affordable housing, but it would be reprehensible to allow the building of 360 units on this property, prior to the completion of a Comprehensive Plan, to put evacuation plans into place, consider the traffic nightmare that will occur with the addition of 1000+ vehicles (a minimum of 2,200 trips per day through our streets).

• **SAFETY:**

- The area of West Glenwood has a hazard rating of “very high”, according to figure 2 of the Wildland Urban Interface Community Wildfire Protection Plan of April 2007.
- Fire Chief Tillotson believes our concerns to be valid, and claims that the West Glenwood Fire Department is “undersized and obsolete”.
- The lack of emergency services in West Glenwood needs to be addressed, **prior** to adding a significant increase to the population. The new reality is extreme fire danger, placing the West Glenwood residents in a helpless position, as was shown 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, and dangerously stalled traffic. This danger was realized in Paradise, California, where more than 10,000 buildings burned and 85 lives were lost.

• **IMPACT ON TRAFFIC:**

- Any traffic study done since the beginning of 2020, due to the drastic traffic reduction caused in these past months by COVID, 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 that total 381 units? ***This is a proposal of 360 in one location!***
- It is clear that the social and environmental aspects of sustainability cannot be met through the proposal now under consideration.
- There have been monumental shifts, since the adoption of the current Comprehensive Plan in 2011, and it is hopelessly inadequate to meet today’s needs, let alone tomorrows.
- 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. No matter how much we plan for the future, we are nothing if we don’t protect our people.

In my opinion, 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.

I urge you to protect the current population and help keep residents safe by rejecting the application to annex and rezone this property.

Thank you for your thoughtful consideration in this matter.

Cheryl Gallo

1111 Hollybrook Lane
Glenwood Springs, CO 81601
Cheryllynn.04.13@gmail.com

From: [Ryan M. Muse](#)
To: [Trent Hyatt](#)
Cc: [Ryan M. Muse](#)
Subject: FW: Vote no to 480 Donegan and Yes to our bright future
Date: Friday, October 15, 2021 3:26:33 PM
Attachments: [10152021CCletterUPDATE.docx](#)

Ryan Muse
City Clerk
Procurement Manager
970-384-6406
City of Glenwood Springs

From: Erika Sullivan <erikamarie71@gmail.com>
Sent: Friday, October 15, 2021 3:20 PM
To: Ryan M. Muse <ryan.muse@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>; Debra Figueroa <debra.figueroa@cogs.us>
Subject: Vote no to 480 Donegan and Yes to our bright future

Caution! This message was sent from outside your organization.

[Allow sender](#) | [Block sender](#)

Please read the attached letter and include it in the packet for review from the City Council on the October 21, 2021 agenda/vote regarding proposed 480 Donegan project/annexation.
Thank you for your time and consideration.
Erika Sullivan
1111 Hollybrook Lane
Glenwood Springs, CO 81601

10-15-2021

To our Glenwood City Council Members;

We have heard countless citizens express their heartfelt and very **real** concerns over Safety, and their continued quality of life **if you** vote yes on the annexation or the PUD development of 480 Donegan Rd.

It is blatant that those concerns can no longer be ignored, or shuffled to the bottom of the priority list. Thousands of signatures from residents that live here make it clear where we stand! This is the **WRONG** project, in the wrong place, at the wrong time! Never ending growth, in exchange for revenue has led to over developing, and poorly planned developments (Like the Meadows Mall with its PIF tax, and the latest encroaching apartments in the parking lot. What a fiasco!) This is an old outdated model, which is no longer sustainable or wise! And is one of the reasons we find ourselves in such a vulnerable position today.

The past decisions, poor vision, and poor planning by past CC is not on your shoulders, **BUT** at this precarious moment in time, **ALL** eyes of the citizens are looking to you for sound and logical governing. New systems and Models are desperately needed! Radical adaptation needs to be in that new model!

We hope you hear us, as this is the point of no return. If we have any chance of quality of life for our future here in GWS, **YOU** must vote **NO**, against this annexation and this development!!

Sadly we said goodbye to the small town charm long ago, but we can still come together for solutions, and build back better, not by repeating old patterns and outdated models of unchecked growth, but by building new systems and models that ensure a safe and

strong community for our current residents, our children, and any future residents.

Hearing the developer say that they had been working with the City of GWS for over a year, while WE were all told by Planning & Zoning, City Council, the Mayor and the County Commissioners that they couldn't talk to us about it until it hit their agendas, seems underhanded and after the fact. One of those outdated models that need to be updated!

Our housing problem is not an easy fix! As it is multi faceted. But, this I know; there needs to be more input from the community, the local charities, and Zero Point; which end up helping to keep people housed in these so called "affordable" units that keep being built here. The majority of our workforce is NOT "middle class", as is the aim for this proposed development. They are "working poor". They are the backbone that keeps our city running. These are the people that need to be meeting with City of GWS and ALL/ANY developers from this point forward, if they wish to build here. NOT guilt tripping us into solving the housing crisis that these unaffordable developments helped create in the first place!

We don't hope, WE EXPECT you to vote against this annexation and PUD development, as the first step toward a better tomorrow.

Thank you. Concerned citizen and longtime resident!

From: [Michael Hoban](#)
To: letters@aspentimes.com; letters@postindependent.com; [Tim Hoban](#); [Trent Hyatt](#); [Shelley Kaup](#)
Subject: Fwd: West Glenwood pasture development
Date: Wednesday, October 13, 2021 11:58:25 AM

Caution! This message was sent from outside your organization.

[Allow sender](#) | [Block sender](#)

Sent from my iPad

Begin forwarded message:

From: Michael Hoban <HOBDOG49@gmail.com>
Date: August 14, 2021 at 2:04:29 PM MDT
To: letters@aspentimes.com, letters@postindependent.com, trent.hyatt@cogs.us,
ryan.muse@cogs.us, shelley.kaup@cogs.us
Subject: West Glenwood pasture development

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

480 Donegan Proposal

<u>Site Specifics</u>	<u>Reviewed by Planning and Zoning Commission</u>	<u>Current Proposal to City Council</u>
Total unit count	360	272
Townhomes	20 rental	40 (35 for sale, 5 rental)
Multi-family apartments	327	219
Live work units	13	13
Attainable housing	72 units at 100% of AMI or 36 units at 90% AMI	22 apartment units at 80% of AMI 22 apartment units at 130% of AMI 3 townhomes sale price restricted
On site considerations		
Energy conservation/requirement for City electric use	Not considered	Yes
Drought resistant xeriscaping	Not considered	Yes
Off site improvements		
Donegan Road		
bike lane along north and south sides east to Soccer Field Road	Yes	Yes
six foot ped path and parallel parking along south side east to Soccer Field Road	Yes	Yes
Storm King Road		
bike lane, six foot ped path, and parallel parking along east side north of Center Drive	Yes	Yes
stripe bike lane along east and west side south of Center Drive	Yes	Yes
Mel Ray Road five foot sidewalk	Yes	No, eliminated
Highway 6 and Donegan (east) intersection improvements	Yes	No, eliminated
Direct access to Highway 6 and 24	Not considered	Yes
Evacuation planning and improvements	\$40,000	\$100,000
Dedication of land for new fire station with mall redevelopment	Not considered	Yes
Dedication of public space with mall redevelopment	Not considered	Yes
Vesting Period		10 years (3 by statute)



101 West 8th Street
Glenwood Springs, CO 81601
(970) 384-6400

October 14, 2021

City of Glenwood Springs Council

RE: Update on the Evacuation Management Plan

Council,

City staff (Engineering, Police, and Fire) met on Friday October 8th with representatives from CDOT (Access Management, the Resident Engineer, and the Maintenance Superintendent) to go over canyon closure scenarios and associated evacuations.

I-70 Closures

CDOT stressed that they would like to keep the current closure points at Exit 109 Canyon Creek and Exit 133 Dotsero as the western and eastern closure points on I-70 for traffic heading towards Glenwood Springs. City staff had asked about moving the closure points closer to Glenwood so that they could be manually operated by City Staff. CDOT stated that they want to keep the closure points outside of the canyons due to hazards associated with queued traffic within the canyons. They did say that they are pursuing FHWA emergency funds to be able to remotely operate the gate at Exit 133 and Exit 116 for additional margins of safety and reduced manpower needs and subsequently operational costs related to the ongoing canyon closures. Remotely operated gates on an interstate have not yet been implemented in Colorado and will require extensive engagement of FHWA and CDOT HQ staff to allow for the first implementation of this system in the state. They are not currently looking for funding to be able to remotely operate the gate at Exit 109, but were willing to consider seeking funding sources. All remote operations would be from Hanging Lake Tunnel.

SH 82 Closures

We also discussed the need to keep traffic outside of Glenwood Springs to the south in the event of an I-70 closure and an evacuation of north and west Glenwood. We agreed that we should have two closure points, one at MM 5 (CR 154/ Old SH 82) and one at Carbondale. Both of these locations offer a place to turn traffic back around to the south. How the closure would be operated is still being discussed. We discussed finding funding for remote operation of new gates at these locations.

I-70 Access Line Breaks

We also discussed access line breaks on I-70 to facilitate northwest Glenwood evacuations. Due to geography and connection into the northern roadway network, we have planned these at Storm King Road and at West 1st Street. The West 1st Street is currently a private access which we are negotiating through a development proposal. FHWA and CDOT have reviewed the locations and indicated their preliminary support. We have put together designs and estimates for these access line breaks. Funding for the connections is currently included in the 2022 budget. Additional funding is needed for the gate structures.

Internal Network Controls

We have developed preliminary plans for operations at these intersections:

- Exit 114
- Exit 116
- West Wulfsohn Road and Midland Avenue
- West Meadows Drive and Midland
- Wulfsohn Road and West Meadows Drive
- 8th Street
- 27th Street
- CR 154 at Buffalo Valley

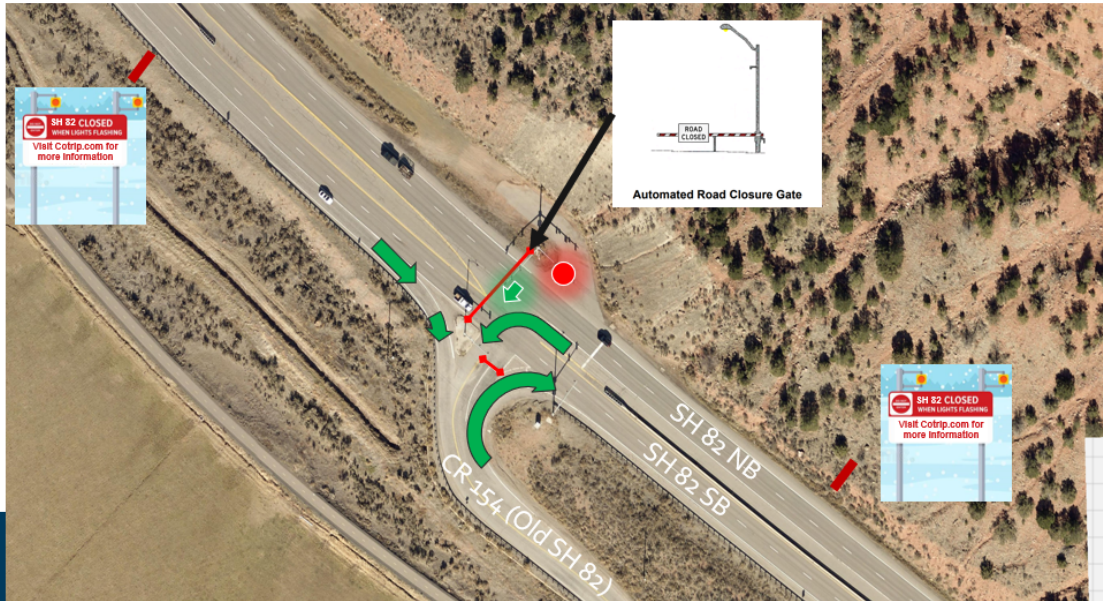
Next Steps:

CDOT told us that they have begun preliminary conversations with the Colorado State Patrol to develop a TIMS Plan -Traffic Incident Management System Plan for Garfield County. CDOT and CSP have developed TIMS plans for Eagle County and other areas in the I-70 corridor and believe that this should be the model for Garfield County. We asked to be included in this process.

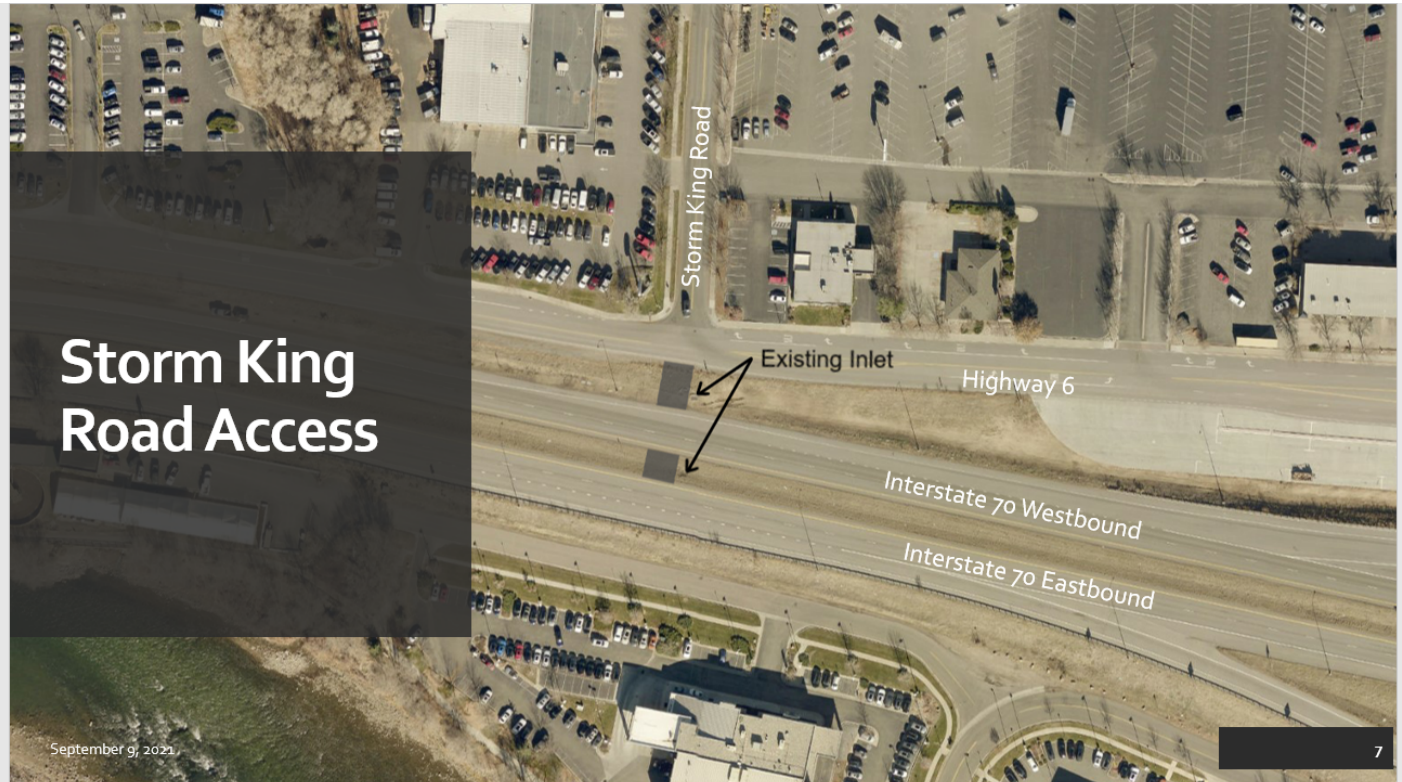
The City will refine our internal control plan to share with the TIMS group.

Once a plan is developed and agreed upon by the TIMS group, CDOT and the City will present the Plan to FHWA for approval.

CDOT will look for funding to place the automated gates on the highways. The City will look for funding for any internal gates, traffic control or training. Potential sources are FHWA, RPP, and DOLA.



SH 82 Northbound Closure at MM 5 (CR 154/Old SH 82)







1 ILLUSTRATIVE CONCEPT PLAN
1" = 60'-0"



2 MASSING VIEW LOOKING SOUTH WEST
NTS



3 MASSING VIEW LOOKING NORTH EAST
NTS

LAND USES:	
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)

MINIMUM REQUIRED PARKING:			
<i>Residential</i>	<i>Quantity</i>	<i>Rate</i>	<i>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</i>	454 Spaces
<i>Non-Residential</i>			
Restaurant	2,000 SF	1 SP/200 SF	10 Spaces
		<i>Subtotal</i>	10 Spaces
		Total Required	464 Spaces

Notes:
1. Guest Parking applies to Dwelling: Townhouse and Multifamily Uses Only (Table 030.1 Table of Allowed Uses)

PROPOSED PARKING:	
On-Site Parking	
Surface Parking Lot	366 Spaces
Center Street	14 Spaces
Freestanding Garages	16 Spaces
Integral Garages	108 Spaces
On-Site Parking Provided:	504 Spaces¹

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

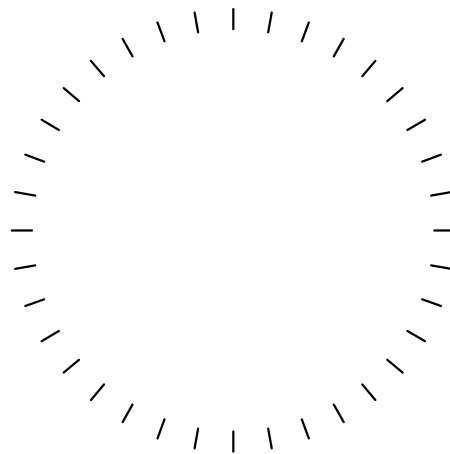
LEGAL
Garfield & Hecht, P.C.
901 Grand Avenue Glenwood Springs, CO 81601
p. 970. 947. 1936

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

From: Jamie and Bob <jbdarien79@gmail.com>
Sent: Tuesday, September 28, 2021 8:00 PM
To: Ryan M. Muse <ryan.muse@cogs.us>
Subject: Photo and letter to city council

Caution! This message was sent from outside your organization.

[Allow sender](#) | [Block sender](#)

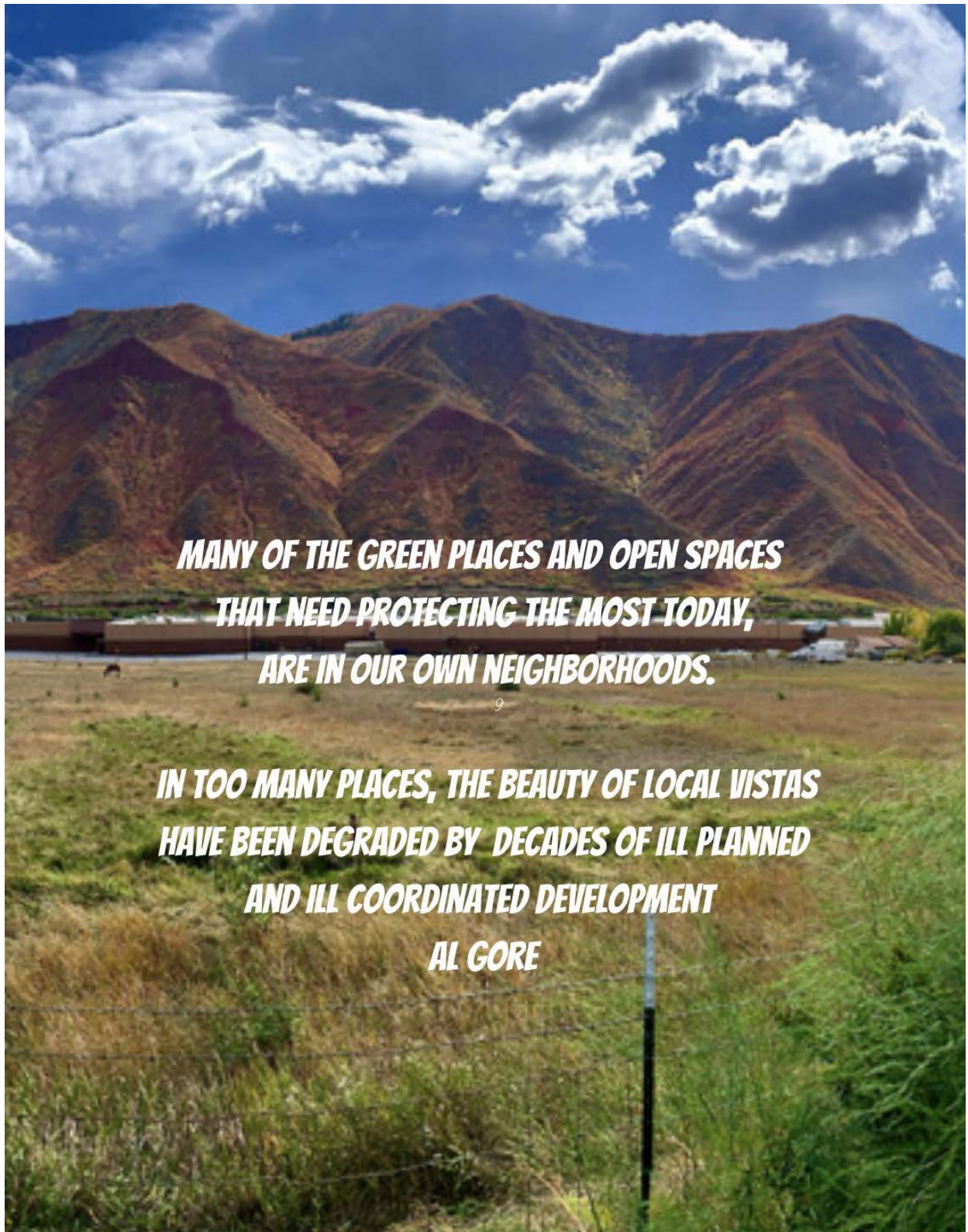
Please forward this email to all members of the City Council. Thanks so much Ryan.

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;



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 ³³² ~~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 th 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 608-888
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



A photograph of two mountain lions in a natural, brushy environment. One lion is in the foreground, looking towards the camera, while the other is slightly behind and to the right, also looking forward. The ground is covered with dry grass and fallen leaves, and there are many bare, thin branches and some evergreen foliage in the background. The text "WHERE WILL WE LIVE?" is superimposed in large, white, bold, sans-serif capital letters across the middle of the image.

WHERE WILL WE LIVE?

©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

Caution! This message was sent from outside your organization.

[Allow sender](#) | [Block sender](#)

To: gretchen.ricehill@cogs.us
Jonathan.godes@cogs.us
Tony.hershey@cogs.us
Shelley.kaup@cogs.us
Paula.stepp@cogs.us
Charlie.willman@cogs.us
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

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

Caution! This message was sent from outside your organization.

[Allow sender](#) | [Block sender](#)

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

Caution! This message was sent from outside your organization.

[Allow sender](#) | [Block sender](#)

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>
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>
Cc: jonathan.godes@cogs.us, Paula Stepp <paula.stepp@cogs.us>, ingrid.wussow@cogs.us, tony.hershey@cogs.us, charlie.willman@cogs.us, shelley.kaup@cogs.us, steve.davis@cogs.us

Begin forwarded message:

From: Annie Uyehara <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>

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

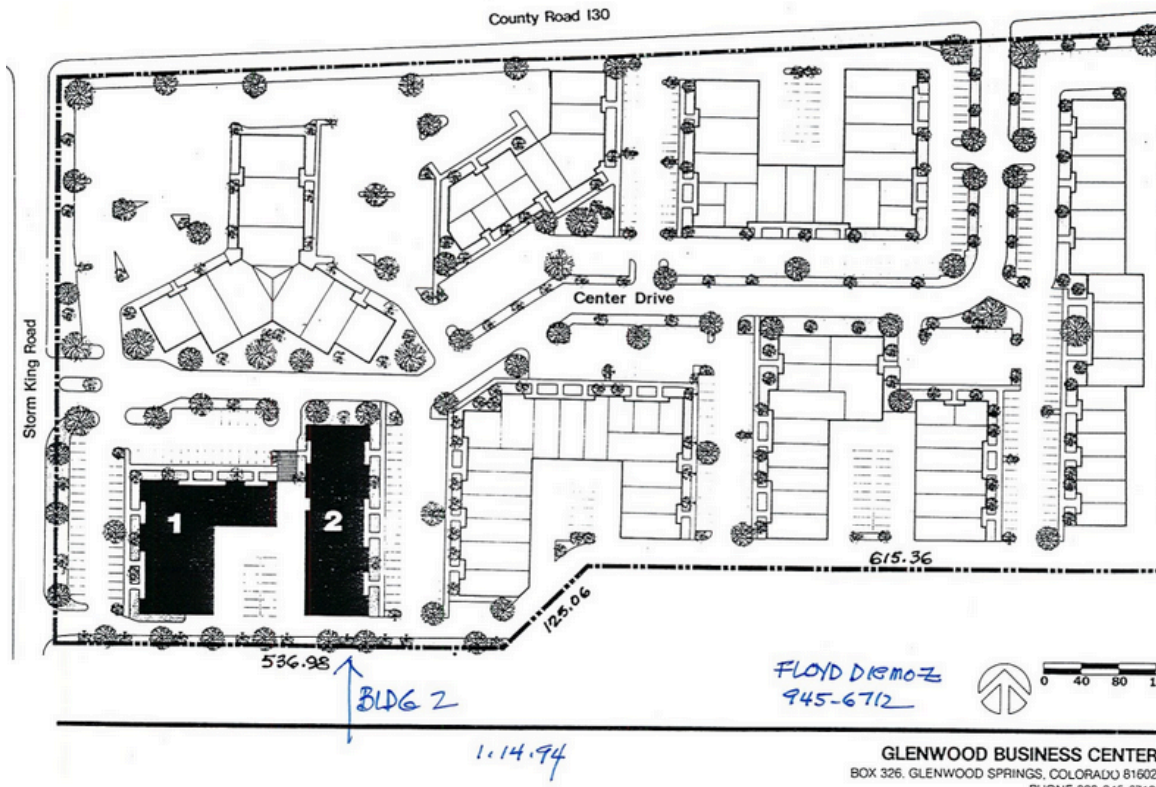
“1) State must evaluate for permit coverage: If the municipality has a population from 10,000-50,000, is outside of an urbanized area, and has a population density of at least 1000/square mile. Designation Criteria: -discharge to sensitive waters -high growth or growth potential -size of population and 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.

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)

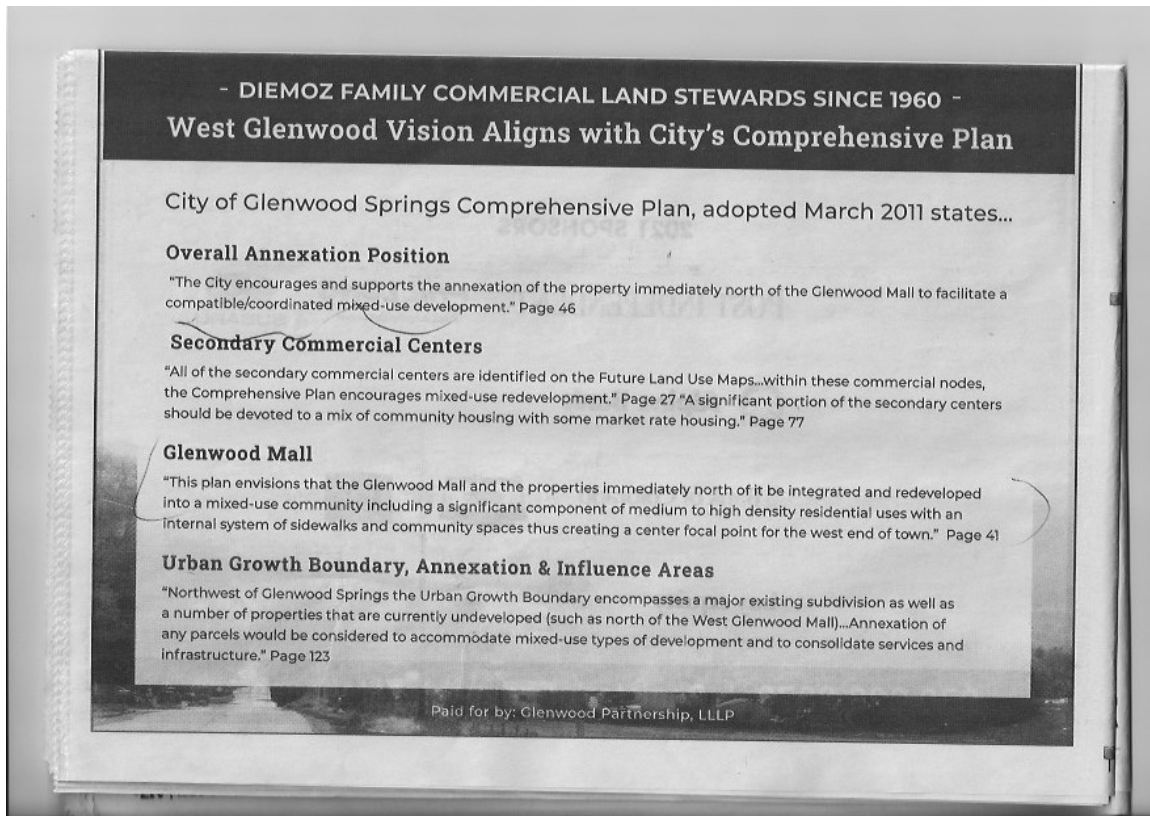
Purpose. The RH district is intended to accommodate various housing types ranging from single-family detached on small lots to multifamily dwellings. The RH district is intended to transition between established neighborhoods and more intense commercial or other nonresidential districts.

And to address some items related to the ads in the GSPI by Glenwood Partnership LLC on Friday, October 1st, 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

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 7th you will make a decision on 480 Donegan based upon a comprehensive plan that on September 19th 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

Caution! This message was sent from outside your organization.

[Allow sender](#) | [Block sender](#)

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

Caution! This message was sent from outside your organization.

[Allow sender](#) | [Block sender](#)

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 8th Street
Glenwood Springs, CO 81601

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

Notice to GP: Glenwood Partnership, LLLP
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 8th Street
Glenwood Springs, CO 81601

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

Notice to GP: Glenwood Partnership, LLLP
[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

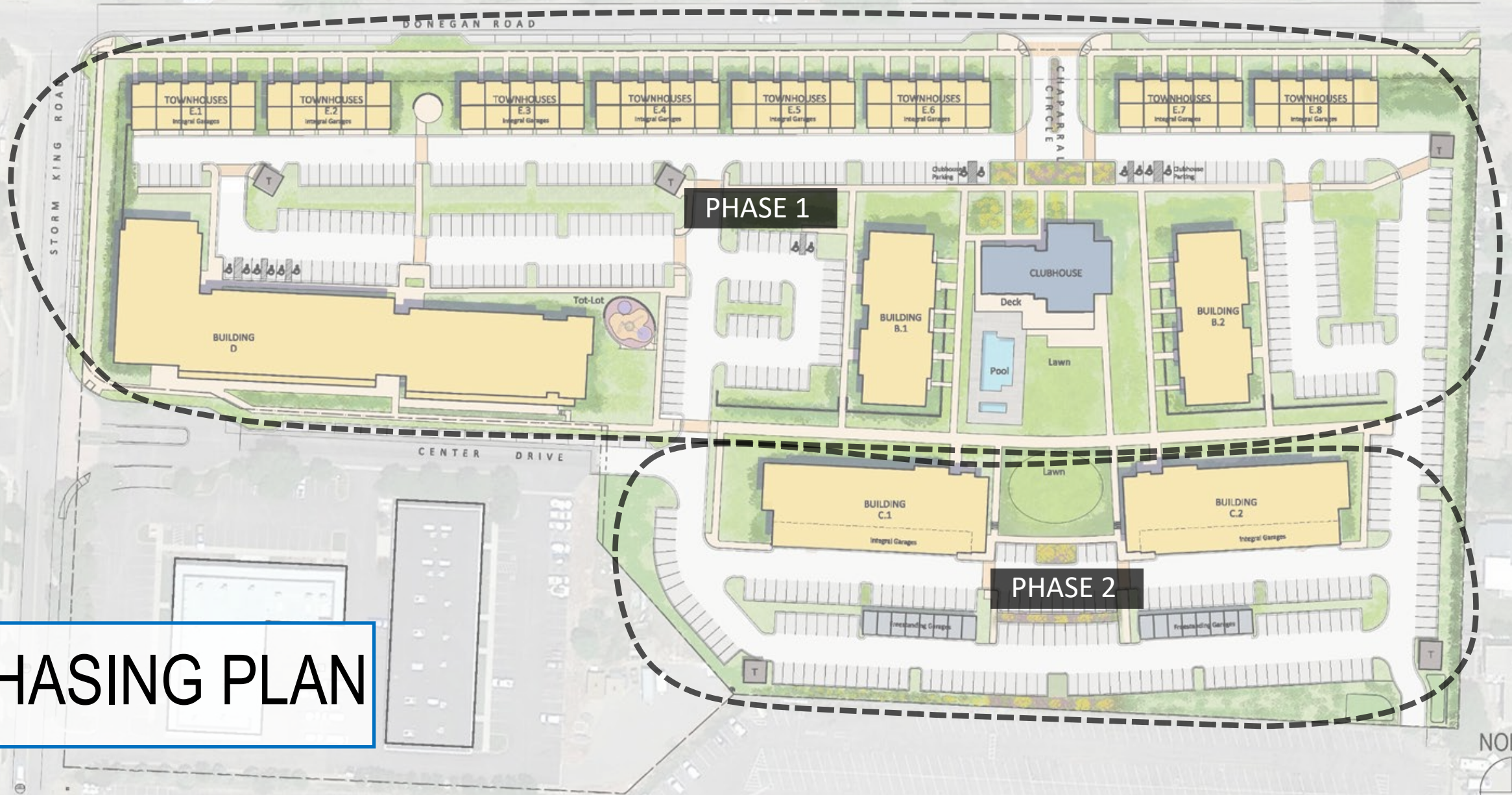
DRAFT

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

Caution! This message was sent from outside your organization.

[Allow sender](#) | [Block sender](#)

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

Caution! This message was sent from outside your organization.

[Allow sender](#) | [Block sender](#)

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
To: [Shelley Kaup](#); [Tony Hershey](#); [Paula Stepp](#); charlie.willman.cogs.us@aol.com; [Ingrid Wussow](#); [Steve Davis](#); [Jonathan Godes](#); [Trent Hyatt](#); [Debra Figueroa](#)
Cc: paul.schirmer@cdsg-us.com
Subject: Oppose 480 Donegan Annexation
Date: Tuesday, September 7, 2021 3:00:20 PM

Caution! This message was sent from outside your organization.

[Allow sender](#) | [Block sender](#)

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

Caution! This message was sent from outside your organization.

[Allow sender](#) | [Block sender](#)

Please add my letter to the City Council agenda/packet for the September 7th 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

Caution! This message was sent from outside your organization.

[Allow sender](#) | [Block sender](#)

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

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

Caution! This message was sent from outside your organization.

[Allow sender](#) | [Block sender](#)

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> 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.

-A council member asked the Chief of Police Deras how 480 Donegan would impact his department. He said, “The costs can add up quickly.” I think it’d be essential to find out how many officers and money will be needed for 900 new residents, especially since Deras has a deficit of officers in his department currently. It’s a safety issue and should be taken with utmost seriousness.

-Mayor Godes asked R2, “How does parkland eliminate unit count?” Rosenberg: “It doesn’t.” Godes: “Would the

pool and restaurant open to community? Rosenberg: "It would not."

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

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

Caution! This message was sent from outside your organization.

[Allow sender](#) | [Block sender](#)

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.

-A council member asked the Chief of Police Deras how 480 Donegan would impact his department. He said, “The costs can add up quickly.” I think it’d be essential to find out how many officers and money will be needed for 900 new residents, especially since Deras has a deficit of officers in his department currently. It’s a safety issue and should be taken with utmost seriousness.

-Mayor Godes asked R2, “How does parkland eliminate unit count?” Rosenberg: “It doesn’t.” Godes: “Would the pool and restaurant open to community? Rosenberg: “It would not.”

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 Uyehara

From: hunter@sopris.net
To: [Trent Hyatt](#)
Cc: [Charlie Willman](#)
Subject: FW: west Glenwood development
Date: Friday, August 20, 2021 10:57:23 AM

Warning! This message was sent from outside your organization and we are unable to verify the sender.

[Allow sender](#) | [Block sender](#)

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>
Sent: Friday, August 20, 2021 10:32 AM
To: 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 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

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@aspendailynews.com
Cc: Ryan M. Muse <ryan.muse@cogs.us>; Mark <mgibson@rof.net>
Subject: West Glenwood Pasture Development

Caution! This message was sent from outside your organization.

[Allow sender](#) | [Block sender](#)

My name is M. Gibson, town of West Glenwood, 970-945-4922, email = 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
To: [Steve Davis](#); [Jonathan Godes](#); 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

Caution! This message was sent from outside your organization.

[Allow sender](#) | [Block sender](#)

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
¹ Jean Smith	173 Mel Ray Rd GS	970-366-6598
² Blas Obro	50591 Hwy 6 #5	970 618-9289
³ Dawn D. Mundy	865 Stoneridge Ct	dawnedannette865@gmail.com
⁴ Bang H. H.	172 Sunny Acres Rd	970-618-1879
⁵ Manuel Cruz	125 Center Rd #7	970-355-9089
⁶ Allan B. Syddall	0144 Mel Ray Rd #8	970-379-6086
⁷ Laura Gumbel	0144 Mel Ray Rd #1	970-319-0744
⁸ Anna L. Sigmond	Rafael Vazquez 0144 Mel Ray	(970) 274-3015 (970) 274-6392
⁹ Rafael A. Vazquez	0144 Mel Ray	(970) 274-3015
^{10p} Kim Alford	191 Melray	970-945-6173

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
¹¹ Krista Ward	191 Mel Rey Rd.	970-379-6530
¹² Lacey King	206 Mel Rey Rd.	970-379-4167
¹³ David King	206 Mel Rey Rd.	970-319-6764
¹⁴ Wayne Nash	241 Mel Rey Rd.	970-379-3236
¹⁵ Eric Schuck	194 Mel Rey Rd.	970-404-5066
¹⁶ Kennyt Hamburg	194 Mel Rey Rd.	970-319-3758
¹⁷ Edna Montanez	170 Mel Rey Road	970 2743059
¹⁸ Ho Salam	72 CHAPARRAL CIRCLE	230 1067
¹⁹ Jennie W. O'Brien	8301 MEL Rey Rd.	970-945-9270

20p

City Council of Glenwood Spgs / Garfield Co. Commissioners

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

1 Robert Ross 135 E 10th St, Rifle, CO ever Clean 18 @ 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

6

7

8

9

10

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
TOTAL		1313				

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.”

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 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 8th Street
 Glenwood Springs, CO 81601

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

Notice to GP: Glenwood Partnership, LLLP

Notice to CDSG: Commercial Development Services Group, LLC

29. **Authority.** Each person signing this Agreement represents and warrants that he/she is fully authorized to enter into and execute this Agreement and to bind the Party it represents to the terms and conditions hereof.

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)

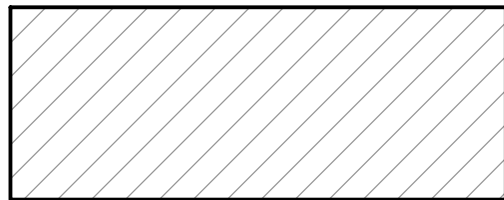
A TRACT OF LAND SITUATED IN SECTION 6, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

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.

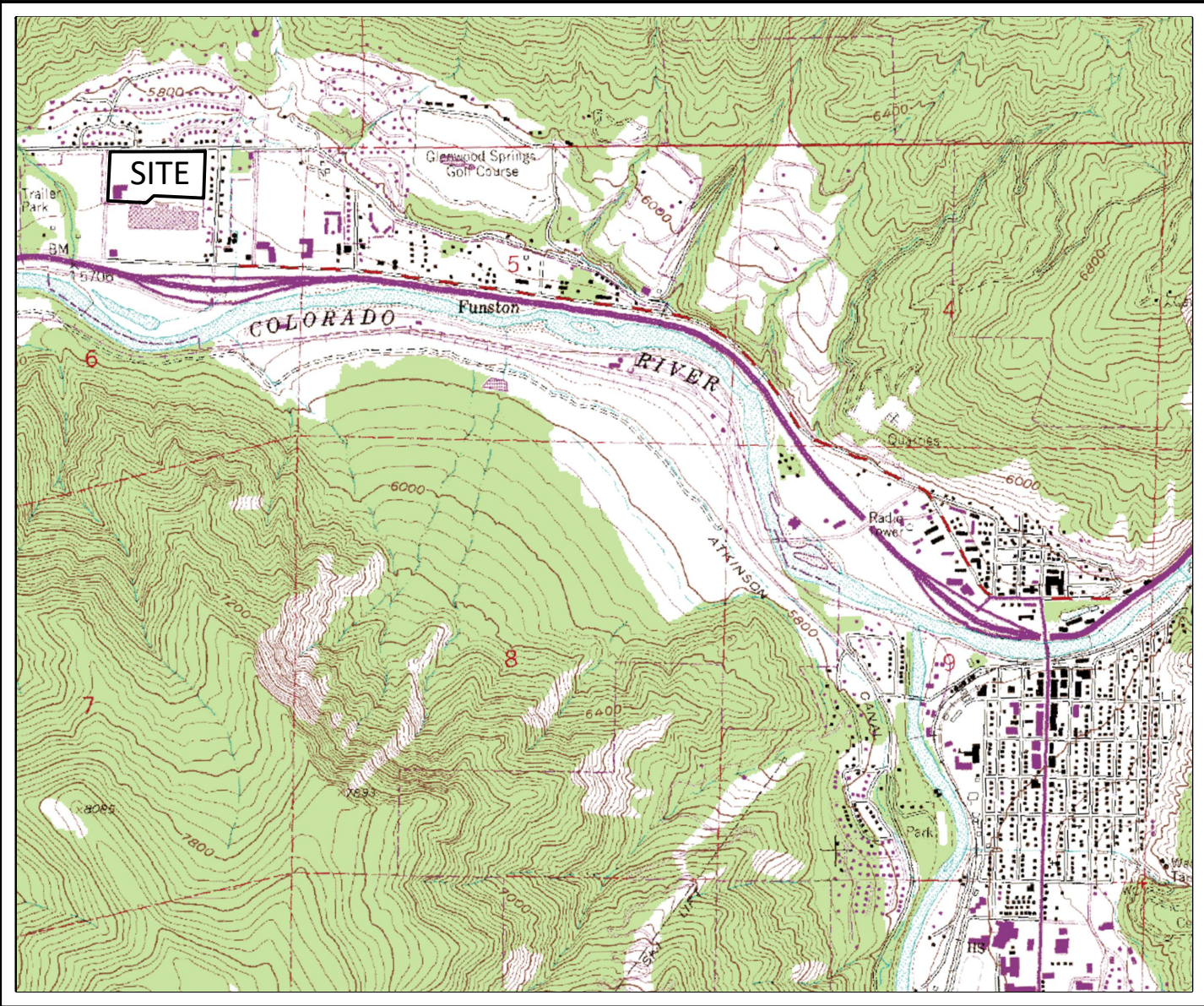
COUNTY OF GARFIELD
STATE OF COLORADO.

CONTIGUOUS BOUNDARY CALCULATION

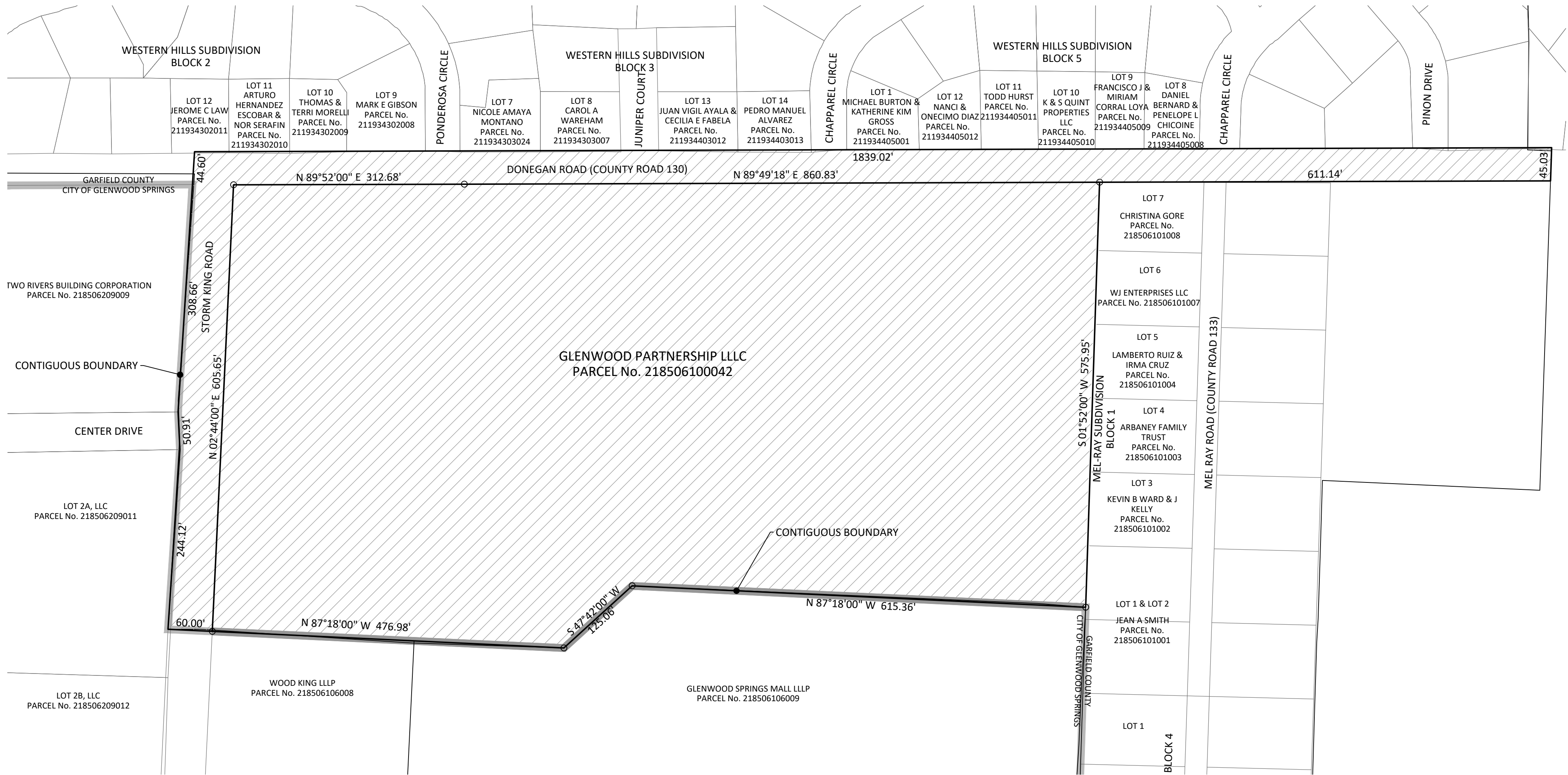
TOTAL BOUNDARY	4996.84'
1/6TH CONTIGUITY (4996.84 x 1/6)	832.81'
CONTIGUOUS BOUNDARY	1881.09'



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. 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→ 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

Caution! This message was sent from outside your organization.

[Allow sender](#) | [Block sender](#)

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

Caution! This message was sent from outside your organization.

[Allow sender](#) | [Block sender](#)

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 19th.

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 29th 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; 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
cc: trent.hyatt@cogs.us
steve.davis@cogs.us jonathan.godes@cogs.us tony.hershey@cogs.us
shelley.kaup@cogs.us paula.stepp@cogs.us charlie.willman@cogs.us 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

Caution! This message was sent from outside your organization.

[Allow sender](#) | [Block sender](#)

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

Caution! This message was sent from outside your organization.

[Allow sender](#) | [Block sender](#)

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

Caution! This message was sent from outside your organization.

[Allow sender](#) | [Block sender](#)

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/>

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

Caution! This message was sent from outside your organization.

[Allow sender](#) | [Block sender](#)

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

Caution! This message was sent from outside your organization.

[Allow sender](#) | [Block sender](#)

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

Caution! This message was sent from outside your organization.

[Allow sender](#) | [Block sender](#)

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.

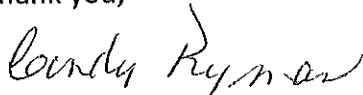
Because Glenwood is looking to increase its sewer and water rates a total of over 100% in the next 10 years, I feel that adding 1000+ residents is a slap in the face to the citizens who have been saddled with providing the services. We are looking at potential water issues from the fire

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

Caution! This message was sent from outside your organization.

[Allow sender](#) | [Block sender](#)

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

From: **james conway** <jimconway1967@gmail.com>
Date: Sat, Mar 27, 2021 at 2:01 PM
Subject: West Glenwood Pasture Development
To: <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

Caution! This message was sent from outside your organization.

[Allow sender](#) | [Block sender](#)

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]

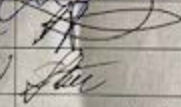
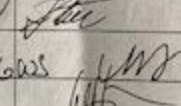
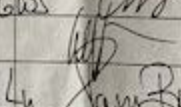
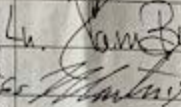
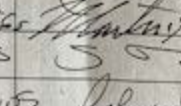
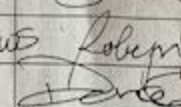
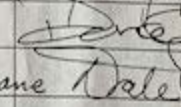
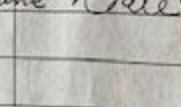
From: [Annie Stephens](#)
To: [Ryan M. Muse](#); [Trent Hyatt](#)
Subject: For City Council Packet 8/5 re "480 Donegan"
Date: Monday, August 2, 2021 3:37:54 PM

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 #20	
STEVEN KING	36 Hidenway Ln. Gwd	
Megan Dean	1136 CRd 129 GWS	
Whit Dea	1136 CRd 129	
Jamelal Burns	100 Wildwood Ln.	
Martin Kellum	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 Nantz 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

Caution! This message was sent from outside your organization.

[Allow sender](#) | [Block sender](#)

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

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

From: Russ Brown <russellbrown.co@gmail.com>
Date: Aug 1, 2021 4:25 PM
Subject: Donegan Development
To: Charlie Willman <charlie.willman@cogs.us>
Cc:

Caution! This message was sent from outside your organization.

[Allow sender](#) | [Block sender](#)

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
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

Caution! This message was sent from outside your organization.

[Allow sender](#) | [Block sender](#)

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

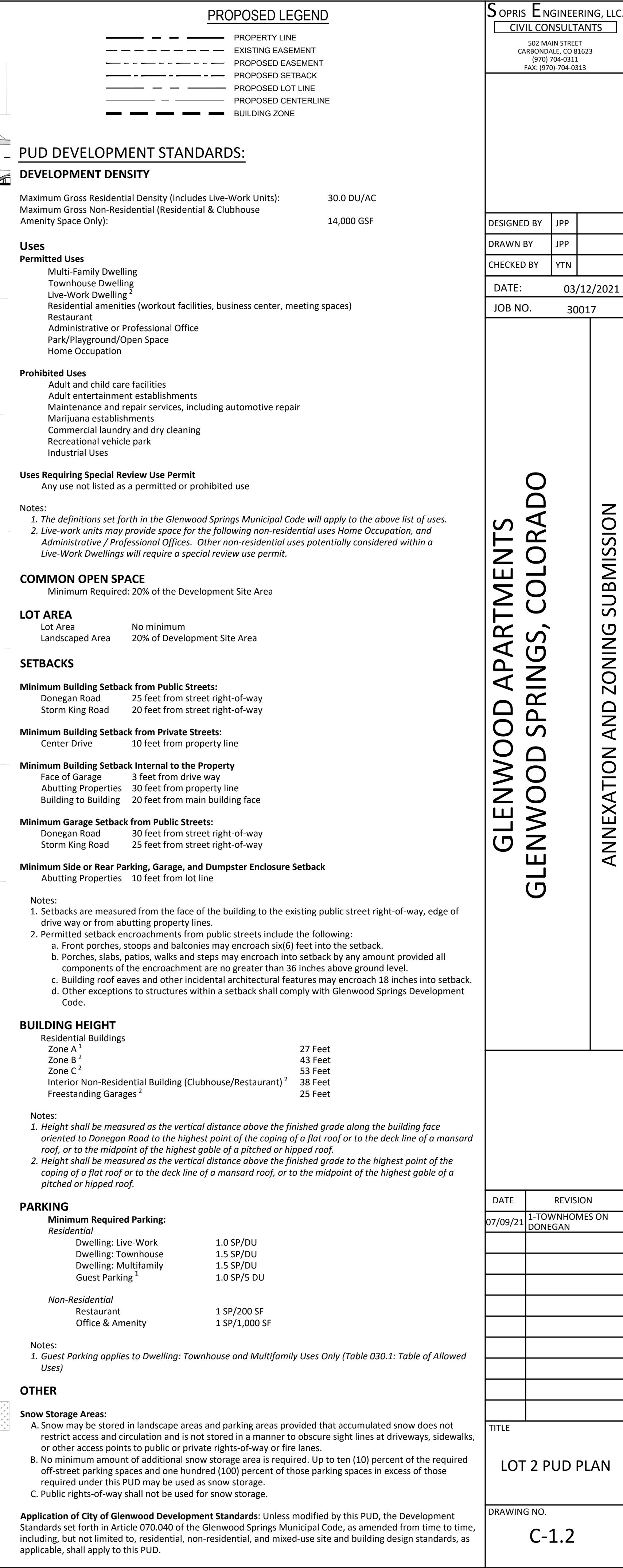
Action 2 - Initial Zoning/Rezoning – of 3.533 acres to Commercial (CO) District and 12.285 acres to Planned Unit Development (PUD) District.

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

Haley Carmer
hcarmer@garfieldhecht.com

July 12, 2021

VIA ELECTRONIC SUBMISSION

Trent Hyatt, Planning Director
City of Glenwood Springs
Community Development Department
101 West 8th Street
Glenwood Springs, Colorado 81601

RE: 214 Center Drive/480 Donegan
Supplemental Annexation and Zoning Submission

Dear Trent:

214 Center Drive, LLC (“Applicant”) previously submitted applications for the annexation and zoning (collectively, the “Application”) of the property currently known as 214 Center Drive, Glenwood Springs, Parcel Number 218506100042 (the “Property”). Applicant is proposing that, upon annexation, the developed portion of the Property be zoned Commercial (CO) and the vacant portion be zoned as a planned unit development (PUD). On July 9, 2021, Applicant submitted a revised PUD plan for the Property. This revised PUD plan eliminates the two apartment buildings adjacent to Donegan Road and replaces them with 20 townhome units across four townhome buildings. This brings the total townhome count to 40. The maximum height of the buildings adjacent to Donegan Road has also been reduced from 30 feet to 27 feet to be consistent with existing townhomes in the immediate vicinity.

Applicant anticipates that it will attempt to sell all 40 townhomes for individual ownership and not include them as part of the rental complex. Whether the townhomes will be rented in the future will be decided by future owners of each unit.

By replacing the apartment buildings with townhomes, the overall density of the project has been reduced by 28 units, for a total unit count of 332. Six parking spaces were removed at the northeast corner of the Property to add additional open space. That leaves 579 on-site parking spaces within the PUD portion of the Property. With the reduced density, only 566 spaces are required, meaning that the new development will more than satisfy all of its parking needs on-site. The revised PUD plan still shows new on-street parking on Donegan and Storm King, but those spaces are not needed to meet the development’s parking needs.

Please contact us if you need additional information or have questions regarding the revised PUD plan. We look forward to discussing this new plan and the Application generally with City Council at the July 29, 2021, public hearing.

Sincerely,
GARFIELD & HECHT, P.C.

A handwritten signature in black ink, appearing to read "Haley Carmer". The signature is fluid and cursive, with the first name "Haley" being more prominent than the last name "Carmer".

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.”

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 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 8th Street
 Glenwood Springs, CO 81601

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

Notice to GP: Glenwood Partnership, LLLP

Notice to CDSG: Commercial Development Services Group, LLC

29. **Authority.** Each person signing this Agreement represents and warrants that he/she is fully authorized to enter into and execute this Agreement and to bind the Party it represents to the terms and conditions hereof.

WHEREFORE, the Parties hereto have executed duplicate originals of this Agreement on the day and year first written above.

CITY OF GLENWOOD SPRINGS

Jonathan Godes, Mayor

ATTEST:

Ryan Muse, City Clerk

DRAFT

GLENWOOD PARTNERSHIP, LLLP:

TITLE: _____

STATE OF COLORADO)
) ss.
COUNTY OF GARFIELD)

Subscribed, sworn to and acknowledged before me this _____ day of _____,
20____, by _____, as _____ of Glenwood Partnership, LLLP

Witness my hand and official seal.

My commission expires: _____

Notary Public

**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 8th Street
Glenwood Springs, CO 81601

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

Notice to GP: Glenwood Partnership, LLLP

Notice to CDSG: Commercial Development Services Group, LLC

29. **Authority.** Each person signing this Agreement represents and warrants that he/she is fully authorized to enter into and execute this Agreement and to bind the Party it represents to the terms and conditions hereof.

WHEREFORE, the Parties hereto have executed duplicate originals of this Agreement on the day and year first written above.

CITY OF GLENWOOD SPRINGS

Jonathan Godes, Mayor

ATTEST:

Ryan Muse, City Clerk

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 8th Street
Glenwood Springs, CO 81601

Dear Ms. Ooton,

Thank you for submitting an Annexation Impact Report (dated July 2, 2021) for the 214 Center LLC annexation of a 15.8 acres parcel into the City. The proposed annexation is located in west Glenwood Springs north of the Glenwood Mall, south of Donegan Road, and east of Storm King Road.

The County's Future Land Use map designates the property Urban Growth Area, and the County Zoning is Commercial Limited. The Glenwood Springs 2011 Comprehensive Plan designates the property as a Secondary Commercial.

According to the Annexation Impact Report, the applicant 214 Center Drive LLC, is proposing a Planned Unit Development (PUD) that will include the construction of 360 residential units (a mix of apartments, townhomes, and live work units), along with 12,000 SF of restaurant and clubhouse.

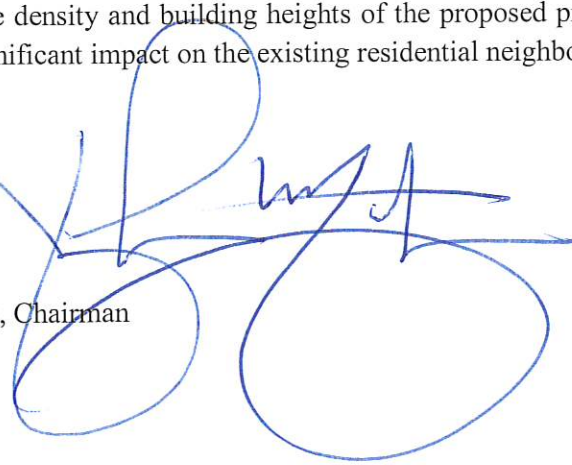
The Garfield County Board of County Commissioners held a public meeting on July 19, 2021, to discuss the annexation. Based on that discussion the Commissioners have the following comments/concerns to be shared with the Glenwood Springs City Council:

1. The proposed project will have considerable impacts on Mel Ray Road, Donegan Road and Storm King Roads. Portions of these roads are currently within the County. If the City annexes the subject property, the County portions of Mel Ray, Donegan and Storm King are to be annexed into the City.
2. The proposed project will increase traffic volumes at the intersections of SH 6 and Donegan Road, SH 6, and Mel Ray Road along with SH 6 and Storm King Road. Improvements to these CDOT intersections should be in place prior to introducing significant project-based traffic into the system.
3. Because the project will exacerbate congestion issues that arise during required evacuations/interstate closure, consideration should be given to the development and implementation of improved evacuation plans.

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". The signature is written in dark ink and is positioned below the word "Yours".

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

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.

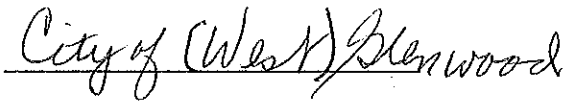
In closing, the neighborhood opposition to these proposals is about a recognition that we have much to do before responsible development on *any* scale makes sense here, from a basic safety perspective. If there is one thing our world has learned during COVID it is that no matter how economically stable 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.





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.

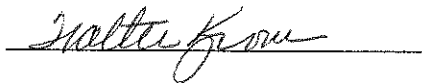
Since 2011, when the current Comprehensive Plan was adopted, there have been monumental shifts in perception of the hazards it left out. It's hopelessly inadequate to meet today's needs, let alone tomorrows. We are fortunate having local resources for cutting edge technologies. We must enlist them. Development 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.



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

Hello Christina

Please forward your comment to Trent Hyatt copied here. In our quasi judicial role, city council can not consider any comments other than those in our packet or presenting during the public hearing.

Thank you
Paula Stepp

From: Christina Gore <toothdoc121@yahoo.com>
Sent: Thursday, July 29, 2021 8:56 AM
To: Paula Stepp <paula.stepp@cogs.us>
Subject: West Glenwood R2 development

Caution! This message was sent from outside your organization.

[Allow sender](#) | [Block sender](#)

Dear Ms. Stepp,

I am writing to ask you to vote against this development as it is now planned. Our neighborhood can't support the density of proposed housing.

I am not against development of this piece of property, but in my opinion it is better suited to about 50 single family homes, not the over 300 units that are currently proposed.

Thank you for your time and attention to my concern.

Christina Gore

From: [Ryan M. Muse](#)
To: [Trent Hyatt](#)
Subject: FW: West Glenwood Pasture Development
Date: Thursday, July 29, 2021 10:49:38 AM

Ryan Muse
City Clerk
970-384-6406
City of Glenwood Springs

From: Trary LaMee <trarylamee@yahoo.com>
Sent: Friday, July 23, 2021 4:57 PM
To: Ryan M. Muse <ryan.muse@cogs.us>; Debra Figueroa <debra.figueroa@cogs.us>
Cc: Steve Davis <steve.davis@cogs.us>; Jonathan Godes <jonathan.godes@cogs.us>; Tony Hershey <tony.hershey@cogs.us>; Paula Stepp <paula.stepp@cogs.us>; Charlie Willman <charlie.willman@cogs.us>; Ingrid Wussow <ingrid.wussow@cogs.us>; Shelley Kaup <shelley.kaup@cogs.us>
Subject: West Glenwood Pasture Development

Caution! This message was sent from outside your organization.

[Allow sender](#) | [Block sender](#)

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

Caution! This message was sent from outside your organization.

[Allow sender](#) | [Block sender](#)

Hi Jonathan.

I am requesting my concerns in this email be added to the packet for the City Council meeting on July 29th.

In regard to the recent survey of this last week you were quoted in the Glenwood Post Independent as saying:

"I know we on the City Council have a very good understanding of the housing crisis, but it was surprising and interesting to see the rest of the community by and large saw that this was one of the biggest issues in the community."

The same article said that the poll sampled 309 registered voters of the city of Glenwood Springs and one of their top concerns was workforce housing for local workers.

Certainly workforce housing is important, and 309 registered voters should certainly be heard, but I hardly think that they are the "rest of the community by and large".

I have read that there are at least 1,000 plus signatures on a petition to stop this poorly planned development. This "free survey" should tell you of the concern over this development and that it is currently "one of the biggest issues in the community."

In closing, I would urge you to consider the Planning & Zoning Commissions advice to decline this development. They are, after all, your advisory board and well versed in what is best for our community and future growth.

Thank you.

Erin Wiencek
123 Creekside Court

From: [Ryan M. Muse](#)
To: [Trent Hyatt](#)
Subject: FW: Annexation, Rezoning and Development of 214 Center Drive owned by Glenwood Partnership/ Floyd Diemoz and Development of 480 Donegan Road by R2 Partnership
Date: Thursday, July 29, 2021 10:49:21 AM

Ryan Muse
City Clerk
970-384-6406
City of Glenwood Springs

-----Original Message-----

From: Corina Jones <corina_90@icloud.com>
Sent: Sunday, July 25, 2021 8:37 PM
To: Ryan M. Muse <ryan.muse@cogs.us>; Debra Figueroa <debra.figueroa@cogs.us>; Charlie Willman <charlie.willman@cogs.us>; Ingrid Wussow <ingrid.wussow@cogs.us>; Shelley Kaup <shelley.kaup@cogs.us>
Cc: Steve Davis <steve.davis@cogs.us>; Jonathan Godes <jonathan.godes@cogs.us>; Tony Hershey <tony.hershey@cogs.us>; Paula Stepp <paula.stepp@cogs.us>
Subject: Annexation, Rezoning and Development of 214 Center Drive owned by Glenwood Partnership/ Floyd Diemoz and Development of 480 Donegan Road by R2 Partnership

PLEASE INCLUDE THIS IN THE CITY COUNCIL PACKET FOR THE 29 JULY 2021 MEETING I am writing to express my opposition to the annexation, rezoning and development of the 15.818-acre property at 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz, and specifically the 12.285-acre PUD proposal (also known as 480 Donegan) currently under contract with R2 Partnership LLC. I recognize that the Roaring Fork Valley does need more affordable housing, but to allow such a large number of units on this property, at this time, before the Comprehensive Plan is complete and evacuation plans are in place, is unconscionable.

Safety:

According to figure 2 of the Wildland Urban Interface Community Wildfire Protection Plan of April 2007, the area of West Glenwood has a hazard rating of "very high." Fire Chief Tillotson claims that the West Glenwood Fire Department is undersized and obsolete, believing our concerns to be valid. The lack of emergency services in West Glenwood needs to be addressed before adding a significant increase to the population. The new reality is extreme fire danger.

West Glenwood residents got a taste of just how helpless we are last summer after the 111 Fire. Plans are necessary in the event of a natural disaster to counteract how people actually behave in the event of an emergency with no guidance. We, as a community, must start planning now. Our community, neighborhood by neighborhood, household by household, must begin now to organize adequate emergency responses. The physical layout of West Glenwood makes dependence on official services hopelessly inadequate.

Impact on Traffic:

COVID has drastically reduced traffic, therefore the traffic study done during these months, no matter the algorithm used to calculate the increase, cannot properly reflect the reality of this area. The addition of 1000+ vehicles to our streets will create a traffic nightmare of overwhelming proportions. Congestion near schools and safety concerns for our young children are inevitable.

Comprehensive Plan:

How is it possible "that the benefits of development are distributed evenly across society" when this building is the equivalent to 7 large complexes here in town? Glenwood Greens, Machebeuf, Holiday House, Manor I, Manor II, 23rd Street, and Six Canyons is 381 units in total. This is a proposal of 279 multi-family apartments, 40 townhomes for sale and 13 live-work units in one location! If sustainability is the key foundation to the plan, it's clear that the social and

environmental aspects of sustainability cannot be met through the proposal now under consideration.

Since 2011, when the current Comprehensive Plan was adopted, there have been monumental shifts in perception of the hazards it left out. It's hopelessly inadequate to meet today's needs, let alone tomorrows. We are fortunate

having local resources for cutting edge technologies. We must enlist them. Development and design should demand working with the existing land features, infrastructure, demographic shifts and foreseeable challenges like climate effects on regional weather patterns and drought. Designing for energy efficiency, water conservation, defensibility against fire and flood, ease of maintenance on critical systems – while being minimally dependent on outside services, is possible in this day and age. It's past time that we integrate land use regulations that prioritizes safety and optimally dense communities.

In closing, the neighborhood opposition to these proposals is about a recognition that we have much to do before responsible development on any scale makes sense here, from a basic safety perspective. If there is one thing our world has learned during COVID it is that no matter how economically stable we are, how fiscally responsible we are, unprecedented changes create new demands on both basic infrastructure and community organization to protect ourselves from their most dire impacts. How much we plan for the future, we are nothing if we don't protect our people.

It is my opinion that a moratorium needs to be placed on all non-single-family developments in Glenwood Springs until (a) a current Wildfire Evacuation Plan is not only in place but can be implemented to allow for the safe evacuation of all Glenwood Springs residents, (b) a thorough assessment of how the annexation will impact water supply now and into the future, and (c) the Comprehensive Plan has been updated.

Floyd Diemoz has served Glenwood Springs well over the decades, including contributions to public safety, efficiency and community well-being. Designing for the present and future needs of this West Glenwood neighborhood is a challenge worthy of his experience and talents. But this proposed development is not it, and this is not the time to stand on property rights over public safety. Both can be served, but only if both are embraced.

I urge you to protect the current population and help keep residents safe by rejecting the application to annex and rezone this property.

Kind regards,
Corina Jones
135 Soccerfield Rd,
GWS, CO

> 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,

>

> Carl Uyehara

> Sent from my iPad

>

Cc: Steve Davis <steve.davis@cogs.us>; Paula Stepp <paula.stepp@cogs.us>; Shelley Kaup <shelley.kaup@cogs.us>; Jonathan Godes <jonathan.godes@cogs.us>; Charlie Willman <charlie.willman@cogs.us>; Ingrid Wussow <ingrid.wussow@cogs.us>

Subject: 480 Donegan annexation proposal, July 29, 2021 City Council Meeting : INCLUDE IN PACKET

Subject: Annexation, 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.

Comprehensive Plan:

How is it possible "that the benefits of development are distributed evenly across society" when this building is the equivalent to 7 large complexes here in town? Glenwood Greens, Machebeuf, Holiday House, Manor I, Manor II, 23rd Street, and Six Canyons is 381 units in total. This is a proposal of 279 multi-family apartments, 40 townhomes for sale and 13 live-work units in one location! If sustainability is the key foundation to the plan, it's clear that the social and

environmental aspects of sustainability cannot be met through the proposal now under consideration.

Since 2011, when the current Comprehensive Plan was adopted, there have been monumental shifts in perception of the hazards it left out. It's hopelessly inadequate to meet today's needs, let alone tomorrows. We are fortunate having local resources for cutting edge technologies. We must enlist

them. Development and design should demand working with the existing land features, infrastructure, demographic shifts and foreseeable challenges like climate effects on regional weather patterns and drought. Designing for energy efficiency, water conservation, defensibility against fire and flood, ease of maintenance on critical systems – while being minimally dependent on outside services, is possible in this day and age. It's past time that we integrate land use regulations that prioritizes safety and optimally dense communities.

In closing, the neighborhood opposition to these proposals is about a recognition that we have much to do before responsible development on any scale makes sense here, from a basic safety perspective. If there is one thing our world has learned during COVID it is that no matter how economically stable we are, how fiscally responsible we are, unprecedented changes create new demands on both basic infrastructure and community organization to protect ourselves from their most dire impacts. How much we plan for the future, we are nothing if we don't protect our people. It is my opinion that a moratorium needs to be placed on all non-single-family developments in Glenwood Springs until (a) a current Wildfire Evacuation Plan is not only in place but can be implemented to allow for the safe evacuation of all Glenwood Springs residents, (b) a thorough assessment of how the annexation will impact water supply now and into the future, and (c) the Comprehensive Plan has been updated.

Floyd Diemoz has served Glenwood Springs well over the decades, including contributions to public safety, efficiency and community well-being. Designing for the present and future needs of this West Glenwood neighborhood is a challenge worthy of his experience and talents. But this proposed development is not it, and this is not the time to stand on property rights over public safety. Both can be served, but only if both are embraced.

I urge you to protect the current population and help keep residents safe by rejecting the application to annex and rezone this property.

Sincerely,

Annie Uyehara

Sent from my iPad

Sent from my iPad

<charlie.willman@cogs.us>; Ingrid Wussow <ingrid.wussow@cogs.us>; Shelley Kaup
<shelley.kaup@cogs.us>

Subject: Childcare and the 480 Donegan Project

Caution! This message was sent from outside your organization.

[Allow sender](#) | [Block sender](#)

Dear City Council Members,

My name is Penny McDill and I am a retired elementary principal from the Roaring Fork School District. I have always been concerned about the lack of child care in the Roaring Fork Valley and particularly in Glenwood Springs. I see the development of the 480 Donegan Project as a unique opportunity to include a quality Childcare facility in the plans. A Childcare facility would be a great amilety for Glenwood and the area.

A quality childcare facility would include roughly 12,000 square feet of indoor space as well as some outdoor space. There are excellent examples on the front range which include apartments above the facility to help address housing shortages at the same time.

Presently I and others from the community are forming a task force to work with the developer on this initiative provided that the City Council approves the annexation.

I strongly encourage you to approve the annexation of this property.

Sincerely,

Penny McDill
Glenwood Springs, Colorado

Glenwood Springs, 81601

From: [Ryan M. Muse](#)
To: [Trent Hyatt](#)
Subject: FW: AGAINST development on Donnegan Road
Date: Thursday, July 29, 2021 10:48:28 AM
Importance: High

Ryan Muse
City Clerk
970-384-6406
City of Glenwood Springs

From: Katie - SCS <Katie@saltcreeksearch.com>
Sent: Monday, July 26, 2021 3:53 PM
To: Ryan M. Muse <ryan.muse@cogs.us>; Debra Figueroa <debra.figueroa@cogs.us>; Steve Davis <steve.davis@cogs.us>; Jonathan Godes <jonathan.godes@cogs.us>; Tony Hershey <tony.hershey@cogs.us>; Paula Stepp <paula.stepp@cogs.us>; Charlie Willman <charlie.willman@cogs.us>; Ingrid Wussow <ingrid.wussow@cogs.us>; Shelley Kaup <shelley.kaup@cogs.us>
Subject: AGAINST development on Donnegan Road
Importance: High

Caution! This message was sent from outside your organization.

[Allow sender](#) | [Block sender](#)

Dear City Council:

Thank you for taking time to read this email. In short, I am **AGAINST** the proposed development by R2 Partnership and here is why:

1. **SAFETY** – an increase in residences will cause a need for an increase in police officers and firemen. Who is going to pay for this? How will this be addressed?
2. **CAPACITY** – West Glenwood does not have the water and sewer capacity to serve these apartments and their families. Our system is already at capacity thanks to homes housing many more people than what they were originally built for stretching sewer and water capacity.
3. **I 70** – I 70 is closing almost daily. Those of us in West Glenwood will be trapped and not able to get out. Add the increase in cars from the proposed project and we will never get through the ill-planned round

about to get anywhere! And in the case of another fire? Burn scar run-off will continue for a few more years meaning I 70 closures.

4. **TRANSIENT POPULATION*** – by building these apartments, you are only inviting a transient population and that is not how this town was built. You are inviting an increase in the use of our social services coupled with our education, medical and judicial system all with no “return on investment” for the town.
5. **R2 LABOR** – I understand labor will come from Denver or Grand Junction so wages earned will not even stay in the Valley. Where will laborers stay while on the job?
6. **BUILDING MATERIALS**– there is a shortage of building materials and appliances across the country. We do not need R2 to start this project and then walk away leaving a hole in the ground because the project cannot be completed due to shortages in labor or materials.
7. **POOR PLANNING** – you are a “day late and a dollar short” in your planning for “needed” housing; however, do not shove it down the throats of those of that have been in West Glenwood for decades. Lack of planning on your part does not constitute an emergency on our part! Glenwood is not cheap, but why do West Glenwood residents have to be the ones to pay for “affordable” housing?

We moved to Glenwood in 1968 and my mother still lives in the home she and my dad built in 1970. We live above the West Glenwood Golf Club so you are looking to impact our future and safety. This project has been ill-conceived with no thought given to safety, impact on existing West Glenwood residents and the overall quality of life of current Glenwood residents. **DECLINE** this project as nothing good will come of it and due to the reasons cited above.

Thank you!

Katie Fischer Mosquera
GSHS Graduate 1979

- Glenwood Springs was built by generational families like Bosco, Bolitho/Bell, Diemoz (Adolph & Floyd), Beattie, Hubbard, Nieslanik,

Gerbaz ... other non-generational families such as – Reeves, Delaney, Zimmerman, Petre, Zeder, Fischer, Fergian, Griffenberg etc. These families were not transient – THEY STAYED and BUILT A COMMUNITY! (Do any of you know who started Mid-Continent Coal and Coke? Or Bighorn Toyota? Or LP Gas?)

- A transient population, by definition, sees no need, and has no interest, in being part of the community and making contributions towards a town's future.
- We are out of people who built this town and there is no one coming behind!

To: ryan.muse@cogs.us; debra.figueroa@cogs.us

Cc: steve.davis@cogs.us; jonathan.godes@cogs.us; tony.hershey@cogs.us; paula.stepp@cogs.us; s.us; charlie.willman@cogs.us; ingrid.wussow@cogs.us; shelley.kaup@cogs.us

Subject: Annexation, Rezoning and Development of 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz and Development of 480 Donegan Road by R2 Partnership

PLEASE INCLUDE THIS 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

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

Caution! This message was sent from outside your organization.

[Allow sender](#) | [Block sender](#)

**PLEASE INCLUDE THIS LETTER IN THE CITY COUNCIL PACKET
FOR THE JULY 29 MEETING**

I am writing to add my voice to those of the many fellow residents of West Glenwood Springs who have expressed their deep concerns about, and opposition to, the annexation and rezoning of the pasture property at 214 Center Drive by R2 Partnership. As a long-time home-owner in West Glenwood Springs who plans to live my remaining years here, I implore you to seriously consider the following critical issues:

1. Evacuation routes. The recurring and seemingly inevitable wildland fires that continue to threaten our area require that we have effective evacuation routes to protect us. Recent history has shown that such routes do not exist. *What is the plan* to take into account the approximately 500-600 additional vehicles that this 300-unit complex will add to currently inadequate evacuation routes?

2. Traffic. Recurring closures of I-70 because of mud slides, traffic

accidents, other emergencies continue to cause massive, lengthy back-ups of traffic in West Glenwood. These closures and gridlocks prevent medical and police services from reaching homes in this area of 3,500 residents, which is more than one third of the population of the entire city of Glenwood Springs. *What is the plan* to address the issue of access into and out of West Glenwood during such closures, when approximately 600-900 (25 percent) more residents are added?

I respectfully urge you to deny the development of this or any other proposal that would bring significant numbers of additional vehicles to West Glenwood until these and doubtless other negative impacts are addressed and the solutions implemented. Before increasing our population by approximately 25 percent, we need improved evacuation routes, an updated and better equipped fire department, and upgraded local roads capable of safely and efficiently handling additional traffic.

Thank you for taking these issues into consideration.

Elizabeth J. Phillips
120 Rockledge Dr.
Glenwood Springs
Colorado 81601

Elizabeth J. Phillips
120 Rockledge Drive
Glenwood Springs
Colorado 81601

From: [Ryan M. Muse](#)
To: [Trent Hyatt](#)
Subject: FW: Proposed annexation and zoning
Date: Thursday, July 29, 2021 10:46:44 AM

Ryan Muse
City Clerk
970-384-6406
City of Glenwood Springs

From: Thelma Zabel <tjzabel@gmail.com>
Sent: Wednesday, July 28, 2021 6:05 PM
To: Debra Figueroa <debra.figueroa@cogs.us>; Ryan M. Muse <ryan.muse@cogs.us>
Subject: Proposed annexation and zoning

Caution! This message was sent from outside your organization.

[Allow sender](#) | [Block sender](#)

PLEASE INCLUDE THIS LETTER IN THE CITY COUNCIL PACKET FOR 29 JULY 2021

Re: Annexation of a 15.818-acre parcel into the municipal limits of the City of Glenwood Springs and Initial Zoning/Rezoning of 3.533 acres to Commercial (CO) District and 12.285 acres to Planned Unit Development (PUD) District.

There are a number of reasons to oppose the annexation, rezoning and development of the 15.818-acre property at 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz, and the 12.285-acre PUD proposal that's currently under contract with R2 Partnership LLC. I know that you have both received letters addressing the safety, the impact on traffic especially here in West Glenwood, and how this proposal fits into (or does not) the city's comprehensive plan.

So I'll not repeat all of the information that you've already received. Instead I wish to speak from a very personal perspective that addresses the issue of safety. Living here in West Glenwood in 2002 when the rapidly growing and rapidly approaching Coal Seam Fire resulted in hurried evacuations, my biggest fear about this proposed development centers around the ever-growing incidence of wildfires. It is hard to imagine the fear and the panic we West Glenwood residents were feeling as well as what we were seeing as we evacuated, the fire reaching so close to us as our cars inched along the roads to safety.

There was also the dilemma: which way do we go to get out of the fire's path- south to get on I-70 east or south through downtown Glenwood Springs? Certainly not west on I-70! Our family and the many other residents who lived through this wildfire will not forget looking back at our homes wondering if we'd return to them still standing and then, looking forward hoping that all of us on the roads trying to evacuate would come to no harm.

So now imagine this same scene with the recent increasing threat of wildfires and add perhaps hundreds and hundreds more vehicles into the mix. How can we possibly approve this proposal?

Thank you for your consideration.

Thelma Zabel

89 Rock Ledge Drive

Glenwood Springs

In Difficult times carry something beautiful in your heart.

FYI

Sent from my iPhone

Begin forwarded message:

From: lindyenwold@aol.com

Date: July 27, 2021 at 12:10:18 PM MDT

To: BOCC <BOCC@garfield-county.com>, Sheryl Bower
<sbower@garfield-county.com>

Subject: [External] include in city council packet on annexation
of 214 Donegan

Reply-To: lindyenwold@aol.com

To whom it concerns: I am in Texas and unable to get to meetings in person. I recently experienced visiting Aspen by car from Glenwood. The traffic was horrendous going into, out of, and with trying to find parking close to stores and restaurants. We gambled that they were not checking the 2 hour very inadequate limit! The town of Glenwood and West Glenwood already have traffic issues. The Donegan project will compound that. I have previously written about concerns about that, especially concerning emergency evacuations. Years ago, I was caught in one of the fire traffic jams and had to drive over the highway grass areas and shoulders to escape West Glenwood, with children. Orange smoke was showing in my back window...only to get into another traffic jam on 1-70 East into town. Going West on 1-70 was closed. The frontage road into town was also jammed. What will happen with that many more residents that are proposed too occupy the units? We bought the Mountain Shadows property because it was a family friendly area, with mountain views, horses in pastures, country roads, other home and quiet streets. We didn't buy in town, didn't want the 'city traffic' atmosphere. My children and now their grandchildren enjoy riding bikes and such from our home around the neighborhood, down to Gregory Park. That will not be possible with the development, as drivers on Donegan and lower Mel Rey have increased useage with additional houses already here, coming from Storm King area...this is very predictable! We still have children's chalk drawings on Mt. Shadows Drive, families walk to local restaurants, they walk to enjoy the peace and quiet, in the safety of our area! We recently experienced power outages after a mild storm. Is the city planning on taking care of the electrical impact, sewer, improved roads, traffic load, improved evacuation plans that the proposed 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

Caution! This message was sent from outside your organization.

[Allow sender](#) | [Block sender](#)

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 tomorrow's. 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

Caution! This message was sent from outside your organization.

[Allow sender](#) | [Block sender](#)

Sent from my iPad

Begin forwarded message:

From: Paula Stepp <paula.stepp@cogs.us>
Date: July 28, 2021 at 10:21:44 AM CDT
To: Carrie Bowen <carrie.bowen@gmail.com>
Subject: RE: Annexation of 214 Center Drive

Please forward your comments to Trent Hyatt to be included in our city packet regarding discussion of the annexation: trent.hyatt@cogs.us

Members of city council can only consider comments included in the packets or expressed at the public meetings.

Thank you,
Paula Stepp

-----Original Message-----

From: Carrie Bowen <carrie.bowen@gmail.com>
Sent: Saturday, July 24, 2021 10:16 PM
To: Jonathan Godes <jonathan.godes@cogs.us>; Tony Hershey <tony.hershey@cogs.us>; Paula Stepp <paula.stepp@cogs.us>; Charlie Willman <charlie.willman@cogs.us>; Ingrid Wussow <ingrid.wussow@cogs.us>; Debra Figueroa <debra.figueroa@cogs.us>; Steve Davis <steve.davis@cogs.us>
Subject: Annexation of 214 Center Drive

To Glenwood Springs City council,

I am writing this letter about the proposed annexation of 214 Center Drive. I am not against developing this site. I am against this specific development and its impact on the small community of Glenwood Springs, for the reasons below.

I know that most letters will include this and it is the biggest safety

issue, fire safety and evacuation is the main concern for most of the population of West Glenwood Springs, as it should be with the severe drought of the last couple of years and the limited amount of ways to evacuate and adding more people and cars to this will only make that problem worse. Their needs to be a comprehensive fire study done. It needs to be completed and implemented before anything gets built on this site.

Their needs to be a new West Glenwood Springs fire station built before anything gets built on this site. As Fire Chief Tillotson stated in the Planning and Zoning meeting the West Glenwood Springs fire station is currently far too small for the area that it supports and is obsolete. That is a scary thing to hear not only from a fire standpoint but for all medical emergencies as well.

The impact on local traffic and roads will be massive and the small city streets that we use to access West Glenwood Springs will not be able to handle the increased traffic. The infrastructure will have to be majorly improved to be able to support something like this. I still do not believe that any of the traffic studies R2 has done to this point is anywhere near accurate.

Also, at this point in time I do not believe the City of Glenwood Springs can provide enough water for this development. We had an emergency notification go out at 5:30 in the morning for residents of Glenwood Springs to cut water use inside and out because levels had fallen dangerously low. This is on top of all the restrictions we have been under this spring and summer. You expect the citizens of West Glenwood Springs to believe the added residents wouldn't effect our water supply that already is strained and having issues?

Another issue is, the current residents of West Glenwood Springs only have Gregory Park which is one of the smallest city parks in town and we are going to add all these new units without providing current and new residents with any more open space or parklands. This little park won't be able to handle the increased demand from something of this size. As per the developer in the Planning and Zoning meeting any open space areas would be available ONLY to the residence of the complex. This does not meet the necessary regulations for open spaces.

As for the specifics of the actual development proposal. It's WAY too big! It's that simple, the buildings are way too tall; from the apartment complexes to the townhomes. Their are way to many units. They don't have enough parking inside the development so the streets around it will become a parking lot along with the mall for all the vehicles from this proposed development. It does not fit Glenwood Springs small town feel. It feels more like Denver or any other major city on the front range, not our small mountain town. The developer in the P&Z meeting regularly referred to the development as an "urban" development. We are not an urban community, we are a rural community surrounded by other rural communities. We want to keep this feel for our area. Our families and children live here and we want it to remain a sweet community. There were many from this area that are not wanting this size of a complex going in in our back yard. We love our people, neighbors and community.

I believe that if the City of Glenwood Springs keeps approving developments like the one proposed for 214 Center Drive and all the other ones around town, this city will be nothing but apartment complexes and hotels, and the people that work and own houses in Glenwood Springs would rather move then stay in a city like that. So I hope that you members of the city council take the advise of the people that live here, and the planning and zoning commissioners and vote this down in its current format. Their has to be something better that will benefit the city, the residents of Glenwood Springs, and the people who visit here. Not just some developer from back east.

Thank you for reading my concerns and opinions about the proposed annexation and development of 214 Center Drive.

Carrie Bowen
35 Gamba Dr, Glenwood Springs

Sent from my iPad

I would like to set the record straight. We the residents of West Glenwood are NOT against the Diemoz family selling their property, like many of you have been told. What we are concerned about is the magnitude of the development that R2 Partnership/Mr. Rosenberg is proposing. R2 is planning a 360 unit complex that Mr. Rosenberg claims that he can keep at 600 residents. Just last summer Mr. Rosenberg stated he could not control the number of residents. We all know what it is like here. Multiple families living in single family homes. Two of the buildings in this proposed development would be 53 feet, that is five stories. That is the same height as Six Canyons. Four stories is code. The GWS fire chief has even said that our fire department can not fight a fire in a building of the height. Our very own Mayor was on CNN telling about our drought and fire danger in our region. Mayor Godes even commented that no more people should move here. Another concern is the amount of traffic this development will produce. They are guesstimating 2200 additional trips on Donegan a day. Which would in turn mean down Mel Rey into the 114 round about. You county residents that commute up valley everyday should be furious with the additional cars in the West Glenwood round about. The state of Colorado must do a traffic study before anymore residential units are allowed to be built. Mr. Rosenberg has also decided that he would rather pay a fine in lieu of providing green space and dedicated land for schools which is required. A housing study was done that Mr. Rosenberg keeps referring to. Yes, it says that we are short 2000 rental units. BUT what Mr. Rosenberg is leaving out is that the "study area" included Aspen to Glenwood, Edwards to Parachute. So this entire region is supposedly low on rental units, not just Glenwood! If you have ever had to flee your home from a wildfire like many of the residents of West Glenwood you should understand the fear and stress we are experiencing. I believe that R2/Barry Rosenberg is trying to push this development through on the good name and the coat tails of the Diemoz family. Something to think about, look at the legacy that Doc Jackson has left for our valley. What kind of legacy is the Diemoz family leaving?

Lisa Orosz
West Glenwood Springs
970-945-0452
folo@sopris.net

From: [Jane Szucs](#)
To: [Trent Hyatt](#)
Subject: West Glenwood Annexation
Date: Wednesday, July 28, 2021 5:47:56 PM

Caution! This message was sent from outside your organization.

[Allow sender](#) | [Block sender](#)

Dear Trent,

Please include my comments below on the West Glenwood Annexation for inclusion in the city packet.

Thank you,
Jane

Sent from my iPad

Begin forwarded message:

From: Paula Stepp <paula.stepp@cogs.us>
Date: July 28, 2021 at 9:35:30 AM MDT
To: Jane Szucs <janeszucs1@gmail.com>
Subject: RE: West Glenwood Annexation

Hello Jane,
Please forward your comments to Trent Hyatt to be included in our city packet regarding discussion of the annexation: trent.hyatt@cogs.us

Members of city council can only consider comments included in the packets or expressed at the public meetings.

Thank you,
Paula Stepp

From: Jane Szucs <janeszucs1@gmail.com>
Sent: Tuesday, July 6, 2021 10:32 AM
To: Paula Stepp <paula.stepp@cogs.us>
Subject: West Glenwood Annexation

>> Dear Paula,

>> I write to express my opposition to the West Glenwood Development and Annexation. I have just come from hiking the No Name Jess Weaver trail. While there is still beauty on this trail, the creek has changed significantly in its flow as well as in the quality of the water. I could palpably smell the chemicals from the slurry dropped last August as a result of the Grizzly Creek fire in the areas where the fresh slides have occurred on this trail. I noticed that the intake for Glenwood Springs Water has been shut off, thankfully, given the quality of the water that is currently running from the creek. I encourage you, if you have not already done so, to take a walk up this trail and consider the future of Glenwood Springs.

>> Water is life and I am concerned at the consequences of the fire last summer. It is long overdue that Glenwood Residents stand up for a vision of our city that puts our quality of life and the preservation of our environment in front of and prioritised over a vision of economic growth and mechanistic utilitarianism. The West Glenwood Pasture Development is only a symptom of our out of balanced action favouring economic growth over the protection of our resources. It is important and my hope that the Glenwood Springs City Council will support responsibly built infrastructure that protects these resources and the people that live in this town. The time is now for our city leaders, to step up and oppose continued large scale high density housing growth without having the infrastructure in place to support it. The planning and zoning commission has voted no for the annexation and my hope is that the council will honor these views and do the same.

>> Respectfully,

>> Jane Szucs

>> 912 Minter Avenue

>> Glenwood Springs, Colorado. 81601

>> Sent from my iPad

From: [Bobbie Meriwether](#)
To: [Jonathan Godes](#); [Charlie Willman](#); ingid.wussow@cogs.us; [Paula Stepp](#); [Shelley Kaup](#); [Trent Hyatt](#)
Cc: Debra.figeroa@cogs.us; [Ryan M. Muse](#)
Subject: To be included in packet July 29@annexation
Date: Wednesday, July 28, 2021 4:23:52 PM

Caution! This message was sent from outside your organization.

[Allow sender](#) | [Block sender](#)

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 livesforever.

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

Caution! This message was sent from outside your organization.

[Allow sender](#) | [Block sender](#)

I will send it on to him but was sure that I had included him in the address.

-----Original Message-----

From: Paula Stepp <paula.stepp@cogs.us>
To: from: harlangwen2@aol.com <harlangwen2@aol.com>
Sent: Wed, Jul 28, 2021 3:20 pm
Subject: RE: Annexation and Rezoning of 214 Center Drive and the Development of 480 Donegan Road.

Hello Gwendolyn

Please forward your comments to Trent Hyatt to be included in our city packet regarding discussion of the annexation: trent.hyatt@cogs.us

Members of city council can only consider comments included in the packets or expressed at the public meetings.

Thank you,
Paula Stepp

From: from: harlangwen2@aol.com <harlangwen2@aol.com>
Sent: Wednesday, July 28, 2021 2:57 PM
To: Steve Davis <steve.davis@cogs.us>; Jonathan Godes <jonathan.godes@cogs.us>; Tony Hershey <tony.hershey@cogs.us>; Paula Stepp <paula.stepp@cogs.us>; Charlie Willman <charlie.willman@cogs.us>; debra.figueroa@cogs.us; Shelley Kaup <shelley.kaup@cogs.us>; Ingrid Wussow <ingrid.wussow@cogs.us>; trent.hyatt@cogs.us.com
Subject: Annexation and Rezoning of 214 Center Drive and the Development of 480 Donegan Road.

I am writing to oppose the development of this Pasture for many reasons but mainly because the possibility of the SAFETY of the residents in West Glenwood with the fire danger.

West Glenwood had a taste of how helpless we are when last summer with the 111Fire and the gridlock went on for 5+ hours. Thousands of lives could have been

lost and this seems to be on deaf ears with the Rosenberg's and including the Diemoz's for the sake of what? I happened to leave the Meadows and entered Midland at 7:00pm at Target's exit only to pull into my driveway 2.3 miles distance at 10:30 pm. To think of developing still this large of a development with the impact of the traffic during a fire and human life could be lost is unconceivable to me. An evacuation plan needs to be addressed before any further discussion of the Development of this 12.5 acres. I understand there is not a water shortage so why am I a consumer 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 29th Special City Council meeting so want to share my concerns and suggestions based on previous documentation and some of what I have been able to review/digest within current context as things being “in flux”. I’ll try to be clear and accurate in my thoughts with reference to current information and the Municipal Code as needed.

First, with the “Annexation Petition”...as decision-makers you are in the “driver’s seat” and have the power to approve or deny and in my mind, if denial occurs, then perhaps there could be no time spent on the PUD portion of your agenda? OR IF the annexation is worthy, THEN I believe you should impose conditions on the annexation. Apparently public comments will not be “policed” and limited to just one or the other of the agenda items since they are so very inter-connected?

I, and others suggest you do not annex or allow ANY further development on the vacant portion UNTIL and UNLESS the following are required:

- 1) The GS Comprehensive Plan from 2011 is updated. Conditions have changed in your city and community/professional guidance should be sought to help guide responsive, up-to-date decisions for now and into the future.
- 2) An Emergency Response and Evacuation Plan be developed and ALL suggested improvements are in completed and in place. Lives, livelihoods and property are at stake as evidenced by so many examples locally, regionally and nationally.
- 3) Actual LAND is dedicated for Park/School Land. Currently none has been offered and the sense is they want to “wall” out non-residents and NOT honor and invite neighbors or school children who are a part of OUR community, but NOT THEIRS no matter how impactful the project is for the immediate vicinity and the city as a whole.

-4) NO reduction or offset in “fees in lieu of” land dedication or “fire and emergency impact fees” for off-site improvements.

I read through the Draft Annexation Agreement of March 12, 2021 and “hidden” in the documents are “gems” I discovered and have been a concern/issue with those I’ve shared. So much for being upfront, honest and transparent...

I’d asked follow up questions related to statements made by Barry Rosenberg at P&Z and our small-group virtual one. I am still somewhat in disbelief and hope a better development could be proposed.

-He stated whether they build 360 units or one unit, their costs would be “north of \$11 million!

-They said through lease agreements they would limit the number of residents at 600 or fewer. I think the cash cow/rental income would be more important than trying to physically count and enforce their “limit” which they based on their history of other rental properties in the Midwest and South. Their website show no developments west of the Mississippi. Using the Parkland Dedication Muni Code guidelines of “residents per unit type” I came up with approximately **877** residents. The newest proposal using their NEW unit types yielded **853.75** residents!!! I don’t know where they get their 600 maximum residents in their hoped-for-reality? (Live –Work 13, Townhouse 40, Multi-family 279 per their most recent PUD Site Plan)

(GS Code) “070.040.030 (g)(2)b.

Amount. Park land shall be *dedicated* in the ratio of 0.007 acres per resident or seven (7) acres per one thousand (1,000) residents of the proposed development, to be computed as follows:

1.

3.5 residents per single-family dwelling unit;

2.

3.0 residents per two-family dwelling unit; and

3.

2.5 residents per multi-family dwelling unit.

4.

1.25 residents per accessory dwelling unit (ADU). “

-With just two access/egress points in their PUD proposals, they suggested to reduce traffic impacts adjacent to Two Rivers Community School they would limit

traffic to just one of the two points, but didn't say if they would have someone close a gate twice a day or just post a sign which probably wouldn't be legally enforceable since it would be on a private street.

Other items in the initial Annexation Agreement that seem unpalatable include:

A) - "...the City shall accept fees in lieu of land dedication for the benefit of schools in the RE-1 School District...". Perhaps they do not consider Two Rivers Community School as a 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

This web link is of the Garfield County Commissioners meeting of July 19, 2021 included the review of the Annexation Impact Report by the City of GWS. The comments from commissioners begin at 5:21:07 and ends at 5:32. Of particular interest I especially wish to bring to your attention are the comments by Commissioner Samson (5:25) encouraging a **“...coalition of groups, organizations, governments that could come together and work with the Diemoz family to perhaps make that a more beneficial area to the people that already live there...I would even be in favor as a County Commissioner to be part of that, to work with the City, to work the family, to work with the other groups.... I think that would be a better solution for all of Garfield County...”**. This support, whether annexed or not is an enlightened awareness by a County Commissioner (and I expect many, many others) to acknowledge the density, impacts and shortage of undeveloped space in this area, and by extension the deficiency of parkland and to cooperate with others including our county government to pursue or include a different, greater potential for the vacant portion of this property.

I too agree with Commissioner Samson, and hope there can be a Creative, Respectful. Sustainable and Responsive future for this parcel AND the West Glenwood Mall property, especially if your Comprehensive Plan is **updated** AND both developers and decision-makers can work together on positive solutions now and into our future. The Town of Carbondale has made huge strides with sustainable development and recently began work on updating their Comp Plan. Habitat for Humanity has brought to fruition owner-occupied housing from Basalt to Rifle (their biggest hurdle finding affordable land to build upon) and both RE-1 and CMC have been working toward affordable staff housing. I have tried to make contact with both HFH and RE-1 for them to provide input but have not yet made contact.

As city council, you are in the “driver’s seat” with the Annexation Petition and Zoning/Rezoning PUD proposal before you. I believe they are more than just “Yes or No” decisions, and hope there is a way **IF** accepting the request for whatever reasons, that **conditions** be placed on the owners and developers of the 15.818 acres.

Such things that come to mind and have been shared by others are:

- A) Allowing no further development on the vacant parcel if annexed into the city without the completion of an updated Comprehensive Plan (Carbondale is currently working on their update of a 2013 plan with an emphasis on HOUSING),
- B) Completion of an Emergency Evacuation Plan with ALL suggested improvements in place prior to the issuance of any Certificates of Occupancy,
- C) Actual Park/School Land Dedication to help address the shortage of both in WGWS.
- D) Impose appropriate conditions as desired to make this much better than a “cookie cutter” development such as requiring use of “fire resistant” building materials, energy efficient building construction and implementation of alternative energy technology such as solar panels, heat pumps, etc.
- E) Consider requiring development under an **existing** City Zone District like “Residential Transitional” as done with the Bell-Rippy development which WILL provide Public Parkland rather than under a PUD zoning request.

RT) District.

(a)

Purpose. The RT district is intended to provide for transitional areas consisting of primarily residential uses at varied densities, with limited commercial uses that are compatible with surrounding neighborhoods. The RT district is intended to serve as a transitional buffer between residential and nonresidential zoning districts.

- F) Require some land be dedicated (Parkland/School Land) to the City so you can partner with Habitat for Humanity to construct truly affordable, owner-occupied housing. Their biggest hurdle is finding land upon which to build.

Regarding the density of the PUD request and adding the new “twist” of R2 Partners being under contract to purchase the West Glenwood Mall, I believe things including traffic studies need to be looked at in a new light. I recall the developer did consider “full build out” of the mall, but under what scenario? As retail or as a mixed use development like Willits? Also I do not believe they projected any impacts of development on the unincorporated parcels west of Ami’s Acres. Maybe there will be a request to annex to the City there as well?

Glenwood has and will have much development, both approved and with other areas of “potential”. This includes more apartment units in Glenwood Meadows (300-400), the aforementioned Ami’s Acres area, redevelopment of mobile home parks, the unknown what may go on the recently sold Johnson’s Mini-Golf parcel, the 58 units proposed behind Discount Tire and whatever else might happen with other vacant commercial properties throughout GWS.

I did an analysis comparing the initial number (360) of units and types proposed at 480 Donegan on 12.285 acres with **SEVEN** existing multi-family complexes in West Glenwood. I tallied the number of units AND the estimated combined acreage of those existing and compared that to what is proposed on the vacant parcel.

R2's current proposal has 332 units on 12.285 acres. Compare this with 310 units in six different complexes spread over approximately 21.5 acres. This highlights the density of units proposed on this vacant parcel plus the concentrated impacts to the surrounding neighborhoods including daily traffic volumes and the necessity of having Emergency Evacuation plans and improvements in place, even before any more development is ALLOWED.

And they I believe inaccurately "justify" their proposal and density with their "RLCO Memo on Housing Demand" May 19, 2021:

"1.The Greater Roaring Fork study concluded that in 2019 that Glenwood Springs needed 2,000 additional housing units to meet demand.Their analysis already accounted for 487 units that were near-term planned or under construction. Therefore, while some of these new housing projects have delivered over the past two years, the identified 2,000 unit shortfall remains to be addressed."

I looked at the 2019 Greater Roaring Fork Regional Housing Study which is **"...a region that covers the Roaring Fork Valley and the Colorado River Valley; from Aspen and Snowmass Village to Glenwood Springs, and from Parachute to Edwards."**

The study does state for the Glenwood Springs AREA:

"Overall, the area has a 2,000-unit shortfall, which is projected to remain relatively the same over the next 10 years. That shortfall is also spread across every income level, and is projected to expand in the missing middle category (120 to 160 percent AMI) by 2027."

And perhaps an analysis of the following should be done to determine the true needs related to "affordability" and whether "rental" or "owner-occupied" units?

Table 6. Glenwood Springs Area Housing Units Needed by AMI, 2017 & 2027

Glenwood Springs	2017	2027
Less than 60% AMI	1,126	483
61% to 80% AMI	107	688
81% to 100% AMI	---	403
101% to 120% AMI	169	---
121% to 140% AMI	157	597
141% to 160% AMI	381	436
Greater than 160% AMI	301	---

Source: Economic & Planning Systems

What is the “Glenwood Spring Area”??? Using the 81601 Zip Code it encompasses from just north of Aspen Glen to just east of the New Castle City Market. R2 wants us to believe the **CITY** of Glenwood Springs not the “**area**” is short 2000 units! Can we even consider that number within the corporate limits? 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](#)

Can you please forward to the rest of council and include in the public comment?

Thanks,

Shelley

Shelley Kaup

Councilor At-Large

City of Glenwood Springs

970-948-9018 (cell)



<https://www.ci.glenwood-springs.co.us/>

From: Michael Hoban <hobdog49@gmail.com>

Sent: Wednesday, July 28, 2021 12:09 PM

To: Shelley Kaup <shelley.kaup@cogs.us>

Subject: West Glenwood pasture development

Hello. My name is Michael Hoban and I have been a resident of Glenwood Springs for over 50 years. I would like to state a few reasons why we sincerely believe this project should not be annexed into the city. It would be like dropping a bomb onto West Glenwood. Our infrastructure is completely unable to handle this project. Our roads are totally 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

Caution! This message was sent from outside your organization.

[Allow sender](#) | [Block sender](#)

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

From: **Blaine Ward Towing** <bwt.6173@gmail.com>
Date: Tue, Jul 27, 2021 at 9:26 PM
Subject: Annexation, Rezoning and Development of 214 Center Drive owned by Glenwood Partnership/ Floyd Diemoz and Development of 480 Donegan Road by R2 Partnership
To: <ryan.muse@cogs.us>, <debra.figueroa@cogs.us>
Cc: <steve.davis@cogs.us>, <jonathan.godes@cogs.us>, <tony.hershey@cogs.us>, <paula.stepp@cogs.us>, <charlie.willman@cogs.us>, <ingrid.wussow@cogs.us>, <shelley.kaup@cogs.us>

To: ryan.muse@cogs.us; debra.figueroa@cogs.us

CC: steve.davis@cogs.us; jonathan.godes@cogs.us; tony.hershey@cogs.us; paula.stepp@cogs.us; charlie.willman@cogs.us; ingrid.wussow@cogs.us; shelley.kaup@cogs.us

Subject: Annexation, Rezoning and Development of 214 Center Drive owned by Glenwood Partnership/ Floyd Diemoz and Development of 480 Donegan Road by R2 Partnership

PLEASE INCLUDE THIS LETTER IN THE CITY COUNCIL PACKET FOR 29 JULY 2021

We are writing to express our opposition to the annexation, rezoning and development of the 15.818-acre property at 214 Center Drive owned by Glenwood Partnership/ Floyd Diemoz and specifically the 12.285-acre PUD proposal (also known as 480 Donegan) currently under contract with R2 Partnership LLC. We recognize that Garfield County, Pitkin County & Eagle County as a whole does need more affordable housing, but to allow 279 units on this property , at this time, before the Comprehensive Plan is complete and evacuation plans are in place, is unconscionable. As well as infrastructures that need basic reconstruction.

A great majority of my life & my family's lives have been in West Glenwood. We own a Towing/ Recovery business & have successfully operated on Mel Rey Road in West Glenwood for 40+ years, also living on Mel Rey road for 20+ years. We have seen and been part of the changes for many years. The one big thing that has changed over time is the huge increase in population as well as the traffic. Majority of the traffic are single occupants per vehicle. Our valley can barely handle the amount of population we already have because of our infrastructure issues. We have seasons, months, weeks & daily issues on the roads. (Whether it be in town or on the interstate & highways.) With being in the towing/ recovery

business our response times to respond to an emergency/ accident, as a 2nd responder, are & have been getting harder to negotiate traffic & our response times are taking longer, all because of traffic jams. We are known as 2nd responders in most cases, but in some cases, we do respond as 1st Responders. It always results in something big/ heavy that needs to be stabilized or lifted to help in the assistance of extrication of victims that have been in an accident. It is getting extremely hard to respond to these scenes in a Large Tow Truck (semi-size) due to the traffic congestion. We strongly believe adding this many (279) units and their vehicles to this area/ neighborhood community would only impact all of us even worse than where we are now.

Mel Rey Road, Donegan Road & Storm King Road is a known designated truck route. We use this route with our business daily. Adding more people and vehicles at this density would definitely alter the designated truck route to being impassible because people do NOT understand the room that is needed to negotiate a Tractor - Trailer. Knowing that parking will be an issue with that many more units/ people/ cars. Bringing in more people only brings more issues in every direction of the spectrum. Whether its cars, parking, water issues, sewer issues, property tax issues with adjacent properties & privacy. All this will do for us property owners is raise our utilities and our taxes.

I am scared for my family's safety knowing that this many strangers are going to move in just feet away from my backyard.

What we know as West Glen Sanitation District, cannot handle this amount of units. West Glen Sanitation would have to overhaul its complete system and pump the sewer across the river to Glenwood Springs Sanitation. So this would result in another pipe crossing the river, subtracting from our beautiful area. Our water structures are already compromised. We have been on mandatory restrictions for water all summer. The issue up No Name Creek & Grizzley Creek is not going to fix itself for a long time. We will experience mandatory water restriction if not full water restrictions for the next decade. The spring that belongs to the property that R2 partnership keeps referring to is DRY due to our ongoing drought that keeps getting worse every year. Mitchell Creek is at an alarming trickle.

There are so many infrastructures that will need to be reconstructed to accommodate that many units & people, it will be big & costly. The local Fire Department would need to be reconstructed to house the new ladder truck, that they will be needing. Our designated truck route (Mel Rey Road, Donegan Road, Storm King Road) would need to be reconstructed. That is a lot of reconstructing and money spent to accommodate such a huge project.

Whatever the case maybe, we need to focus on the reconstruction of our infrastructures that is needed now before we can accommodate a mass increase in population.

Finally we can now discuss our ongoing threat of wildfire that seems to be getting worse every year. It is total chaos when we experience these wildfires in West Glenwood Springs Area. Evacuations of West Glenwood was out of control. Cars & trucks were going in every direction. Every traffic law known was broken with everyone trying to escape. Adding more vehicles & people in West Glenwood would threaten lives if and when another wildfire arises. We have to start thinking about safety for our already known citizens and let's not add to the existing problem that we are currently living with.

I strongly hope and pray that the community's voice and needs are heard. In the end we are all in this together, lets make the right step for our future.

Sincerely,
Kevin & Kelly Ward
0191 Mel Rey Rd.
Glenwood Springs, CO 81601

- And also -

Glenwood Enterprises, Inc.
dba Blaine Ward Towing
Attn: Kevin
0111 Mel Rey Rd.
Glenwood Springs, CO 81601

From: [Jeremy Gerbaz](#)
To: [Trent Hyatt](#)
Subject: Annexation of 214 center drive.
Date: Wednesday, July 28, 2021 11:08:25 AM

To Glenwood Springs City council, I am writing this letter about the proposed annexation of 214 Center Drive. I am not against developing this site. I am against this specific development on this site, and I will list the reasons why below.

I know that most letters will include this but fire safety is the main concern for most of the population of West Glenwood Springs, as it should be with the severe drought of the last couple of years and the limited amount of ways to evacuate and adding more people and cars to this will only make that problem worse. Their needs to be a comprehensive fire study done. It needs to be completed and implemented before anything gets built on this site.

Their needs to be a new West Glenwood Springs fire station built before anything gets built on this site. As Fire Chief Tillotson stated in the Planning and Zoning meeting the West Glenwood Springs fire station is currently obsolete. That is a scary thing to hear not only from a fire standpoint but for a medical emergency as well.

The impact on traffic will be massive and the small city streets that we use to access West Glenwood Springs will not be able to handle the increased traffic. The infrastructure will have to be majorly improved to be able to support something like this. I still do not believe that any of the traffic studies R2 has done to this point are accurate.

Also, at this point in time I do not believe the City of Glenwood Springs can provide enough water for this development. We had an emergency notification go out at 5 in the morning for residents of Glenwood Springs to cut water use because levels had fallen dangerously low. This is on top of all the restrictions we have been under this spring and summer. You expect me to believe the added residents wouldn't effect are water supply that already is having issues.

Also, the current residents of West Glenwood Springs only have Gregory Park which is one of the smallest city parks in town and we are going to add all these new units without providing current and new residents with any more open space or parklands. This little park won't be able to handle the increased demand from something of this size.

So to the specifics of the actual development proposal. It's too big! It's that simple, the buildings are way too tall from the apartment complexes to the townhomes. 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> wrote:

Hello Erin,

As a city councilor, we have a quasi-judicial role in land use issues. I can not respond to your letter but will keep it on file to consider when this discussion comes before council.

Paula Stepp

Get [Outlook for iOS](#)

From: Erin Wiencek <jerinwiencek@gmail.com>

Sent: Friday, June 25, 2021 4:49:43 PM

To: Steve Davis <steve.davis@cogs.us>; Jonathan Godes <jonathan.godes@cogs.us>; Tony Hershey <tony.hershey@cogs.us>; Paula Stepp <paula.stepp@cogs.us>; Charlie Willman <charlie.willman@cogs.us>; Ingrid Wussow <ingrid.wussow@cogs.us>; Debra Figueroa <debra.figueroa@cogs.us>; Shelley Kaup <shelley.kaup@cogs.us>

Subject: Annexation, Rezoning and Development of 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz and Development of 480 Donegan Road by R2 Partnership

We are writing to express our opposition to the annexation, rezoning and development of the property known as 480 Donegan currently under contract with R2 Partnership LLC. To allow 360 units on this property, at this time, before the Comprehensive Plan is complete and evacuation plans are in place,

is unconscionable and dangerous.

West Glenwood residents got a taste of just how helpless we were last summer during the 111 Fire. The total gridlock of vehicles on all of the West Glenwood streets precluded any chance of evacuation. If the fire would have progressed into West Glenwood, the outcome would have been tragically far different.

COVID has drastically reduced traffic, therefore the traffic study done during these months, cannot properly reflect the reality of this area. The addition of 1000+ vehicles and a minimum of 2,200 trips per day on our streets will create a traffic nightmare of overwhelming proportions. Congestion near schools and safety concerns for our young children are inevitable.

Water usage throughout the Western States is at a level that experts claim is unsustainable for our future. Glenwood Springs has been on water restrictions for an extended period of time. Continued drought conditions serve to exacerbate the situation. Serious consideration must be given to the water supply regarding all aspects of future growth.

It is our opinion that a moratorium needs to be placed on all non-single-family developments in Glenwood Springs until (a) a current Wildfire Evacuation Plan is not only in place but can be implemented to allow for the safe evacuation of all Glenwood Springs residents, (b) a thorough assessment of how the annexation will impact water supply now and into the future, and (c) the Comprehensive Plan has been updated.

We urge you to protect the current population and help keep residents safe by rejecting the application to annex and rezone this property.

Ken and Erin Wiencek
123 Creekside Court
Glenwood Springs, CO 81601

From: [Jamie and Bob](#)
To: [Trent Hyatt](#)
Subject: West Glenwood Development
Date: Wednesday, July 28, 2021 10:19:21 AM

Caution! This message was sent from outside your organization.

[Allow sender](#) | [Block sender](#)

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

Caution! This message was sent from outside your organization.

[Allow sender](#) | [Block sender](#)

Please include my comments in the packet for the July 29, 2021 meeting.

Sometimes it takes something significant in our own backyard to wake us up. That is what happened to me with the 480 Donegan Road Project (West Glenwood Pasture Project) in West Glenwood. It was the realization that this project would create a density and safety issue that prompted me to dig deeper into our City's Planning Documents. It quickly became clear that the 480 Donegan Road Project was just another thorn in a much bigger problem. We believe we need to keep building to solve the growing housing shortage but have not paused long enough to study our road's limited capacity and inability to evacuate quickly. Safety should come first for the current citizens before we continue to build any additional housing projects. Yes, I oppose the 480 Donegan Road Project for the following reasons.

The 2011 Glenwood Springs Comprehensive Plan, adopted in March 2011, lists nine key goals on page 5. Safety is not listed! Why?

The 2020-2025 Strategic Vision lists five Strategic Goals. The 5th goal is safety. A new West Glenwood Fire Station is among the goals, but we must remember we need the station today to protect West Glenwood. According to our Fire Chief, the current station is not large enough to house the required personnel for the current population, let alone the additional proposed with the 480 Donegan Road Project. The new fire station and any new equipment should be in place before approving any new housing projects. The fire station is obsolete, and our firemen are stretched thin.

The Wildland Urban Interface Community Wildfire Protection Plan, April 2007, is 14 years old and outdated.

- Since the adoption of this document, the population has significantly increased along with drought conditions. On page 43, Mel Ray/Shady Acres has a Priority Level-High.
- I was discouraged to see on page 26 listed under Evacuation Routes the statement concerning alternative routes, stating, "Of the three, only one could be considered, and its usefulness may be compromised by rough terrain and poor surface conditions." While these roads were not in the West Glenwood area, they are part of our surrounding community. Any evacuation road requiring a 4-wheel drive is unacceptable. If these roads are considered evacuation routes, they must be maintained and useable by the average car.
- Page 29 mentions the designation and development of "Shelter-in-place" areas. While not ideal, a "Shelter-in-place" area could give hope for those cut off from evacuation routes. Fourteen years later, they do not exist.

In a YouTube interview titled "These Americans are fleeing the West Because of Extreme Heat - <https://www.cnn.com/videos/weather/2021/06/25/heatwave-west-drought-wildfire-us-orig-kj.cnn>," starting at 1 minute 22 seconds in, you can find a statement made by our Mayor. He states, "We have never seen fire restrictions this early in the year, ever. Last year we had three of the largest fires in Colorado in the States history. If that happens in our part of town, we are talking about 1,000 lives lost." This statement tells me that our City Government is aware of the danger looming over all of us. One life lost is a tragedy; 1,000 is devastating and

unthinkable. Is that me, my children, or maybe your own? Who would be among the dead?

The West Glenwood roads are not designed to handle the proposed density. During emergencies, the streets quickly become gridlocked and take hours to resolve. Should a fire start in the West Glenwood neighborhood, the existing residents could easily get cut off from evacuation. The addition of 600+ residents would compound the problem. West Glenwood has many roads, but they all lead to SH 6. SH 6 has two exits to I70 with small roundabouts. I am not an expert, but it seems the deep ditches between SH 6 and I70 might as well be 40-foot walls because they prevent escape. We need emergency 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

Warning! This message was sent from outside your organization and we are unable to verify the sender.

[Allow sender](#) | [Block sender](#)

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

Caution! This message was sent from outside your organization.

[Allow sender](#) | [Block sender](#)

Hello Trent

Sent this email to Paul Stepp several months ago and she just suggested I send it along to you.

We have witnessed an huge increase of opposition to this proposed development and even with the lesser numbers, it's still an huge impact on an already strained area. The traffic is already insane even on the best days. Factor in I 70 closures, which are happening regularly, the fear West Glenwood residents are feeling when we are faced with a wildfire evacuations... note: NOT IF but WHEN! We have two fires around us and I cannot express the terror we felt leaving our home. Our safety is at risk with this big developement.

I am weary beyond words, not to mention sad to see our wonderful community facing a massive change in the name of development. Our lives will be changed because of this "progress". It boggles my mind as I watch my garden dry out with watering restrictions. Global warming is here now. And we all need to step up and be responsible people or our town, our valley, our state, our planet will be destroyed for our children and their children.

Again I ask the City Council members. WHO DO YOU SERVE?????

Linda Drake

www.lunar-designs.com

970-947-0648 ph

On Tue, Jun 22, 2021 at 12:31 PM linda drake <lindalunardesigns@gmail.com> wrote:

We have lived in west Glenwood for 15 years and are really concerned about the proposed housing in the pasture along Donegan Road. Obvious reasons: fire evacuation bottle neck, I 70 closures that hugely impact west glenwood, and lack of water resources. We are on a watering restriction so they want to bring in 600 units MORE! I plead with City Council to serve your community here in west Glenwood. We feel totally ignored over big business - even worse, investors from out of state. Who do you serve???

Linda Drake

www.lunar-designs.com

970-947-0648 ph

From: [Shannon](#)
To: [Trent Hyatt](#)
Subject: Fwd: Subject: Annexation, Rezoning and Development of 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz and Development of 480 Donegan Road by R2 Partnership
Date: Wednesday, July 28, 2021 9:43:20 AM

I am writing to express my opposition to the annexation, rezoning and development of the 15.818-acre property at 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz, and specifically the 12.285-acre PUD proposal (also known as 480 Donegan) currently under contract with

> R2 Partnership LLC. I recognize that the Roaring Fork Valley does need more affordable housing, but to allow 360 units on this property, at this time, before the Comprehensive Plan is complete and evacuation plans are in place, is unconscionable.

>

> Safety:

> According to figure 2 of the Wildland Urban Interface Community Wildfire Protection Plan of April 2007, the area of West Glenwood has a hazard rating of “very high.” Fire Chief Tillotson claims that the West Glenwood Fire Department is undersized and obsolete, believing our concerns to be valid. The lack of emergency services in West Glenwood needs to be addressed before adding a significant increase to the population. The new reality is extreme fire danger.

>

> West Glenwood residents got a taste of just how helpless we are last summer after the 111 Fire. Plans are necessary in the event of a natural disaster to counteract how people actually behave in the event of an emergency with no guidance. We, as a community, must start planning now. Our community, neighborhood by neighborhood, household by household, must begin now to organize adequate emergency responses.

> The physical layout of West Glenwood makes dependence on official services hopelessly inadequate.

>

> Impact on Traffic:

> COVID has drastically reduced traffic, therefore the traffic study done during these months, no matter the algorithm used to calculate the increase, cannot properly reflect the reality of this area. The addition of 1000+ vehicles and a minimum of 2,200 trips per day to our streets will create a traffic nightmare of overwhelming proportions.

> Congestion near schools and safety concerns for our young children are inevitable.

>

> Comprehensive Plan:

> How is it possible “that the benefits of development are distributed evenly across society” when this building is the equivalent to 7 large complexes here in town? Glenwood Greens, Machebeuf, Holiday House, Manor I, Manor II, 23rd Street, and Six Canyons is 381 units in total.

> This is a proposal of 360 in one location! If sustainability is the key foundation to the plan, it’s clear that the social and environmental aspects of sustainability cannot be met through the proposal now under consideration.

>

> Since 2011, when the current Comprehensive Plan was adopted, there have been monumental shifts in perception of the hazards it left out.

> It’s hopelessly inadequate to meet today’s needs, let alone tomorrows.

> We are fortunate having local resources for cutting edge technologies.

> We must enlist them. Development and design should demand working with the existing land features, infrastructure, cost of fixes, demographic shifts and foreseeable challenges like climate effects on regional weather patterns and drought. Designing for energy efficiency, water conservation, defensibility against fire and flood, ease of maintenance on critical systems – while being minimally dependent on outside services, is possible in this day and age. It’s past time that we integrate land use regulations that prioritizes safety and optimally dense communities.

>

> In closing, the neighborhood opposition to these proposals is about a recognition that we have much to do before responsible development on any scale makes sense here, from a basic safety perspective. If there is one thing our world has learned during COVID it is that no matter how economically stable we are, how fiscally responsible we are, unprecedented changes create new demands on both basic infrastructure and community organization to protect ourselves from their most dire impacts. How much we plan for the future, we are nothing if we don’t protect our

people.

>

> It is my opinion that a moratorium needs to be placed on all non-single-family developments in Glenwood Springs until (a) a current Wildfire Evacuation Plan is not only in place but can be implemented to allow for the safe evacuation of all Glenwood Springs residents,

> (b) a thorough assessment of how the annexation will impact water supply now and into the future, and (c) the Comprehensive Plan has been updated.

>

> Floyd Diemoz has served Glenwood Springs well over the decades, including contributions to public safety, efficiency and community well-being. Designing for the present and future needs of this West Glenwood neighborhood is a challenge worthy of his experience and talents. But this proposed development is not it, and this is not the time to stand on property rights over public safety. Both can be served, but only if both are embraced.

>

> I urge you to protect the current population and help keep residents safe by rejecting the application to annex and rezone this property.

>

> Bryan and Shannon Derby

> West Glenwood residents

> Shannon since 1977

> Bryan since 1991

From: [Shelley Kaup](#)
To: [Trent Hyatt](#); [Ryan M. Muse](#)
Cc: [Jennifer Ooton](#)
Subject: Fw: Annexation of west Glenwood property
Date: Wednesday, July 28, 2021 8:25:28 AM
Attachments: [Outlook-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/>

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

Caution! This message was sent from outside your organization.

[Allow sender](#) | [Block sender](#)

Begin forwarded message:

From: Marlis Laursoo <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>

Dear Shelly

I am writing in regard to the proposed annexation of property in West Glenwood .. Many residents of that area are very concerned about the fire danger in that area when more people will be living there. During a recent accident that closed I-70, many people were marooned for hours because of the traffic pileup. This city in this small canyon is beautiful,

but too congested in case of a disaster for evacuation. During the 20 years I have lived here, there have been 3 major fires affecting our town. There was a very devastating fire before we moved here as well. Because of the worry people have about their safety , I think it is a very reasonable reason for denying the annexation of that property that will allow many rental and other use units to be built. Another reason for denying that annexation is that it impacts the ambiance of the residential areas in that part of the county; these homes are in a quiet peaceful area that is attractive and allows for lovely walks and hiking. Adding more housing would be noisy and attracting less permanent residents. There is land available on the south side of the river for more units if they are needed.

I appreciate your consideration of my concerns for these local residents.

Thank you,

Sincerely,

Marlis Laursoo

July 27, 2021

Glenwood Springs City Council Members
City of Glenwood Springs
101 W. 8th Street
Glenwood Springs, CO 81601

Dear Council,

Glenwood is at a crossroads. Glenwood Springs is a wonderful place to live and call home but continued dense infill development may change the charm of our community. I am writing you in opposition to the current development proposal at 480 Donegan Road. R2 Partners is asking to annex a parcel into the city with the caveat of granting a variance to the height restrictions defined within the design standards as part of the annexation approval. These two items should not be linked. Design standards were developed and implemented to maintain the characteristics and charm of the community we call home. I believe it's inappropriate to request a 50% increase in the allowable building height as part of a request to annex in a parcel of land. These items should be divested from each other.

The proposed development continues the trend of dense housing infill. The Post Independent reported that there are 587 units in the current development pipeline. The units in the pipeline coupled with the recently completed Oasis Creek Apartments, Red Mountain Lofts and others will represent about a 30% increase in the total number of housing units within our community. This is significant. The infrastructure required to support these additional residences is not present. The roadway system, utility system, school system and recreational opportunities are not keeping pace. Glenwood is a landlocked community and adding infrastructure to match the growth trajectory is not possible. Roads cannot be expanded and the amount of land available for schools and parks is ever decreasing. While having a study that states there is demand for an additional 2,000 house units is interesting, it fails to dig into the impacts of what happens if those demands are met. The proposed units are not affordable for the working community and only a small percentage of them (with the latest development revision) offer people the opportunity to own and invest in the community.

The traffic study commissioned by the developer is one sided. It shows the impacts to the West Glenwood area with current volumes but fails to calculate the potential traffic at the Glenwood Springs Mall site. The mall will be revitalized (perhaps by R2) and if the retail is filled in its current format, no PUD modifications or city approvals may be necessary. There is more than 100,000 sf of existing retail space. Though traffic is currently minimal, the already approved mall retail space has the potential to deteriorate the service factors of the surrounding intersections further. The study commissioned by R2 Partners should recognize the potential traffic that may be generated from this site and incorporate it into their study since it is already approved retail space.

Property owners have rights, but it is up to you to afford them the opportunity to develop their properties within the confines of the design standards and city requirements. Granting approval of this

annexation proposal essentially ties the city's hands on the future approval of the project (height restrictions, etc.). Please listen to the constituents you represent as you make the decision on which road to take the City of Glenwood Springs down. This city is a desirable place to call home. Glenwood's desirable qualities are driving the insatiable demand for growth. Please recognize the importance of pacing growth with the infrastructure necessary to support it as you make these tough decisions.

Thank you for your service to the community!

Sincerely,

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 8th Street
Glenwood Springs, Colorado 81601

steve.davis@cogs.us
jonathan.godes@cogs.us
tony.hershey@cogs.us
paula.stepp@cogs.us
charlie.willman@cogs.us
ingrid.wussow@cogs.us
shelley.kaup@cogs.us

Dear Mayor Godes and City Council Members,

I am writing to you to offer my support for the 480 Donegan project located in West Glenwood Springs. As we all know, the need for housing for our local work force and local families is an issue of critical concern for our community. The demand for housing in our mountain communities is strong, and 480 Donegan will keep people living and working in Glenwood Springs. I support the annexation and rezoning.

The City's Comprehensive Plan identifies a need for more housing. 480 Donegan will result in substantial and much needed new housing opportunities in West Glenwood. The developers have agreed to a thoughtful and thorough project that factors in affordability, public safety, traffic impacts and open space. It will create a sense of community for residents, and planned area safety improvements and enhancements will be far-reaching for the West Glenwood community. The developers have listened carefully and addressed specific concerns raised by the city and neighbors, and the project has been thoughtfully and responsibly designed. The annexation plan conforms to state statute. The property is served by City water and sewer by the West Glenwood Sanitation District.

480 Donegan puts an emphasis on the type of livable community that will benefit Glenwood Springs. I support the 480 Donegan application, because it will keep our workforce and their tax dollars in Glenwood Springs. I encourage your favorable consideration.

Sincerely,


Julie Kaufman

From: [Sheryl Bower](#)
To: [Trent Hyatt](#)
Subject: FW: [External] include in city council packet on annexation of 214 Donegan
Date: Tuesday, July 27, 2021 12:56:07 PM

Hi Trent, Just forwarding this on to you.

Regards,

Sheryl L Bower, AICP
Community Development Director
108 8th Street , Suite 401
Glenwood Springs, CO 81601
970-945-1377 (1605)

From: lindyenwold@aol.com <lindyenwold@aol.com>
Sent: Tuesday, July 27, 2021 12:10 PM
To: BOCC <BOCC@garfield-county.com>; Sheryl Bower <sbower@garfield-county.com>
Subject: [External] include in city council packet on annexation of 214 Donegan

To whom it concerns: I am in Texas and unable to get to meetings in person. I recently experienced visiting Aspen by car from Glenwood. The traffic was horrendous going into, out of, and with trying to find parking close to stores and restaurants. We gambled that they were not checking the 2 hour very inadequate limit! The town of Glenwood and West Glenwood already have traffic issues. The Donegan project will compound that. I have previously written about concerns about that, especially concerning emergency evacuations. Years ago, I was caught in one of the fire traffic jams and had to drive over the highway grass areas and shoulders to escape West Glenwood, with children. Orange smoke was showing in my back window...only to get into another traffic jam on 1-70 East into town. Going West on 1-70 was closed. The frontage road into town was also jammed. What will happen with that many more residents that are proposed 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
To: [Trent Hyatt](#)
Subject: Fwd: include in city council packet on annexation of 214 Donegan
Date: Tuesday, July 27, 2021 12:17:55 PM

Caution! This message was sent from outside your organization.

[Allow sender](#) | [Block sender](#)

-----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.

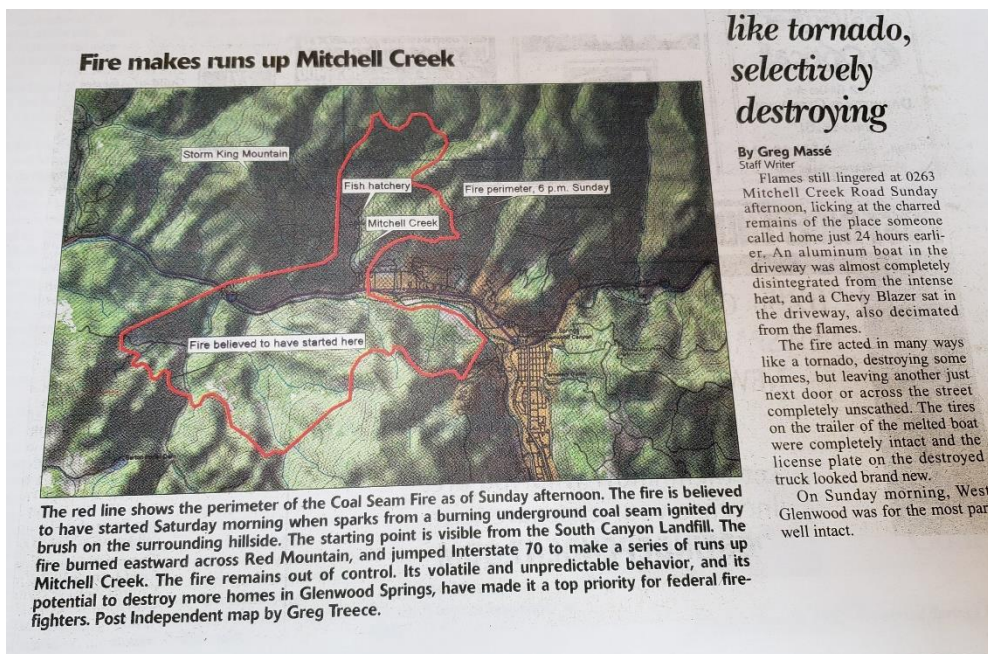
We know there is no magic bullet to solve many of our issues, but we must remember that we do live in an area that has to be protected more than ever due to the changing climate/drought issues. We are not ready for a wildfire in Glenwood, and if watching the small towns in California burn isn't enough....remember 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 8th, 2018. On that date a rapidly moving wildfire consumed much of the town of Paradise and the neighboring communities of Magalia, Concow and Butte Creek Canyon, displacing nearly 50,000 residents, destroying over 18,000 structures and killing 86 people in less than 8 hours.

Although the residents of Paradise had been preparing for a major wildfire event for years the rapidity and force of that event overwhelmed the community. In the aftermath of the wildfire the community has come together and identified aspects of community planning that needed to be addressed.

Among those aspects were issues of access from the community. A single four-lane divided highway led from this mountain community to the valley below. One other highway which was four-lanes within the town narrowed to two winding lanes just out of town as it headed to the valley below. A third two-lane road within the community wound down the mountain through another break in the hills to the valley below. And, a fourth two-lane road headed up the mountain to the north over a ridge out of town. Within town many cross-streets were narrow with dead-end single-lane branches along both sides of the street.

Early-warning reverse 911 phone calls began being sent at 8 am in the morning just as the town was awakening. Although those that had received the calls began reacting by 8:30 am the streets were beginning to fill. We were one of the fortunate ones because we had signed-up for the reverse 911 calls. Many residents had not signed-up and had to rely upon friends and relatives to warn them of the danger. Public media was of no help since the fire encroached and expanded with such rapidity that media was unaware of the developing disaster. Many residents were trapped within the fire and struggled to escape.

The Paradise community has come together since the disaster and is working to solve the transportation problems which kept the community hostage.

Following the fire we relocated to Colorado and temporarily lived with our daughter and her family in Carbondale for two-and-a-months before finding a permanent home in Grand Junction. Along with living with her and her family and, now, making frequent visits to them, we are familiar with Glenwood Springs and the surrounding area.

The message that we want to bring to your community is that it is imperative to include adequate transportation planning, not only within a planned community, but, also in the surrounding community to ensure that residents have adequate avenues of escape in the event of an unplanned disaster. This is not only a developer issue. This is a community issue.

Lynn & Mary Shoger

From: [Debra Figueroa](#)
To: [Ryan M. Muse](#); [Trent Hyatt](#); [Jennifer Ooton](#); [Karl Hanlon](#)
Subject: Fwd: Annexation of 214 Center Drive
Date: Monday, July 26, 2021 6:02:13 AM

Begin forwarded message:

From: Carrie Bowen <carrie.bowen@gmail.com>
Date: July 24, 2021 at 10:16:43 PM MDT
To: Jonathan Godes <jonathan.godes@cogs.us>, Tony Hershey <tony.hershey@cogs.us>, Paula Stepp <paula.stepp@cogs.us>, Charlie Willman <charlie.willman@cogs.us>, Ingrid Wussow <ingrid.wussow@cogs.us>, Debra Figueroa <debra.figueroa@cogs.us>, Steve Davis <steve.davis@cogs.us>
Subject: Annexation of 214 Center Drive

To Glenwood Springs City council,

I am writing this letter about the proposed annexation of 214 Center Drive. I am not against developing this site. I am against this specific development and its impact on the small community of Glenwood Springs, for the reasons below.

I know that most letters will include this and it is the biggest safety issue, fire safety and evacuation is the main concern for most of the population of West Glenwood Springs, as it should be with the severe drought of the last couple of years and the limited amount of ways to evacuate and adding more people and cars to this will only make that problem worse. Their needs to be a comprehensive fire study done. It needs to be completed and implemented before anything gets built on this site.

Their needs to be a new West Glenwood Springs fire station built before anything gets built on this site. As Fire Chief Tillotson stated in the Planning and Zoning meeting the West Glenwood Springs fire station is currently far too small for the area that it supports and is obsolete. That is a scary thing to hear not only from a fire standpoint but for all medical emergencies as well.

The impact on local traffic and roads will be massive and the small city streets that we use to access West Glenwood Springs will not be able to handle the increased traffic. The infrastructure will have to be majorly improved to be able to support something like this. I still do not believe that any of the traffic studies R2 has done to this point is anywhere near accurate.

Also, at this point in time I do not believe the City of Glenwood Springs can provide enough water for this development. We had an emergency notification go out at 5:30 in the morning for residents of Glenwood Springs to cut water use inside and out because levels had fallen dangerously low. This is on top of all the restrictions we have been under this spring and summer. You expect the citizens of West Glenwood Springs to believe the added residents wouldn't effect our water supply that already is strained and having issues?

Another issue is, the current residents of West Glenwood Springs only have Gregory Park which is one of the smallest city parks in town and we are going to add all these new units without providing current and new residents with any more open space or parklands. This little park won't be able to handle the increased demand from something of this size. As per the developer in the Planning and Zoning meeting any open space areas would be available ONLY to the residence of the complex. This does not meet the necessary regulations for open spaces.

As for the specifics of the actual development proposal. It's WAY too big! It's that simple, the buildings are way too tall; from the apartment complexes to the townhomes. Their are way to many units. They don't have enough parking inside the development so the streets around it will become a parking lot along with the mall for all the vehicles from this proposed development. It does not fit Glenwood Springs small town feel. It feels more like Denver or any other major city on the front range, not our small mountain town. The developer in the P&Z meeting regularly referred to the development as an "urban" development. We are not an urban community, we are a rural community surrounded by other rural communities. We want to keep this feel for our area. Our families and children live here and we want it to remain a sweet community. There were many from this area that are not wanting this size of a complex going in in our back yard. We love our people, neighbors and community.

I believe that if the City of Glenwood Springs keeps approving developments like the one proposed for 214 Center Drive and all the other ones around town, this city will be nothing but apartment complexes and hotels, and the people that work and own houses in Glenwood Springs would rather move then stay in a city like that. So I hope that you members of the city council take the advise of the people that live here, and the planning and zoning commissioners and vote this down in its current format. Their has to be something better that will benefit the city, the residents of Glenwood Springs, and the people who visit here. Not just some developer from back east.

Thank you for reading my concerns and opinions about the proposed annexation and development of 214 Center Drive.

Carrie Bowen
35 Gamba Dr, Glenwood Springs

Sent from my iPad

July 29, 2021 *

Glenwood Partnership, LLLP
Glenwood Business Center
214 Center Drive
Glenwood Springs, Co 81601

To: City Council
Re.: Proposed West Glenwood Annexation

Hi:

I'm a member of the family that owns the land behind the West Glenwood mall. We've owned this land for over 60 years, it's zoned commercial. Over those years we've been asked many times to sell some of the land. A giant 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.

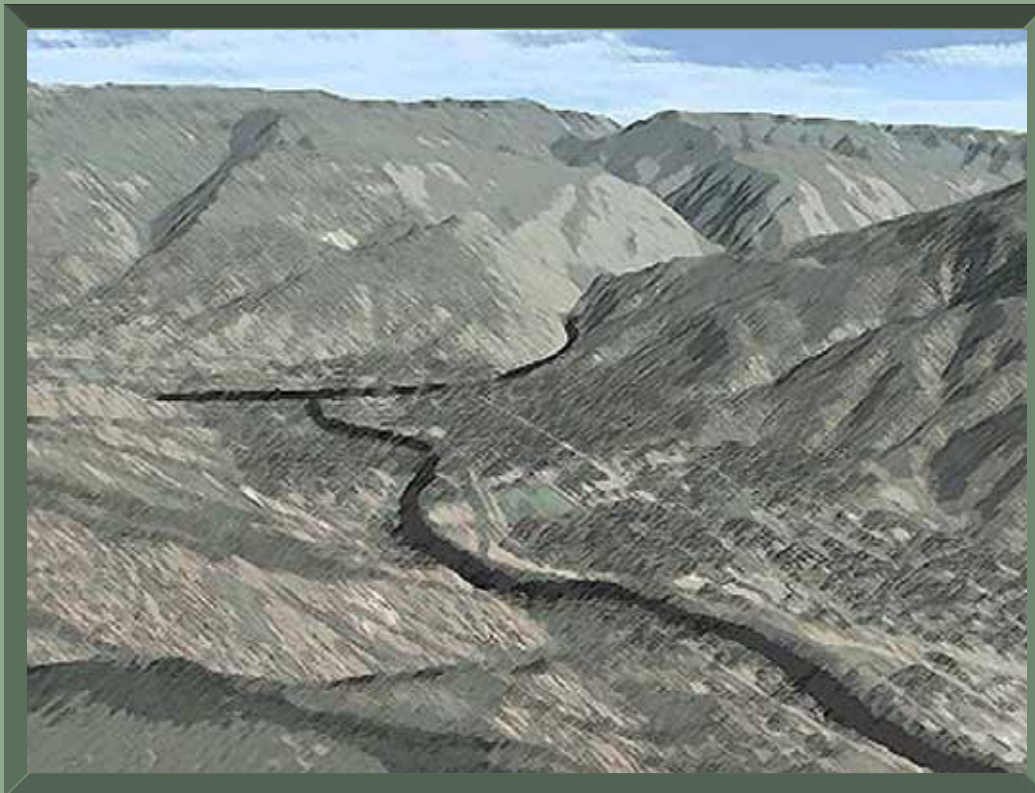
We did say yes to Marv and Barry Rosenberg, and R2 Partners nearly two years ago. Why? Because we believed they had the proven track record and expertise to develop our property in a responsible manner. Over the past two years we have found the Rosenberg's and their people to be very straight forward 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.

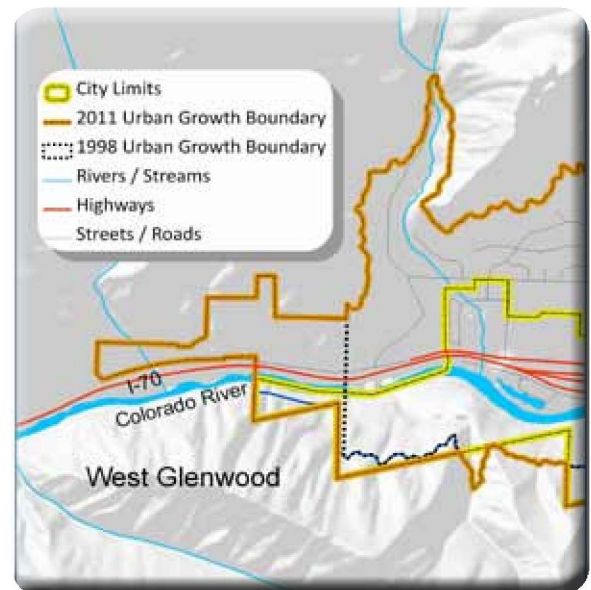


Figure 3-16: The Urban Growth Boundary was extended to include on the west end of town. Properties here have a low density residential land use designation.

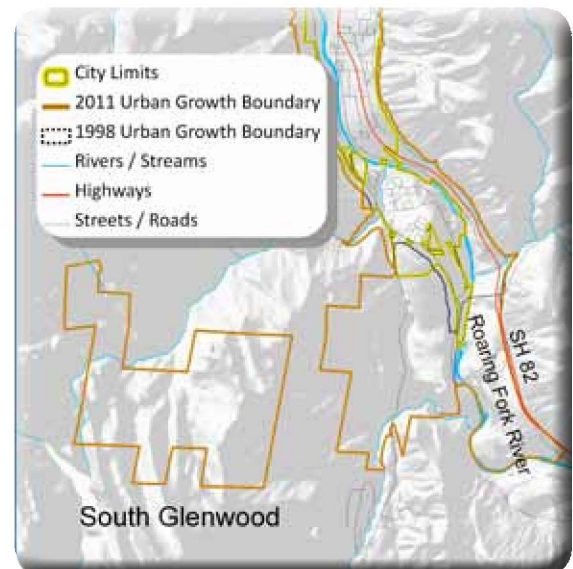


Figure 3-17: The Urban Growth Boundary was extended to include the Elk Meadows Properties south of town and additional property on the west end of the city.



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.

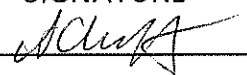
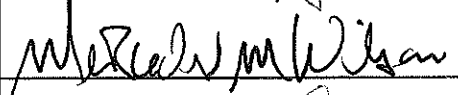
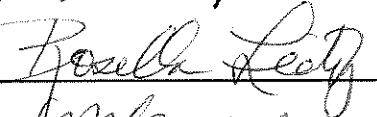
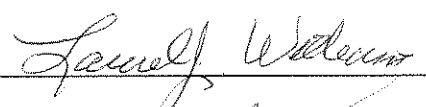
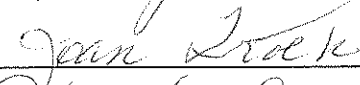
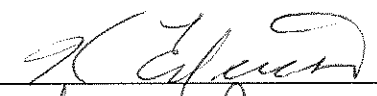
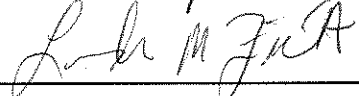
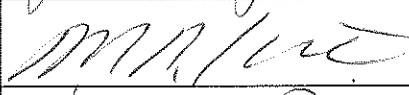
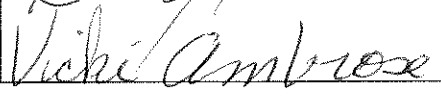
We ask that you reject the current petition for annexation and the subsequent development by R2 Partnership of Cincinnati to build 360 units on the 12.285-acre plot of land behind the West Glenwood Mall. If this is approved it will add 1100 rental tenants (a population increase of 10% in one small plot 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 Perreault
Megan D'Herm	927 Colorado Ave	Megan D'Herm
S. Glassen	902 Bennett	Sherry 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	10561 156	Bonnie Ferg
VIVITA EVANS	949 County Rd. 129 GWS, CO 81601	Vivita Evans
James Bakehouse	409 10 th 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.

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
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 Fuhr	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

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 ³⁷⁹~~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	^{CARBONDALE} 241 CRYSTAL CIRCLE	Ann Keller
David Shepard	331 Mel Roy Rd	David Shepard
WALT KROM	120 ROCK LEDGE DR	Walt Krom

PETICION: MANTENER SEGURO A GLENWOOD – PAREN EL SOBREDESARROLLO

Los residentes abajo firmantes urgen a el concilio de la ciudad de Glenwood Springs que paren el sobre desarrollo y que aboguen por prácticas de crecimiento inteligentes. El incremento de grandes desarrollos multe-familiares están destruyendo a Glenwood Springs y pone en riesgo la seguridad de todos sus residentes. En los últimos tres años 800 unidades multe-familiares han sido construidas o aprobadas y de estas solo 29 son para alquilar.

Les pedimos que rechacen la petición de anexar y la aparición posterior de R2 Partnership of Cincinnati para construir 360 unidades en el lote detrás del West Glenwood Mall, que mide 12.285 acres de terreno. Si esto se aprueba traerá un crecimiento de 1100 inquilinos (un incremento del 10% de población sobre un pequeño terreno) y sus vehículos. Les urgimos que consideren que West Glenwood es incapaz de manejar un desarrollo de esta densidad con los preocupantes de causa mayores como la evacuación segura cuando suceda el próximo incendio, inundación, o deslave así como también una infraestructura inadecuada con la densidad cinco veces mas que la comunidad adjunta, el congestionamiento de tráfico, contaminación y los alquileres excesivamente caros.

Nombre Completo	Dirección	Firma
Tayde Molina D.	830 C. Donegan Rd.	Tayde Molina

PETITION: KEEP GLENWOOD SAFE – STOP THE OVERDEVELOPMENT

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
Ronnie Smith	3689 Valley View Dr ^{GWS}	Ronnie Smith
Patricia Smith	" "	Patricia Smith
Kittany Brown	3116 Grand Ave ^{GWS}	Kittany Brown
Jen Harbottle	100 Midland St ^{GWS}	Jen Harbottle
Cathy Lee	0077 Mtn. Shadows ^{GWS}	Cathy Lee
Shirley Brown	3116 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 ^{GWS}	Jeanne Morrison
Dave Spence	37 Badger Rd.	Dave Spence
Teresa Zuba	59 Ponderosa Dr ^{GWS}	Teresa Zuba
Julia Williams	925 Bennett Ave ^{GWS}	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.

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]

Dear City Manager and City Clerk:

I am writing to express my opposition to the annexation, rezoning and development of the 15.818-acre property at 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz, and specifically the 12.285-acre PUD proposal (also known as 480 Donegan) currently under contract with R2 Partnership LLC. I recognize that the Roaring Fork Valley does need more affordable housing, but to allow such a large number of units on this property, at this time, before the Comprehensive Plan is complete and evacuation plans are in place, is **unconscionable**.

Safety:

According to figure 2 of the Wildland Urban Interface Community Wildfire Protection Plan of April 2007, the area of West Glenwood has a hazard rating of “very high.” Fire Chief Tillotson claims that the West Glenwood Fire Department is undersized and obsolete, believing our concerns to be valid. The lack of emergency services in West Glenwood needs to be addressed before adding a significant increase to the population. The new reality is extreme fire danger.

West Glenwood residents got a taste of just how helpless we are last summer after the 111 Fire. Plans are necessary in the event of a natural disaster to counteract how people actually behave in the event of an emergency with no guidance. We, as a community, must start planning now. Our community, neighborhood by neighborhood, household by household, must begin now to organize adequate emergency responses. The physical layout of West Glenwood makes dependence on official services hopelessly inadequate.

Impact on Traffic:

COVID has drastically reduced traffic, therefore the traffic study done during these months, no matter the algorithm used to calculate the increase, cannot properly reflect the reality of this area. The addition of 1000+ vehicles to our streets will create a traffic nightmare of overwhelming proportions. Congestion near schools and safety concerns for our young children are inevitable.

Comprehensive Plan:

How is it possible “that the benefits of development are distributed evenly across society” when this building is the equivalent to 7 large complexes here in town?

Glenwood Greens, Machebeuf, Holiday House, Manor I, Manor II, 23rd Street, and Six Canyons are a total of 381 units. This is a proposal of 279 multi-family apartments, 40 townhomes for sale and 13 live-work units in one location! If sustainability is the key foundation to the plan, it’s clear that the social and environmental aspects of sustainability cannot be met through the proposal now under consideration.

Since 2011, when the current Comprehensive Plan was adopted, there have been monumental shifts in perception of the hazards it left out. It’s hopelessly inadequate to meet today’s needs, let alone tomorrows. We are fortunate having local resources for cutting edge technologies. We must enlist them. Development and design should demand working with the existing land features, infrastructure, demographic shifts and foreseeable challenges like climate effects on regional weather patterns and drought. Designing for energy efficiency, water conservation, defensibility against fire and flood, ease of maintenance on critical systems – while being minimally dependent on outside services, is possible in this day and age. It’s past time that we integrate land use

regulations that prioritizes safety and optimally dense communities.

In closing, the neighborhood opposition to these proposals is about a recognition that we have much to do before responsible development on any scale makes sense here, from a basic safety perspective. If there is one thing our world has learned during COVID it is that no matter how economically stable we are, how fiscally responsible we are, unprecedented changes create new demands on both basic infrastructure and community organization to protect ourselves from their most dire impacts. How much we plan for the future; we are nothing if we don't protect our people.

It is my opinion that a moratorium needs to be placed on all non-single-family developments in Glenwood Springs until (a) a current Wildfire Evacuation Plan is not only in place but can be implemented to allow for the safe evacuation of all Glenwood Springs residents, (b) a thorough assessment of how the annexation will impact water supply now and into the future, and (c) the Comprehensive Plan has been updated. Floyd Diemoz has served Glenwood Springs well over the decades, including contributions to public safety, efficiency and community well-being. Designing for the present and future needs of this West Glenwood neighborhood is a challenge worthy of his experience and talents. But this proposed development is not it, and this is not the time to stand on property rights over public safety. Both can be served, but only if both are embraced.

I urge you to protect the current population and help keep residents safe by rejecting the application to annex and rezone this property.

Sincerely yours,
Valorie L. Guanella Erion
Silt, CO 81652
mverion@sopris.net

P.S. I've used the form letter provided by the organized group opposing this development, but I wanted to add some of my own personal thoughts.

Instead of a massive housing development:

How about a cemetery? Another cemetery is needed in Glenwood Springs. You can make lots of money off of it! That's the goal these days it seems! I buried 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). 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.

Safety:

According to figure 2 of the Wildland Urban Interface Community Wildfire Protection Plan of April 2007, the area of West Glenwood has a hazard rating of "very high." Fire Chief Tillotson claims that the West Glenwood Fire Department is undersized and obsolete, believing our concerns to be valid. The lack of emergency services in West Glenwood needs to be addressed before adding a significant increase to the population. The new reality is extreme fire danger.

West Glenwood residents got a taste of just how helpless we are last summer after the 111 Fire. Plans are necessary in the event of a natural disaster to counteract how people actually behave in the event of an emergency with no guidance. We, as a community, must start planning now. Our community,

neighborhood by neighborhood, household by household, must begin now to organize adequate emergency responses. The physical layout of West Glenwood makes dependence on official services hopelessly inadequate.

Impact on Traffic:

COVID has drastically reduced traffic, therefore the traffic study done during these months, no matter the algorithm used to calculate the increase, cannot properly reflect the reality of this area. The addition of 1000+ vehicles to our streets will create a traffic nightmare of overwhelming proportions. Congestion near schools and safety concerns for our young children are inevitable.

Comprehensive Plan:

How is it possible “that the benefits of development are distributed evenly across society” when this building is the equivalent to 7 large complexes here in town? Glenwood Greens, Machebeuf, Holiday House, Manor I, Manor II, 23rd Street, and Six Canyons is 381 units in total. This is a proposal of 279 multi-family apartments, 40 townhomes for sale and 13 live-work units in one location! If sustainability is the key foundation to the plan, it’s clear that the social and environmental aspects of sustainability cannot be met through the proposal now under consideration.

Since 2011, when the current Comprehensive Plan was adopted, there have been monumental shifts in perception of the hazards it left out. It’s hopelessly inadequate to meet today’s needs, let alone tomorrows. We are fortunate having local resources for cutting edge technologies. We must enlist them. Development and design should demand working with the existing land features, infrastructure, demographic shifts and foreseeable challenges like climate effects on regional weather patterns and drought. Designing for energy efficiency, water conservation, defensibility against fire and flood, ease of maintenance on critical systems – while being minimally dependent on outside services, is possible in this day and age. It’s past time that we integrate land use regulations that prioritizes safety and optimally dense communities.

In closing, the neighborhood opposition to these proposals is about a recognition that we have much to do before responsible development on any scale makes sense here, from a basic safety perspective. If there is one thing our world has learned during COVID it is that no matter how economically stable we are, how fiscally responsible we are, unprecedented changes create new demands on both basic infrastructure and community organization to protect ourselves from their most dire impacts. How much we plan for the future, we are nothing if we don’t protect our people.

It is my opinion that a moratorium needs to be placed on all non-single-family developments in Glenwood Springs until (a) a current Wildfire Evacuation Plan is not only in place but can be implemented to allow for the safe evacuation of all Glenwood Springs residents, (b) a thorough assessment of how the annexation will impact water supply now and into the future, and (c) the Comprehensive Plan has been updated.

Floyd Diemoz has served Glenwood Springs well over the decades, including contributions to public safety, efficiency and community well-being. Designing for the present and future needs of this West Glenwood neighborhood is a challenge worthy of his experience and talents. But this proposed development is not it, and this is not the time to stand on property rights over public safety. Both can be served, but only if both are embraced.

I urge you to protect the current population and help keep residents safe by rejecting the application to annex and rezone this property.

Sincerely,

Annie Uyehara

Hi Shelly.

I just tried to send an email to you and it was lost in sending

So I'm going to keep this short.

I know you are "up" on the issues that led P and Z to reject this proposal. We agree with all of them. This is too big for our community. We don't want Glenwood to just be a bedroom community for up valley workers.

Lets develop a new comprehensive plan and maintain Glenwood as a nice mountain community tor raise a family.

Thank You

Jim and Anne Conway

I sincerely hope that City Council will pay attention to the Planning and Zoning Commission's advice to decline the development. They are, after all, City Council's advisory board and their decision should be taken very seriously.

So far I don't see that the following concerns have been addressed:

- emergency evacuation and emergency response impacts
- water supply shortage impacts
- quality-of-life impacts
- the impact 600-900 tenants will have on traffic congestion
- how dense this development is and how totally inappropriate for the existing neighborhood (nine times the number of units compared to the adjacent properties to the north of the pasture)

Until such time that these concerns have been addressed and solved there should be no more building/new development in Glenwood Springs - period.

Thank you.

Erin Wiencek

123 Creekside Court

Dear City Council and Manager,

I am writing to express my opposition to the annexation, rezoning and development of the 15.818-acre property at 214 Center Drive, and specifically the 12.285-acre PUD proposal (also known as 480 Donegan) currently under contract with R2 Partnership.

On this day, 27 years after the Storm King 14 lost their lives protecting Glenwood Springs, I find value in knowing that much was learned from that dreadful day. But how is it that locally after all this time and other threats of wildfire that we still have no well-known evacuation protocol in place within our tight mountain corridors? Road signs providing evacuation information in West Glenwood lie in the dirt for only those on foot to see. Under the shadow of Storm King Mountain at that. While I know the sign is a county issue, it is disheartening to see nonetheless.

Fire Chief Tillotson states the West Glenwood Fire Station is obsolete. That's a frightening statement when we reside in a "very high risk" area according to the Wildland Urban Interface Community Wildfire Protection Plan. Strategies such as the socio-ecological mitigation approach used by the Montecito Fire Protection District would help us better understand the special needs

of our community. Such action would provide citizens with hope that an organized effort will ensue in the event of the next natural disaster.

These efforts take much organization and time. Page 42 of the Comprehensive Plan (CP) states “in areas where multiple routes exist, consider separating access routes for responders and escape routes for citizens in pre-attack plans.” West Glenwood residents understand just how important this is after the experience of the 111 Fire last summer. These routes must be known before adding more people to an already vulnerable area. So, what are we waiting for?

Another question is how is it possible “that the benefits of development are distributed evenly across society” when this building is the equivalent to 7 large complexes here in town?

Glenwood Greens, Machebeuf, Holiday House, Manor I, Manor II, 23rd Street, and Six Canyon is 381 units in total. A proposal of 360 units in one location is far from an even distribution. And what about water? Governor Polis “has formally declared a drought emergency for western Colorado by Proclamation...as counties continue to face evolving impacts and water shortages from a multi-year, severe drought episode.”

According to a document given to a member of the West Glenwood Pasture neighborhood group, an engineer with Sopris Engineering states, “If I use the fraction of sewer EQRs as outlined in Glenwood Springs code, the total average GPD (gallons per day) for the site is somewhere around 80,000-85,000 GPD.” While this was created for the initial proposal of 418 units, we can still gather the enormity of the amount of water this development would consume. Page 84 of the CP mentions a comprehensive energy and environmental audit of the entire municipal water system. Was this ever done? A thorough assessment of how the annexation will impact water supply now and into the future should be completed before any decision is made.

Mr. Rosenberg of R2 Partnership is a smooth talker speaking of things like a “sense of community” and a “love affair” with this valley, but dedicating sidewalks in lieu of actual parkland for our community to gather and bond, for children to fly kites, for dogs to run, is not building a sense of community. In fact, the social equity piece is another problem with this development. Allowing a development with a pool and park that cannot be used by neighborhood children is wrong. A pocket park will never make up for the division that would create. Take one look at Map 2.1 in the CP and you can see the lack of Parks Open Space in West Glenwood. Our children deserve better.

I’d love to see West Glenwood revitalized, as I know many others would. But the mall should be part of this project so amenities and places to work are more in relation to the development, designing a truly walkable and livable space. And in my opinion, if a development such as this were to go through, an acre should be set aside for a new fire station. That’s the kind of move that builds a sense of community.

But that sense is in your hands now, city council members. P & Z commissioners have done their job by respectfully realizing the myriad of issues this proposal comes with. I plea with you to do the same. There may be a day where a development like this is a great fit for West Glenwood, but that time is not now. I urge you to protect the current population and help keep residents safe by rejecting the application to annex and rezone this property.

Sincerely,
Lacy King

Glenwood Springs City Manager and City Clerk
101 8th St
Glenwood Springs, CO 81601

Regarding the annexation and rezoning of the parcel known as the West Glenwood Pasture located behind the Mall and the proposed PUD

Please include this letter in the city council packet for July 29, 2021

July 15, 2021

I'm writing to request that Council affirm the judgment of the Planning and Zoning Board in its denial of both these proposals, chiefly on safety grounds.

As a person who has lived and operated a small business in West Glenwood for 18 years, I have experienced many of the difficulties resulting from frequent conflicts between overburdened infrastructure and the impacts of weather events, traffic and geographic constraints. While I know we do need more housing in the Valley as a whole, West Glenwood's location, its population spread along narrow, winding and often dead-ending roads, and lack of capacity for both smooth and rapid emergency evacuation or accessibility for emergency vehicles, leaves it far too vulnerable to what has been acknowledged to be extreme fire danger. Hence, it would be irresponsible to proceed with a development such as this.

We are in a new situation since the current Comprehensive Plan was approved. 10 years of worsening drought, new awareness of rapidly diminishing water supply regionally, and a transportation system that has not been able to ease the traffic congestion that recent growth has exacerbated, leave us exposed to hazards not addressed in that plan.

Also, we have learned, often the hard way, that people panicking in an emergency behave differently than planners and authorities expect. They refuse to take the most expedient way out of town if that means leaving vulnerable pets, kids and disabled neighbors behind. As a pet services provider in my business, I have first hand experience with this.

The existing Comp Plan stresses "small town character" as a common value. Some construe this as favoring single family houses, but geographically we don't have room for "sprawl." And while we need housing that is both affordable and "neighborly" there is no reason why those values should be incompatible with some increased density, employing design and building techniques which can also mitigate known dangers. Instead, the developer of this project showed drawings for a lovely little complex that would have fit in nicely in Ohio in the 1950s. Irrigated lawns (and regardless of water rights, if there's just not enough water, how can there be "enough"?) and no mention of power or water conservation measures, energy efficient systems, or buildings designed for defensibility against fire. This is the arid West, a decade into a severe – now extreme – drought. The expertise to design for actual and anticipated conditions exists. It just wasn't even thought worth a mention by the developer contracting for this project.

The '07 Fire Safety assessment suggested the establishment of "shelter in place" locations in W. Glenwood because of the fact that features of this community which make it extremely vulnerable also make adequate evacuation planning unrealistic. Nothing has been done toward this approach, either. I have taken measures to prepare to handle, on a short term basis, pets stranded in our neighborhood or

up Mitchell Creek, who would need a safe place to await transport to a longer-term shelter. Our building is relatively defensible from fire, and our regular operations require that we routinely have staff and equipment on hand for such a need. I do believe we need to work neighborhood by neighborhood to get people talking and making plans for mutual assistance. Infrastructure and emergency response capacity can only go so far. During the shut in phase of the pandemic, because we were “essential service” providers, we learned how many elderly and disabled people live here. They needed pet food delivered, help with other things – and now I have a greater appreciation for how many vulnerable neighbors we have. Climate change is the biggie – with some unknowns as to when and how great the impacts will fall, and on whom soonest. But fire is closer and more immediate. We all need to be preparing to help each other.

But given all these conditions, it really makes no sense to bring in dense housing complexes, especially as ill-suited to local and regional needs as this one, before we address the threats that endanger our neighbors at the current population level. Please do not approve the annexation or development plan for the acreage behind the Mall until the Comprehensive Plan can be revised, brought up to date and encompassing the necessary changes to ensure safety, sustainability and stability for our beloved community. Thank you.



Laurie Raymond
51899 Highway 6 #16
Glenwood Springs
970-945-8723

PLEASE INCLUDE THIS LETTER IN THE CITY COUNCIL PACKET FOR 29 JULY 2021

City Manager & City Clerk
101 8th Street
Glenwood Springs CO 81601

Re: Annexation of a 15.818-acre parcel into the municipal limits of the City of Glenwood Springs and Initial Zoning/Rezoning of 3.533 acres to Commercial (CO) District and 12.285 acres to Planned Unit Development (PUD) District.

I am writing to express my opposition to the annexation, rezoning and development of the 15.818-acre property at 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz, and specifically the 12.285-acre PUD proposal (also known as 480 Donegan) currently under contract with R2 Partnership LLC. I recognize that the Roaring Fork Valley does need more affordable housing, but to allow 360 units on this property, at this time, before the Comprehensive Plan is complete and evacuation plans are in place, is unconscionable.

Safety:

According to figure 2 of the Wildland Urban Interface Community Wildfire Protection Plan of April 2007, the area of West Glenwood has a hazard rating of "very high." Fire Chief Tillotson claims that the West Glenwood Fire Department is undersized and obsolete, believing our concerns to be valid. The lack of emergency services in West Glenwood needs to be addressed before adding a significant increase to the population. The new reality is extreme fire danger.

West Glenwood residents got a taste of just how helpless we are last summer after the 111 Fire. Plans are necessary in the event of a natural disaster to counteract how people actually behave in the event of an emergency with no guidance. We, as a community, must start planning now. Our community, neighborhood by neighborhood, household by household, must begin now to organize adequate emergency responses. The physical layout of West Glenwood makes dependence on official services hopelessly inadequate.

Impact on Traffic:

COVID has drastically reduced traffic, therefore the traffic study done during these months, no matter the algorithm used to calculate the increase, cannot properly reflect the reality of this area. The addition of 1000+ vehicles and a minimum of 2,200 trips per day to our streets will create a traffic nightmare of overwhelming proportions. Congestion near schools and safety concerns for our young children are inevitable.

Comprehensive Plan:

How is it possible "that the benefits of development are distributed evenly across society" when this building is the equivalent to 7 large complexes here in town? Glenwood Greens, Machebeuf, Holiday House, Manor I, Manor II, 23rd Street, and Six Canyons is 381 units in total. This is a proposal of 360 in one location! If sustainability is the key foundation to the plan, it's clear that

the social and environmental aspects of sustainability cannot be met through the proposal now under consideration.

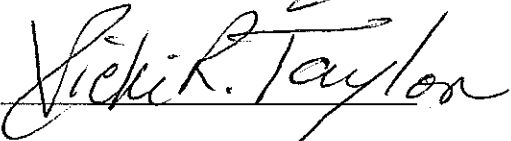
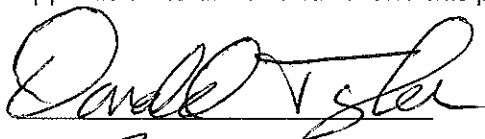
Since 2011, when the current Comprehensive Plan was adopted, there have been monumental shifts in perception of the hazards it left out. It's hopelessly inadequate to meet today's needs, let alone tomorrows. We are fortunate having local resources for cutting edge technologies. We must enlist them. Development and design should demand working with the existing land features, infrastructure, demographic shifts and foreseeable challenges like climate effects on regional weather patterns and drought. Designing for energy efficiency, water conservation, defensibility against fire and flood, ease of maintenance on critical systems – while being minimally dependent on outside services, is possible in this day and age. It's past time that we integrate land use regulations that prioritizes safety and optimally dense communities.

In closing, the neighborhood opposition to these proposals is about a recognition that we have much to do before responsible development on *any* scale makes sense here, from a basic safety perspective. If there is one thing our world has learned during COVID it is that no matter how economically stable we are, how fiscally responsible we are, unprecedented changes create new demands on both basic infrastructure and community organization to protect ourselves from their most dire impacts. How much we plan for the future, we are nothing if we don't protect our people.

It is my opinion that a moratorium needs to be placed on all non-single-family developments in Glenwood Springs until (a) a current Wildfire Evacuation Plan is not only in place but can be implemented to allow for the safe evacuation of all Glenwood Springs residents, (b) a thorough assessment of how the annexation will impact water supply now and into the future, and (c) the Comprehensive Plan has been updated.

Floyd Diemoz has served Glenwood Springs well over the decades, including contributions to public safety, efficiency and community well-being. Designing for the present and future needs of this West Glenwood neighborhood is a challenge worthy of his experience and talents. But this proposed development is not it, and this is not the time to stand on property rights over public safety. Both *can* be served, but only if both are embraced.

I urge you to protect the current population and help keep residents safe by rejecting the application to annex and rezone this property.



0228 Mel Ray Road
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.

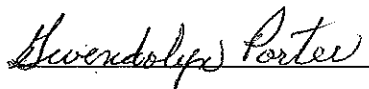
Since 2011, when the current Comprehensive Plan was adopted, there have been monumental shifts in perception of the hazards it left out. It's hopelessly inadequate to meet today's needs, let alone tomorrows. We are fortunate having local resources for cutting edge technologies. We must enlist them. Development 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.

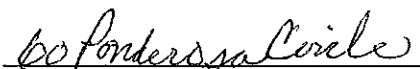
In closing, the neighborhood opposition to these proposals is about a recognition that we have much to do before responsible development on *any* scale makes sense here, from a basic safety perspective. If there is one thing our world has learned during COVID it is that no matter how economically stable 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.





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.

Marsha Kesselring Marsha Kesselring

36 Donegan Rd

Glenwood 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.

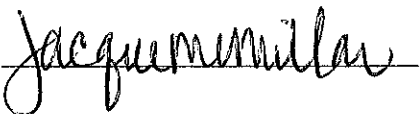
Since 2011, when the current Comprehensive Plan was adopted, there have been monumental shifts in perception of the hazards it left out. It's hopelessly inadequate to meet today's needs, let alone tomorrows. We are fortunate having local resources for cutting edge technologies. We must enlist them. Development 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.



102 Timber Creek Dr.
GWS.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.

Bruce McCullough *Benee McCullough*

1000 Mt Sopris Dr #1

GWS 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.

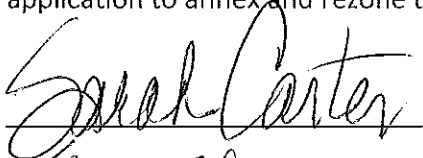
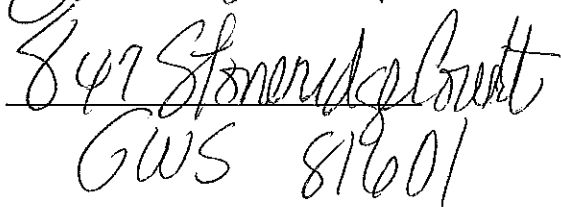
Since 2011, when the current Comprehensive Plan was adopted, there have been monumental shifts in perception of the hazards it left out. It's hopelessly inadequate to meet today's needs, let alone tomorrows. We are fortunate having local resources for cutting edge technologies. We must enlist them. Development 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.

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.

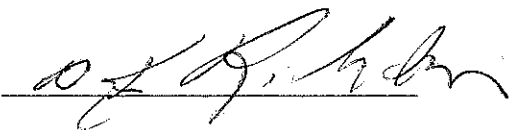
Since 2011, when the current Comprehensive Plan was adopted, there have been monumental shifts in perception of the hazards it left out. It's hopelessly inadequate to meet today's needs, let alone tomorrows. We are fortunate having local resources for cutting edge technologies. We must enlist them. Development 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.



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.

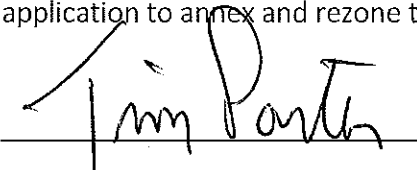
Since 2011, when the current Comprehensive Plan was adopted, there have been monumental shifts in perception of the hazards it left out. It's hopelessly inadequate to meet today's needs, let alone tomorrows. We are fortunate having local resources for cutting edge technologies. We must enlist them. Development 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.


34 Gamba Dr.
GWS 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.


77 Mountain Shadows Dr
GWS, 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.

Matt Gron

120 Rock Ledge Dr
Glenwood Springs

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.

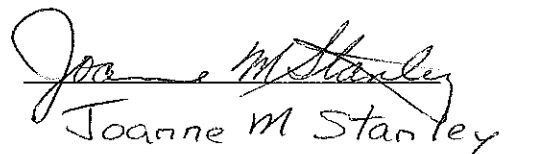
Since 2011, when the current Comprehensive Plan was adopted, there have been monumental shifts in perception of the hazards it left out. It's hopelessly inadequate to meet today's needs, let alone tomorrows. We are fortunate having local resources for cutting edge technologies. We must enlist them. Development 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.


Joanne M Stanley
36 Donegan Rd
Glenwood Spgs 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.



847 STONEWEGCT
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.

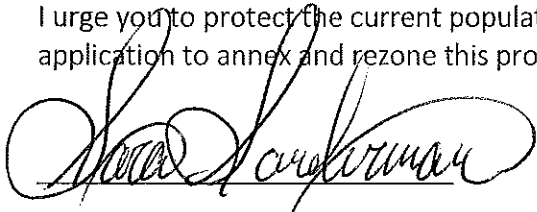
Since 2011, when the current Comprehensive Plan was adopted, there have been monumental shifts in perception of the hazards it left out. It's hopelessly inadequate to meet today's needs, let alone tomorrows. We are fortunate having local resources for cutting edge technologies. We must enlist them. Development 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.



Sara Sanderman
184 Orchard Dr
GWS, 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.

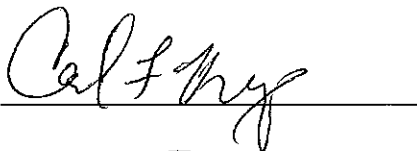
Since 2011, when the current Comprehensive Plan was adopted, there have been monumental shifts in perception of the hazards it left out. It's hopelessly inadequate to meet today's needs, let alone tomorrows. We are fortunate having local resources for cutting edge technologies. We must enlist them. Development 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.

A handwritten signature in cursive script, appearing to read "Cal Fry", written over a horizontal line.A handwritten signature in cursive script, appearing to read "Floyd Diemoz", written over a horizontal line.

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.

Leon & Rachel Garot

30 Mtn Shadow Drive

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.


184 Orchard Dr.
GWS, 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.

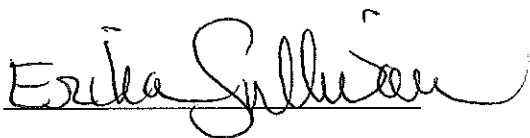
Since 2011, when the current Comprehensive Plan was adopted, there have been monumental shifts in perception of the hazards it left out. It's hopelessly inadequate to meet today's needs, let alone tomorrows. We are fortunate having local resources for cutting edge technologies. We must enlist them. Development 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.



1111 Hollybrook Ln.
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.

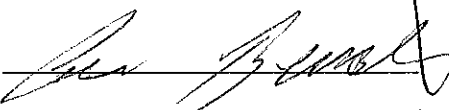
Since 2011, when the current Comprehensive Plan was adopted, there have been monumental shifts in perception of the hazards it left out. It's hopelessly inadequate to meet today's needs, let alone tomorrows. We are fortunate having local resources for cutting edge technologies. We must enlist them. Development 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.



Anna Bernstein

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.

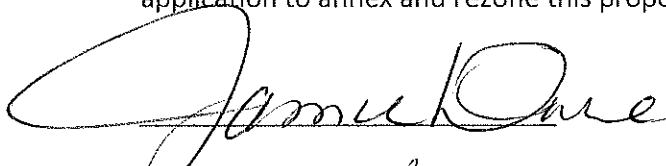
Since 2011, when the current Comprehensive Plan was adopted, there have been monumental shifts in perception of the hazards it left out. It's hopelessly inadequate to meet today's needs, let alone tomorrows. We are fortunate having local resources for cutting edge technologies. We must enlist them. Development 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.


19 Chaparral Cr.
GWS 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.

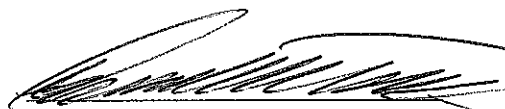
Since 2011, when the current Comprehensive Plan was adopted, there have been monumental shifts in perception of the hazards it left out. It's hopelessly inadequate to meet today's needs, let alone tomorrows. We are fortunate having local resources for cutting edge technologies. We must enlist them. Development 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.

 Dennis Williams

0447 Juniper
GWS 8/6/01

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.



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.

Debra Wolf

270 Donegan Rd GWS, Co 91601

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.

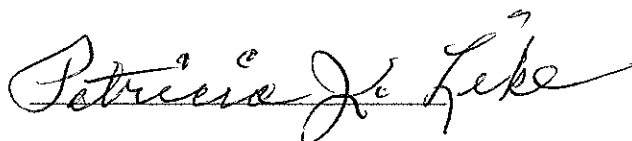
Since 2011, when the current Comprehensive Plan was adopted, there have been monumental shifts in perception of the hazards it left out. It's hopelessly inadequate to meet today's needs, let alone tomorrows. We are fortunate having local resources for cutting edge technologies. We must enlist them. Development 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.

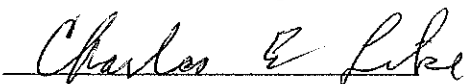
In closing, the neighborhood opposition to these proposals is about a recognition that we have much to do before responsible development on *any* scale makes sense here, from a basic safety perspective. If there is one thing our world has learned during COVID it is that no matter how economically stable 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.

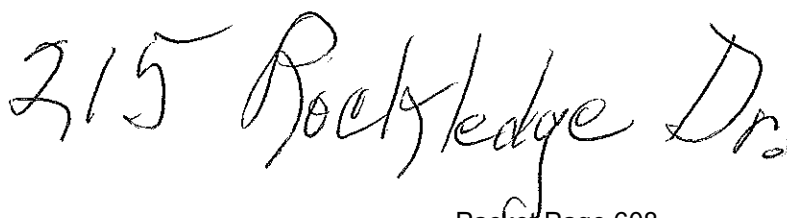
It is my opinion that a moratorium needs to be placed on all non-single-family developments in Glenwood Springs until (a) a current Wildfire Evacuation Plan is not only in place but can be implemented to allow for the safe evacuation of all Glenwood Springs residents, (b) a thorough assessment of how 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.







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.



1111 Hollybrook Lane
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.

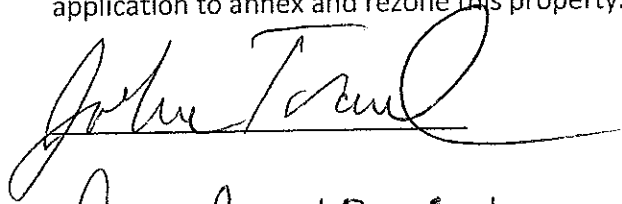
Since 2011, when the current Comprehensive Plan was adopted, there have been monumental shifts in perception of the hazards it left out. It's hopelessly inadequate to meet today's needs, let alone tomorrows. We are fortunate having local resources for cutting edge technologies. We must enlist them. Development 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.


January 12, 2021

"All Rights Reserved
without Prejudice"

66 Ponagaw Dr.

PLEASE INCLUDE THIS LETTER IN THE CITY COUNCIL PACKET FOR 29 JULY 2021

City Manager & City Clerk
101 8th Street
Glenwood Springs CO 81601

Re: Annexation of a 15.818-acre parcel into the municipal limits of the City of Glenwood Springs and Initial Zoning/Rezoning of 3.533 acres to Commercial (CO) District and 12.285 acres to Planned Unit Development (PUD) District.

I am writing to express my opposition to the annexation, rezoning and development of the 15.818-acre property at 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz, and specifically the 12.285-acre PUD proposal (also known as 480 Donegan) currently under contract with R2 Partnership LLC. I recognize that the Roaring Fork Valley does need more affordable housing, but to allow 360 units on this property, at this time, before the Comprehensive Plan is complete and evacuation plans are in place, is unconscionable.

Safety:

According to figure 2 of the Wildland Urban Interface Community Wildfire Protection Plan of April 2007, the area of West Glenwood has a hazard rating of "very high." Fire Chief Tillotson claims that the West Glenwood Fire Department is undersized and obsolete, believing our concerns to be valid. The lack of emergency services in West Glenwood needs to be addressed before adding a significant increase to the population. The new reality is extreme fire danger.

West Glenwood residents got a taste of just how helpless we are last summer after the 111 Fire. Plans are necessary in the event of a natural disaster to counteract how people actually behave in the event of an emergency with no guidance. We, as a community, must start planning now. Our community, neighborhood by neighborhood, household by household, must begin now to organize adequate emergency responses. The physical layout of West Glenwood makes dependence on official services hopelessly inadequate.

Impact on Traffic:

COVID has drastically reduced traffic, therefore the traffic study done during these months, no matter the algorithm used to calculate the increase, cannot properly reflect the reality of this area. The addition of 1000+ vehicles and a minimum of 2,200 trips per day to our streets will create a traffic nightmare of overwhelming proportions. Congestion near schools and safety concerns for our young children are inevitable.

Comprehensive Plan:

How is it possible "that the benefits of development are distributed evenly across society" when this building is the equivalent to 7 large complexes here in town? Glenwood Greens, Machebeuf, Holiday House, Manor I, Manor II, 23rd Street, and Six Canyons is 381 units in total. This is a proposal of 360 in one location! If sustainability is the key foundation to the plan, it's clear that

the social and environmental aspects of sustainability cannot be met through the proposal now under consideration.

Since 2011, when the current Comprehensive Plan was adopted, there have been monumental shifts in perception of the hazards it left out. It's hopelessly inadequate to meet today's needs, let alone tomorrows. We are fortunate having local resources for cutting edge technologies. We must enlist them. Development and design should demand working with the existing land features, infrastructure, demographic shifts and foreseeable challenges like climate effects on regional weather patterns and drought. Designing for energy efficiency, water conservation, defensibility against fire and flood, ease of maintenance on critical systems – while being minimally dependent on outside services, is possible in this day and age. It's past time that we integrate land use regulations that prioritizes safety and optimally dense communities.

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.

Margaret Gray

31 Ponderosa Dr.

PLEASE INCLUDE THIS LETTER IN THE CITY COUNCIL PACKET FOR 29 JULY 2021

City Manager & City Clerk
101 8th Street
Glenwood Springs CO 81601

Re: Annexation of a 15.818-acre parcel into the municipal limits of the City of Glenwood Springs and Initial Zoning/Rezoning of 3.533 acres to Commercial (CO) District and 12.285 acres to Planned Unit Development (PUD) District.

I am writing to express my opposition to the annexation, rezoning and development of the 15.818-acre property at 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz, and specifically the 12.285-acre PUD proposal (also known as 480 Donegan) currently under contract with R2 Partnership LLC. I recognize that the Roaring Fork Valley does need more affordable housing, but to allow 360 units on this property, at this time, before the Comprehensive Plan is complete and evacuation plans are in place, is unconscionable.

Safety:

According to figure 2 of the Wildland Urban Interface Community Wildfire Protection Plan of April 2007, the area of West Glenwood has a hazard rating of "very high." Fire Chief Tillotson claims that the West Glenwood Fire Department is undersized and obsolete, believing our concerns to be valid. The lack of emergency services in West Glenwood needs to be addressed before adding a significant increase to the population. The new reality is extreme fire danger.

West Glenwood residents got a taste of just how helpless we are last summer after the 111 Fire. Plans are necessary in the event of a natural disaster to counteract how people actually behave in the event of an emergency with no guidance. We, as a community, must start planning now. Our community, neighborhood by neighborhood, household by household, must begin now to organize adequate emergency responses. The physical layout of West Glenwood makes dependence on official services hopelessly inadequate.

Impact on Traffic:

COVID has drastically reduced traffic, therefore the traffic study done during these months, no matter the algorithm used to calculate the increase, cannot properly reflect the reality of this area. The addition of 1000+ vehicles and a minimum of 2,200 trips per day to our streets will create a traffic nightmare of overwhelming proportions. Congestion near schools and safety concerns for our young children are inevitable.

Comprehensive Plan:

How is it possible "that the benefits of development are distributed evenly across society" when this building is the equivalent to 7 large complexes here in town? Glenwood Greens, Machebeuf, Holiday House, Manor I, Manor II, 23rd Street, and Six Canyons is 381 units in total. This is a proposal of 360 in one location! If sustainability is the key foundation to the plan, it's clear that

the social and environmental aspects of sustainability cannot be met through the proposal now under consideration.

Since 2011, when the current Comprehensive Plan was adopted, there have been monumental shifts in perception of the hazards it left out. It's hopelessly inadequate to meet today's needs, let alone tomorrows. We are fortunate having local resources for cutting edge technologies. We must enlist them. Development and design should demand working with the existing land features, infrastructure, demographic shifts and foreseeable challenges like climate effects on regional weather patterns and drought. Designing for energy efficiency, water conservation, defensibility against fire and flood, ease of maintenance on critical systems – while being minimally dependent on outside services, is possible in this day and age. It's past time that we integrate land use regulations that prioritizes safety and optimally dense communities.

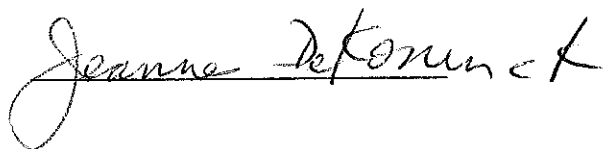
In closing, the neighborhood opposition to these proposals is about a recognition that we have much to do before responsible development on *any* scale makes sense here, from a basic safety perspective. If there is one thing our world has learned during COVID it is that no matter how economically stable 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.

Dennis W. DeKoninck

Jeanna DeKoninck

PETITION: KEEP GLENWOOD SAFE – STOP THE OVERDEVELOPMENT

The undersigned residents urge Glenwood Springs City Council to stop the overdevelopment of Glenwood Springs and to advocate for smart growth practices. Glenwood Springs is being destroyed by the addition of large multi-family developments and endangering the safety of **ALL** of its residents. In the last three years 800 multi-family units have been built or approved and all but 29 of those are for rental.

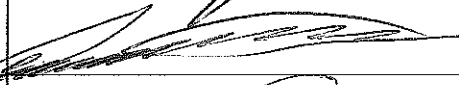
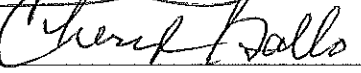
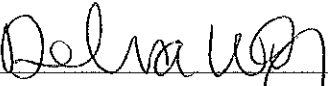
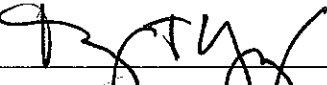
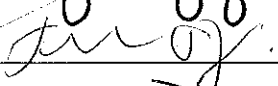
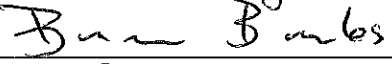
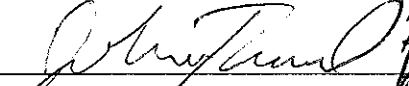
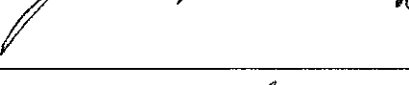
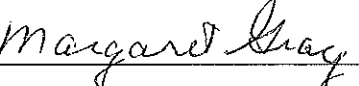
We ask that you reject the current petition for annexation and the subsequent development by R2 Partnership of Cincinnati to build 360 units on the 12.285-acre plot of land behind the West Glenwood Mall. If this is approved it will add 1100 rental tenants (a population increase of 10% in one small plot of land) and their vehicles. We urge you to see that West Glenwood is incapable of handling a development of this density with major concerns over safe evacuation when another fire, flood or rockslide occurs as well as inadequate infrastructure, density five times the size of the adjacent community, traffic congestion, pollution and over-priced rentals. During the last two wildfires our roads were gridlocked and lives could easily have been lost.

PRINT FULL NAME	PRINT STREET ADDRESS	SIGNATURE
Jacque McMillan	102 TimberCreek Dr GWS	Jacque McMillan
Renee McCullough	1000 Mt Sopris Dr #1 GWS CO 81601	Renee McCullough
Don Taylor	0228 Mel Ray Rd	Don Taylor
Tye/Maureen Richardson	3135 134 Rd. Glen. Spgs. CO	Tye/Maureen Richardson
Vicki R. Taylor	0228 Glen. Spgs. Co. Mel Ray Road	Vicki R. Taylor
Mike Kinser	51 Ponderosa Drive GWS, CO	Mike R. Kinser
Lee Bowles	0688 County Rd 132 GWS, Co	Lee Bowles
Susie Straus	0111 Creekside 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 GWS Co	Tina Schrader
Kirk Wynne	102 Creekside Ct Glenwood Springs, Co 81601	Kirk Wynne
Dawn Randolph	261 Mitchell Creek Rd GWS, CO 81601	Dawn Randolph

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.

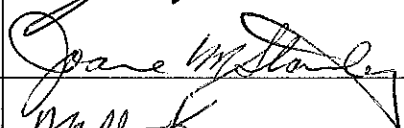
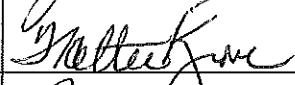
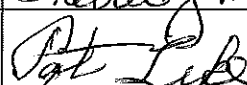
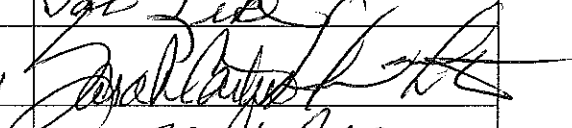
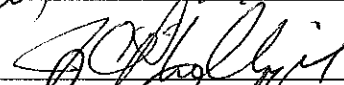
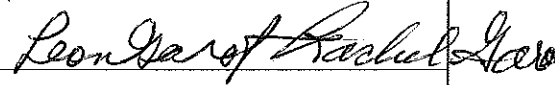
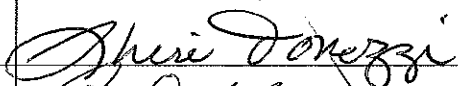
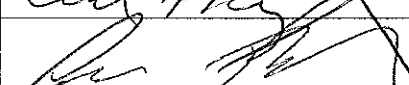
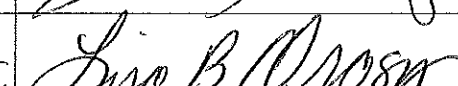
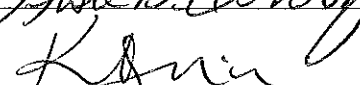
We ask that you reject the current petition for annexation and the subsequent development by R2 Partnership of Cincinnati to build 360 units on the 12.285-acre plot of land behind the West Glenwood Mall. If this is approved it will add 1100 rental tenants (a population increase of 10% in one small plot 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
David Dixon	631 Mel Ray	
Joan Adler	525 W. 12 th St. ^{GWS}	
Eric Seifert	459 Mountain Shallows Dr	
Deann Williams	0447 Juniper ^{GWS}	
Erika Sullivan	1111 Hollybrook Ln ^{GWS}	
Cheryl Gallo	1111 Hollybrook Ln ^{GWS}	
Debra Wolf	270 Donegal Rd ^{GWS}	
Tracy Trulove	135 Pfarmigen Dr.	
Fran Orosz	51 Chaparral Circle	
Bruce Bowles	0688 Cty 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.

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
Ryan Randolph	261 Mitchell Creek Rd GWS, CO 81601	
Joanne M Stanley	36 Donegan Rd GWS, CO 81601	
WALTER KROM	120 ROCK LEDGE DR, GWS, CO 81601	
Pat & Charles Leake	215 Rockledge Rockledge Dr. GWS, CO 81601	
David & Sarah Carter	847 Stoneridge Court 81601	
J.C. Phillips	184 Orchard Dr.	
Sara Sanderman	184 Orchard Dr, GWS 81601	
Leon & Rache/Garot	30 Mtn Shadows Dr.	
Sheri Tonozzi & Carl Tharp	0125 Ptarmigan DR	
Carl Tharp	0125 Ptarmigan Dr	
Anna Bernstein	101 Chaparral Cir	
Lisa Orosz	0051 Chaparral Cir.	
Karen Dixon	651 mel Ray	

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]

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.

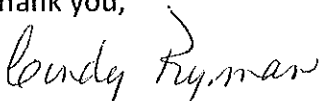
Because Glenwood is looking to increase its sewer and water rates a total of over 100% in the next 10 years, I feel that adding 1000+ residents is a slap in the face to the citizens who have been saddled with providing the services. We are looking at potential water issues from the fire

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 black 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>
@gmail.com

Subject: Fwd: Proposed Annexation and Initial Zoning of 214 Center Drive, Glenwood Springs and Development by R2 Partnership

Sent from my iPad

Begin forwarded message:

From: hobdog49@gmail
Date: March 16, 2021 at 1:13:08 PM MDT
To: gretchen.ricehill@cogs.us
Subject: Proposed Annexation and Initial Zoning of 214 Center Drive, Glenwood Springs and Development by R2 Partnership

As long-standing members of the West Glenwood community, we are writing to express our opposition and concerns regarding the annexation and initial zoning of the above property as requested by

Glenwood Partnership LLC and the subsequent development of the 12.5 acre land currently under contract with R2 Partnership LLC.

We recognize that the Roaring Fork Valley may have a housing need, but to allow a developer to build 360 units with 1,200 rental tenants with only 650 parking spaces in such a rural neighborhood is a concern for us on many levels. We are in agreement with everything addressed by Garfield County in their referral comments letter but these are our top four concerns.

1. **Safety**

The wildfire on August 5, 2020, just west of Ami's Acres at approximately mile marker 111, was a clear demonstration of what happens in West Glenwood even during a small wildfire. Our home is on Ponderosa Circle just off Donegan Road and we witnessed first-hand how quickly traffic congestion occurred shortly after the emergency alert. The I-70 traffic, and almost every road in West Glenwood, was gridlocked and remained gridlocked 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. I 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

In the City's document "Rezoning to Planned Unit Development (PUD) Application Guide & Checklist" it states under Review Process item 4 "The intensity of development in the proposed zoning district is not expected to create significantly adverse impacts to surrounding properties or the neighborhood". To allow this land to be zoned to build approximately 360 units WILL significantly and adversely affect this area (which is mainly comprised of single family homes on 1/5-1/4 acre plots). Not only is the density far too high but the planned three/four level units will affect the nearby single family properties greatly both in terms of traffic, noise, lighting, pollution, privacy and views.

Most families in the Roaring Fork Valley use vehicles to get to work, some families have both personal vehicles and work vehicles. Adding 1,200 people to this area will bring in excess of 2,000 additional vehicles to our streets and will bring about a traffic nightmare of Californian proportions and will turn West Glenwood into a parking

lot. The current infrastructure of West Glenwood and particularly the roads leading to Highway 6 are not built for this additional traffic. COVID has dramatically reduced traffic, and any traffic studies completed during this last year will not reflect the reality of the area. We urge you to take this into account.

3. **Proximity to the Two Rivers and Montessori Schools**

Currently, the developers plan to have an exit immediately opposite these schools. Even if they move the exit to somewhere else on Storm King, congestion and safety concerns for our young children is inevitable. Many of the Two Rivers students use the current roads to walk or bike to/from their homes. The developers original plans also had a swimming pool, gym and possible bar area within 100 feet of these schools.

4. **Green space**

Glenwood residents value the beauty of the land and recognize the importance of green space; we will be losing yet another precious piece of land for our environment and the wildlife as well as removing land which can also serve as a fire break in the event of wildfires. Bike paths exist around town coming almost to this piece of property for both tourists and residents to recreate and enjoy this valley.

In conclusion, if there has been one thing our world has learned through COVID it is that no matter how economically stable you are, how fiscally responsible you are, how much you plan for the future, you are nothing if you don't protect your people and that is what we are asking the City of Glenwood to do - to protect its current population and keep its residents safe.

We urge you to reject this annexation and rezoning application or at the very least to limit the development of the land to a minimum

number of buildings/units (ideally similar to the density of the properties in the neighborhood).

Thank you for your consideration.

Randy & Annie Stephens
0041 Ponderosa Circle
Glenwood Springs

From: harlangwen2@aol.com <harlangwen2@aol.com>
Sent: Friday, March 19, 2021 4:06 PM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Cc: paul.schirmer@cdsg-us.com
Subject: Proposed West Glenwood Pasture Development at 214 Center Drive

I have been a resident of 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.

According to figure 2 of the Wildland Urban Interface Community Wildfire Protection Plan of April 2007, the area of West Glenwood has a hazard rating of "very high." West Glenwood has many roads leading to A SINGLE ROAD - Highway 6. Highway 6 cannot allow for the safe evacuation of all the residents of West Glenwood as it stands today. Depending on the location of the fire, emergency vehicles may block off one or more roads to enable access to a fire or flood area, which would further restrict evacuation efforts.

Impact on Traffic:

The roads in West Glenwood are entirely inadequate to support a development of this size. The addition of 1000-1500 vehicles to our streets will create a traffic nightmare of overwhelming proportions and will turn West Glenwood into a parking lot. COVID has dramatically reduced traffic, and any traffic study done during these months will not reflect the reality of this area.

Proximity to schools:

Currently, the developer plans to have their main exit immediately opposite both the Two Rivers School and the Montessori School currently housed in the Glenwood Business Center. Even if the developer moves the exit street to somewhere else on Storm King, congestion and safety concerns for our young children, their parents, and our teachers are inevitable.

Green Space:

Glenwood residents value the beauty of the land and recognize the importance of green space; we will be losing yet another precious piece of land for our environment and wildlife. This pasture also affords West Glenwood with a good measure of protection against the spread of wildfires. Bike paths exist around town coming almost to this piece of property for both tourists and residents to recreate and enjoy this valley. Many tourists bike past the pasture to visit the area's Fish Hatcheries.

I urge you to protect its current population and help keep its residents safe by rejecting the application to annex and rezone this property.

This property needs to be a Park which this city has a limited amount of for recreating. We already have a large population in a constrained geographical area and our traffic woes of today will grow and you don't need to grow them this way...

--

Russ Brown

russellbrown.co@gmail.com

970-945-2800 hm

970-618-9552 (Verizon cell)

-----Original Message-----

From: Jeremy Gerbaz <jeremygerbaz@comcast.net>

Sent: Sunday, March 21, 2021 6:21 PM

To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>

Subject: Annexation and Initial Zoning of 214 Center Drive, Glenwood Springs and Development by R2 Partnership

I am writing to express my opposition to the annexation, rezoning and development of the 12.285-acre property at 214 Center Drive currently under contract with R2 Partnership LLC. I recognize that the Roaring Fork Valley in general may have a housing need, but to allow 360 residential units, with 1200 tenants with only 650 parking spaces to be built on a plot of land next to a rural neighborhood is a concern for me on many levels.

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.

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:

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.

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:

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.

Having lived in this area throughout my life, it is imperative that we maintain and preserve this area as a safe environment for children and families that walk and ride bikes along Donegan Road. At any time in the summer, spring and fall families are walking, riding running on this road. This is to say nothing of the wildlife that could be affected. There are wild turkeys that live and migrate into yards on this road and the eagles that come every year to lay their eggs. The effects of building apartments in this area can be detrimental to the citizens and wildlife in this area.

Carrie Bowen
35 Gamba Dr.
Glenwood Springs, CO 81601

Give thanks to The Lord, for he is good; his love endures forever. Psalm 106:1

From: Michelle Vogel <chellee1145@gmail.com>
Sent: Sunday, March 21, 2021 8:23 PM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: Development

To: gretchen.ricehill@cogs.us

Subject: Annexation and Initial Zoning of 214 Center Drive, Glenwood Springs and Development by R2 Partnership

I am writing to express my opposition to the annexation, rezoning and development of the 12.285-acre property at 214 Center Drive currently under contract with R2 Partnership LLC. I recognize that the Roaring Fork Valley in general may have a housing need, but to allow 360 residential units, with 1200 tenants with only 650 parking spaces to be built on a plot of land next to a rural neighborhood is a concern for me on many levels.

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.

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:

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.

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.

ⁱⁱThe 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 ⁱⁱⁱReferral Comments submitted to Trent Hyatt from the Garfield County Community Development stated, "Donegan and Mel Rey Road are not designed for the proposed traffic volume or impacts on pedestrians and cyclists." I agree the increased volume will negatively impact the character of the neighborhood. Predominately, Mel Rey Road is too narrow for the existing traffic and does not have bike lanes or sidewalks for pedestrians. As such, Mel Rey Road is the main road used by many residents living in West Glenwood. I would speculate that the proposed development residents would also use Mel Rey Road because it is the direct route off I70 and the round-about.

My last concern centers on the proposed density and impacts on our rural community. According to the ^{iv}COGS Strategic Vision_v7 for the City of Glenwood Springs, the Vision and Mission clearly outline why the proposed Development does not fit our community. The Vision states, "...to maintain its small-town character and contribute to its culture and preserve our natural resources. The Mission states, "...meet the health, safety and welfare needs of our citizens and contribute to their quality of life..." The proposed project density does not fit with our current small-town character, nor does it address our ability to feel safe. It is not a matter of IF, but when we have our next wildfire. In 2018, ^vParadise, 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

ⁱ Glenwood Springs Fire Protection District: Wildland Urban Interface Community Wildfire Protection Plan (Apr 2007) Retrieve from <https://www.gwsco.gov/DocumentCenter/View/4656/Wildland-Urban-Interface-Community-Wildfire-Protection-Plan>

ⁱⁱ 480 Donegan – PUD: Planning and Zoning Submission Civil Plan: 03/12/2021, Retrieved from Planning and Zoning Agenda packet materials for 3/23/2021 Meeting,
<https://civicclerk.blob.core.windows.net/stream/GLENWOODSPRINGSCO/199cf5aa9a.pdf?sv=2015-12-11&sr=b&sig=91PAYyyKRVvijM6AoO4I9bX5dg01UL3HFrgMACM0yjk%3D&st=2021-03-21T22%3A10%3A47Z&se=2022-03-21T22%3A15%3A47Z&sp=r>

ⁱⁱⁱ Garfield County Referrals – copy attached for your reference.

^{iv} City of Glenwood Springs Colorado: 2020-2025 Strategic Vision, (Apr 2007), Pg 7, Retrieve from <https://www.cogs.us/DocumentCenter/View/6169/2020-2025-Strategic-Vision>

^v <https://www.thesun.co.uk/news/7727962/california-fires-paradise-burned-death-cars-homes-bodies/>

-----Original Message-----

From: Jennifer Zwickl <jmzwickl@gmail.com>

Sent: Monday, March 22, 2021 2:01 PM

To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>

Subject: West Glenwood Development

Dear Gretchen,

Please see the attached letter regarding my concerns over the development of 214 Center Drive in West Glenwood. Please forward this on to the entire planning and zoning commission. Now is the time for responsible growth, that allows for infrastructure and resources to keep pace; something this community is already lacking. Thank you for your time.

Sincerely,

Jennifer Zwickl

Chaparral Circle Resident

March 21, 2021

To: gretchen.ricehill@cogs.us
Attn: Glenwood Springs, Colorado Planning and Zoning Committee

Regarding: Annexation and Initial Zoning of 214 Center Drive, Glenwood Springs and Development by R2 Partnership

Dear Gretchen Ricehill and Members of the Planning and Zoning Committee of Glenwood Springs Colorado,

I am writing today against the planned development of 214 Center Drive in West Glenwood. While you are considering this proposed development, I ask that you think about the following information carefully prior to allowing R2 Partnership LLC. to move forward with developing this 12.2 acre property with 360 residential units.

Safety

During the South Canyon fire in August 2020 Mel Ray Rd, Donegan Rd and HWY 6 & 24 were turned into parking lots, and no evacuation orders had been initiated. The Glenwood Canyon Fire of 2020, Coal Seam Fire of 2002 and the deadly Storm King Fire of 1994 demonstrate how quickly a small wildfire can become catastrophic and deadly. If the South Canyon this last August had blown up like these other local fires, the entire West Glenwood community would have been locked into our homes, with no ability to evacuate with all exits blocked. In addition, a heated argument developed between a driver parked on Donegan and a home owner whose property was being disrespected and it took over 40 minutes for Glenwood PD to respond, **with the officer stating he could not get through traffic**. Help couldn't get in, and we couldn't get out if we needed to evacuate. PLEASE SEE ATTACHED PHOTOS AT THE END OF THIS LETTER.

Traffic

Any traffic study completed during the current COVID-19 pandemic will be inaccurate at best! With many people unemployed, or having reduced hours, along with the number of people working from home due to office &/or school closures has significantly impacted the number of cars currently on the road in our community. Under the best conditions there were times it took 10 minutes for me to leave my house on Chaparral Circle, drive down Donegan to Mel Ray and through the round-about to access I-70 or Midland Ave during the morning commute at 7:15 am. When roads have been snow-packed there have been times that same distance took an hour during my morning commute. At the very least these impact studies need to be completed post pandemic before allowing this development to move forward.

Quality of Living for Glenwood Residents

In addition to the negative impacts to the West Glenwood Community I want to discuss the overall quality of living in Glenwood, especially for our kids. We have only one grocery store, that under the best circumstances struggled to keep shelves stocked. We have only one affordable mental health facility for lower income individuals and families, Mind Springs. They are inaccessible to many due to location, in addition to the fact that counseling appointments are hard to make on a consistent basis, with it often taking months to see a psychologist if you need medications. Primary Medical Care facilities are scheduling 1-3 months in advance for routine care, some of which is critical for monitoring of chronic conditions, and these wait times would only increase with significant numbers of new residents.

Schools are already struggling with being over-crowded, especially as the number of choices decreases with only 1 High School being fed from 3 separate schools (Glenwood Springs Middle School, Two Rivers K-8 School and Riverview K-8 School) in addition to 2 Private Schools (Ambleside at Skylark and St. Stephens Catholic School). The quality of our kids' education is negatively impacted by over-crowded classroom and crowded hallways where bullying and vaping are easier to get away with (a former student of mine talked about

how her orientation at Glenwood High included a tour of the places where you could vape without being caught).

Garfield County has one of the highest suicide rates in Colorado, with Colorado ranking 7th Nationwide. Some of the things impacting these high rates is the quality of living. Garfield County, and Glenwood, has seen an increase in Drunk Driving, and driving High, among individuals under 21, several resulting in deaths. As an Intern in Addictions Counseling and a Masters in Clinical Social Work with a Mental Health Certificate candidate the increased drinking and drug activity is in part due to boredom. Glenwood has no movie theatre, arcade, bowling alley, bike/skate park that provides our youth with active healthy activities. If you want to participate in any of these activities you have to travel 30+ miles to El Jebel or Rifle. The lack of these healthy activities also impacts the mental health of our youth, leading more younger adolescents (10-18 years of age) to become depressed, anxious and suicidal. In the last month alone I know of 3 adolescents in Glenwood who have attempted suicide.

While the Glenwood Springs Community Center is improving, many of their activities are at times when working parents can't take their kids, especially during the summer. The Hot Springs pool is a tourist destination and unaffordable for many locals, and they don't offer local discounts.

The job market in Glenwood doesn't support additional residential building. Making a living wage in Glenwood has grown more difficult over the years as Glenwood has grown, and with it the financial stress of trying to provide for your family. This financial stress increases anxiety, depression, substance use (including alcohol and marijuana) and suicidal ideation in adults.

In closing, I urge you to think about the long-term impacts on the quality of life, and infrastructure (or lack of) when considering the proposed development at 214 Center Drive, or any additional residential project in the City of Glenwood. If the COVID-19 pandemic has taught me anything it's that we must take care of each other, and strive to improve access to resources for all residents of a community. Increasing the number of residents in a community without regard to the necessary infrastructure, which we already lack, to sustain a high quality of living is irresponsible.

Thank you for your time, and for carefully considering all the costs of uncontrolled residential development within our beautiful city.

Sincerely,
Jennifer Zwickl
Chaparral Circle, West Glenwood Resident
jmzwickl@gmail.com

PHOTOS FROM AUGUST 5, 2020 – DURING THE SOUTH CANYON FIRE



Round About at I-70 and Mel Ray Road



Donegan Road looking West from Intersection of Mel Ray and Donegan. Notice Vehicle traveling East in the West Bound Lane.



HWY 6 & 24 looking east near the intersection of Mitchell Creek Road and Hwy 6 & 24.



Donegan Rd looking east from intersection of Donegan and Chaparral Circle, the proposed entrance to the development.

03/22/2021 Letter of concern to Gretchen.ricehill@cogs.us Director of community development

Please include this in your minutes for tomorrows Planning & Zoning meeting.

Hello Gretchen, My name is Dave Chiarello, resident at 0404 Mel Rey Rd in west Glenwood springs. I've lived in Glenwood form 1977 to 1991 on 1809 Grand Ave, across from Sayre park. I raised a family of four on this busy street. After the City took down the trees and widened Grand Ave the noise and pollution caused us to move to West Glenwood from 1991 till present time. It was an essential step for a more peaceful, quieter environment. You can see the stars clearly at night. All developments in this area have been in keeping with normal R1 zoning to maintain appropriate traffic levels and our quality of life. Until this.

The infrastructure is already overtaxed, from my own experience.

The main sewer line backed up into my basement 3 times in the last two years. The density of this Proposal is beyond absurd! Glenwood Springs is already maxed out.. The experience of last years fire season showed what a huge safety issue for evacuation, as down valley gridlock blocked many residents from coming or going to their homes. This development must be paired down to a third of units proposed. 120 at the most.. I hope you understand what the word 'Community' means. That pasture was always a refreshing reminder of nature at its best. The horses were beautiful.

Thank for entering these to the notes, Dave Chiarello

From: Jamie and Bob <jbdarien79@gmail.com>
Sent: Monday, March 22, 2021 10:06 AM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: West Glenwood Pasture Development

As advised we are submitting comments as members of the public being directly affected by the proposed annexation and rezoning of the land directly behind the Glenwood Springs Mall. In our view the proposed development will have serious adverse affects on our quality of life and personal sense of safety and security.

Our neighborhood consists primarily of single family homes. There are also four schools. County Road 130 features significant pedestrian and bicycle usage; it also provides a direct route to the frequently visited state fish hatchery.

Our concerns are vested in impacts on infrastructure (including water and sewer) increased traffic, lack of parking and inability to have safe egress in the event of emergency.

The neighborhood has been subject to serious wildfire activity including the storm King Fire where 14 lives were lost and the Coal Seam Fire where 39 structures were destroyed. There have been two mandated evacuations and numerous pre evacuation notices. These events have shown how extraordinarily difficult evacuation is.

We believe that adding approximately 800 to 1200 people to the neighborhood and an additional 800 to 1600 cars will compromise the sense of safety and security to the residents.

For these reasons, we ask the committee not to approve the proposed request of the annexation to the city.

Sincerely,
Bob and Jamie Darien

0019 Chaparral Cir. Glenwood Springs, CO

From: lindyenwold@aol.com <lindyenwold@aol.com>
Sent: Monday, March 22, 2021 10:50 AM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Cc: lindyenwold@aol.com; enewolderrik@yahoo.com; elaine.71@comcast.net
Subject: West Glenwood Pasture Development

Hello Gretchen Ricehill, Director of the Community Development Department,

My name is Belinda (Lindy) Enewold and I am a home owner at 266 Mt. Shadows Drive, Glenwood Springs, CO. I just retired from teaching in Port Isabel, TX. My plans are to return to my West Glenwood home. I am very concerned about the change that is taking place in that mountain town. It seems it is no longer going to have the quaintness, the mountain flavor, nor have the peaceful and open scenery that I and so many others, moved there for, especially in that neighborhood. Instead, there are going to be buildings that block the very vistas I/we bought our properties for! We have no huge factories or big businesses as calling cards for 'the masses' of people to settle in our area. We mostly cater to seasonal tourist trades. Why should we sacrifice our town, our scenic views, tax our community services (police, fire, emergency, hospital, etc.)? Our streets and appropriate access for such services don't support such large constructions, specifically apartment complexes, to encourage them to come. Fire engines and snowplows hardly fit down our West Glenwood streets even today. From past experiences, we all know that forest fires require speedy evacuations. We had to turn highway I-70 and roads into one-way evacuation lanes, some of us, 4-wheel drive or not, drove over ditches and road shoulders, only 'to get in a traffic jam line'. Where were we to go? There weren't many safe places to head to! That was a very frightful experience for us. How are you going to evacuate even a larger number of people?

Worst case scenario: If West Glenwood home owners get trapped on the North side of Donegan because of a fire/disaster involving the proposed building area, what route do we take? Only two streets (Ponderosa Drive and Mel Ray) lead to Donegan Rd that abuts the site. It would not be available if blocked off by the disaster or by apparatus and personell responding to and fighting it, etc. Traffic flow would have to divert West onto 132 Rd., if we get past a part of Donegan, and then go down Mitchell Creek to Hwy 6.. If we get past the East Donegan part, we would continue down Mel Ray to Hwy 6. If blocked at the corner, we would have to continue towards the golf club and town via Donegan. If both those routes (Ponderosa Dr. and Mel Ray) are blocked, we can only head up into the mountain by foot, at the top of Ponderosa Drive. Keep in mind that all these roads are narrow. Storm King Rd (off of Donegan) is an exit to Hwy 6, assuming we reach it before it is unavailable. In a major disaster that involves the proposed building site and surrounding area, West 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

Subject: Annexation and Initial Zoning of 214 Center Drive, Glenwood Springs and Development by R2 Partnership

I am writing to express my opposition to the annexation, rezoning and development of the 12.285-acre property at 214 Center Drive currently under contract with R2 Partnership LLC. I recognize that the Roaring Fork Valley in general may have a housing need, but to allow 360 residential units, with 1200 tenants with only 650 parking spaces to be built on a plot of land next to a rural neighborhood is a concern for me on many levels.

Safety:

I'm confident that last year's wildfires in South Canyon and Glenwood Canyon have demonstrated the need for wise decisions to be made as you plan a strong and safe community for all residents of Glenwood Springs. Shortly after the South Canyon wildfire, the residents of West Glenwood saw firsthand how quickly gridlock occurred, leaving almost every road impassable until late into the evening.

To add another 1200 residents to the current 3500 residents of West Glenwood would be utterly catastrophic. Not only do all of these residents need to evacuate safely, but there are elderly and disabled residents who may need assistance, families with young children, as well as two schools and many daycare facilities. We are not talking IF a wildfire will happen again in Glenwood Springs but WHEN.

According to figure 2 of the Wildland Urban Interface Community Wildfire Protection Plan of April 2007, the area of West Glenwood has a hazard rating of "very high." West Glenwood has many roads leading to A SINGLE ROAD - Highway 6. Highway 6 cannot allow for the safe evacuation of all the residents of West Glenwood as it stands today. Depending on the location of the fire, emergency vehicles may block off one or more roads to enable access to a fire or flood area, which would further restrict evacuation efforts.

Impact on Traffic:

The roads in West Glenwood are entirely inadequate to support a development of this size. The addition of 1000-1500 vehicles to our streets will create a traffic nightmare of overwhelming proportions and will turn West Glenwood into a parking lot. COVID has dramatically reduced traffic, and any traffic study done during these months will not reflect the reality of this area.

Proximity to schools:

Currently, the developer plans to have their main exit immediately opposite both the Two Rivers School and the Montessori School currently housed in the Glenwood Business Center. Even if the developer moves the exit street to somewhere else on Storm King, congestion and safety concerns for our young children, their parents, and our teachers are inevitable.

Green Space:

Glenwood residents value the beauty of the land and recognize the importance of green space; we will be losing yet another precious piece of land for our environment and wildlife. This pasture also affords West Glenwood with a good measure of protection against the spread of wildfires. Bike paths exist around town coming almost to this piece of property for both tourists and residents to recreate and enjoy this valley. Many tourists bike past the pasture to visit the area's Fish Hatcheries.

I urge you to protect its current population and help keep its residents safe by rejecting the application to annex and rezone this property.

Cindy and David Gray
283 Sunny Acres Road, GWS

-----Original Message-----

From: Debbie Wolf <dwolf1228@gmail.com>
Sent: Monday, March 22, 2021 2:01 PM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject:

Gretchen.ricehill@cogs.us

Subject: Annexation and Initial Zoning of 214 Center Drive, Glenwood Springs and Development by R2 Partnership

I am writing to express my opposition to the annexation, rezoning and development of the 12.285-acre property at 214 Center Drive currently under contract with R2 Partnership LLC. I recognize that the Roaring Fork Valley in general may have a housing need, but to allow 360 residential units, with 1200 tenants with only 650 parking spaces to be built on a plot of land next to a rural neighborhood is a concern for me on many levels.

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.

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.

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."

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>

To: harlangwen2@aol.com <harlangwen2@aol.com>

Sent: Tue, Mar 23, 2021 10:11 am

Subject: RE: Moratorium on development

Hello Rob

Your message below is missing the first sentence.

Can you resend.

Thanks

Gretchen

From: harlangwen2@aol.com <harlangwen2@aol.com>

Sent: Monday, March 22, 2021 5:44 PM

To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>

Cc: paul.schirmer@cmsg-us.com; 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

(970) 948-5696

o: gretchen.ricehill@cogs.us

Subject: Annexation and Initial Zoning of 214 Center Drive, Glenwood Springs and Development by R2 Partnership

I am writing to express my opposition to the annexation, rezoning and development of the 12.285-acre property at 214 Center Drive currently under contract with R2 Partnership LLC. I have lived in Glenwood Springs since 1973, and have lived in my current home on Donegan Road since 1994. I recognize that the Roaring Fork Valley in general may have a housing need, but to allow 360 residential units, with 1200 tenants with only 650 parking spaces to be built on a plot of land next to a rural neighborhood is a concern for me on many levels.

Safety:

I'm confident that last year's wildfires in South Canyon and Glenwood Canyon have demonstrated the need for wise decisions to be made as you plan a strong and safe community for all residents of Glenwood Springs. Shortly after the South Canyon wildfire, the residents of West Glenwood saw firsthand how quickly gridlock occurred, leaving almost every road impassable until late into the evening.

To add another 1200 residents to the current 3500 residents of West Glenwood would be utterly catastrophic. Not only do all of these residents need to evacuate safely, but there are elderly and disabled residents who may need assistance, families with young children, as well as two schools and many daycare facilities. We are not talking IF a wildfire will happen again in Glenwood Springs but WHEN.

According to figure 2 of the Wildland Urban Interface Community Wildfire Protection Plan of April 2007, the area of West Glenwood has a hazard rating of "very high." West Glenwood has many roads leading to A SINGLE ROAD - Highway 6. Highway 6 cannot allow for the safe evacuation of all the residents of West Glenwood as it stands today. Depending on the location of the fire, emergency vehicles could be blocked from access to a fire or flood area by hundreds of vehicles trying to flee.

Please review the news coverage and photos from the Glenwood Post Independent starting June 9, 2002. There are graphic photos of the evacuation of West Glenwood forced by the Coal Seam Fire, with dense smoke, wind, falling ash, and flames on the hillsides. There was bumper to bumper traffic evacuating through the smoke in 2002, and traffic, homes and businesses have increased dramatically since then. Consider that nightmare scenario when evaluating the total gridlock that occurred on August 3, 2020. There are frightening parallels to the Camp Fire in Paradise, CA, where the town was destroyed and people were burned alive trying to escape the flames. That's what keeps me awake at night.

Impact on Traffic:

The roads in West Glenwood are entirely inadequate to support a development of this size. The addition of 1000-1500 vehicles to our streets will create a traffic nightmare of overwhelming proportions and will turn West Glenwood into a parking lot. COVID has dramatically reduced traffic, and any traffic study done during these months will not reflect the reality of this area.

Proximity to schools:

Currently, the developer plans to have their main exit immediately opposite both the Two Rivers School and the Montessori School currently housed in the Glenwood Business Center. Even if the developer moves the exit street to somewhere else on Storm King, congestion and safety concerns for our young children, their parents, and our teachers are inevitable. Teachers at Two Rivers School routinely park on the streets near the school. Where will the teachers park when those spots are filled with overflow from the development?

Green Space:

Glenwood residents value the beauty of the land and recognize the importance of green space; we will be losing yet another precious piece of land for our environment and wildlife. This pasture also affords West Glenwood with a good measure of protection against the spread of wildfires. Bike paths exist around town coming almost to this piece of property for both tourists and residents to recreate and enjoy this valley. Many tourists bike past the pasture to visit the area's Fish Hatcheries.

Excessive Building Height:

West Glenwood has long been marketed as "Sunny West Glenwood." Four story, 40 foot tall buildings will create an "urban canyon," robbing residences north of Donegan Road not only of their views of our mountains, but of their access to sunlight, especially in the winter. Existing high rise buildings around Glenwood Springs have been backed up to hillsides, where surrounding neighborhoods have not been severely impacted by their height.

This proposed development is simply incompatible with the surrounding neighborhood at best, and at worst compounds the already existing danger to current residents, and to those hundreds of proposed new residents. The safety and quality of life of residents of Glenwood Springs should not be sacrificed to uncontrolled growth and the profit of an out of state developer. I urge you to protect the current population and help keep residents safe by rejecting the application to annex and rezone this property.

Marilyn Dorman
Donegan Road

From: [Russ Brown](#)
To: [Trent Hyatt](#)
Subject: annexation in West Glenwood and development
Date: Wednesday, March 24, 2021 2:08:17 PM

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
970-945-2800 hm
970-618-9552 (Verizon cell)

From: [james conway](#)
To: [Trent Hyatt](#)
Subject: West Glenwood Pasture Development
Date: Saturday, March 27, 2021 2:02:03 PM

Dear Mr. Hyatt,

I am writing in opposition to the proposed development located in the pasture behind the Glenwood Springs Mall.

Glenwood has always been a small city with a balanced mix of single family homes, townhomes and condominiums, and apartments. Glenwood is known for it's small town atmosphere and I fear we are now in danger of losing that .The enormous size of this proposal threatens to change forever the atmosphere of our town. Along with the other large apartment projects recently approved, I see us becoming a bedroom community for up valley workers and fear we are at risk of losing the reasons we all came here in the first place. The Western Slope is desirable to developers and we residents rely on our elected officials to protect our community by acting as a check on uncontrolled growth.

I also believe approving this development is a slap in the face to the residents of West Glenwood , especially those living north of Donegan Road ,as this will change what has been a family area to a high density area having more in common with the large front range communities than the small western slope town we all love.

I think the local residents deserve better.

We have been evacuated twice during our time here and I agree with the comments and concerns that if we have a fire or other emergency, Donegan, Mel Rey and the other roads in this area can't handle the projected traffic safely. Last summer , a small fire in South Canyon created chaos in West Glenwood. If this development is approved, such chaos will become a common event. This situation could quickly become more than just an inconvenience. We could actually face a dangerous situation in case of fire or other emergency..

Also, West Glenwood lacks amenities such as a grocery store, coffee shops, parks, and open space that are necessary for a large concentrated population.The entire Glenwood community doesn't have the infrastructure to support such a massive influx of new residents. Good planning should seek to avoid the necessity of reliance on automobiles and encourage pedestrian use. A development of this size will create many auto trips per day for routine services that are not available nearby.

I am also concerned about our future water needs as climate change continues to impact us all.

I realize that this area will not remain a pasture forever, although I and many others believe leaving the pasture as a park or open space would be a good idea. I am asking that the city not approve this project and instead look for alternatives that may result in a smart development that will complement and not destroy our neighborhood..

James Conway
147 Donegan road
Glenwood Springs. ,

From: [Kim Worline](#)
To: [Trent Hyatt](#)
Subject: Proposed development in West Glenwood
Date: Monday, March 29, 2021 7:16:34 AM

Good morning Trent,

It is my understanding that I missed the meeting for public comment regarding the proposed development in West Glenwood Springs. It was suggested that I write to you in an attempt to share my concerns about this proposal. I ask that you please include my comments along with the other residents of Glenwood Springs.

First, I understand that some development is inevitable, and there is a need for affordable housing options in our community. There aren't many parcels of land left so it doesn't surprise me that this field is now being considered for development. I would like to propose that if we are to move forward with allowing the development of this land, that there would be a reduced number of units in the plans. This would decrease the traffic and environmental impact in our community, and I believe would be a fair compromise. In addition, parking plans that allow for 1.7 cars per rental unit is unreasonable. People who occupy these rental units will likely have at least two cars. When I look around my little neighborhood of Vista Drive, I see at least two cars per house, if not three 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

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

Hello Trent

I received the comment below re: the West Glenwood Annexation and added it to the post hearing comment file.

Gretchen

-----Original Message-----

From: Tim Porter <timabq@msn.com>
Sent: Friday, April 2, 2021 8:03 AM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: Pasture

Gretchen,

I thought of some more problems with the pastor development this is not an order of importance just off the top of my head first the construction company is not from Colorado and I don't believe the apartment management would be from the depart from Colorado which would be essential. It seems as if there's no long-term plan we need to consider the future of the mall the future of the new mobile home park west of Ami acres run by the city of Glenwood. Also I would like to know what the city water and sewer (not to mention trash pick up and the amount of trash that I see in West Glenwood) of this plan. The traffic and down again cannot handle this I was already concerned about the number of dump trucks driving on donegal going to dump dirt for the construction of the city of Glenwood RV park west of Ami's acres. There is also the matter of not just parking but sidewalks bike paths safe crossing for children walking to the schools on either side of this pastor development. I would also like to see the planning numbers for Glenwood Springs percentages of new apartment percentages of new homes for purchase. I think we should be considering affordable housing for purchase and if this development is on the future there should be a mixed use of rentals /purchase.

Thanks

Tim Porter
34 gamba dr

Sent from my iPhone

From: [Gretchen E Ricehill](#)
To: [Trent Hyatt](#)
Subject: FW: New Developments Parking
Date: Tuesday, April 6, 2021 1:06:23 PM

FYI

From: pa <harlangwen2@aol.com>
Sent: Tuesday, April 6, 2021 11:45 AM
To: paul.schirmer@cdsg-us.com
Cc: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: New Developments Parking

Why do all new developments have limited parking?

Why is 1.7 the magic number for parking spaces in large, new housing developments? I don't know anyone with 0.7 vehicles. What about the other 0.3?

Seriously, most families, even those that qualify for "affordable" housing, have at least two vehicles. And I imagine that residents of these developments periodically have friends over for dinner or family visiting.

So, why allow the developers to get away with only 1.7 parking spaces per unit? This is the number cited in the proposed development behind the Glenwood Springs Mall.

Other developments, such as the one at Buffalo Valley, the one on Highway 6 in West Glenwood, and the one behind the RFTA station on Highway 28, all have limited parking.

It seems that City Council and P&Z should face reality when approving these large and, granted, needed developments.

Sharon Andersen
Glenwood Springs

This is a concern with the Proposed West Glenwood Pasture Development for me.

This Developer needs to have parking inside the property they are trying to develop and NOT on the Donegan Road. How in the world can you possibly put a sidewalk, bike path and then think you can park cars you are responsible for providing a space for and NOT on the Donegan Road.

I just heard that they are predicting the fire season to be bad. In my estimation there is no solution to the existing evacuation problem so this would be exaggerating the problem with the proposed West Glenwood Pasture Development adding hundreds more cars. Traffic jammed could cause hundreds of deaths and who would be responsible if this Proposal of 360 are allowed.

Sincerely,
Gwendolyn Porter

Michael R. Kinser
51 Ponderosa Drive
Glenwood Springs, CO 81601
Ph: (970)945-2287
mikekinser2@gmail.com

Trent Hyatt
City Hall
101 W 8th Street
Glenwood Springs, CO 81601

April 6, 2021

Dear Mr. Hyatt,

I am providing comments to the proposed annexation and rezoning of 15.8 acres of property located at 214 Center Drive, Project title 480 Donegan. 12.285 acres of the property is proposed for a high-density Planned Unit Development (PUD) consisting of 360 housing units. I have resided at the address above since 1989 and live within 0.2 miles from the property proposed for annexation/rezoning. I am not opposed to development of the subject property, but I am concerned about the level/intensity of the PUD being proposed by the applicant and developer. I recognize the applicant's right to develop the property in accordance with existing county zoning (commercial limited). It is not currently a right to develop high-density residential units. It is my preference that the subject property remain zoned as commercial or to a lower density residential area of single-family homes. In the event annexation and rezoning to PUD is approved, conditions must be established to protect public health, safety, the welfare of the City and surrounding neighborhood. Modification of the PUD will be necessary to be more compatible with and prevent irreparable harm to the surrounding neighborhood. My comments below are specific to the 12.285 acres proposed for PUD.

I. Safety

Comment:

An emergency evacuation study of West Glenwood Springs needs to be commissioned. The PUD would add approximately 1200 people to the community. Safe and expeditious evacuation of the area in the event of wildfire, debris flow or another catastrophic event would be adversely impacted. Those impacts must be mitigated. An emergency evacuation plan should also be prepared. The City should select the contractor who will conduct the study to avoid any conflict of interest. The applicant should contribute all funding necessary for the study to the City of Glenwood Springs.

Background/Rationale:

Having lived here for here for 32 years, I have experienced several wildfires near West Glenwood Springs including Storm King (1994), Coal Seam (2002), the 113 fire in South Canyon (2020), and Grizzley Creek (2020). My family and I were evacuated during the Coal Seam Fire. As you are probably aware, this region has experienced an approximate 20-year drying out period. According to the most recent U.S. Drought Monitor, our area is classified as being in exceptional drought. Climate data is clear that drought conditions are occurring with more frequency in this region, and I do not see that changing anytime soon. As a result, we can except wildfires in this area to occur with more frequency, intensity and for longer duration. It is not a matter of if but when we will experience the next catastrophic wildfire.

During the 2002 Coal Seam fire, I can recall how difficult it was for residents in West Glenwood Springs to evacuate the area in an expeditious manner. The August 5, 2020 the 113 fire occurred on the north side of I-70, mile marker 113 (near South Canyon). That resulted in closure of the Interstate and backed up traffic in the West Glenwood Springs area along Mel Rey, Donegan and Storm King Roads. This left 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.

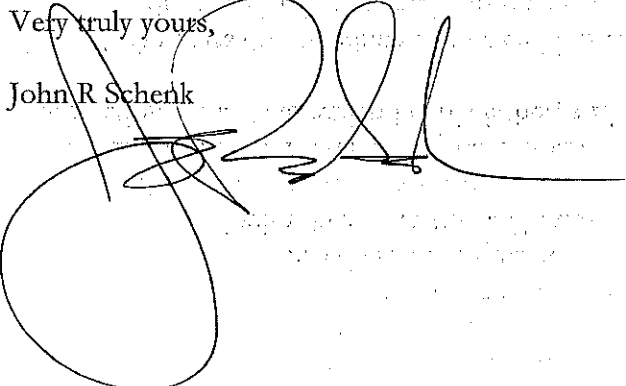
Through the years during which I practiced law in Glenwood Springs I was also acquainted with projects undertaken by Floyd and John for my clients throughout the local area. The attention to detail and diligence exercised by Diemoz Construction have been rarely exceeded.

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; [Trent Hyatt](#)
Subject: Take a Breather
Date: Wednesday, April 14, 2021 5:24:13 PM

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

To whom it may concern:

An application has been submitted by Glenwood Partnership, LLLP, for a property under 480 Donegan Road Annexation and Initial Zoning/Rezoning. There are two parcels, 3+ and 12+ acres, immediately north of the Glenwood Springs Mall. I would like to speak in favor of that application.

I served on the Transportation Commission for about 8 years, approximately 2003 thru 2011, and was chair for most of that time. That put me on the Steering Committee when the 2011 Glenwood Springs Comprehensive Plan was developed. As I remember, this property was on the planning radar from the prior comprehensive plan.

Affordable housing has been a top tier concern for this valley for years. Glenwood is geographically constrained, and cannot just spread as other communities might. A number of approaches have been tried or suggested. Closing the door to newcomers after one has arrived does not work. Rent control does not work. Public housing and deed restrictions have mixed success. Much of the new housing built in the area is targeted at move-up markets. Increased density, especially on infill sites such as this, is important. The proximity to public transportation means that personal vehicles may not be required at the level that they would be at other locations. The mix of studio, one, and two bedroom apartments will automatically serve a lower economic segment of the economy. Lack of supply has been a contributor to our high cost of housing. This project will help to increase the supply of more affordable units.

My one quibble with the project as currently envisioned is with the commercial segment. Rather than a restaurant, it seems that a small convenience or grocery store where one could get staples and perhaps fresh fruits and vegetables might better serve the neighborhood. But that could come with the redevelopment of the mall, whenever that might be.

There will be challenges with the project, but the owners have a demonstrated history of foresight and community mindedness and desire to work with the community to achieve a project that will be beneficial for all.

Respectfully submitted,

David Alcott

From: [Gretchen E Ricehill](#)
To: [Trent Hyatt](#)
Subject: FW: W. Glenwood Annexation - Letter to Glenwood City Council
Date: Monday, April 19, 2021 8:53:23 AM

Trent
For your info and file
Gretchen

From: NANCY BROOKS <nancybrooks179@comcast.net>
Sent: Saturday, April 17, 2021 11:44 AM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: Letter to Glenwood City Council

Dear City Council Members,

Please consider my reasons for opposing the density of the apartment complex plans on the Diemoz property in West Glenwood. We all realize that it is the right of Floyd to develop his property, but the size will cause many major problems as well as spoil the rural feeling we have in this part of town. Some of the buildings will be four stories high, completely destroying any view of the mountains, and the apartments will add at least 1500 more vehicles to the traffic. There are only 1.7 parking places allocated per unit meaning that many cars will be parking along Donegan Road and in front of the Charter School. Most frightening of all is the possibility of everyone in West Glenwood having to evacuate because of a fire as they did a few months ago. Many people I know were stuck for hours trying to evacuate, and many lives could be lost. There is already a major problem with people from Oasis Creek and other subdivisions attempting to get on the roundabout during work hours to get into downtown.

Glenwood Springs has been discovered and is being over- developed. "Build it and they will come." What we desperately need are single story dwellings on that property, or even a senior living center that all other communities either already have or are building. Thank you for all your many hours of work and consideration of my suggestions!

Sincerely yours,

Nancy Brooks
0179 Creekside Court
970928-8189

From: [Jeremy Gerbaz](#)
To: [Trent Hyatt](#)
Subject: annexation of 214 center dr.
Date: Monday, April 19, 2021 10:09:22 PM

Attn: Glenwood Springs, Colorado Planning and Zoning Committee
Regarding: Annexation of 214 Center Dr. Glenwood Springs.

I am writing again because I have a few more thoughts after the last planning and zoning meeting.

First, let's say this project gets approved and 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; letters@aspentimes.com; letters@postindependent.com; news@soprissun.com; [Trent Hyatt](#)
Subject: West Glenwood pasture development
Date: Tuesday, April 20, 2021 12:35:13 PM

Home for us is West Glenwood. A Cincinnati developer wants to build 360 units behind the old mall. This is so overwhelming for us. We are all in shock. We have no infrastructure for even 20 units. No way to widen our roads , no way to handle 900 more vehicles, no room in our two schools, grocery store ,clinic and tiny park. this development would crush us. We have been through all the terrifying fires and mudslides. Most of us have some things packed for the next one. Last Summers small South Canyon fire again showed us how vulnerable and dangerous our situation is. With I; 70west closed, we had total gridlock here and I heard halfway to Carbondale. If that fire raced into West Glenwood, we would have had no escape and some folks would have died . This is extremely serious !!! We need to get real about this situation. the proposed development would not work . This comes down to human rights versus development rights. The answer is the safety and welfare of our residents. We come first. Remember, these developments heavily impact all our valleys. Please join us on Facebook at 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

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
To: [Gretchen E Ricehill](#)
Cc: [Debra Figueroa](#); [Jennifer Ooton](#); [Trent Hyatt](#)
Subject: Annexation and Initial Zoning of 214 Center Drive, Glenwood Springs and Development by R2 Partnership
Date: Monday, April 26, 2021 5:06:04 PM

Hello Gretchen,

I just wanted to share a few comments related to the above. Please share with Planning and Zoning Commission members and others as appropriate.

I have been periferally following this application and my concerns include the following:

-1) From the below Parkland Dedication requirements in the city code, this development would add approximately 900 residents. Estimating approximately 9000 current residents in the city of Glenwood, this would add another 10% in a very small parcel compared to the existing corporate limits. It seems like too much density adding to already existing issues in West Glenwood. In my cursory review of the P & Z application packet, it was not clear to me from whom these residents will be receiving potable water. If from the City of GWS, then that would represent a great demand on the already climate change, amounts and usage, and wildfire-related impacts on Grizzly and No Name Creeks that provide water to the city.

-2) Per the Parkland Dedication requirements, the number of units (360) in this multi-family development would require 6.3 acres of parkland dedicated (see code pasted below). As there is a shortage of parkland in that area there should be an actual dedication of public parkland, not just the "open space" offset proposed by the developer. As is the case with St. Stephens school and their use of the city-owned Sayre Park as their de-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> Sent: Monday, March 1, 2021 8:46

AMTo: Glenn Hartmann <ghartmann@garfield-county.com>Subject: RE:

City of Glenwood Springs Land Use Referral in West 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

Trent

Below is a comment for the Annexation file.

Gretchen

From: Jeanne <jeanne.dekoninck@gmail.com>
Sent: Monday, May 3, 2021 11:16 AM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: West Glenwood Mall development project

Please forward to P & Z :

We believe the planned development is TOO dense.

The extra traffic is a concern especially for users trying to get on Donegan Road from Sunny Acres and Vista Drive with poor visibility. Also the extra traffic will make bicycle riding more dangerous.

Gridlock is a big problem now.

Whenever there's an accident or closure on I-70 you can't even get to town or anywhere else from HWY 6.

Fire evacuation will be the same. I was sharing my concern with a friend who lives downtown and he told me I could always hang out on the golf course and go into the pond if it came to that point.

More cars on the road won't help this situation.

Sincerely,

Jeanne and Dennis Dekoninck

Sent from [Mail](#) for Windows 10

From: [Gretchen E Ricehill](#)
To: [Trent Hyatt](#)
Subject: FW: Re: pasture developement
Date: Monday, May 10, 2021 8:25:28 AM

From: folo@sopris.net <folo@sopris.net>
Sent: Sunday, May 9, 2021 5:00 PM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: Fwd: Re: pasture developement

----- Original Message -----

Subject: Re: pasture developement
Date: Thu, 22 Apr 2021 19:31:32 -0600
From: George Shaver <georgeshaver1836@gmail.com>
To: folo@sopris.net

Lisa

Please send this to the city. We are permitted from individual contact on such matters. I can't read this if it is not part of the public record but can and will if it is out there for all to see.

You can find Gretchen Ricehill on the city website in the community development department.

Thanks

George

On Apr 22, 2021, at 8:31 AM, folo@sopris.net wrote:

George and Sumner,

First I'd like to thank you for serving on P&Z. It is wonderful that you are willing to give to our community. I know that you have already heard many of the concerns of the West Glenwood residents. But I would like to share my concerns after living in my family home of 54 years.

Many of us evacuated for the Storm King and the Coal Seam fires. It was a frightening experience for me with three small children. My husband was a fireman at the time and stayed behind to fight for the neighborhoods of west Glenwood. This past summer was equally frightening when the streets of west Glenwood were inundated with bumper to bumper traffic and the south canyon fire burning. The residents

of west Glenwood were prepared to evacuate their homes but could not even get out of our driveways. If this 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

Another comment

From: folo@sopris.net <folo@sopris.net>
Sent: Sunday, May 9, 2021 4:57 PM
To: wkeesbery@garfield-county.com; ghartmann@garfield-county.com; Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Cc: roaringforkrentals@yahoo.com; folo@sopris.net
Subject: WGWS Pasture

Glenn, Wyatt, Gretchen,P&Z, County Commissioners and City Council,

Reading through some excerpts from the packet (page 416). Wyatt Keesbery makes a comment that the city should annex ALL of West Glenwood not just bits and pieces. Well Mr. Keesbery, the city has done nothing but annex bits and pieces of West Glenwood my whole life. We residents of West Glenwood do NOT want to be annexed into the city of Glenwood Springs. Many of us purchased out here because it was outside of city limits and had a "country" feel. The city and developers have screwed that up for us.

Mr. Rosenberg acts as if lowering the amount of units (360 down from 418) and offering 1.7 parking spots instead of 1.5 is a gift. He is also thinking that a 53 foot building isn't going to block our view. This entire development is out of character with the single family home neighborhood that surround it. I also believe that all of the parking for this development should be inside it's own boundaries. Donegan should not have parking on it's south side because then the residents of this disaster of a development will assume they can park on the north side. Mr. Rosenberg also told us that the main entrance would not be on Donegan. Now he has changed his tune. Why would you pump 2200 trips a day out into "our" neighborhood and down Mel Rey. You would be ignorant to believe that the residents would take a different route. I am wondering if story poles could be placed out in the pasture. So that everyone can see how high this monstrosity is going to be. Since this is going to affect the entire county by crowding the roads, clogging the round about, polluting our beautiful area I am wondering if we can take this to a vote of the people. For goodness sake we only have one grocery store. Lets add another 1000+ people. Why is it the responsibility of Glenwood Springs to provide employee housing for Aspen?

Lets take it to a vote!!

Lisa Orosz
folo@sopris.net
970-945-0452

From: [Gretchen E Ricehill](#)
To: [Trent Hyatt](#)
Subject: FW: West Glenwood development
Date: Tuesday, May 18, 2021 8:41:14 AM

From: Joni McGavock <jonimc22@gmail.com>
Sent: Tuesday, May 18, 2021 8:18 AM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: West Glenwood 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

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

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

From: Elizabeth Phillips <ejp5@hotmail.com>
Sent: Saturday, May 22, 2021 5:41 PM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: Annexation and Rezoning of 214 Center Drive, Glenwood Springs, and Development by R2 Partnership

Hello, Gretchen,
Please forward this letter to the Planning and Zoning Commission and others as appropriate.
Thank you.

I am writing to add my voice to those of the many fellow residents of West Glenwood Springs who have expressed their deep concerns about, and opposition to, the annexation and rezoning of the pasture property at 214 Center Drive by R2 Partnership. As a long-time home-owner in West Glenwood Springs who plans to live here many more years, I implore the Planning and Zoning Commission to thoroughly consider the following critical issues:

1. Evacuation routes. The recurring and seemingly inevitable wildland fires that continue to threaten our area require that we have effective evacuation routes to protect us. Recent history has shown that such routes do not exist. What is the plan to take into account the 500-1,000 additional vehicles that this 360-unit complex will add to currently inadequate evacuation routes?

2. Traffic. Recurring closures of I-70 because of mud/rock slides, traffic accidents, other emergencies continue to cause massive, lengthy back-ups of traffic in West Glenwood. These closures and gridlocks prevent medical and police services from reaching homes in this area of 3,500 residents, more than one third of the population of the city.

What is the plan to address the issue of access into and out of West Glenwood

during such closures, when approximately 900 (25 percent) more residents are added?

3. Benefit to the City. What would be the economic benefit to the City of allowing this development to proceed? At a prior meeting of the Commission, this question was asked of City Attorney Karl Hanlon. He answered that historically a city does not enjoy an economic benefit overall from adding residential rental units; in fact, it often results in a negative economic impact. Why would the City allow this development to proceed if it likely will have negative economic consequences?

For these reasons, plus the many others already elaborated by my neighbors, I respectfully request the Planning and Zoning Commission to protect the safety, well-being, and quality of life of the 3,500 residents of West Glenwood by rejecting the application of R2 Partnership to annex, rezone, and develop this property.

Elizabeth J. Phillips
120 Rockledge Drive
Glenwood Springs
Colorado 81601

From: [Gretchen E Ricehill](#)
To: [Trent Hyatt](#)
Subject: FW: Annexation and Initial Zoning of 214 Center Drive, Glenwood Springs and Development by R2 Partnership
Date: Monday, May 24, 2021 8:02:56 AM

From: fourkward <fourkward@gmail.com>
Sent: Sunday, May 23, 2021 11:02 PM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: Annexation and Initial Zoning of 214 Center Drive, Glenwood Springs and Development by R2 Partnership

Sent from my Verizon, Samsung Galaxy smartphone

To: City of Glenwood Springs Planning & Zoning Commission

We have several issues with the big development.

First would be fire safety. Our roads do not support evacuations. Evacuations have occurred in West Glenwood and have ended up in total chaos, it is extremely dangerous and life threatening. Adding that many more people, and their vehicles, would be a step in the wrong direction for human safety. The Fire Dept is not staffed or equipped to support such a project. Last year when south canyon closed due to wildfire, all roads in west glenwood were jammed up with vehicles so bad emergency services could not navigate through to respond to any other emergency calls if needed. They would have had to walk to respond to any calls carrying their equipment. This is really scary to think about if it was any worse than it was.

Our house, located on the west side of Mel Rey, will border the project, along with our business. The proposed project will take away views from us that we have enjoyed for 20 years, not to mention the night light pollution, which would increase 100 times more with this proposed project. Three story buildings are just way too tall and parking lots require a certain amount of lighting per lot and with the proposed development plans the building and landscape would take away from our property values.

They have shown plans behind our back yard fence for a parking lot. With us being in the Towing & Recovery business for 40 years, I know personally, I would want more protection then a wooden fence, because people can't be trusted with their driving abilities! We would request a safety wall

be built for our safety of our property, our house & most importantly my family. The proposed parking lot is way too close to my house.

Another concern would be the traffic study. We feel the traffic study is inaccurate. Living on Mel Rey for at least 20+ years as well as our trucking/ towing & diesel repair business 40+ years. There is significant truck traffic due to the designated truck route on Mel Rey, Donegan & Stormking Rd. Last year to this year, Mel Rey has been way calm due covid business & school restrictions, there was way less traffic then normal. After the old Post office on Stormking Rd. turned into a school, it has been hard to use the designated truck route because the school already lacks parking and has to park the school buses on the street. That is another issue all in itself but has been manageable with towing tractor-trailers with our heavy wrecker (tow truck). Now with the proposed development of adding thousands of people plus their vehicles, the proposed sidewalks will make it almost, if not impassable. We are not the only large trucks in this area that will have an issue trying to navigate the narrowing road with the proposed sidewalks on Melrey & Donegan. In all reality, the sidewalk should be built on the proposed property project and not on the designated truck route.

Our issue with the proposed sidewalks on Mel Rey is a big concern for us. Mel Rey Rd. is NOT wide enough to handle sidewalks. We for one cannot afford to lose any parking to our business, this would destroy my location of our business with my truck parking & the parking for our large vehicle customers. Semi's (tractor - trailers), dumptrucks, heavy equipment & various passenger vehicles. We would not even be able to park a normal sized pickup truck in our designated parking area let alone our heavy equipment. We are not the only business this would affect, it would hurt every business on the west side of Mel Rey with their customer/ employee parking. Parking is already an issue around Glenwood and this would be adding to the existing growing problem.

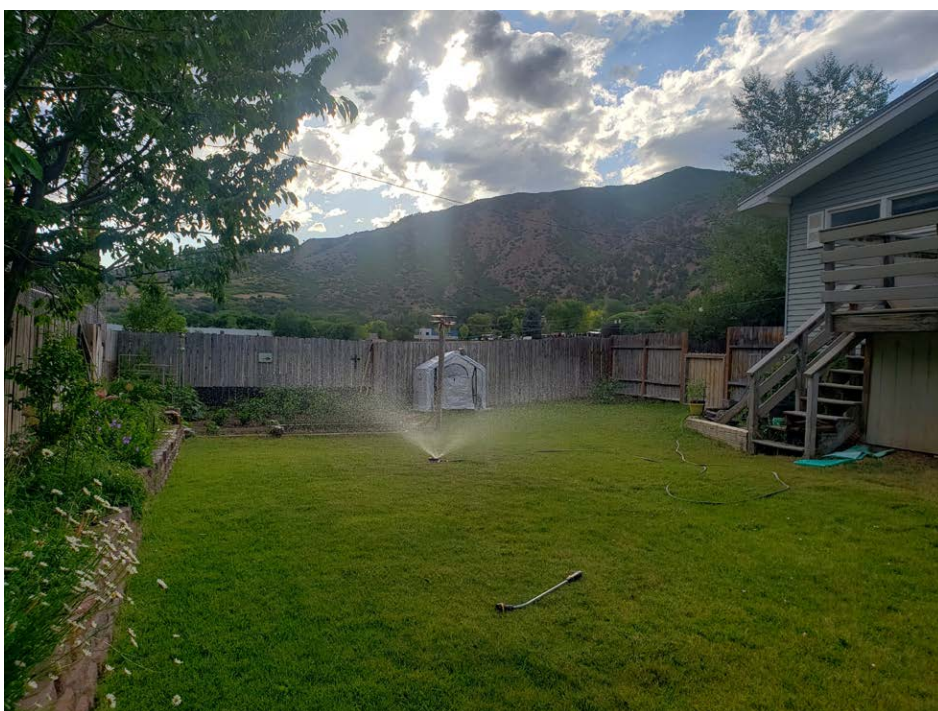
We also have a concern for lack of resources available. Lack of another Grocery store, water supply, fire, police/ sheriff personal. We have personally heard not too long ago from local law enforcement that west glenwood is getting rough and the laws do not protect us like they should. So in conclusion of all of this, we strongly oppose the annexation of the West Glenwood Pasture development. In our opinion it would not be the right move for our community at this time.

Sincerely,
Kevin & Kelly Ward
0191 Mel Rey Rd.
Glenwood Springs, CO 81601

-And also-

Glenwood Enterprises, Inc
dba Blaine Ward Towing
Attn: Kevin Ward
0111 Mel Rey Rd.
Glenwood Springs, Co 81601







May 24, 2021

To: Glenwood Springs Planning and Zoning Commission

You've previously been informed that more than 60 years ago, in 1960, my parents, Adolph and Edith Diemoz, purchased 30 acres of privately owned land in West Glenwood as an investment property.

- This land was not our family homestead. Our homestead was near El Jebel in about 1905. Our land behind the mall has been commercially zoned for decades, and has never been designated as open space.
- In 1980, the Diemoz Family sold about 14 acres of land for the Glenwood Springs Mall, and retained approximately 15.8 acres.
- Our Family, received county approvals for a commercial park and then built two commercial buildings. At that time, we installed all of the utilities needed to service all of the future development of our land.
- In 1982, 39 years ago, our Diemoz Family built and paid for our portion of the Storm King Road and deeded the road to the County, which all of West Glenwood uses.
- For nearly a year, R2 Partnership has worked in close cooperation with the City Planning Staff to refine the design of their proposed development, following suggestions and recommendations from the City's professional staff of planners and engineers.
- After extensive review, and revisions that included reductions to the density, the City Planning Department continues to recommend that you approve our proposed annexation.

Why?

Because the design has followed the *vision, goals and policies of Glenwood's Comprehensive Plan* as well as followed the City's Development Code. I've attached pages 41 and 46 of the City's Comprehensive Plan, and ask you to read the highlighted sections.

We believe the applicant has made significant concessions and their plan would be a great contribution to Glenwood. Our family believes it makes sense to be annexed within Glenwood's City limits with this proposal, however, our land will eventually be developed in some fashion in the near future, whether annexed into the City or not.

Thank you,

Floyd Diemoz, Glenwood Partnership, LLLP, Partner

uses. Ideally however, the City encourages RFTA to develop a BRT station Downtown because this would provide seamless access to commercial areas, employment, recreation, as well as other modes of transportation.

Glenwood Mall

This Plan envisions that the Glenwood Mall and the properties immediately north of it be integrated and redeveloped into a mixed-use community including a significant component of medium to high density residential uses with an internal system of sidewalks and community spaces thus creating a center focal point for the west end of town.

Glenwood Meadows

The Glenwood Meadows development originally included a housing component south of Wulfsohn Road. This component of the project has been delayed. However, the Comprehensive Plan continues to identify the housing component of the Glenwood Meadows project as a logical and ideal place for much needed community housing within walking distance of commercial areas, recreation and open space. Therefore, the Comprehensive Plan strongly encourages that the housing component be constructed. Additional housing units are also strongly encouraged on other properties within the Glenwood Meadows development. Live / work units, where the unit is designed to have a living spaces as well as a work space for non-nuisance producing businesses, are seen as appropriate here.

Hwy 6 Corridor

The Hwy 6 / 24 corridor currently is comprised of many different uses—auto-oriented commercial and service uses along the highway and residential uses tucked behind. In spite of having an elementary school much of the area lacks true neighborhood character and walkability. This area has potential for significant redevelopment in the future. As it does so, it is expected that the immediate Hwy 6 / 24 corridor will continue to be a mix of uses. New development is expected to include pedestrian interconnectivity, bicycle access, landscaping and building placement so that the corridor is an attractive, accessible, community-oriented strip and not just focused on highway traffic. Multi-family housing is expected to continue to be developed north of the corridor.

Residential Areas

Existing neighborhoods in Glenwood Springs are mostly walkable and “talkable” and give much of the “small town” character to the community, with their smaller building sites, traffic calming, shaded sidewalks, front porches instead of garages, and small neighborhood parks.

Most existing residential neighborhoods are envisioned to remain substantially unchanged over the next planning period. Some minor infill and redevelopment is expected through the addition of accessory dwelling units and where sensitively designed duplexes, townhouses or small apartment buildings may replace a mobile home or bungalow on a large lot.

existing boundary south of town to encompass the Bershenyi Ranch (Elk Meadows) and the Four Mile Ranch subdivision (Figure 3-17). Here, along Four Mile Road the City has extended sewer treatment services to these parcels through a long-standing pre-annexation agreement and it is felt that the City will be able to bring about a land use configuration for these properties that will better meet the aspirations of the city than would be possible under county jurisdiction.

Overall Annexation Position

1. Within the Urban Growth Boundary annexation is preferred over development through county jurisdiction, unless there are extenuating circumstances and significant public benefit to do otherwise.
2. Annexation will occur through petition of the land owner(s). While it is not the intent of the City to compel annexation, the City reserves the prerogative to initiate annexation if found to be in the best interest of the community.
3. The City will consider annexation only within the Urban Growth Boundary unless there is a compelling public benefit to consider annexation of a parcel outside the boundary.
4. The City is required to provide annexed parcels with infrastructure (electricity, water, wastewater) and services (police, emergency and other urban services) in a manner that is cost-effective and that does not unduly burden Glenwood Springs residents.
5. The City encourages and supports the annexation of the property immediately north of the Glenwood Mall to facilitate a compatible/coordinated mixed-use development.
6. The City should work with Garfield County to jointly adopt a major street plan for the Bershenyi Ranch / Elk Meadows property that will assure mutual commitment to a unified vision for development and open space.

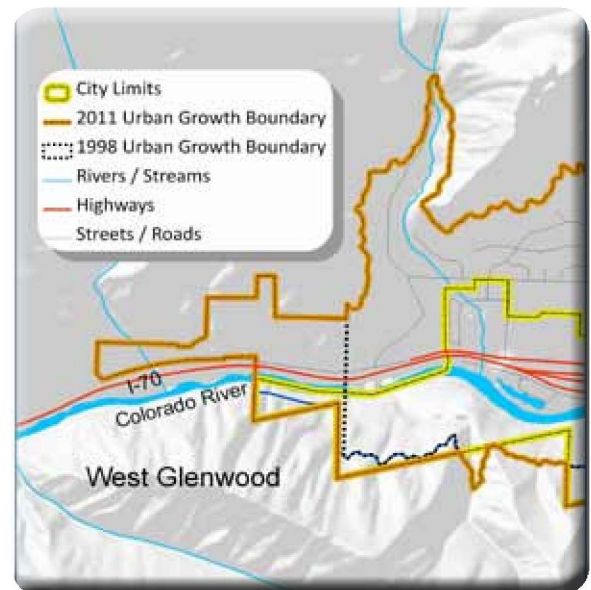


Figure 3-16: The Urban Growth Boundary was extended to include on the west end of town. Properties here have a low density residential land use designation.

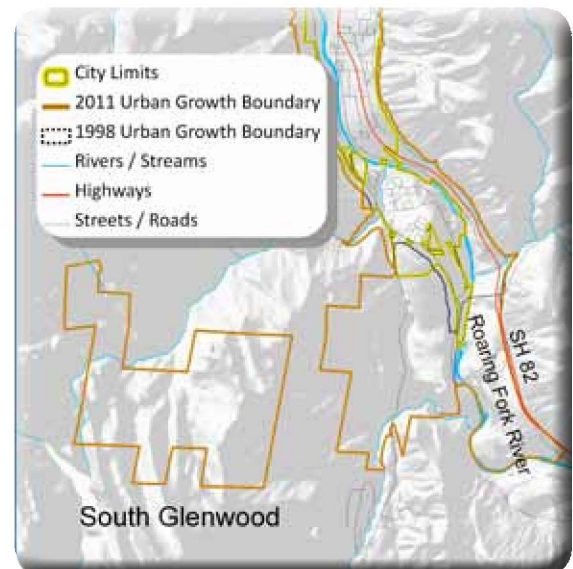


Figure 3-17: The Urban Growth Boundary was extended to include the Elk Meadows Properties south of town and additional property on the west end of the city.



From: walter krom <w57ursman@hotmail.com>
Sent: Monday, May 24, 2021 4:28 PM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: Annexation and Rezoning of 314 Center Dr., Glenwood Springs

To: Planning and Zoning Commission

I am a homeowner in West Glenwood Springs and I am opposed to the annexation and rezoning of the property behind the old mall, for the following reasons:

Safety: West Glenwood has a hazard rating of "very high" for wild fire. This means we MUST have safe evacuation routes. Adding more than 1,000 more residents, and possibly more cars and trucks, to this neighborhood would increase the danger to all in the case of evacuations, or detours when I-70 is closed as has happened multiple times recently. Gridlock is already a critical problem. We should not be increasing the potential danger by adding 1,000 or more vehicles to already inadequate evacuations routes.

Traffic: Our local streets cannot support 1,000 more vehicles coming and going daily, night and day, seven days a week. The existing traffic study does not accurately reflect the actual impact that would be felt. That study was conducted during a time when many people were either working from home or were unemployed and therefore not commuting to work. Also, schools were closed, which also reduced the traffic. The additional traffic caused by the proposed development would create unsafe conditions and congestion around the two nearby schools. Parking and driving near these schools are already difficult during school hours. In addition, using public parking space on Donegan Rd. is not at all realistic; all parking spaces are already full during school hours.

I am asking the Planning and Zoning Commission to please take these issues into consideration, and to protect the safety and well-being of the 3,500 current residents of West Glenwood by rejecting this application.

Respectfully submitted,

Walt Krom

120 Rockledge Dr.

Glenwood Springs, CO 81601

From: [Gretchen E Ricehill](#)
To: [Trent Hyatt](#)
Subject: FW: Annexation and Rezoning of 214 Center Drive, Glenwood Springs, and Development by R2 Partnership
Date: Monday, May 24, 2021 8:01:53 AM

From: Elizabeth Phillips <ejp5@hotmail.com>
Sent: Saturday, May 22, 2021 5:41 PM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: Annexation and Rezoning of 214 Center Drive, Glenwood Springs, and Development by R2 Partnership

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

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.

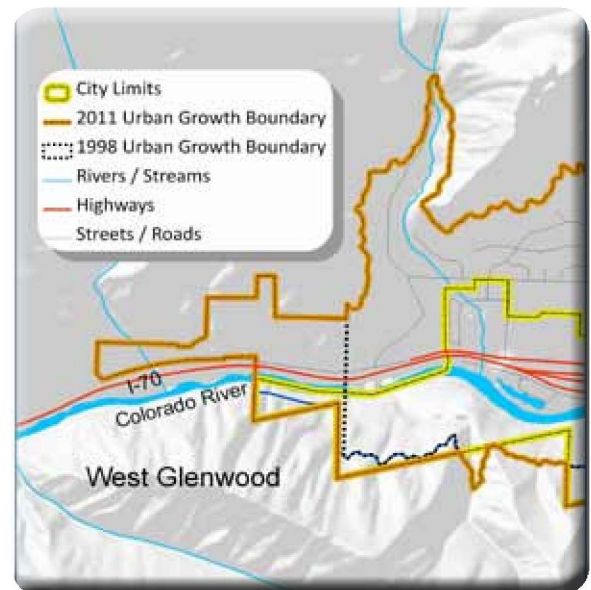


Figure 3-16: The Urban Growth Boundary was extended to include on the west end of town. Properties here have a low density residential land use designation.

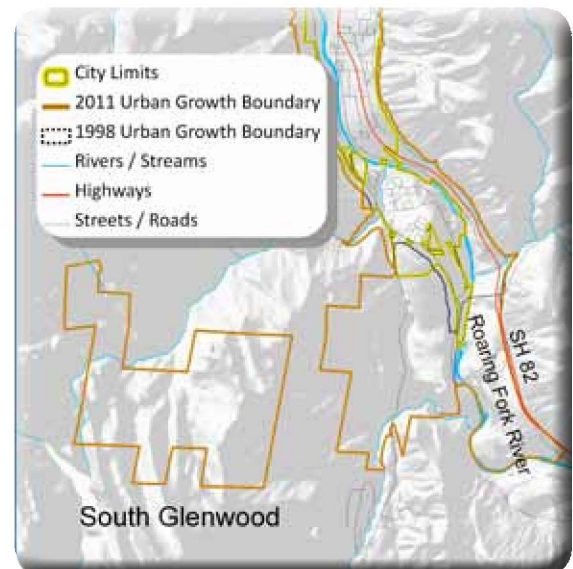


Figure 3-17: The Urban Growth Boundary was extended to include the Elk Meadows Properties south of town and additional property on the west end of the city.



From: [Gretchen E Ricehill](#)
To: [Trent Hyatt](#)
Subject: FW: Annexation and Rezoning of 314 Center Dr., Glenwood Springs
Date: Monday, May 24, 2021 4:40:43 PM

From: walter krom <w57ursman@hotmail.com>
Sent: Monday, May 24, 2021 4:28 PM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: Annexation and Rezoning of 314 Center Dr., Glenwood Springs

To: Planning and Zoning Commission

I am a homeowner in West Glenwood Springs and I am opposed to the annexation and rezoning of the property behind the old mall, for the following reasons:

Safety: West Glenwood has a hazard rating of "very high" for wild fire. This means we MUST have safe evacuation routes. Adding more than 1,000 more residents, and possibly more cars and trucks, to this neighborhood would increase the danger to all in the case of evacuations, or detours when I-70 is closed as has happened multiple times recently. Gridlock is already a critical problem. We should not be increasing the potential danger by adding 1,000 or more vehicles to already inadequate evacuations routes.

Traffic: Our local streets cannot support 1,000 more vehicles coming and going daily, night and day, seven days a week. The existing traffic study does not accurately reflect the actual impact that would be felt. That study was conducted during a time when many people were either working from home or were unemployed and therefore not commuting to work. Also, schools were closed, which also reduced the traffic. The additional traffic caused by the proposed development would create unsafe conditions and congestion around the two nearby schools. Parking and driving near these schools are already difficult during school hours. In addition, using public parking space on Donegan Rd. is not at all realistic; all parking spaces are already full during school hours.

I am asking the Planning and Zoning Commission to please take these issues into consideration, and to protect the safety and well-being of the 3,500 current residents of West Glenwood by rejecting this application.

Respectfully submitted,

Walt Krom

120 Rockledge Dr.

Glenwood Springs, CO 81601

From: [Gretchen E Ricehill](#)
To: [Trent Hyatt](#)
Subject: FW: Letter re West Glenwood Pasture Development
Date: Tuesday, May 25, 2021 7:59:43 AM

Trent

See below for additional comments re: the annexation proposal.

Gretchen

Hi Gretchen. I realize you've been super busy getting ready for the Planning and Zoning meeting Tuesday May 25 th. I do appreciate you sending out a reminder on our Facebook page with the accessible links.

While scrolling through the comment links, I was really disappointed not to see the most recent letter my husband and I wrote and sent to you on May 10th.

Disappointed because I felt we gave some ideas/suggestions on ways to modify and accommodate our neighborhood if this development is approved.

Any idea why our letter wasn't included with the others?

Thanks for the time in responding to my concerns.

I'm sure you'll be so glad when this is all over.

Take care - thanks for all you do.

Jamie Darien

From: Jamie and Bob <jbdarien79@gmail.com>
Sent: Monday, May 10, 2021 7:49 PM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: Letter re West Glenwood Pasture Development

To Glenwood Springs Planning and Zoning Commissioners;

We, my husband and I, know change is in the air, and with change sometimes comes growth.

Driving past all the new apartment developments in Glenwood Springs, we are well aware of change ;

Buffalo Valley Apartments (2021) - 116 units, The Lofts/Glenwood Meadows - 181 built, (2018), Six Canyons (2020) - 116 units, and the recently approved Bell Rippy development (2021)- 54 units (in the process of being built), we question the need for more apartment developments in our town and question if the occupancy is 100% in each.

We're also painfully aware when added together, these developments are

smaller in the amount of units, than the 360 units requested by the R2 Partnership proposal.

However, aside from the size(s) of these existing and presently proposed developments, we do believe a major factor to be considered regarding the R2 Partnership proposal, is in the location(s), of these buildings. As far as we know, it's our understanding, the West Glenwood development is the only structure that is being constructed in an **actual neighborhood.**

As a neighborhood community, we have voiced, and will continue to voice, our concerns regarding the impact of this structure on our homes and families. Numerous concerns and comments have been expressed regarding traffic, parking, safety, fire evacuation(s), and major increase in population.

The impact of traffic, safety, and major increase of population, (by approx 400-1200 cars and people) not only effects West Glenwood, but will have major impacts on all of Glenwood Springs.

The so-called "Butterfly Effect" (theory of a small change resulting in larger differences in a later state) may be evident with the increase of traffic on 6&24, I-70, Midland, Hwy 6&24, the bridge, Grand Ave., Hwy 82, and in addition, the increase of shoppers at small businesses, ie. our one and only grocery store, City Market.

We realize our one letter will not stop this change in our neighborhood from happening. Nevertheless, it may cause Planning and Zoning Commissioners and the R2 Developers to pause and rethink the magnitude of such a project.

We're hoping all involved with this decision of annexation will ask themselves the following questions;

- Are 3 and 4 stories really necessary ?
- Can a Victorian style roofing (a style not found that I'm aware of, in West Glenwood) be modified to allow for less height ?
- Can the 360 proposed units be decreased to allow for more open space ?

- Can story poles be utilized to allow for a more clear understanding of how much of Red Mountain will still be visible after the development is built ?
- Could No Parking signs be distributed along Donegan and side streets across from the development, to minimize the overflow of parking impact ?

As we stated earlier, we know change is in the air, as is growth in our small town. We just want to do the very best to prepare for the inevitable, and still keep our little town in Western Colorado from being overdeveloped and overcrowded.

“Never doubt that a small group of thoughtful, committed citizens can change the world. Indeed, it is the only thing that ever has.” Margaret Mead

Respectfully,
Bob and Jamie Darien

Dear Glenwood Springs Planning and Zoning,

I am a board member of the No Name Water Association. I also work with Roaring Fork Conservancy as Director of Education. I have lived in Glenwood Springs (and just outside of it in No Name) for the last 22 years. I would like to make a public comment, as a No Name resident regarding the proposed pasture development in West Glenwood Springs, behind the mall.

Spending the last two decades teaching in and around Glenwood Springs as a classroom teacher and then, as a Watershed Educator, I have deeply explored the watershed health and its effect on our community. I understand that the population of Glenwood Springs is growing, and when I moved here, I contributed to that growth. Increasing population inherently creates more need for water and resources while at the same time, squeezes the space we occupy, to contain more nonpoint pollution coming from multiple sources. Tackling this challenge is no easy feat. The question is how do we preserve what we love and not close the door behind us?

Glenwood Springs and the Roaring Fork Valley are sustained by the rivers and streams that allowed people to initially settle here. The rivers are truly our lifblood. They also are a major driver in our economy as tourism is centered around water activities like skiing, rafting, golfing, and fishing.

Multiplex and high-density housing is a lot more water efficient than single residences. My concern is that approving multiple high density housing projects could result in drastically increasing the population of Glenwood Springs in a short amount of time. This could set Glenwood Springs and surrounding communities on a collision course. While high density housing and smart community development is essential in future planning, fast growth, when we are in the highest level of drought, could dry our rivers and streams to levels that render them unsustainable for aquatic species and recreation. We need a plan for lowering water consumption to reflect the water we have, versus the water rights, that if used, could compromise the health of our rivers and tourism. Balancing smart community growth with preservation is incredibly challenging. While the hope for gold and silver initially brought people here, it is the environment that creates our economic driver.

There are no easy answers, but if Glenwood Springs continues to consume water at current rates and increases population and housing, the result could be similar to communities that over developed and allocated water in Arizona and other population centers throughout the west. While municipal drinking water is not threatened, the depth of the water directly correlates to the temperature and oxygen levels that support the trout and aquatic species that sustain our ecosystems. We also need to avoid aridification to protect our communities from wildfires.

The green pasture field in West Glenwood also absorbs heat while adding moisture to an urban area. Open vegetated areas are buffer zones collecting and absorbing pollution from residential run off. Adding more concrete to West Glenwood does not increase the health of our current community. The Roaring Fork River and small creeks like No Name, sustain the riparian areas that create shade and increase moisture levels. We face increasing temperatures and shrinking water supplies. As a community, planning proactively to protect the beautiful gem that we live in, is an important part of sustainable and economic growth. I would like to recommend that existing developed areas be

redesigned and used for housing. I also would recommend that incentives for water conservation be offered to increase responsible landscaping.

Thank you for your time and consideration.

Megan Dean

From: [Jennifer Ooton](#)
To: [Gretchen E Ricehill](#); [Trent Hyatt](#)
Subject: FW:
Date: Thursday, June 3, 2021 8:28:45 AM
Attachments: [Outlook-zehirqb3.png](#)

Good morning,

Could we please include this in the record when Planning Item 9-20 comes to City Council?

Thanks,

Jenn

From: Shelley Kaup <shelley.kaup@cogs.us>
Sent: Thursday, June 3, 2021 8:24 AM
To: Debra Figueroa <debra.figueroa@cogs.us>; Jennifer Ooton <jenn.ooton@cogs.us>
Subject: Fw:

Can you all please enter this in public record for West Glenwood?

Thanks,

Shelley

Shelley Kaup

Councilor At-Large

City of Glenwood Springs

970-948-9018 (cell)



<https://www.ci.glenwood-springs.co.us/>

From: Jeanne <jeanne.dekoninck@gmail.com>
Sent: Wednesday, June 2, 2021 7:23 PM
To: Ingrid Wussow <ingrid.wussow@cogs.us>; Tony Hershey <tony.hershey@cogs.us>; Shelley Kaup <shelley.kaup@cogs.us>
Subject:

Hi,

I'm writing to voice my objections to the proposed development of the land behind the mall. It's way too dense. We need a fire evacuation plan in place before any more building is planned. Whenever I-70 is closed for whatever reason we have gridlock in west Glenwood Springs and sometimes the bridge in town is also affected.

Another question is does Glenwood Springs have the infrastructure to handle more development? The comprehensive plan need to be updated first.

Sincerely,

Jeanne Dekoninck

Sent from [Mail](#) for Windows 10

From: [Debra Figueroa](#)
To: [Trent Hyatt](#)
Cc: [Jennifer Ooton](#)
Subject: Fwd: West glenwood development
Date: Saturday, June 12, 2021 1:14:08 PM

Trent,

Can you please include this in our public record comments?

Thank you

Debra

Sent from my iPhone

Begin forwarded message:

From: jean smith <jeanieandrandy4@gmail.com>
Date: June 12, 2021 at 3:00:55 PM EDT
To: Debra Figueroa <debra.figueroa@cogs.us>
Subject: West glenwood development

I live on Mail Ray Road and strongly oppose the plan development directly behind me. My road is very busy as it is and this additional traffic would be horrible. This simply is too much for our nice quiet community. Please suppose this. Jean Smith thanks

From: [Jennifer Ooton](#)
To: [Trent Hyatt](#)
Subject: FW: West Glenwood Development
Date: Thursday, June 17, 2021 9:44:50 AM
Attachments: [Outlook-1d15qoe5.png](#)

Trent,
Can you please add this to the record for the Annexation?
Thanks,
Jenn

From: Shelley Kaup <shelley.kaup@cogs.us>
Sent: Thursday, June 17, 2021 9:37 AM
To: Jennifer Ooton <jenn.ooton@cogs.us>
Cc: Debra Figueroa <debra.figueroa@cogs.us>; Karl Hanlon <kjh@mountainlawfirm.com>
Subject: Fw: West Glenwood Development

Can you please include thee email below in the public record for the Annexation?

thanks,
Shelley

Shelley Kaup

Councilor At-Large

City of Glenwood Springs

970-948-9018 (cell)



<https://www.ci.glenwood-springs.co.us/>

From: Jamie and Bob <jbdarien79@gmail.com>
Sent: Wednesday, June 16, 2021 3:01 PM
To: Shelley Kaup <shelley.kaup@cogs.us>
Subject: West Glenwood Development

Dear Councilwoman Kaup,

My husband Bob and I have lived in our home in West Glenwood since 1981.

In that time, we've seen many changes and much growth throughout Glenwood Springs and in 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

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,

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: [Jennifer Ooton](#)
To: [Trent Hyatt](#)
Subject: FW: West Glenwood Pasture Development
Date: Monday, June 21, 2021 8:32:26 AM
Attachments: [West Glenwood Pasture Development Reynolds Cain Ditch.docx](#)
[Outlook-lllcol1g.png](#)

Trent,
Can you add this to the packet for July 29?
Thanks,
Jenn

From: Shelley Kaup <shelley.kaup@cogs.us>
Sent: Sunday, June 20, 2021 8:17 PM
To: Jennifer Ooton <jenn.ooton@cogs.us>; Debra Figueroa <debra.figueroa@cogs.us>
Cc: Karl Hanlon <kjh@mountainlawfirm.com>
Subject: Fw: West Glenwood Pasture Development

Jenn,

Can this letter please be added to the public records for the West Glenwood Annexation?
Thank you,
Shelley

Shelley Kaup

Councilor At-Large

City of Glenwood Springs

970-948-9018 (cell)



<https://www.ci.glenwood-springs.co.us/>

From: LEE BOWLES <mitchellcreek@comcast.net>
Sent: Friday, June 18, 2021 1:45 PM
To: Steve Davis <steve.davis@cogs.us>; Jonathan Godes <jonathan.godes@cogs.us>; Tony Hershey <tony.hershey@cogs.us>; Shelley Kaup <shelley.kaup@cogs.us>; Paula Stepp

<paula.stepp@cogs.us>; Charlie Willman <charlie.willman@cogs.us>; Ingrid Wussow
<ingrid.wussow@cogs.us>; Debra Figueroa <debra.figueroa@cogs.us>

Subject: West Glenwood Pasture Development

Please see attachment.

Thank you.

Dear City Council,

I am writing in regards to the development being proposed for the West Glenwood Pasture.

I would like to make some comments on the Reynolds Cain Ditch in which Floyd Diemoz has water rights that he is planning on selling to the developer so they can irrigate their open space. Floyd stated in the last P&Z meeting that his family has had those water rights for many decades and the water has been plentiful. My husband and I also have water rights out of Mitchell Creek. The golf course has 1st water rights on the Reynolds Cain ditch that is supplied by Mitchell Creek. I beg to differ on how plentiful the water is as everyone is ignoring the fact we are currently in a drought. This is the first year we have hardly seen Mitchell Creek rise due to runoff, again which feeds the Reynolds Cain ditch. Ever since my Husband turned on the ditch this year to irrigate our property he has been in constant contact with man who manages the ditch for the Golf course on what water he was utilizing and letting out from Mitchell Creek. Never before had we talked to him about our usage. If the Golf Course does not get enough of their allotted water they can call rights on the rest of us, which means it is possible the Diemoz water could be shut off. In the 31 years we have lived here we have only had our water called once, and it wasn't even as dry then as it is now. Also the Storm King Ranch has rights and the Sunlight church from Mitchell creek thru a ditch that runs thru our property. My main point is that the Diemoz water is not a for sure thing especially in these years of drought. We are not even sure how it would all get monitored if such a large development decides to utilize the ditch water. Right now we all work together and communicate any problems.

I am hopeful you will take seriously the comments on why P&Z turned down the proposal. Our lives are literally in your hands. You cannot continue to add to the problems that exist in West Glenwood with Fire evacuation and the gridlock we experience. I don't know if any of you have been thru a wildfire where you cannot move and have mountains on fire around you, but it's terrifying. Our geography goes against us in this small valley.

None of us can understand why over and over it's stated there is enough water in these times of drought. Maybe today, but does no one plan for future dry years? We need a new fire house and so many other things in this town besides more housing. We don't have the infrastructure to support such a development. Also we rarely see any law enforcement in our area even after calls to please patrol due to visually seeing drug exchanges going on.

The traffic in Glenwood is horrendous. We are supposed to be a tourist town but it's getting so congested it's not fun for anyone to try and get around, including the tourists. Right now I am afraid to go to town because if the interstate closes, which is happening more and more I will never get home.

There is so little open space in this valley and I understand the Diemoz family wants to sell but please take care of your citizens that rely on you to make the right decisions for us. We have been lucky so far, but in West Glenwood we truly have the fear of being trapped and burned alive. It's not if we will have another wildfire, but when. If you add more traffic to an already existing problem no one has a chance.

Just a reminder that there are no sidewalks on Donegan or up the Mitchell Creek Road. We have loads of hikers, bikers, dog walkers and lots of children walking the road with already too much traffic going over the speed limit. If you add all those people who will join the clusters already on a dangerous road someone is eventually going to get hurt. Since we have an outdated firehouse couldn't the city somehow buy that property for a new firehouse/senior-center/park....anything to give our city some life instead of just constant building of apartments. Please step back and think of your citizens and what is happening to our town and I beg you do the right thing for us.

Respectfully,

Bruce & Lee Bowles

Two properties on Mitchell Creek Road

From: [Jennifer Ooton](#)
To: [Trent Hyatt](#)
Subject: FW: West Glenwood Pasture Development
Date: Monday, June 21, 2021 8:32:26 AM
Attachments: [West Glenwood Pasture Development Reynolds Cain Ditch.docx](#)
[Outlook-lllcol1g.png](#)

Trent,
Can you add this to the packet for July 29?
Thanks,
Jenn

From: Shelley Kaup <shelley.kaup@cogs.us>
Sent: Sunday, June 20, 2021 8:17 PM
To: Jennifer Ooton <jenn.ooton@cogs.us>; Debra Figueroa <debra.figueroa@cogs.us>
Cc: Karl Hanlon <kjh@mountainlawfirm.com>
Subject: Fw: West Glenwood Pasture Development

Jenn,

Can this letter please be added to the public records for the West Glenwood Annexation?
Thank you,
Shelley

Shelley Kaup

Councilor At-Large

City of Glenwood Springs

970-948-9018 (cell)



<https://www.ci.glenwood-springs.co.us/>

From: LEE BOWLES <mitchellcreek@comcast.net>
Sent: Friday, June 18, 2021 1:45 PM
To: Steve Davis <steve.davis@cogs.us>; Jonathan Godes <jonathan.godes@cogs.us>; Tony Hershey <tony.hershey@cogs.us>; Shelley Kaup <shelley.kaup@cogs.us>; Paula Stepp

<paula.stepp@cogs.us>; Charlie Willman <charlie.willman@cogs.us>; Ingrid Wussow
<ingrid.wussow@cogs.us>; Debra Figueroa <debra.figueroa@cogs.us>

Subject: West Glenwood Pasture Development

Please see attachment.

Thank you.

From: [Debra Figueroa](#)
To: [Trent Hyatt](#); [Jennifer Ooton](#)
Subject: FW: west glenwood pasture development
Date: Tuesday, June 22, 2021 12:38:35 PM

Public comment

Thank you

From: linda drake <lindalunardesigns@gmail.com>
Sent: Tuesday, June 22, 2021 12:34 PM
To: Debra Figueroa <debra.figueroa@cogs.us>
Subject: west glenwood pasture development

We have lived in west Glenwood for 15 years and are really concerned about the proposed housing in the pasture along Donegan Road. Obvious reasons: fire evacuation bottle neck, I 70 closures that hugely impact west glenwood, and lack of water resources. We are on a watering restriction so they want to bring in 600 units MORE! I plead with City Council to serve your community here in west Glenwood. We feel totally ignored over big business - even worse, investors from out of state. Who do you serve???

Linda Drake

www.lunar-designs.com

970-947-0648 ph

From: [Debra Figueroa](#)
To: [Trent Hyatt](#)
Cc: [Jennifer Ooton](#)
Subject: Fwd: Subject: Annexation, Rezoning and Development of 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz and Development of 480 Donegan Road by R2 Partnership
Date: Thursday, June 24, 2021 6:29:58 PM

Trent,

Can we please add this to the public record? Thank you

Debra

Sent from my iPhone

Begin forwarded message:

From: Shannon Derby <shanderb41@gmail.com>
Date: June 24, 2021 at 3:46:34 PM MDT
To: Steve Davis <steve.davis@cogs.us>, Jonathan Godes <jonathan.godes@cogs.us>, Tony Hershey <tony.hershey@cogs.us>, charlie.wllman@cogs.us, Ingrid Wussow <ingrid.wussow@cogs.us>, Debra Figueroa <debra.figueroa@cogs.us>, Paula Stepp <paula.stepp@cogs.us>
Subject: **Subject: Annexation, Rezoning and Development of 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz and Development of 480 Donegan Road by R2 Partnership**

I am writing to express my opposition to the annexation, rezoning and development of the 15.818-acre property at 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz, and specifically the 12.285-acre PUD proposal (also known as 480 Donegan) currently under contract with R2 Partnership LLC. I recognize that the Roaring Fork Valley does need more affordable housing, but to allow 360 units on this property, at this time, before the Comprehensive Plan is complete and evacuation plans are in place, is unconscionable.

Safety:

According to figure 2 of the Wildland Urban Interface Community Wildfire Protection Plan of April 2007, the area of West Glenwood has a hazard rating of "very high." Fire Chief Tillotson claims that the West Glenwood Fire Department is undersized and obsolete, believing our concerns to be valid. The lack of emergency services in West Glenwood needs to be addressed before adding a significant increase to the population. The new reality is extreme fire danger.

West Glenwood residents got a taste of just how helpless we are last summer after the 111 Fire. Plans are necessary in the event of a natural disaster to counteract how people actually behave in the event of an emergency with no guidance. We, as a community, must start

planning now. Our community, neighborhood by neighborhood, household by household, must begin now to organize adequate emergency responses. The physical layout of West Glenwood makes dependence on official services hopelessly inadequate.

Impact on Traffic:

COVID has drastically reduced traffic, therefore the traffic study done during these months, no matter the algorithm used to calculate the increase, cannot properly reflect the reality of this area. The addition of 1000+ vehicles and a minimum of 2,200 trips per day to our streets will create a traffic nightmare of overwhelming proportions. Congestion near schools and safety concerns for our young children are inevitable.

Comprehensive Plan:

How is it possible “that the benefits of development are distributed evenly across society” when this building is the equivalent to 7 large complexes here in town? Glenwood Greens, Machebeuf, Holiday House, Manor I, Manor II, 23rd Street, and Six Canyons is 381 units in total. This is a proposal of 360 in one location! If sustainability is the key foundation to the plan, it’s clear that the social and environmental aspects of sustainability cannot be met through the proposal now under consideration.

Since 2011, when the current Comprehensive Plan was adopted, there have been monumental shifts in perception of the hazards it left out. It’s hopelessly inadequate to meet today’s needs, let alone tomorrows. We are fortunate having local resources for cutting edge technologies. We must enlist them. Development and design should demand working with the existing land features, infrastructure, cost of fixes, demographic shifts and foreseeable challenges like climate effects on regional weather patterns and drought. Designing for energy efficiency, water conservation, defensibility against fire and flood, ease of maintenance on critical systems – while being minimally dependent on outside services, is possible in this day and age. It’s past time that we integrate land use regulations that prioritizes safety and optimally dense communities.

In closing, the neighborhood opposition to these proposals is about a recognition that we have much to do before responsible development on any scale makes sense here, from a basic safety perspective. If there is one thing our world has learned during COVID it is that no matter how economically stable we are, how fiscally responsible we are, unprecedented changes create new demands on both basic infrastructure and community organization to protect ourselves from their most dire impacts. How much we plan for the future, we are nothing if we don’t protect our people.

It is my opinion that a moratorium needs to be placed on all non-single-family developments in Glenwood Springs until (a) a current

Wildfire Evacuation Plan is not only in place but can be implemented to allow for the safe evacuation of all Glenwood Springs residents, (b) a thorough assessment of how the annexation will impact water supply now and into the future, and (c) the Comprehensive Plan has been updated.

Floyd Diemoz has served Glenwood Springs well over the decades, including contributions to public safety, efficiency and community well-being. Designing for the present and future needs of this West Glenwood neighborhood is a challenge worthy of his experience and talents. But this proposed development is not it, and this is not the time to stand on property rights over public safety. Both can be served, but only if both are embraced.

I urge you to protect the current population and help keep residents safe by rejecting the application to annex and rezone this property.

Bryan and Shannon Derby
West Glenwood residents
Shannon since 1977
Bryan since 1991

From: [Gretchen E Ricehill](#)
To: [Trent Hyatt](#)
Subject: FW: Annexation correspondence - City of Glenwood opportunity?
Date: Monday, June 28, 2021 9:01:32 AM

FYI

From: HRUDUDU@SOPRIS.NET <HRUDUDU@SOPRIS.NET>
Sent: Thursday, June 24, 2021 12:45 PM
To: Gail Schwartz <gails@habitatroaringfork.org>
Cc: Debra Figueroa <debra.figueroa@cogs.us>; Steve Davis <steve.davis@cogs.us>; Shelley Kaup <shelley.kaup@cogs.us>; Rick Voorhees <rick.voorhees@cogs.us>; Jonathan Godes <jonathan.godes@cogs.us>; Charlie Willman <charlie.willman@cogs.us>; Paula Stepp <paula.stepp@cogs.us>; Tony Hershey <tony.hershey@cogs.us>; Jennifer Ooton <jenn.ooton@cogs.us>; Gretchen E Ricehill <gretchen.ricehill@cogs.us>; Sumner <sumnerschachter@gmail.com>; ntorres@rfschools.com; rstein@rfschools.com
Subject: City of Glenwood opportunity?

Hello Gail,

I've been involved with an annexation and PUD development proposal here in Glenwood behind the old West Glenwood Mall. With a group of primarily neighbors in opposition to the planned 360 rental-only units on just over 12 acres. In one of my "drifting off/can't shut my brain down" moments, I thought of a possible "opportunity" for HFH/RF, the City of Glenwood Springs, the developer and residents.

The project is petitioning for annexation into the city and I believe the city council can impose requirements and conditions IF they decide to annex. A myriad of things come to mind, but for now I want to share with you thoughts that may be mutually beneficial. Also as a PUD zoning request, there is concern the 360 units with between 600-900 or more residents will NOT provide for a "... greater benefit to the City of Glenwood Springs.". The Municipal Code states:

070.020.180 - Planned Unit Development (*PUD*) District.

(a)

Purpose. Planned unit developments (*PUDs*) are intended to allow for greater flexibility in the application of zoning and development standards than would otherwise be achieved through a base zoning district in exchange for greater benefit to the City of Glenwood Springs.

Also in the Municipal Code are requirements for Parkland Dedication and School Land Dedication based on the number of residents. Per my neophyte calculations, the density of this proposal REQUIRES 5.9 acres of parkland and 4.4 acres of school land OR as desired by the developer, can pay

“fees in lieu of” actual dedications. City staff initial calculations for these fees respectively are \$1.45 million and \$890,000.

The “tickles in my brain” relate to the city elected officials being in the “driver’s seat” related to this housing proposal. Among the concerns I’ve voiced relate to the lack of actual land dedication where there is currently a serious lack of public parkland in this area, the Two Rivers Community School across the street from this parcel uses a very small city park as one of their de-facto playgrounds, the housing is proposed to ALL rental/no owner occupied AND they want to pay the fees-in-lieu of. They will provide a portion of “attainable housing” units, but again are just rent-restricted, not owned like the Habitat model.

As Habitat (and the Roaring Fork School District RE-1 in Carbondale) have a proven record of providing truly affordable housing I see an opportunity to work with the developer, current land owner and the city to find a way to make something work, whether to provide actual land to HFH and/or RE-1 to build units as part of the project and annexation. Or maybe the developer could agree to build “shells” for HFH to finish with volunteers and selected homeowner? RE-1 may be able to own a few of the new units in lieu of land dedications, both school and parkland? I believe if the annexation and PUD are approved, there should be provision for truly affordable/attainable housing controlled by non-profits such as HFH and RE-1.

I have no idea how to get from “thought to reality”, but I’m sharing this e-mail with city council, city staff and RE-1 board president and superintendent. The annexation petition and PUD zoning request are scheduled for a Special City Council meeting on July 29, 2021 at 6PM. It is a highly charged issue for many in combination with many other high density rental projects in and around Glenwood. I feel with the size of this project, the density per acre, the request to develop under a PUD rather than existing city zoning, because it is an annexation request, and the developer positing they cannot reduce the density and make it "work", there MAY be a special opportunity to benefit many in the neighborhood as well as those most in need, homeowners in affordable housing and school staff.

People need to throw out creative solutions such as the “net zero” energy upgrades done by HFH and energy-focused requirements done by the Town of Carbondale related to their new construction projects. The city needs to step up and pursue similar requirements and along with those, here may represent yet another “outside-the-box”, creative, imaginative and mutually beneficial solution.

I hope these thoughts may be of interest to you and the Board of HFH/RF and will be open to consideration and possible involvement.

Thank you so very much for your time, consideration and thoughts,

Greg Jeung
970-319-7697

PS A very interesting aside I just discovered while 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

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)

Get [Outlook for iOS](#)

From: Shelley Kaup <shelley.kaup@cogs.us>
Sent: Tuesday, June 29, 2021 10:50:53 AM
To: Debra Figueroa <debra.figueroa@cogs.us>; Jennifer Ooton <jenn.ooton@cogs.us>
Subject: Fw: Annexation, Rezoning, and Development of 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz and Development of 480 Donegan Road by R2 Partnership

Can I assume all these emails are getting put to public record for the project?

-SK

Shelley Kaup

Councilor At-Large

City of Glenwood Springs

970-948-9018 (cell)



<https://www.ci.glenwood-springs.co.us/>

From: Karleen Lugena Clark <hkarclark@gmail.com>
Sent: Monday, June 28, 2021 9:37 PM
To: Steve Davis <steve.davis@cogs.us>; Jonathan Godes <jonathan.godes@cogs.us>; Tony Hershey <tony.hershey@cogs.us>; Paula Stepp <paula.stepp@cogs.us>; Charlie Willman <charlie.willman@cogs.us>; Ingrid Wussow <ingrid.wussow@cogs.us>; Debra Figueroa <debra.figueroa@cogs.us>; Shelley Kaup <shelley.kaup@cogs.us>
Subject: Annexation, Rezoning, and Development of 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz and Development of 480 Donegan Road by R2 Partnership

I am writing to express my opposition to the annexation, rezoning, and development of the 15.818-acre property at 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz 12.285-acre PUD proposal (also known as 480 Donegan) currently under contract with R2 Partnership LLC. I recognize that the Roaring Fork Valley has an additional need for affordable housing, but to allow the development of an additional 360 units on this property, before the Comprehensive Plan is complete and evacuation plans are in place, is unconscionable.

Safety:

According to figure 2 of the Wildland Urban Interface Community Wildfire Protection Plan of April 2007, the area of West Glenwood has a hazard rating of “very high.” Fire Chief Tillotson claims that the West Glenwood Fire Department is undersized and obsolete, believing our concerns to be valid. The City of Glenwood Springs must address the lack of emergency services for West Glenwood Springs before adding a significant increase to the population. The current residents already live with the threat of extreme fire danger. As the population increases, this danger also increases.

The 111 Fire of 2020 emphasized our helplessness. Plans are necessary for the event of a natural disaster to counteract how people behave during an emergency with no guidance. We, as a community, must start planning now. Our community, neighborhood by neighborhood, household by household, must begin organizing adequate emergency responses. The physical layout of West Glenwood makes dependence on official services hopelessly inadequate.

Impact on Traffic:

COVID has drastically reduced traffic. Therefore the traffic study completed during COVID, no matter the algorithm used to calculate the increase, cannot correctly reflect the reality of this area. The addition of 1000+ vehicles and a minimum of 2,200 trips per day to our streets will create a traffic nightmare of overwhelming proportions. Congestion near schools and safety concerns for our young children are inevitable.

Comprehensive Plan:

How is it possible “that the benefits of development are distributed evenly across society” when this project is the equivalent of seven existing complexes in town? Glenwood Greens, Machebeuf, Holiday House, Manor I, Manor II, 23rd Street, and Six Canyons have a combined total of 381 units. The 214 Center Drive Plan proposes a structure with 360 units in one location!

With the adoption of the 2011 Comprehensive Plan, our infrastructure and population density has changed. As a result, the outdated plan does not include the hazards related to the current community, let alone meet the needs of tomorrow. We are fortunate to have local

resources with cutting-edge technologies. We must enlist them. Development and design should demand working with the existing land features, infrastructure, demographic shifts, and foreseeable challenges like climate effects on regional weather patterns and drought. Designing for energy efficiency, water conservation, defensibility against fire and flood, ease of maintenance on critical systems – while being minimally dependent on outside services, is possible in this day and age. It's past time that we integrate land-use regulations that prioritize safety in dense communities.

The neighborhood opposition is about recognizing the preliminary work required to ensure safety before development. COVID has taught us that no matter how economically stable or how fiscally responsible we are, unprecedented changes create new demands on both basic infrastructure and community organization. Regardless of how much we plan for the future, we are nothing if we don't protect our people.

It is my recommendation to place a moratorium for all non-single-family developments in Glenwood Springs until (a) a current Wildfire Evacuation Plan is not only in place but can be implemented to allow for the safe evacuation of all Glenwood Springs residents, (b) a thorough assessment of how the annexation will impact water supply now and into the future, and (c) update the Comprehensive Plan.

Floyd Diemoz has served Glenwood Springs well over the decades, including contributions to public safety, efficiency, and community well-being. I do not find fault with his selection of a Developer nor the quality of the project plan. Unfortunately, the density of our existing population and lack of Community preparedness has placed him at a disadvantage. My opposition is founded strictly on safety concerns. I also recognize he has every right to sell and develop this land, but property rights do not exceed the fundamental right to safety. I believe we can serve both initiatives if we take a step back, address the underlying dangers, and then design a project supporting our community's safety.

I urge you to protect the current population's safety by rejecting the application to annex and rezone this property.

Karleen Clark
570 Mel Rey Rd., Glenwood Springs, CO 81601

From: [Debra Figueroa](#)
To: [Trent Hyatt](#)
Subject: Fwd: Annexation, Rezoning and Development of 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz and Development of 480 Donegan Road by R2 Partnership
Date: Wednesday, June 30, 2021 5:59:30 AM

Trent,

For the public record

Thank you

Debra

Sent from my iPhone

Begin forwarded message:

From: Erin Wiencek <jerinwiencek@gmail.com>
Date: June 25, 2021 at 4:50:03 PM MDT
To: Steve Davis <steve.davis@cogs.us>, Jonathan Godes <jonathan.godes@cogs.us>, Tony Hershey <tony.hershey@cogs.us>, Paula Stepp <paula.stepp@cogs.us>, Charlie Willman <charlie.willman@cogs.us>, Ingrid Wussow <ingrid.wussow@cogs.us>, Debra Figueroa <debra.figueroa@cogs.us>, Shelley Kaup <shelley.kaup@cogs.us>
Subject: Annexation, Rezoning and Development of 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz and Development of 480 Donegan Road by R2 Partnership

We are writing to express our opposition to the annexation, rezoning and development of the property known as 480 Donegan currently under contract with R2 Partnership LLC. To allow 360 units on this property, at this time, before the Comprehensive Plan is complete and evacuation plans are in place, is unconscionable and dangerous.

West Glenwood residents got a taste of just how helpless we were last summer during the 111 Fire. The total gridlock of vehicles on all of the West Glenwood streets precluded any chance of evacuation. If the fire would have progressed into West Glenwood, the outcome would have been tragically far different.

COVID has drastically reduced traffic, therefore the traffic study done during these months, cannot properly reflect the reality of this area. The addition of 1000+ vehicles and a minimum of 2,200 trips per day on our streets will create a traffic nightmare of overwhelming proportions. Congestion near schools and safety concerns for our young children are inevitable.

Water usage throughout the Western States is at a level that experts claim is unsustainable for our future. Glenwood Springs has been on water restrictions for an extended period of time. Continued drought conditions serve to exacerbate the situation. Serious consideration must be given to the water supply regarding all aspects of future growth.

It is our opinion that a moratorium needs to be placed on all non-single-family developments in Glenwood Springs until (a) a current Wildfire Evacuation Plan is not only in place but can be implemented to allow for the safe evacuation of all Glenwood Springs residents, (b) a thorough assessment of how the annexation will impact water supply now and into the future, and (c) the Comprehensive Plan has been updated.

We urge you to protect the current population and help keep residents safe by rejecting the application to annex and rezone this property.

Ken and Erin Wiencek
123 Creekside Court
Glenwood Springs, CO 81601

From: [Debra Figueroa](#)
To: [Trent Hyatt](#)
Subject: Fwd: Comments - Proposed annexation, rezoning and PUD of property located at 214 Center Drive
Date: Tuesday, July 6, 2021 9:25:37 AM

Trent,

For the public record.

Thank you!

Begin forwarded message:

From: Mike Kinser <mikekinser2@gmail.com>
Date: June 28, 2021 at 4:20:35 PM MDT
To: Steve Davis <steve.davis@cogs.us>, Jonathan Godes <jonathan.godes@cogs.us>, Tony Hershey <tony.hershey@cogs.us>, Paula Stepp <paula.stepp@cogs.us>, Charlie Willman <charlie.willman@cogs.us>, Ingrid Wussow <ingrid.wussow@cogs.us>, Debra Figueroa <debra.figueroa@cogs.us>, Shelley Kaup <shelley.kaup@cogs.us>
Subject: Comments - Proposed annexation, rezoning and PUD of property located at 214 Center Drive

To:
[steve.davis@cogs.us](#); [jonathan.godes@cogs.us](#); [tony.hershey@cogs.us](#); [paula.stepp@cogs.us](#); [charlie.willman@cogs.us](#); [ingrid.wussow@cogs.us](#); [debra.figueroa@cogs.us](#); [shelley.kaup@cogs.us](#)

I am providing comments to the proposed annexation and rezoning of 15.8 acres of property located at 214 Center Drive, Project title 480 Donegan. 12.285 acres of the property is proposed for a high-density Planned Unit Development (PUD) consisting of 360 housing units. I have resided at the address above since 1989 and live within 0.2 miles from the property proposed for annexation/rezoning. I am not opposed to development of the subject property, but I am concerned about the level/intensity of the PUD being proposed by the applicant and developer. I recognize the applicant's right to develop the property in accordance with existing county zoning (commercial limited). It is not currently a right to develop high-density residential units. It is my preference that the subject property remain zoned as commercial or to a lower density residential area of single-family homes. In the event annexation and rezoning to PUD is approved, conditions must be established to protect public health, safety, the welfare of the City and surrounding neighborhood. Modification of the PUD will be necessary to be more compatible with and prevent irreparable harm to the surrounding neighborhood. My comments below are specific to the 12.285 acres proposed for PUD.

I. Safety

Comment:

An emergency evacuation study of West Glenwood Springs needs to be commissioned. The PUD would add approximately 1200 people to the community. Safe and expeditious evacuation of the area in the event of wildfire, debris flow or another catastrophic event would be adversely impacted. Those impacts must be mitigated. An emergency evacuation plan should also be prepared. The City should select the contractor who will conduct the study to avoid any conflict of interest. The applicant should contribute all funding necessary for the study to the City of Glenwood Springs.

Background/Rationale:

Having lived here for 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

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)

Get [Outlook for iOS](#)

From: Shelley Kaup <shelley.kaup@cogs.us>
Sent: Saturday, July 10, 2021 9:51:55 AM
To: Jennifer Ooton <jenn.ooton@cogs.us>; Debra Figueroa <debra.figueroa@cogs.us>
Subject: Fw: Subject: Application for Annexation, Rezoning, and Development of 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz and Development of 480 Donegan Road by R2 Partnership

Please include in Public comment for Annexation -

Shelley Kaup

Councilor At-Large
City of Glenwood Springs
970-948-9018 (cell)



<https://www.ci.glenwood-springs.co.us/>

From: Sally Valin <svalin@outlook.com>
Sent: Friday, July 9, 2021 12:28 PM
To: Steve Davis <steve.davis@cogs.us>; Jonathan Godes <jonathan.godes@cogs.us>; Tony Hershey <tony.hershey@cogs.us>; Paula Stepp <paula.stepp@cogs.us>; Charlie Willman <charlie.willman@cogs.us>; Ingrid Wussow <ingrid.wussow@cogs.us>; Debra Figueroa

To: steve.davis@cogs.us; jonathan.godes@cogs.us; tony.hershey@cogs.us; paula.stepp@cogs.us; charlie.willman@cogs.us; ingrid.wussow@cogs.us; debra.figueroa@cogs.us; shelley.kaup@cogs.us

Subject: Application for Annexation, Rezoning, and Development of 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz and Development of 480 Donegan Road by R2 Partnership

Having lived within the city limits of Glenwood Springs for many years, I am very concerned about the impact that recent growth has already had on traffic and water usage in our town.

I believe that a moratorium needs to be placed on development of any additional multi-family units in Glenwood Springs until (a) a current Wildfire Evacuation Plan is in place and can be implemented to allow for the safe evacuation of all Glenwood Springs residents, (b) a thorough assessment is done on how the annexation would impact water supply now and into the future, and (c) the current Comprehensive Plan has been updated.

For the protection of current residents, I ask you to please reject this application. To pass such a proposal would be dangerous and ultimately irresponsible.

Thank you,
Sally Valin
Glenwood Springs

<debra.figueroa@cogs.us>; Shelley Kaup <shelley.kaup@cogs.us>

Subject: Subject: Application for Annexation, Rezoning, and Development of 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz and Development of 480 Donegan Road by R2 Partnership

Caution! This message was sent from outside your organization.

Hello,

Please see the attached letter.

Thank you,

Sally Valin

Sent from [Mail](#) for Windows 10

From: [Debra Figueroa](#)
To: [Trent Hyatt](#)
Subject: Fwd: Letter to City Council for 29 July 2021 Meeting
Date: Monday, July 12, 2021 7:14:03 AM
Attachments: [Our City Council Letter.docx](#)

Trent

FYI

Debra

Begin forwarded message:

From: Ann Stephens <britican@comcast.net>
Date: July 9, 2021 at 11:26:00 AM MDT
To: "Ryan M. Muse" <ryan.muse@cogs.us>
Cc: Debra Figueroa <debra.figueroa@cogs.us>
Subject: Letter to City Council for 29 July 2021 Meeting

Caution! This message was sent from outside your organization.

Ryan

Very nice to talk to you this morning Ryan. As I said before we have already sent the attached letter to City Council Members but since I did not request that it be included with the 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 8th Street
Glenwood Springs CO 81601

PLEASE INCLUDE THIS LETTER IN THE CITY COUNCIL PACKET FOR 29 JULY 2021

RE: Annexation of a 15.818-acre parcel into the municipal limits of the City of Glenwood Springs and Initial Zoning/Rezoning of 3.533 acres to Commercial (CO) District and 12.285 acres to Planned Unit Development (PUD) District.

We are writing to express our opposition to the annexation of the 15.818-acre property at 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz and more specifically the 12.285-acre PUD proposal (also known as "480 Donegan") currently under contract with R2 Partnership LLC to build 360 residential units and on your City Council agenda for 29 July 2021.

We understand that although this complies with guidelines in the 2011 Comprehensive Plan (revised in 2014) there are already plans to revisit this outdated document. In the years since its writing many factors have changed, most notably our climate making the possibility of wildfires not just a once every few years event to a regular summertime occurrence. Already in mid-June we have registered temperatures of over 103 degrees in our north-facing yard. As we saw last year with both the 111 fire, which caused total gridlock in West Glenwood, and the Grizzly Creek fire, life in our valley can be changed in the space of a few short hours and our lives and homes threatened.

As you deliberate we would ask you to take into consideration several things:

1. **WILDFIRE RISK:**

The area of West Glenwood is already categorized as "very high risk" according to figure 2 of the Wildland Urban Interface Community Wildfire Protection Plan of April 2007. What we have in West Glenwood are multiple small roads leading to **ONE SINGLE ROAD** - Highway 6. Not only does Highway 6 need to have the capacity to safely allow evacuation of all the residents of West Glenwood but depending on the location of the fire, it may also block areas off so that emergency vehicles can access the fire. To add such a large number (or in fact any number) of residents to West Glenwood, which already has over 3,000 residents would be utterly catastrophic.

2. **WEST GLENWOOD FIRE STATION:**

The current fire station located on Mel Ray Road is now undersized and obsolete according to Chief Gary Tillotson. This 12.285-acre property would be an ideal location for Glenwood to build a large, state-of-the-art fire station that is adequately equipped and has room for the preparedness training needed by first responders but also offers the type of land around it that can serve as a shelter in place zone or land break to help slow down the progress of any fire that might come into the area.

3. **DENSITY:**

The development of the 12.285-acre plot of land will bring in almost 30 units per acre compared to the properties to the north where the average is 3.5 per acre – 43 homes compared to 360 units is unacceptable.



If approved this development would be THREE TIMES THE SIZE of the Six Canyon Apartments which has 116 units. All of these units next to 43 homes?



4. **TENANTS & PARKING:**

The developer has assured the community that this development will bring in under 600 tenants which we find hard to believe given the breakdown of the units. We predict there could be nearer to 900 tenants. Even with 625 parking spots both on site and off site, this will turn West Glenwood into a parking lot of Californian proportions.

5. **TRAFFIC:**

Consider the traffic that a development of this size will bring to the three “main” roads in this area - namely Mel Ray, Donegan and Storm King. Even if roads are improved, is it realistic to think they can handle the traffic from 600-900 (minimum-maximum) tenants coming and going to work, shop, take children to school and socialize; as well as delivery/removal/utility company vehicles; restaurant workers and guests; customers and clients utilizing the live/work units; and visitors to the residents living in this development? Yes the developer will make off-site improvements but as one of the commissioners said at the last P&Z meeting “without this development these improvements would not be necessary.”

6. **PROXIMITY TO LOCAL SCHOOLS:**

The proposed development is immediately opposite both the Two Rivers School and the Montessori School (located in the Business Center). Adding this amount of traffic to our relatively rural area will bring safety issues both for children and teaching staff. R2 developers are proposing a sidewalk and bike lane on Donegan to help with safety and traffic, but to our knowledge there has never been an injury on Donegan in the 20 years we have lived here.

7. **LAND DEDICATION:**

Normally with a development of this size a developer is asked to provide parkland and school land dedications, in this case 5.9 acres and 4.4 acres respectively, but will this really happen? Will the City allow them to make fees in lieu of which will do little to compensate the people of West Glenwood who already have just one tiny public park (often in use by Two Rivers School)?

8. **UTILITIES:**

Even though local authorities say we have sufficient capacity for water (and sewer) for this development, why then are we already on water restrictions? Yes they may have irrigation water for some months of the year, but 360 residential units, a swimming pool, clubhouse and a restaurant use an enormous amount of water.

9. **BENEFITS:**

And lastly ask yourselves how will this development be of “greater benefit to the City” and does it fit with your Comprehensive Plan Vision Statement “to preserve Glenwood's small-town character while maintaining livability.”

1. Yes it will bring in some tax dollars but overall this is not going to be a development like Glenwood Meadows which has robust retail, restaurant and

accommodation revenues (where retail sales tax collected is in excess of \$4.2 million per year for the past 15 years).

2. And yes it will bring in housing, a little of which will be affordable housing, but when will these large developments stop? In recent years we have seen The Lofts built (and another 300 units approved and still to be built), Six Canyons (a monstrosity of a complex), Buffalo Valley Apartments, Bell Rippy Apartments, Solstice Townhomes, Real America's Mountain View Flats proposal to build 54 units just north of Hwy 6 & 24, residential homes going up west of Ami's Acres and the possibility that condos will be built on the Rivers Restaurant site. With the exception of the 29 townhomes in Cardiff Glen ALL are rentals. We see recently announced affordable housing at four CMC locations including Spring Valley campus here in Glenwood Springs, which will also help with the housing need.

We urge you to look at the recommendations made by the City's Planning & Zoning and deny this annexation and PUD proposal. Some of the reasons cited by P&Z included the following:

1. Not suitable or compatible
2. Did not address opportunities for home ownership
3. Did not maintain or fit our small-town character as described by the Comprehensive Plan, directing growth inward, planning for civic spaces or encouraging infill and redevelopment
4. Significant life safety issues in this area of the city that would need to be addressed before a project like this could be approved, and the need for an evacuation study and plans in place before future large scale developments
5. Developer to dedicate parkland rather than pay parkland fees
6. Concerns regarding density and traffic
7. Issues with roof and gable designs
8. The need for a fire station in West Glenwood
9. Recommended additional traffic studies
10. Recommended installation of story poles
11. Recommended lowering maximum heights, removing false gables, and reducing density
12. Recommended that on-street parking not be counted towards the parking requirements
13. Recommended more inclusionary housing that the minimum required

It is our firm opinion that a moratorium needs to be placed on all non-single-family developments in Glenwood Springs until (a) a current Wildfire Evacuation Plan is not only in place but can be fully implemented to allow for the safe evacuation of all residents of Glenwood Springs and (b) the Comprehensive Plan has been updated.

If there has been one thing our world has learned through Covid it is that no matter how economically stable we are, how fiscally responsible we are, how much we plan for the future, **we are nothing if we don't protect our people**. We are urging you, our City Council, to do everything in your power to keep us safe.

Together we can build a safer community
Glenwood Safe - Glenwood Strong

Randy & Annie Stephens

From: [Debra Figueroa](#)
To: [Trent Hyatt](#)
Subject: FW: development in west Glenwood
Date: Monday, July 12, 2021 1:17:11 PM
Attachments: [Outlook-5udci1hp.png](#)

Trent - FYI

Thank you

Debra

From: Shelley Kaup <shelley.kaup@cogs.us>
Sent: Monday, July 12, 2021 11:43 AM
To: Jennifer Ooton <jenn.ooton@cogs.us>; Debra Figueroa <debra.figueroa@cogs.us>
Subject: Fw: development in west Glenwood

Please include in the Public record for the project.

Thanks,
shelley

Shelley Kaup

Councilor At-Large

City of Glenwood Springs

970-948-9018 (cell)



<https://www.ci.glenwood-springs.co.us/>

From: BETH DWYER <bethdwyer@comcast.net>
Sent: Monday, July 12, 2021 10:30 AM
To: Shelley Kaup <shelley.kaup@cogs.us>
Subject: development in west Glenwood

Caution! This message was sent from outside your organization.

Hi Shelley!

I am writing to encourage protection of the land in West Glenwood specifically with regard to the proposed development (360 apartments).

Though, we now live in New Castle, we used to live in GWS (as you know). I (Beth) have quite a few friends who do live in West Glenwood and who I frequently join to walk with in that area. I have always enjoyed seeing that field (open space) in the neighborhood especially with the horses. :)

My thoughts about the development of that field has to 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](#)

Trent,

FYI

Sent from my iPhone

Begin forwarded message:

From: LEE BOWLES <mitchellcreek@comcast.net>
Date: July 15, 2021 at 3:28:17 PM MDT
To: Steve Davis <steve.davis@cogs.us>, Jonathan Godes <jonathan.godes@cogs.us>, Tony Hershey <tony.hershey@cogs.us>, Shelley Kaup <shelley.kaup@cogs.us>, Paula Stepp <paula.stepp@cogs.us>, Charlie Willman <charlie.willman@cogs.us>, Ingrid Wussow <ingrid.wussow@cogs.us>, Debra Figueroa <debra.figueroa@cogs.us>
Subject: **Correction to letter send 6-18 On West Glenwood Pasture Development**

Caution! This message was sent from outside your organization.

[Allow sender](#) | [Block sender](#)

When I sent you this letter on 6-18 I stated the Diemoz's were not using there irrigation water. They did start using the water in later June so I did want to correct that. I took that statement out of this attachment. I didn't know how much it mattered to send an updated copy but I didn't feel right saying something that wasn't correct. Just know Mitchell Creek is not flowing as in the past and if we have another year of drought it could be quite a different story next year.

I am disappointed I won't be able to attend your meeting. I can only hope you have read letters to the editor and other editorials in the post to feel our frustration with the constant building of Apartments and what has happened to our town. Glenwood needs a new direction, something to revitalize it. As already stated by many you can't keep adding to our existing problems, like fire evacuation for one without coming up with concrete plans first.

Thank you
Lee Bowles

Dear City Council,

I am writing in regards to the development being proposed for the West Glenwood Pasture.

I would like to make some comments on the Reynolds Cain Ditch in which Floyd Diemoz has water rights that he is planning on selling to the developer so they can irrigate their open space. Floyd stated in the last P&Z meeting that his family has had those water rights for many decades and the water has been plentiful. My husband and I also have water rights out of Mitchell Creek. The golf course has 1st water rights on the Reynolds Cain ditch that is supplied by Mitchell Creek. I beg to differ on how plentiful the water is as everyone is ignoring the fact we are currently in a drought. This is the first year we have hardly seen Mitchell Creek rise due to runoff, again which feeds the Reynolds Cain ditch. Ever since my Husband turned on the ditch this year to irrigate our property he has been in constant contact with man who manages the ditch for the Golf course on what water he was utilizing and letting out from Mitchell Creek. Never before had we talked to him about our usage. If the Golf Course does not get enough of their allotted water they can call rights on the rest of us, which means it is possible the Diemoz water could be shut off. In the 31 years we have lived here we have only had our water called once, and it wasn't even as dry then as it is now. Also the Storm King Ranch has rights and the Sunlight church from Mitchell creek thru a ditch that runs thru our property. My main point is that the Diemoz water is not a for sure thing especially in these years of drought. We are not even sure how it would all get monitored if such a large development decides to utilize the ditch water. Right now we all work together and communicate any problems.

I am hopeful you will take seriously the comments on why P&Z turned down the proposal. Our lives are literally in your hands. You cannot continue to add to the problems that exist in West Glenwood with Fire evacuation and the gridlock we experience. I don't know if any of you have been thru a wildfire where you cannot move and have mountains on fire around you, but it's terrifying. Our geography goes against us in this small valley.

None of us can understand why over and over it's stated there is enough water in these times of drought. Maybe today, but does no one plan for future dry years? We need a new fire house and so many other things in this town besides more housing. We don't have the infrastructure to support such a development. Also we rarely see any law enforcement in our area even after calls to please patrol due to visually seeing drug exchanges going on.

The traffic in Glenwood is horrendous. We are supposed to be a tourist town but it's getting so congested it's not fun for anyone to try and get around, including the tourists. Right now I am afraid to go to town because if the interstate closes, which is happening more and more I will never get home.

There is so little open space in this valley and I understand the Diemoz family wants to sell but please take care of your citizens that rely on you to make the right decisions for us. We have been lucky so far, but in West Glenwood we truly have the fear of being trapped and burned alive. It's not if we will have another wildfire, but when. If you add more traffic to an already existing problem no one has a chance.

Just a reminder that there are no sidewalks on Donegan or up the Mitchell Creek Road. We have loads of hikers, bikers, dog walkers and lots of children walking the road with already too much traffic going over the speed limit. If you add all those people who will join the clusters already on a dangerous road someone is eventually going to get hurt. Since we have an outdated firehouse couldn't the city somehow buy that property for a new firehouse/senior-center/park....anything to give our city some life instead of just constant building of apartments. Please step back and think of your citizens and what is happening to our town and I beg you do the right thing for us.

Respectfully,

Bruce & Lee Bowles

Two properties on Mitchell Creek Road



MINUTES
City of Glenwood Springs
Planning and Zoning Commission
Regular Meeting
May 25, 2021
Zoom
6:00PM

1. Roll Call

Present at roll call were Commissioners: Marco Dehm, Amber Wissing, Joy White, Carolyn Cipperly, Sumner Schachter, George Shaver

Absent at roll call were Commissioners: Ben West, Joy White, Pete Waller

Also present were: Asst. City Manager Jenn Ooton, Asst. Community/Economic Dev. Director Gretchen Ricehill, Senior Planner Trent Hyatt, City Attorney Karl Hanlon, Assistant City Engineer Jessica Bowser, City Engineer Terri Partch, Public Works Director Matt Langhorst, Fire Chief Gary Tillotson,

2. Receipt of the Minutes

Commissioner Schachter made a motion to accept the minutes from the August 13, 2020 meeting. Commissioner Shaver seconded the motion. Commissioner Schachter asked if accepting the minutes from August 13th had any impact on item 09-21. Asst. City Manager Jenn Ooton confirmed that the approval of this minutes was procedural and not related to any items on the agenda for May 25th.

Commissioner Dehm called the item to question.

Motion passed unanimously.

Commissioner Schachter made a motion to accept minutes from the April 27, 2021 meeting. Commissioner Wissing seconded the motion.

Commissioner Schachter requested staff add Commissioner Cipperly's list of information requested from the developer on item 09-20. Commissioner Cipperly asked if minutes could be

approved even though some Commissioners had not been at previous meeting. City Attorney Karl Hanlon explained that a vote could proceed.

Commissioner Dehm called the item to question.

Motion passed unanimously.

3. Public Comments

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

4. Continued Items

- a. Planning File 09-20: Consideration of an annexation and the initial zoning/rezoning of 15.818 acres to Commercial (CO) District and Planned Unit Development (PUD) District at 214 Center Drive (PIN: 2185-061-00-042) Continued from the March 23rd, 2021 and April 27th, 2021 meeting.

Commissioner Shaver attested to having watched the two previous meetings where this item was discussed. Commissioner Schachter attested to having watched the April 27th meeting. Commissioner Wissing recused from the item, citing previous involvement with the item.

Commissioner Schachter asked if it would be advisable to continue the item since there were only four P & Z members for this item. City Attorney Karl Hanlon recommended not continuing the item and advised the item move forward.

Senior Planner Trent Hyatt provided the Planning & Zoning Commission a brief summary of the staff report including the requests of Planning & Zoning Commission to the applicant and staff.

Applicant Floyd Diemoz discussed the history of the property, explaining the property was originally bought in 1960 as an investment property and that the property had never been officially designated as open space. Diemoz asked Commission to approve the item, citing the project's compatibility with the Comprehensive Plan. Diemoz also stated that the property was likely to be developed in the near future, whether annexed to the City or not.

Applicant Barry Rosenberg discussed the project and how in his opinion it aligned with goals in existing City Comprehensive and strategic plans. Rosenberg stated that the project would follow the affordable housing requirements and that the applicants were open to considering the Housing Commission's recommendations and discuss possible changes to the project with the Housing Commission. Rosenberg also stated the applicant was committed to assisting with any evacuation plans.

Applicant Matthew Fitzsimmons, Hord Coplan Macht provided the Commission with a short presentation with additional information, including site sections showing heights to the peaks and parapets as requested by the Commission. Fitzsimmons also provided additional views from the elevation of houses on north side of Donegan, as requested by the Commission.

Applicant Yancy Nichol, Sopris Engineering, provided the Commission with information on sight distances at intersections with Donegan, as requested by the Commission.

Commissioner Schachter asked for peak and midpoint heights for the different housing types. Applicant Matthew Fitzsimmons provided information on the revisions and the peak and midpoint heights for different housing types. Schachter also stated that comparing the density of this project could not be compared to the Lofts because the numbers provided by the applicant did not include the entire Meadows development. Applicant Rosenberg agreed that the numbers for the Lofts did not include the entire Meadows development and that Six Canyon would be a more similar comparison. Schachter also stated that in response to Floyd Diemoz comments on the Comprehensive Plan, that some of those items can be objective.

Commissioner Cipperly asked if the applicant could verify that the Reynolds Cain Ditch runs year round and that water would be available for site irrigation. Applicant Paul Schirmer verified that a letter confirming this was forwarded to staff but was sent after the packet was sent out. Applicant John Diemoz explained that letters from the Reynolds and Cain Ditch Company was sent to the City verifying the water situation. Applicant Floyd Diemoz provided a history of the usage of the ditch dating back to the family's purchase of the property. Floyd Diemoz also explained the ditch usually does not run during winter months.

Commissioner Schachter asked the applicant regarding potential meetings with the Housing Commission and any of the potential changes. Applicant Rosenberg explained that the applicant would be willing to exceed the required affordable housing requirements and open to working with the Housing Commission on these items. City Attorney Karl Hanlon stated that the Housing Commission acted in an advisory role and could not place stipulations or conditions on development, as that would be the role of City Council in an annexation. Senior Planner Hannah Klausman provided additional information on the recommendations made by Housing Commission.

Commissioner Shaver requested information on ADA access in the proposed design. Applicant Rosenberg stated specific plans had not been drawn up but that all designs would meet ADA requirements. Shaver also asked if specific units would be ADA accessible, which Rosenberg confirmed that a specific number of units would be required to meet those requirements. Applicant Fitzsimmons stated that several of the ground floor units would be designed with that in mind and that other units would be designed to be adapted for that use.

Commissioner Dehm reopened the item to public comment, citing that there had been some minor revisions to the item.

Erika Gibson, Attorney for the Diemoz Partnership, stated that the focus of the item was on annexation and that the property in the Comprehensive Plan was specifically identified for annexation and development.

Lacy King, questioned how the traffic study addressed potential future traffic from a redeveloped Glenwood Springs Mall.

Jamie Nims, Head of School at Two Rivers Community School, stated that the Two Rivers Board of Directors was not taking a position for or against the project. Nims stated concerns regarding traffic and density. Nims also stated that the school had difficulty filling positions due to the

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 22nd, 2021 regular meeting.

Commissioner Shaver seconded the motion.

Commissioner Dehm expressed the desire to see a retail space on the ground floor.

Commissioner Dehm called the item to question.

Motion passed unanimously.

- b. Planning File 16-21: Consideration of a Variance from Article 070.040.110(g)(4)a4 and 070.040.110(i)(3) to allow the installation of two signs in the RM-1 Residential Medium Density zoning district that exceed the maximum 10 square foot sign area allowed and to illuminate one of the two signs.

Assistant Community Development Director Gretchen Ricehill provided the Commission with a presentation on the application item. Ricehill indicated staff recommended approval with findings on pages 6 & 7 and conditions on page 7 of the staff report.

Commissioner Shaver asked if this was the same zoning district that had previous variances. Ricehill explained that the majority of previous sign variances had occurred in the RT Residential Transitional District and also further explained differences between RT and RM1 Zoning Districts. Commissioner Shaver asked regarding the existing unpermitted sign on the south side of property. Ricehill suggested that the applicant could include this sign in the variance application for the June meeting, if the meeting were re-noticed. Ricehill indicated the alternatives would be sign removal or requiring an entirely new application.

Commissioner Dehm asked staff for confirmation on the recent change of variance criteria. Ricehill explained that signs were not included as a design standard and were still required to meet all seven of the variance criteria.

Applicant Glenda Oliver, Principal at St. Stephen's, provided more information on the existing unpermitted sign. Oliver indicated they would be willing to remove that sign. Oliver stressed the need for having signs on both the east and west sides of the building.

Commissioner Dehm opened the item to public comment.

No members of the public presented for comment.

Commissioner Dehm closed the item to public comment.

Commissioner Schachter made a motion to continue the item to the June 22nd meeting.

Commissioner Cipperly seconded the motion.

Commissioner Wissing when St. Stephen's was looking to start class. Applicant Oliver stated June 22nd.

Applicant Rich Carter asked the timeline for approval following the potential approval. Ricehill indicated a short turn around time for a complete submitted sign permit.

Commissioner Dehm called the item to question to continue the item.

Motion passed unanimously.

c. Consideration of Planning & Zoning Commission By-laws: Consideration of Planning & Zoning Commission by-laws.

Community Development Director Jenn Ooton explained the item and need to update the Planning & Zoning Commission's existing by-laws to ensure that they accurately reflect current processes and procedures.

Staff requested that the Planning & Zoning Commission review the current by-laws and suggest updates or corrections as needed.

Commissioner Dehm requested staff to provide suggestions for potential changes. There was further discussion between Commission and staff regarding time limits, workshops, attendance, and other items.

6. Commissioner Comments

Commissioner Shaver and Cipperly thanked staff for reminder for the previous Special meeting.

7. Director Comments

Ricehill also provided the Commission on an update for the next month's regular meeting.

8. Adjournment

Meeting was adjourned at 10:00 PM.



Planning and Zoning Commission Report

Date: July 29, 2021
To: Planning and Zoning Commission
From: Trent Hyatt, Senior Planner
Subject: 09-20 Consideration of an Annexation and the initial zoning/Rezoning of 15.818 acres to Commercial (CO) District and Planned Unit Development (PUD) District at 214 Center Drive (PIN: 2185-061-00-042). Continued from the March 23, 2021 meeting.

REQUEST	Consideration of an Annexation and the initial zoning/Rezoning of 3.533 acres to Commercial (CO) District and 12.285 acres to Planned Unit Development (PUD) District at 214 Center Drive (PIN: 2185-061-00-042)
APPLICANT	214 Center Drive, LLC
OWNER	Glenwood Partnership, LLLP
LOCATION	214 Center Drive (PIN: 2185-061-00-042)
ZONE	Garfield County Commercial/Limited
SURROUNDING LAND USES	North: Single-family residential South: Mixed commercial East: Institutional/automotive sales and repair West: Single-family residential
LOT SIZE	Approximately 15.818 acres

ACTION ITEMS

Action 1 - Annexation – of a 15.818 acre parcel into the municipal limits of the City of Glenwood Springs.

Action 2 - Initial Zoning/Rezoning – of 3.533 acres to Commercial (CO) District and 12.285 acres to Planned Unit Development (PUD) District.

BACKGROUND

The Planning and Zoning Commission (Commission) first considered the proposal at the March 23, 2021 regular meeting where public comment was taken. Said meeting was continued to the next regular meeting on April 27, 2021, where the Commission received additional information from the applicant and comments from the public. All information/materials previously provided are attached for your review.

Additional issues and concerns regarding the proposal were raised by the Commission at the April 27, 2021 meeting. Consideration of the proposal was continued to allow staff and the applicant to address the items outlined below.

1. Provide proposed maximum heights of all buildings to the peaks of sloped roof and tops of parapets of all buildings.
2. Perspectives from points of view homes along Donegan Road with heights of proposed buildings with an overlay of Red Mountain depicting impacts of view.
3. Verification that Reynolds Cain ditch runs the full irrigation season confirming the lack of need for City water
4. City water availability meets all firefighting needs.

5. City fire services/equipment can be provided for the density and building heights proposed and/or where they are lacking.
6. Can and will serve letter from West Glenwood Sanitation District.
7. Completed wildfire assessment and evacuation plan (similar to plan completed South Bridge/Four Mile).
8. Formal agreement from emergency services related to evacuation routes and the developers financial contribution.
9. Confirm any flood, mud slides and/or debris flow path routes on the property.
10. Traffic analysis should include impact of proposed development at Ami Acres.
11. Pedestrian safety through crossing at roundabout at Mel Ray.
12. Line of sight at both exits along Donegan and Storm King.
13. Further consideration of park land dedication as opposed to fee in lieu.
14. Potential for future condominiumization of townhomes.
15. Financial feasibility of project compared to the density proposed and related infrastructure costs balance.
16. More information regarding partnership with Two Rivers Community School.
17. Grand Avenue bridge roundabout impacts.
18. Understanding of apartment units approved in the City to date since housing study.
19. Vehicle access through the mall site.
20. Housing Commission recommendations met.

Either staff or the applicant has addressed these matters via attached responses or updated drawings. Additional public comments received since the April 27 meeting are also attached for your consideration.

PROJECT SUMMARY

Please see the attached March 23, 2021 staff report and April 27, 2021 staff report memo for additional information.

REVIEW CRITERIA AND STAFF ANALYSIS

Please see the attached March 23, 2021 staff report and April 27, 2021 staff report memo for additional information.

REVIEWING AGENCY COMMENTS

Please see various attachments and/or the attached March 23, 2021 staff report and April 27, 2021 staff report memo for additional information.

ACTION ITEMS & STAFF RECOMMENDATIONS

Please see the attached March 23, 2021 staff report and April 27, 2021 staff report memo for additional information.

Suggested Findings:

Please see the attached March 23, 2021 staff report and April 27, 2021 staff report memo for additional information.

REYNOLDS AND CAIN DITCH COMPANY

**P.O. Drawer 790
Glenwood Springs, CO 81602**

May 21, 2021

Address 480 Donegan Rd, Glenwood Springs, CO 81601
Glenwood Partnership LLP

RE: Reynolds and Cain irrigation season

The Reynolds and Cain Ditch Company (Ditch) can serve irrigation water through the Ditch during the entire irrigation season. The Ditch has ample water rights on Mitchell Creek and reliability on the ditch to provide the water shares allocated to noted property for irrigation purposes only.

Mike Hoffman
Reynolds and Cain Ditch Company, President



Memorandum

To: Planning and Zoning Commission, City Council
From: Glenwood Springs Housing Commission
Hannah Klausman, Senior Planner, Commission Liaison
Date: April 19, 2021
Re: Planning Item 09-20, R2 Partnership LLC
480 Donegan Development

On May 13, 2021 the Housing Commission met and further discussed Planning item 09-20. The Commission wanted to provide additional clarification on the previous recommendation.

The housing commission supports the R2 Partnership project based on the need for more rental housing in Glenwood Springs.

The Regional Housing Study completed in 2019 estimated Glenwood Springs housing shortfall at roughly 2,000 units in 2017, which was also predicted to remain relatively the same through the year 2027 even with assumed growth in the housing sector. The estimates showed significant need increases in the 60-100% AMI category, with a 1,000-unit shortfall predicted in 2027 in those income categories alone. For reference, 2021 Area Median Income statistics for a single person are as follows for Garfield County with additional salary information as collected by the Commission from area employers:

Garfield County, CO

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. 8th 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 8th or 27th Avenues, limiting traffic from being able to enter south end of the City, and/or developing vehicle storage areas. However, these decisions are not made in a vacuum and involve coordination and approval of local and regional emergency service providers and agencies such as City Fire/Police/Streets Departments, Garfield County Sheriff's Office, Colorado Department of Transportation, Colorado State Highway Patrol, Federal Highways Administration,

101 W. 8th Street Glenwood Springs, Colorado 81601 970-384-6480 FAX 970-945-8506

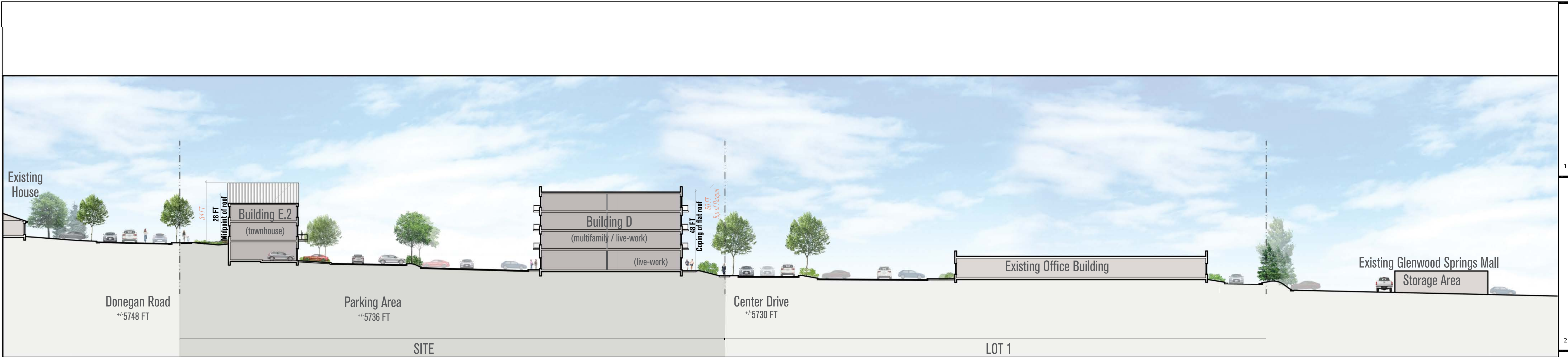
SERVICE THROUGH DEDICATION, PROFESSIONALISM AND EXCELLENCE



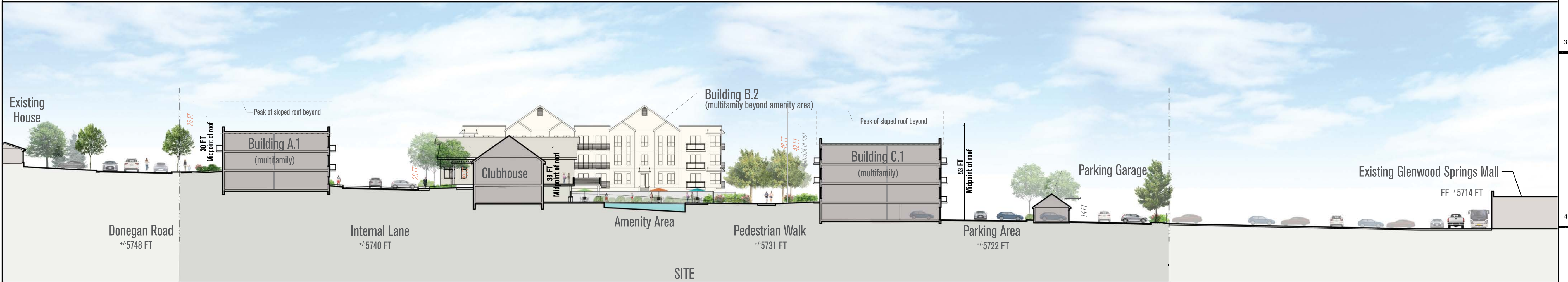
etc. These conversations are ongoing and necessary for future evacuations regardless of the current development proposal. We are confident the forthcoming plans will be complete well in advance of any development of the subject property. However, the applicant's stated \$40,000 contribution towards planning/implementation of such plan, as per the recommended condition of approval, is beneficial to and will aid future evacuations.



101 W. 8th Street Glenwood Springs, Colorado 81601 970-384-6480 FAX 970-945-8506
SERVICE THROUGH DEDICATION, PROFESSIONALISM AND EXCELLENCE

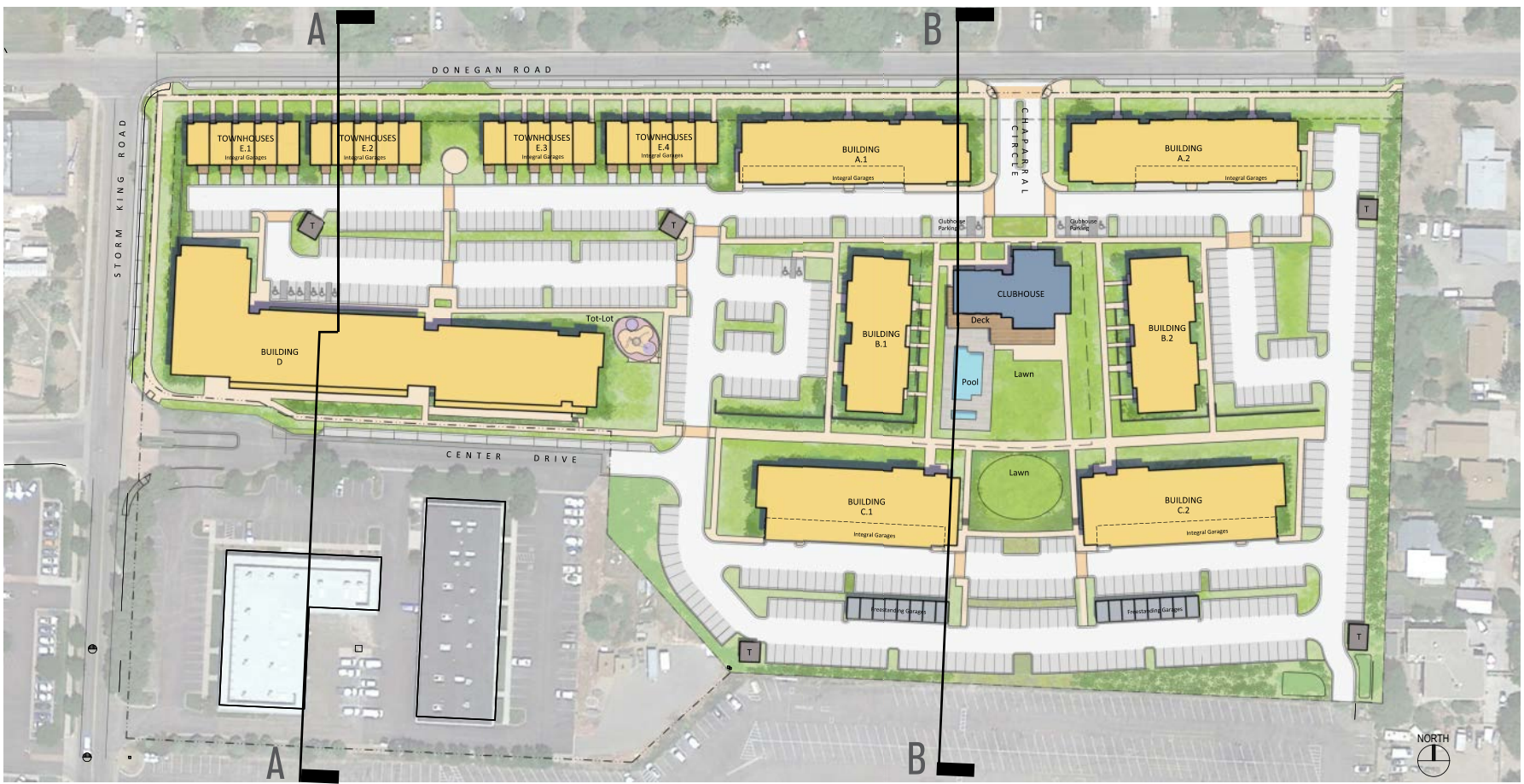


SECTION AA
1"=30'



SECTION BB
1"=30'

BUILDING HEIGHT NOTES:
1. Building Heights in **BOLD TEXT** reference building heights defined and listed on Plan Sheet C1.2.
2. Building Heights in *ITALICIZED TEXT* reference supplementary height dimensions as requested by Planning Commission (April 27, 2021)



LOCATION MAP
NTS

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

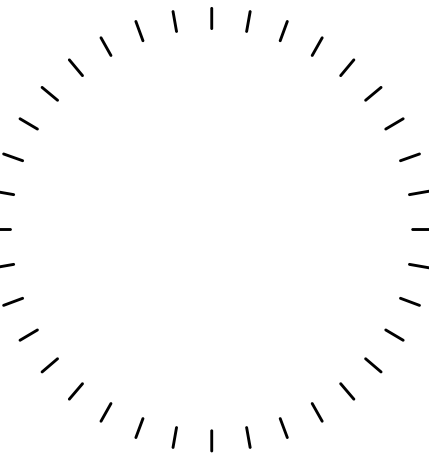
LEGAL
Garfield & Hecht, P.C.
901 Grand Avenue Glenwood Springs, CO 81601
p. 970. 947. 1936

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

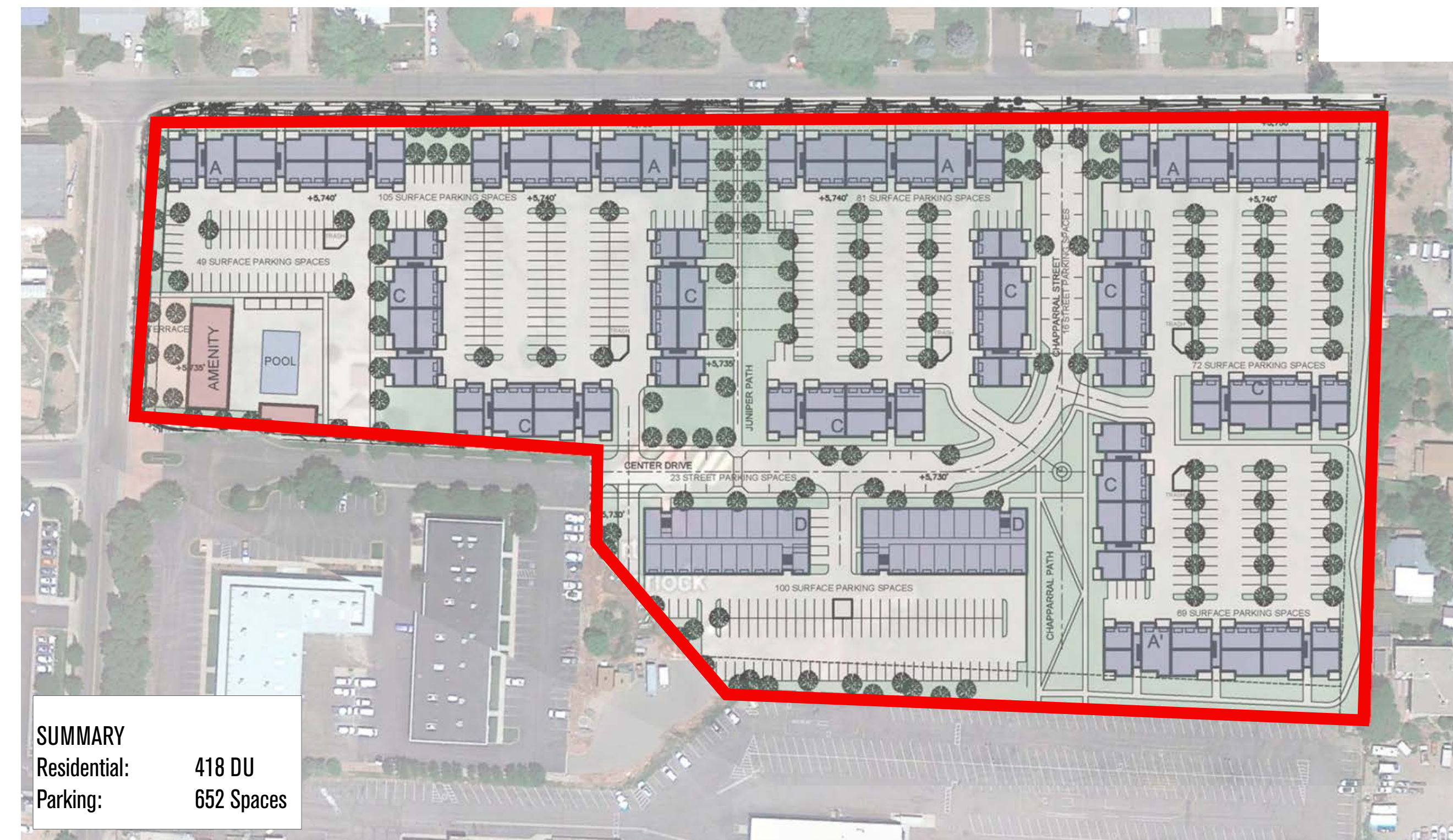
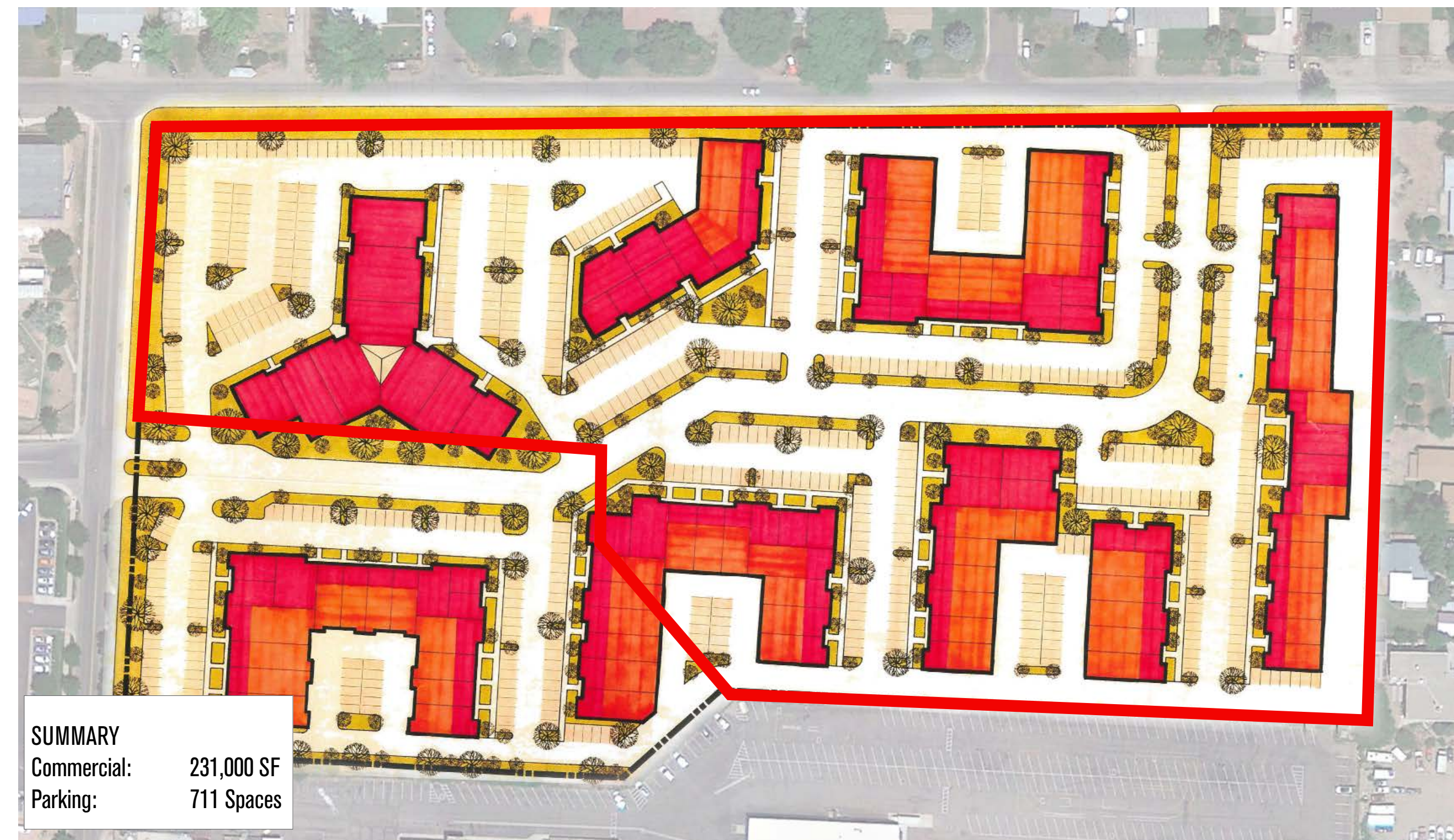
Drawing

SITE SECTION

LA4.1

ANNEXATION AND ZONING SUBMISSION

NOT FOR CONSTRUCTION



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)

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
p. 970. 704. 0311 f. 970. 704. 0313
Carbondale, CO 81623

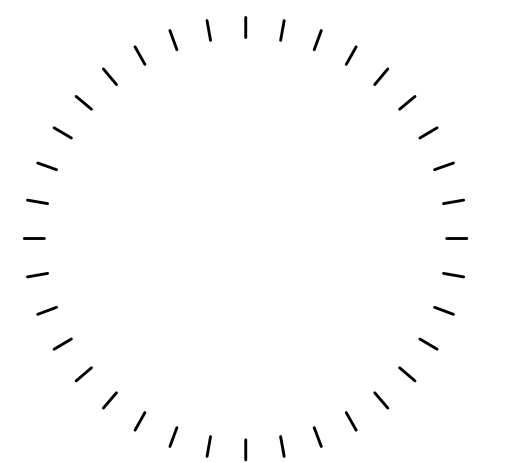
LEGAL
Garfield & Hecht, P.C.
901 Grand Avenue
Glenwood Springs, CO 81601
p. 970. 947. 1936

480 DONEGAN

GLENWOOD SPRINGS, COLORADO

hord | coplan | macht

ARCHITECTURE
LANDSCAPE ARCHITECTURE
PLANNING
INTERIOR DESIGN

[illegible]

Project Name
480 DONEGAN

Project Number
22023.00

Date
03/12/2021

PLAN CHRONOLOGY

LA6.0

ANNEXATION AND ZONING SUBMISSION

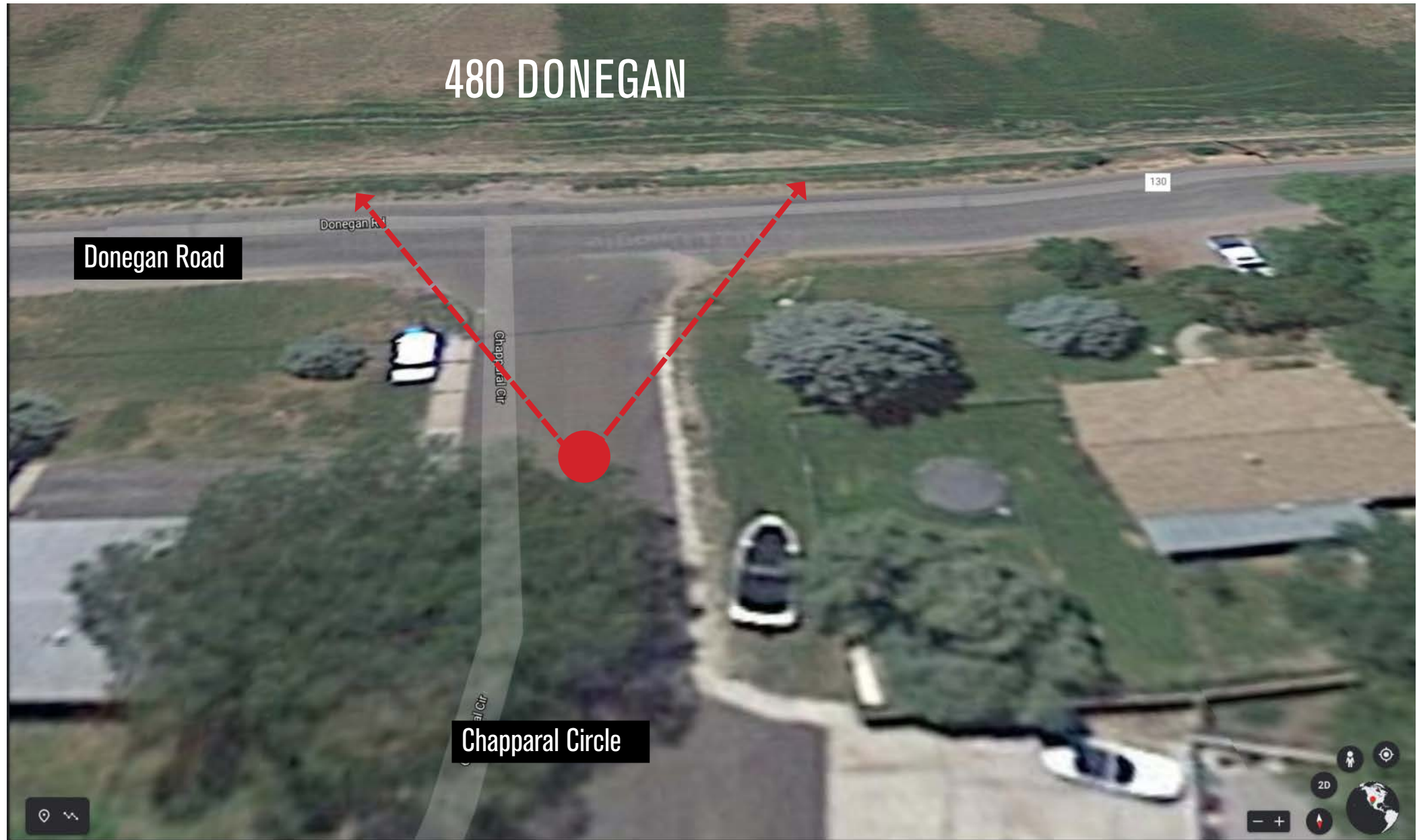
Hord Coplan Macht, Inc.



PROPOSED CHAPPARRAL CIRCLE VIEW



VIEW WITH LANDSCAPE



VIEW LOCATION PLAN
Not-to-Scale

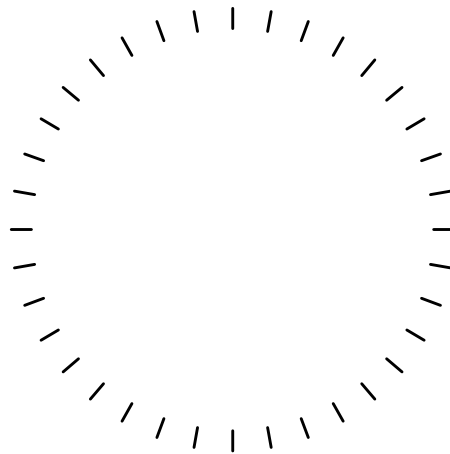
1	APPLICANT 214 Center Drive, LLC PO Box 9833 Cincinnati, OH 45209 p. 513. 479. 4396	
	ARCHITECTURE / PLANNING / LANDSCAPE ARCHITECTURE Hord Coplan Macht, Inc. 1800 Wazee Street, Suite 450 Denver, CO 80202 p. 303. 222. 2151	
	CIVIL ENGINEER Sopris Engineering, LLC. 502 Main Street Carbondale, CO 81623 p. 970. 704. 0311 f. 970. 704. 0313	
2	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



5	05/14/2021 Added Visual Simulation	
	no.	date
	revision	

6	Project Name 480 DONEGAN	
	Project Number 22023.00	
	Date 03/12/2021	
7	Scale AS NOTED	
	Drawing 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

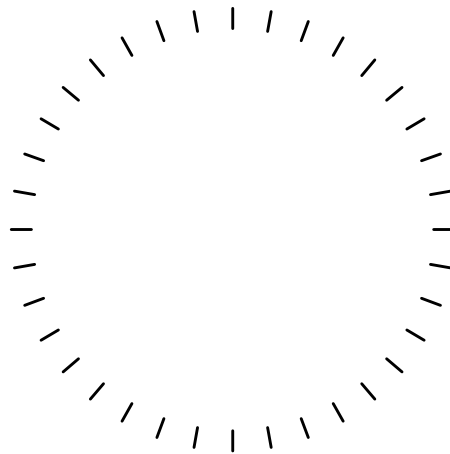
1	APPLICANT 214 Center Drive, LLC PO Box 9833 Cincinnati, OH 45209 p. 513. 479. 4396	
	ARCHITECTURE / PLANNING / LANDSCAPE ARCHITECTURE Hord Coplan Macht, Inc. 1800 Wazee Street, Suite 450 Denver, CO 80202 p. 303. 222. 2151	
2	CIVIL ENGINEER Sopris Engineering, LLC. 502 Main Street Carbondale, CO 81623 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



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 2.5

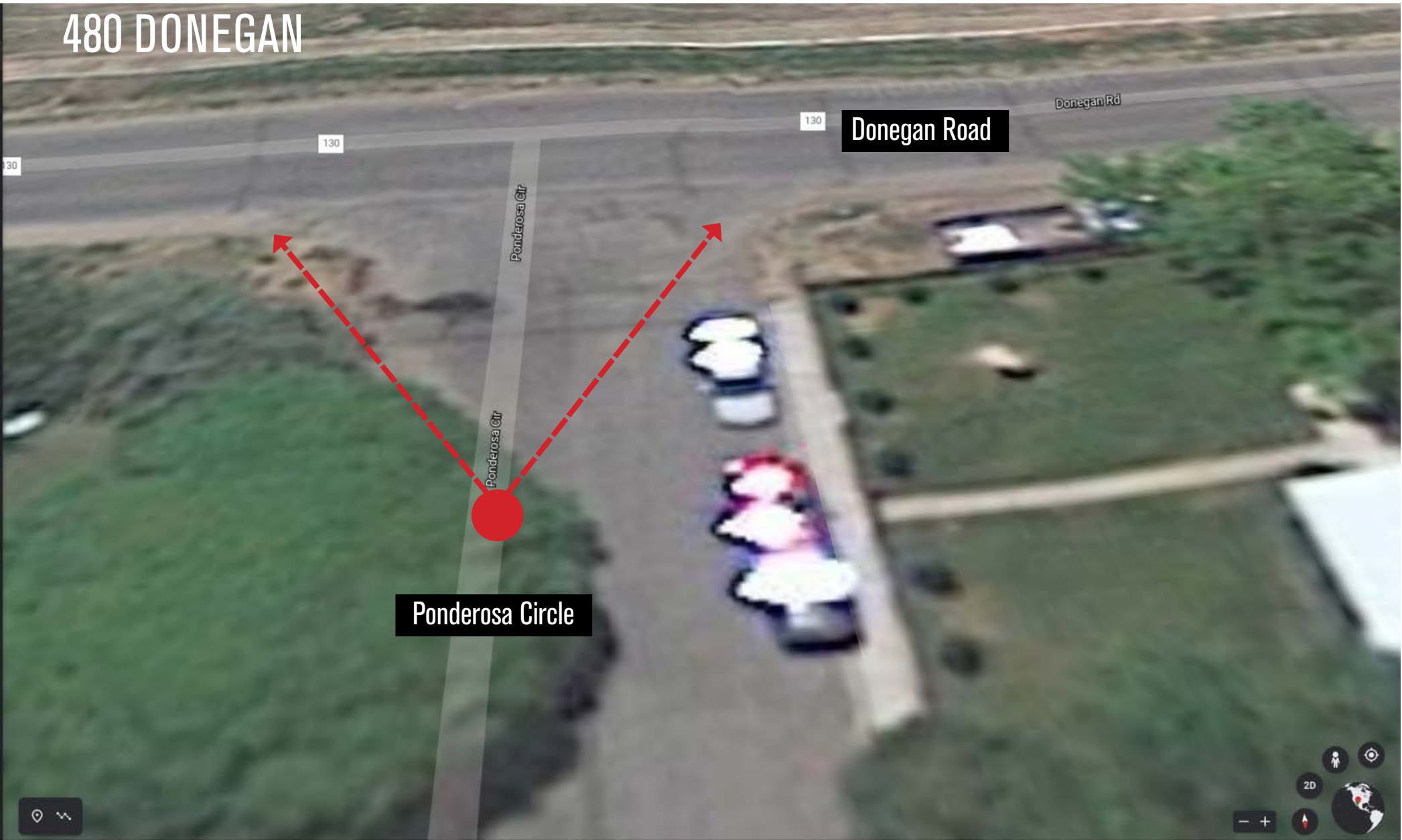
ANNEXATION AND ZONING SUBMISSION



PROPOSED PONDEROSA CIRCLE VIEW



VIEW WITH LANDSCAPE



VIEW LOCATION PLAN
Not-to-Scale

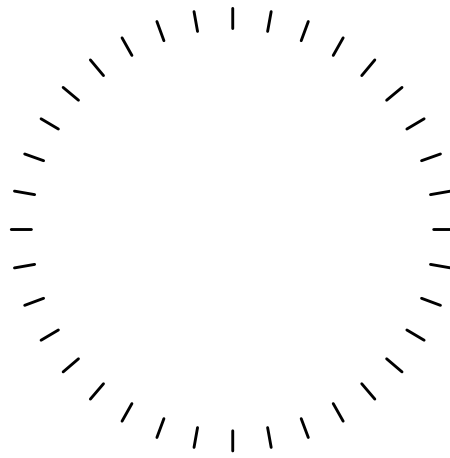
1	APPLICANT 214 Center Drive, LLC PO Box 9833 Cincinnati, OH 45209 p. 513. 479. 4396	
	ARCHITECTURE / PLANNING / LANDSCAPE ARCHITECTURE Hord Coplan Macht, Inc. 1800 Wazee Street, Suite 450 Denver, CO 80202 p. 303. 222. 2151	
2	CIVIL ENGINEER Sopris Engineering, LLC. 502 Main Street Carbondale, CO 81623 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



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](#)

Warning! This message was sent from outside your organization and we are unable to verify the sender.

[Allow sender](#) | [Block sender](#)

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

www.glenwoodimmigration.com

CONFIDENTIALITY NOTICE: This is confidential and/or legally privileged. If it does not belong to you, please notify me and delete it immediately.

NOTIFICACIÓN DE CONFIDENCIALIDAD: Esto es confidencial y/o privilegiado. Si no es de usted, por favor notifíqueme y bórrelo inmediatamente.



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
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

Warning! This message was sent from outside your organization and we are unable to verify the sender.

[Allow sender](#) | [Block sender](#)

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; [Paula Stepp](#); [Charlie Willman](#); [Steve Davis](#); [Tony Hershey](#)
Cc: [Ryan M. Muse](#)
Subject: West Glenwood
Date: Tuesday, August 17, 2021 8:38:56 AM

Caution! This message was sent from outside your organization.

[Allow sender](#) | [Block sender](#)

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.

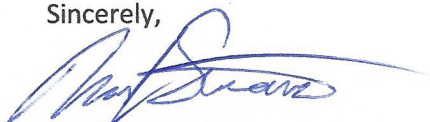
The additional traffic on Donegan Rd and Hwy 6 is also an issue. The traffic plan includes a rt turn lane at the intersection of Donegan Rd. and Hwy 6. My personal experience shows a minimal number of rt turns at this intersection. Additional traffic increase on both roads will make left turns even more 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

Warning! This message was sent from outside your organization and we are unable to verify the sender.

[Allow sender](#) | [Block sender](#)

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

Caution! This message was sent from outside your organization.

[Allow sender](#) | [Block sender](#)

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>
Sent: Wednesday, August 18, 2021 4:24 PM
To: Ryan M. Muse <ryan.muse@cogs.us>
Subject: FW: STOP AND THINK...

Caution! This message was sent from outside your organization.

[Allow sender](#) | [Block sender](#)

Ryan,

Please include the below comments in tomorrow night's packet.

Thank you!

From: Katie - SCS <Katie@saltcreeksearch.com>
Sent: Wednesday, August 18, 2021 9:06 AM
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: 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

Caution! This message was sent from outside your organization.

[Allow sender](#) | [Block sender](#)

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

Caution! This message was sent from outside your organization.

[Allow sender](#) | [Block sender](#)

Dear City Council,

Thank you for taking time to read this email 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

Trent Hyatt, Senior Planner
 City of Glenwood Springs
trent.hyatt@cogs.us

RE: 480 Donegan – Response to 04/27 P&Z requested items.
 SE Job No. 30017

Trent,

This letter responds to the items requested from the April 27, 2021 Planning & Zoning commission meeting considering the 480 Donegan application. The requested items pertaining are listed below and the response follows the comments in **Bold Font**.

1. Provide proposed maximum heights of all buildings to the peaks of sloped roof and tops of parapets of all buildings
 - **Refer to the Updated exhibits prepared by Hord Coplan Macht (HCM) transmitted separately**
2. Perspectives from points of view homes along Donegan Road with heights of proposed buildings with an overlay of Red Mountain depicting impacts of view.
 - **Refer to the Updated exhibits prepared by HCM transmitted separately**
 - **For reference screen shots of the Google Street view of the existing two story townhomes on Donegan west of Storm King are attached.**
6. Can and will serve letter from West Glenwood Sanitation District
 - **The will serve letter is attached.**
9. Confirm any flood, mud slides and/or debris flow path routes on the property.
 - **The site is on FEMA Firm panel 0800711043C. The entire panel was not printed as the area is in Flood Zone C, which is areas of minimal flooding, above the 500 year level. Drainage will be safely routed around structures and will be detained to the existing rate.**
 - **Mud Slides and Debris Flows have been previously studied for the City of Glenwood Springs in a March 2003 Stormwater Assessment & Education Report prepared by Matrix Design Group. The report includes a summary of recorded debris flow events from 1903 to 2003. None of the described events occurred in this area of West Glenwood. The report states in section 10.6 “The hazard is most severe on the upper parts of the debris fans, but extends to lesser degrees to the lower fans”. Given this report findings, the site is a low risk for mud slides or debris flow. Offsite storm water will be safely routed through the site, as will mud slides or debris flows if those occur.**
10. Traffic analysis should include impact of proposed development at Ami Acres.
 (City staff clarified this request in a 05/18 meeting with 480 Donegan. Request the traffic analysis consider the proposed development west of Ami Acres.)
 - **The traffic analysis does include the impact of the existing Ami Acres. The existing counts include the development already in place and future traffic volume growth and projections take into account any additional traffic volume to be created by that project.**
 - **We are part of the development team on the parcel west of Ami Acres. A formal application has not been submitted to Garfield County, and the actual number of units has not been determined. It is not appropriate to guess what the offsite development will be and include that in the 480 Donegan traffic Study.**

11. Pedestrian safety through crossing at roundabout at Mel Ray.

- **The existing crosswalks are color concrete. White longitudinal lines should be added next to the colored concrete in order to comply with MUTCD standards. The applicant will coordinate with City Staff and CDOT to add the striping.**

12. Line of sight at both exits along Donegan and Storm King.

- **Preliminary line of sight analysis was completed during site design. Good sight triangles will be maintained at the existing Center Drive / Storm King intersection, and good sight triangles are proposed at the site intersection with Donegan. The roads are straight and the speed limit is 25 mph. An Intersection sight distance exhibit is attached. Further coordination with site and landscaping will occur as the design progresses.**

17. Related traffic impacts to Grand Avenue bridge/Highway 6 roundabout.

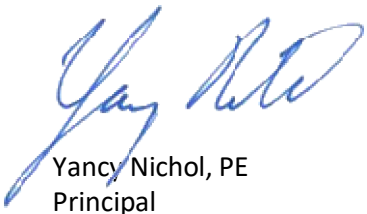
- **We obtained the scope (intersections to evaluate) from the City of Glenwood Springs staff when we began the project. It would not be typical or appropriate for a project of this size to evaluate that intersection being so far east of this proposed development.**
- **Per the 480 Donegan Traffic Analysis, there are 63 vph peak going east on Highway 6 east of Donegan Road. We do not have the existing traffic volumes (no recent actual counts that we are aware of for the Grand Avenue bridge/Highway 6 roundabout). But we do know that this roundabout has substantially more traffic trips than the Mel Ray / Highway 6 roundabout that we have traffic counts for. If all site traffic on Highway 6 goes through the roundabout, our rate of increase is assumed less than 2% at build out. We also know that some of those 63 trips will be to destinations before the roundabout including Deveraux Road and Linden Street. The 2% increase for sure would be considered incremental traffic volume growth at the Grand Avenue bridge/Highway 6 roundabout considering the years to get to full build out.**

If you have any questions or need any additional information, please call.

Sincerely,
SOPRIS ENGINEERING, LLC



John Petaisto, PE
Project Manager



Yancy Nichol, PE
Principal



© 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 & 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.

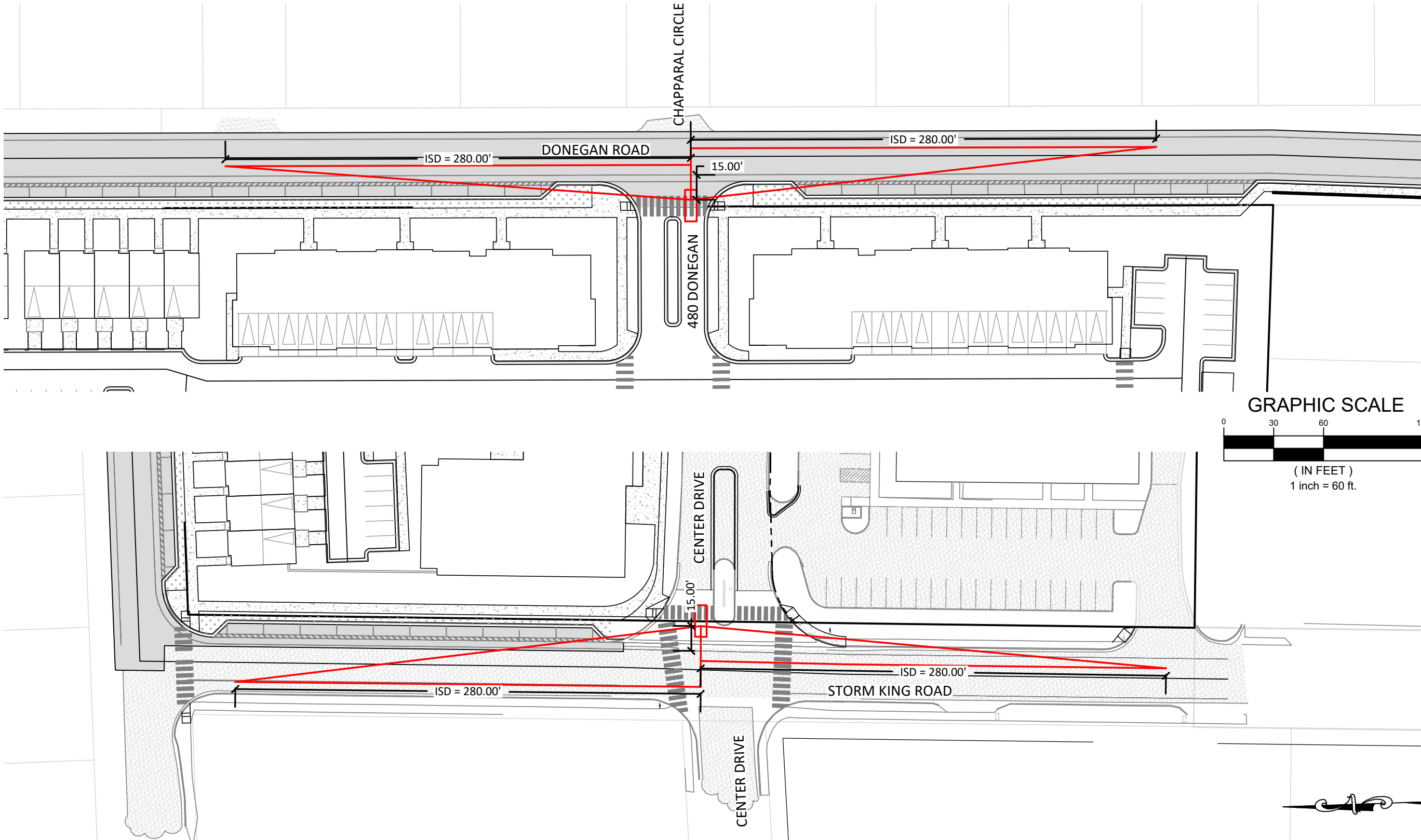
Regards,

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				
480 DONEGAN GLENWOOD SPRINGS, COLORADO	NO.	REVISION	BY	DATE
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 & 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



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 6th and continued to April 27th.

Commissioner Waller had questions on the number of parking spaces provided. Waller also asked about the parking limits per lease for one-bedroom units. Applicant Romeo Baylosis provided more information on how the traffic generations counts were calculated.

Commissioner Cipperly had questions about the proposed sidewalk layout on the property. Applicant Romeo Baylosis provided more information on the design and layout of parking on the site.

Commissioner Dehm also had questions about the layout of parking on site, stating preference for adding another onsite parking space on the west side of the parking area. Applicant Romeo Baylosis explained that adding the extra space on the west could be possible.

Applicant Leah Mayer stated that the required change in design due to Code requirements for building transition would be difficult to achieve and that the likely result would be the loss of onsite parking.

Commissioner Waller asked about the status of the new designs and elevations. Applicant Leah Mayer stated that they had submitted new designs to the Community Development Department.

Ricehill provided more information on Code requirements for building transitions.

Commissioner White had questions about the differences in zoning and parking requirements. Staff explained the parking requirements for this property as compared to downtown.

Commissioner Dehm asked staff if additional public comment had been received. Staff confirmed that no additional comments had been received.

Commissioner Cipperly made a motion to continue the item to the next scheduled meeting citing concerns over revised designs and its effects on provided parking.

Commissioner Waller seconded the motion.

Commissioner Cipperly had questions on roof design and plate height.

Commissioner Waller had questions on the building transition requirements.

Commissioner Dehm expressed reluctance to further continue the item.

Commissioner Wissing expressed support to approve the item, acknowledging staff and applicant would continue to work on the design.

Commissioner White also expressed support to approve.

Commissioner Cipperly withdrew the motion to continue. Commissioner Waller withdrew the second.

Commissioner White made a motion to approve the item citing findings and conditions on page 9 and 10 of the staff report.

Commissioner Wissing seconded the motion.

Commissioner Waller proposed another parking space be added as a condition. Staff confirmed that this could be included in amended conditions.

Commissioner White amended the original motion to combine conditions C & D and amend them to add a parking spot to the existing 5 spaces. Commissioner Wissing amended the second.

Commissioner Dehm called the item to question.

Motion passed unanimously.

- b. Planning File 09-20: Consideration of an annexation and the initial/rezoning OF 15.818 acres to Commercial (CO) District and Planned Unit Development (PUD) District at 214 Center Drive (PIN 2185-061-00-042) Continued from March 23, 2021 meeting.

Commissioner West joined the meeting.

Senior Planner Trent Hyatt introduced the application, continued from the March 23rd, 2021 meeting. Hyatt indicated that the applicant had provided more information addressing feedback received at the March 23rd meeting. Hyatt also indicated additional public comment had been received.

Commissioner White requested staff to provide explanation about cost and benefits to annexation. Hyatt explained the process of annexation and how any future development on the site would have to go through the major site plan review process. Hyatt also explained potential development scenarios if the property remained in Garfield County.

Commissioner Waller had questions how the project related to the Comp Plan, particularly small town character. Waller also asked when and how the PUD regulations would be implemented.

Hyatt explained that the annexation would create a PUD as part of it becoming part of the City. Waller also expressed concern over timing of the traffic study. City Engineer Terri Partch explained that staff had confidence in the traffic counts, and stated applicant had taken traffic counts at multiple locations, including capturing school traffic. Commissioner Waller also asked about comments from Fire and Police Departments. Hyatt stated that no specific comments from Fire and Police were in the packet.

Commissioner White asked if there was a stipulation that proposed amenities in the design would be a part of the PUD. Hyatt explained that the design of any proposed development would be determined during the site review process following annexation.

Commissioner Dehm asked if a higher density were possible without a PUD. Hyatt explained the PUD was intended to give more flexibility in design and amenities. Dehm also asked about the open space requirement. Hyatt confirmed that the proposed development met code requirements for open space requirements. Hyatt also explained the PUD would be restricted to 360 units and that alternate densities under other zonings would require more analysis.

Commissioner Waller asked for more details on how this development would affect water demand. Public Works Director Matt Langhorst explained that this property had water rights to the Reynolds Ditch and that some of those water rights would be used for irrigation. Langhorst explained that this would reduce the amount of water consumed by the proposed development. Langhorst explained that the City would have capacity to serve the proposed development.

Commissioner Cipperly asked how the sprinkler system in this development could affect water capacity city wide. Langhorst explained that even prior to this proposal the City was looking at adding another water tank in North Glenwood to provide additional water capacity.

Applicant Barry Rosenberg provided the Commission with a presentation with responses to community concerns about growth, emergency evacuation, traffic, affordable housing, water, height, and overall infrastructure demands of the proposed project.

Applicant Curtis Rowe, Traffic Engineer with Kimley-Horn provided further explanation on the traffic study conducted for this proposal. Rowe stated that counts were conducted in March 2021 and summer of 2020. The second count was completed to incorporate school traffic. Rowe also explained that these traffic numbers were compared to previous counts and accounted for future re-development of the mall to create the traffic estimates. Rowe described proposed improvements to nearby streets and intersections.

Applicant Matthew Fitzsimmons, Architect with Hord Coplan Macht presented on the site design, included cross sections and elevations of the proposed development. Fitzsimmons explained how the grading of the site would affect perspective of the elevations as seen from the north.

Commissioner Wissing requested a recess. Commissioner Dehm called for a five minute recess.

Meeting resumed.

Commissioner Wissing asked staff how a PUD could be amended. Trent Hyatt explained a PUD would require approval by Planning & Zoning Commission and City Council.

Commissioner White asked the applicant if they had rent ranges for proposed units. White also asked if there had been proposed improvements to West Glenwood Fire Station. Applicant Barry Rosenberg explained that the goal for rents was to be \$1200-1400 for studios. Fire Chief Gary Tillotson stated that there had been no direct conversation regarding this development and a possible new station in West Glenwood. Tillotson stated that the existing station was obsolete and undersized. Tillotson also stated they were working with Garfield County and CDOT to minimize traffic gridlock associated with wildfire events.

Commissioner West asked if any domestic water would be used for irrigation. Hyatt confirmed that irrigation would come from the Reynolds ditch and that the systems would be separate. West also asked if the traffic study had included the 6th Street roundabout. Applicant Curtis Rowe explained that roundabout was beyond the scale of the study in relation to the size of the proposed development. West also asked about the proposed road improvements.

Applicant Yancy Nichol, Sopris Engineering clarified that the streets would be widened to provide additional space for bicycle routes and parking.

Commissioner Waller asked how much would be added to the width of the road. Nichol confirmed the street would have 10-11' additional space for travel lanes, 8' for parking, and additional space for landscaping.

Commissioner West asked for more information on the full development of the mall in use for traffic study. Applicant Curtis Rowe explained this was calculated as if the mall were at full retail capacity. West also had questions on height and asked about height restrictions. Hyatt explained that some zones allowed for building heights of 60'. West also asked how this development could affect the water capacity to support future developments. Matt Langhorst provided further explanation regarding system improvement fees and how those are utilized.

Commissioner Cipperly had questions about the proposed road improvements. Hyatt explained the improved roads would likely be annexed with this property. Cipperly also asked about traffic counts at the Mel Ray roundabout. Applicant Curtis Rowe explained 80% of traffic in the study was assigned to the roundabout.

Commissioner Wissing had questions on the traffic study as well.

Commissioner Waller had questions about which fire evacuation measures the City would take in relation to this development and the development's role in those measures. Hyatt explained this process would be driven by the City rather than this individual developer. City Engineer also stated that the process would be City driven. Fire Chief Gary Tillotson also expressed hope that these plans would be in place before this potential development would be completed. Waller also asked about the transition from the single family north of Donegan to the proposed development and the height of the buildings. Applicant Matthew Fitzsimmons provided more information to Waller's questions.

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 23rd staff report. Cipperly cited the need for more information.

Commissioner Waller seconded the motion.

Commissioner Cipperly requested the developer provide more information on the project such as: developer provide heights to peaks of rooves and tops of parapets, rendering perspective from Donegan including Red Mountain, verification that the Reynolds Ditch runs and that no municipal water will be used for irrigation, fire protection details, can-and-will serve letter from West Glenwood Sanitation District, completed wildfire and evacuation plan, formal agreement with emergency services for evacuation routes, flood and mudslide debris flow routes, traffic study, pedestrian safety at Mel Ray, and dedication of parkland instead of fee-in lieu fees for parks.

Commissioner Waller also stated would like to see there be potential home ownership opportunities in this development.

Commissioner Wissing requested more information on the potential partnership with Two Rivers School and potential traffic effects.

Commissioner Waller had questions on density of the project and if this project could be lower density.

Commissioner Dehm expressed concerns over the need for an evacuation plan for the area as well as fire protection. Dehm also discussed the Housing Commission recommendations on page 138 and 139 of the staff report. Dehm also expressed the desire to see another connection to Highway 6. Dehm also asked the applicant how long the applicant would need to continue the meeting.

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 10th special meeting.

Commissioner Wissing amended the second.

Commissioner Dehm called the item to question.

Motion passed unanimously.

7. Commissioner Comments

Commissioners thanked staff and applicants for their time.

8. Director Comments

Director Jenn Ooton reminded the Commission of an upcoming CDOT meeting.

Ricehill also provided the Commission on an update for the next month's regular meeting.

9. Adjournment

Meeting was adjourned at 10:08 PM.

APPROVED



Planning and Zoning Commission Report

Date: May 25, 2021
To: Planning and Zoning Commission
From: Trent Hyatt, Senior Planner
Subject: 09-20 Consideration of an Annexation and the initial zoning/Rezoning of 15.818 acres to Commercial (CO) District and Planned Unit Development (PUD) District at 214 Center Drive (PIN: 2185-061-00-042). Continued from the March 23, 2021 meeting.

REQUEST	Consideration of an Annexation and the initial zoning/Rezoning of 3.533 acres to Commercial (CO) District and 12.285 acres to Planned Unit Development (PUD) District at 214 Center Drive (PIN: 2185-061-00-042)
APPLICANT	214 Center Drive, LLC
OWNER	Glenwood Partnership, LLLP
LOCATION	214 Center Drive (PIN: 2185-061-00-042)
ZONE	Garfield County Commercial/Limited
SURROUNDING LAND USES	North: Single-family residential South: Mixed commercial East: Institutional/automotive sales and repair West: Single-family residential
LOT SIZE	Approximately 15.818 acres

ACTION ITEMS

Action 1 - Annexation – of a 15.818 acre parcel into the municipal limits of the City of Glenwood Springs.

Action 2 - Initial Zoning/Rezoning – of 3.533 acres to Commercial (CO) District and 12.285 acres to Planned Unit Development (PUD) District.

BACKGROUND

The Planning and Zoning Commission (Commission) first considered the proposal at the March 23, 2021 regular meeting where public comment was taken. Said meeting was continued to the next regular meeting on April 27, 2021. The March 23, 2021 Commission staff report and all previously provided application materials are again attached.

Various issues and concerns regarding the proposal were raised at the March 23 meeting by both the Commission and members of the public in attendance. However, questions or comments regarding fire/emergency evacuation, existing condition of Mel Ray Road and lack of pedestrian amenities, and proposed building heights were raised by numerous Commissioners and/or public commenters. Since the previous meeting, the applicant has consulted with the City and/or provided additional information intended to address these matters.

Emergency evacuation of Glenwood residents and visitors as well as those traveling through to/from surrounding communities is an existing regional issue for which better understanding of traffic management is needed. The City does not believe the current proposal will necessarily have a negative impact on this existing problem. However, the applicant is willing to help the City work with regional partners (i.e. CDOT,

Colorado State Patrol, and local and regional emergency service providers) to develop a plan to better manage future evacuations by way of a financial contribution and/or the expertise of their traffic consulting engineer. That being said, staff believes a regional solution led by the City is the best way to develop a mitigation plan.

Many were concerned the existing condition of Mel Ray Road is not adequate to accommodate any increase in traffic related to the development proposal. Additionally, no pedestrian amenities current exist along said road. To combat this, the applicant proposes improvements addressing these issues as depicted in the attached drawing.

Understanding the height of various proposed site buildings also seemed difficult for some during the last meeting. Attached you will find cross sections depicting various buildings heights and the grade change north to south across the site from both Donegan and Storm King Roads.

Additional public comments have also been received since the March 23 meeting. These include comments from the City's Housing Commission and are attached for your consideration.

PROJECT SUMMARY

Please see the attached March 23, 2021 staff report for additional information.

REVIEW CRITERIA AND STAFF ANALYSIS

Please see the attached March 23, 2021 staff report for additional information.

REVIEWING AGENCY COMMENTS

Please see the attached March 23, 2021 staff report for additional information.

ACTION ITEMS & STAFF RECOMMENDATIONS

Please see the attached March 23, 2021 staff report for additional information.

Suggested Findings:

Please see the attached March 23, 2021 staff report for additional information.



Memorandum

To: Planning and Zoning Commission, City Council
From: Glenwood Springs Housing Commission
Date: April 19, 2021
Re: Planning Item 09-20, R2 Partnership LLC
480 Donegan Development

The Housing Commission reviewed Planning Item 09-20 at their regularly scheduled meeting on April 14, 2021. Commissioners voted to provide the following recommendation to Planning and Zoning Commission and City Council for review and consideration.

The Glenwood Springs Strategic Housing Plan includes specific strategies aimed at keeping up with housing needs as growth occurs in the community. An annexation policy that provides community housing standards is the seventh identified strategy in the document.

The Plan identifies the following actions as recommended regarding new annexation policy:

- *Communities often require higher standards from developments in trade for providing the added amenities of city services through annexation.*
- *The number of affordable units required should be higher than if imposed under Inclusionary Zoning and linkage requirements for in-town parcels.*

Annexations are the best opportunity for the city to maximize its affordable housing percentage of overall newly created housing, because annexation agreements enable the City to achieve by contract negotiation what it cannot achieve by legislation. Given the large size and geographic importance of the project the Housing Commission agrees with the above recommendations in the Housing Plan and has provided the following recommendation for the proposed annexation.

Staff has recommended that the developer meet the minimum standards as outlined in Ordinance 1, Series of 2021, Inclusionary Housing, with 20% of total units designated for Resident Occupied, and 10% of total units designated affordable to 100% AMI rental prices as set by Colorado Housing and Finance Authority.

The Housing Commission is recommending the developer provide additional measures, as recommended in the Housing Strategy Plan, by providing one of the following:

1. Provide up to an additional 10% of deed restricted units limited to rental prices affordable to 100% AMI households.
 - a. If providing less than 10%, affordability shall be set to less than 100% AMI proportionate to percent of units being provided.
 - b. Units shall be equally distributed amongst unit types provided.
 - c. Additional units provided beyond Inclusionary housing requirements shall not be held to geographic employment requirements.
 - d. Unit locations may “float” within the development as long as the number of units is maintained.
2. Increase the affordability level of the 10% deed restricted units requested by staff to comply with the Inclusionary Housing Ordinance, to average 90% AMI.
 - a. units shall be equally distributed amongst unit types provided.

In addition Planning and Zoning Commission and City Council should consider requiring a payment (annual or lump sum up front) to the City for the management of compliance and enforcement of deed restricted units.

April 23th, 2021

Planning File: 09-20

Address: 480 Donegan Road, Glenwood Springs, CO 81601

RE: Water Capacity of West Glenwood Springs

The City of Glenwood Springs Water Department is currently completing a full water modeling of the City System, capacity of the system, pressure zones and overall ability to supply domestic/irrigation water to the existing and proposed developments within the service area. Staff's conversations with the modelling company and known capacities within the West Glenwood zone conclude that the City's has ability across the water system to support the 360 units being proposed at 480 Donegan Road. The development is planning to provide their own 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.

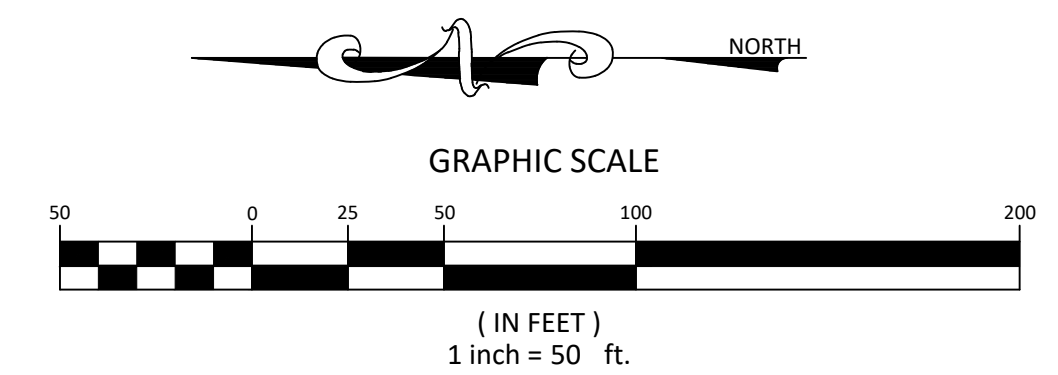
Thank you,
Matthew Langhorst
City of Glenwood Springs, Director of Public Works

EXHIBIT

[illegible]

DRAWING NO.

EXHIBIT



**ARCHITECTURE / PLANNING / LANDSCAPE
ARCHITECTURE**
Hord Coplan Macht, Inc.
1800 Wazee Street, Suite 450 Denver, CO 80202
p. 303. 222. 2151

LEGAL
Garfield & Hecht, P.C.
901 Grand Avenue
p. 970. 947. 1936

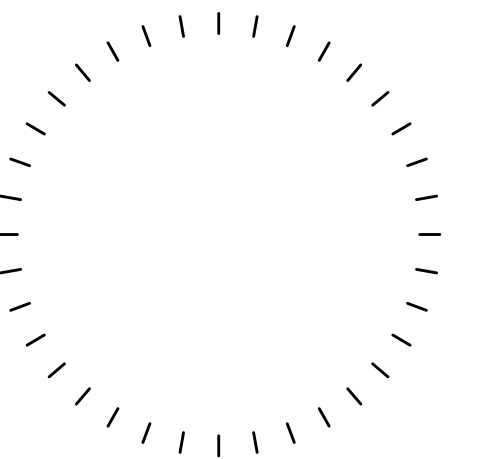
GLENWOOD SPRINGS, COLORADO

ARCHITECTURE

LANDSCAPE ARCHITECTURE

PLANNING

INTERIOR DESIGN



04/21/2021 Supplemental Site Section Exhibits

Project Name _____
480 DONEGAN

Project Number
22023.00

Date _____
03/12/2021

Scale _____
AS NOTED

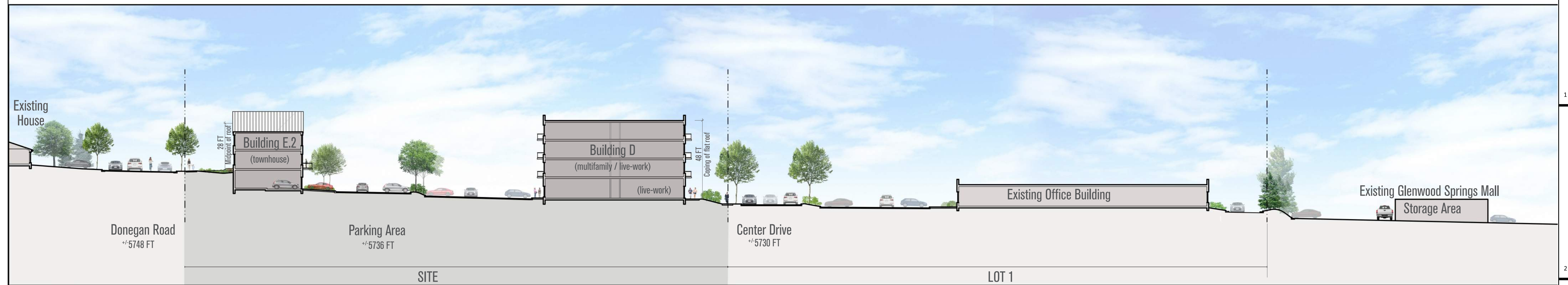
Drawing

SITE SECTION

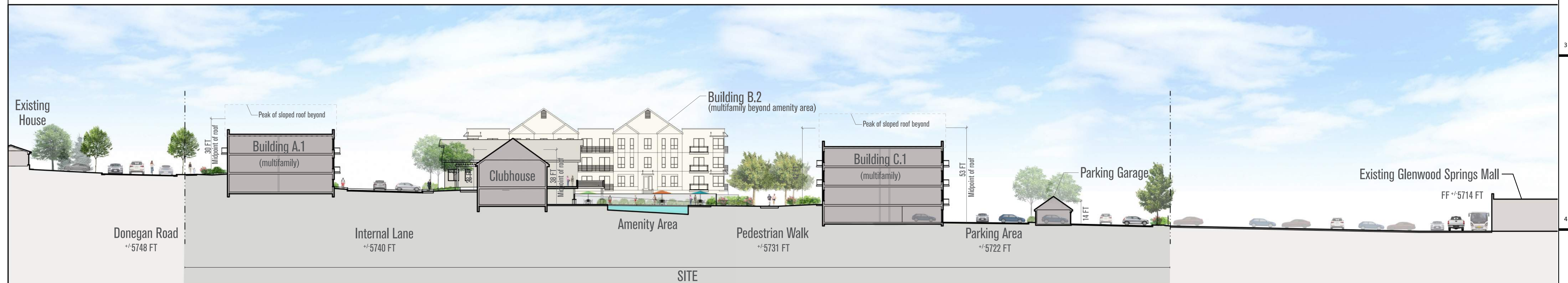
LA4.1

ANNEXATION AND ZONING SUBMISSION

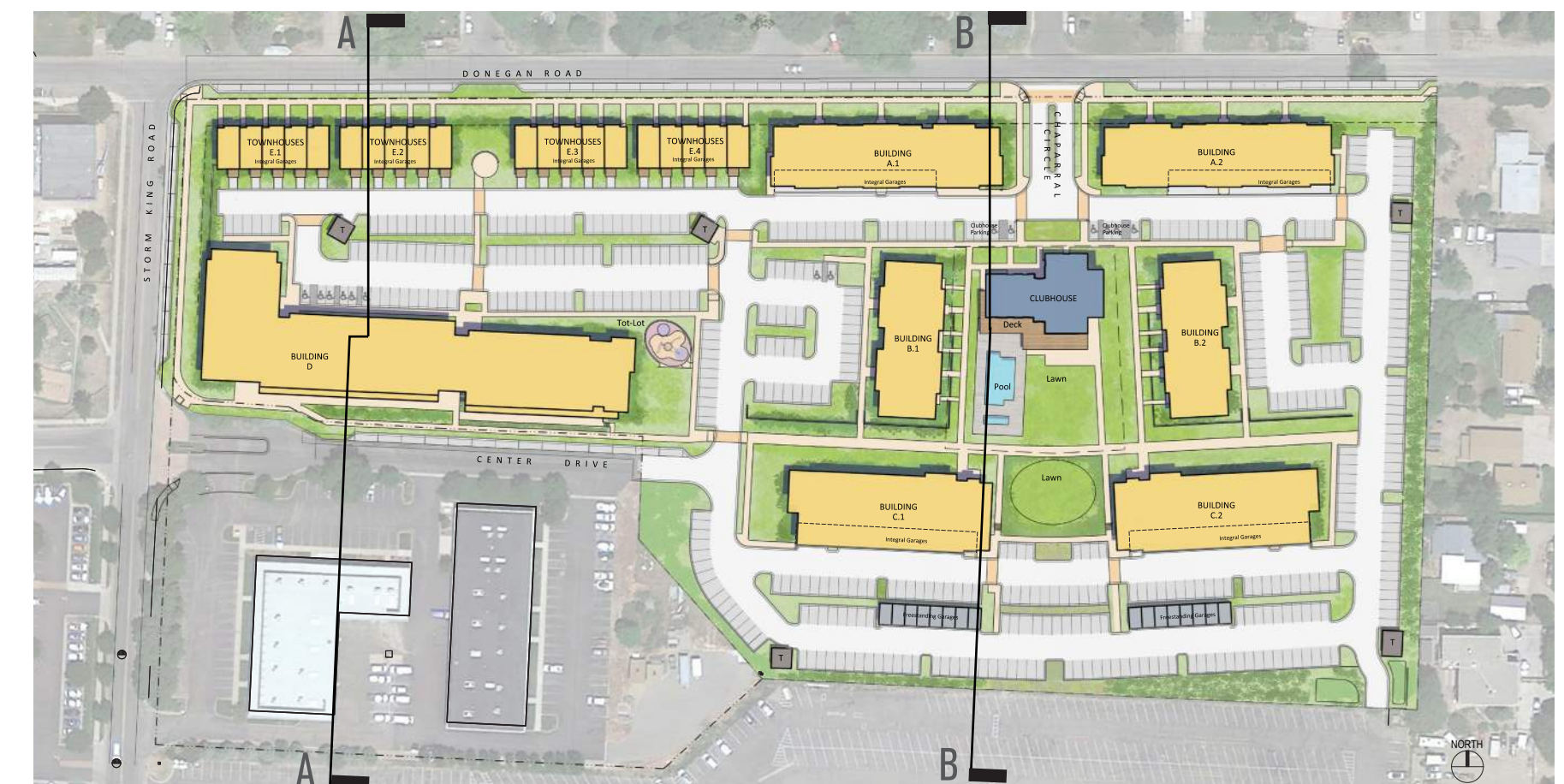
Hord Coplan Macht, Inc.



SECTION AA
1"=30'



SECTION BB
1"=30'

LOCATION MAP
NTS

NOT FOR CONSTRUCTION 7



MINUTES
City of Glenwood Springs
Planning and Zoning Commission
Regular Meeting
March 23, 2021
Zoom
6:00PM

1. Roll Call

Present at roll call were Commissioners: George Shaver, Marco Dehm, Carolyn Cipperly, Ben West, Pete Waller, Sumner Schachter, Amber Wissing

Absent at roll call were Commissioners: Joy White

Also present were: Asst. City Manager Jenn Ooton, Asst. Community/Economic Dev. Director Gretchen Ricehill, Senior Planner Trent Hyatt, City Attorney Karl Hanlon, Assistant City Engineer Jessica Bowser

2. Seating of Alternate Commissioner

Commissioner Shaver made a motion to seat Alternate Commissioner Waller. Commissioner Cipperly seconded the motion. Commissioner Dehm called the item to question.

Motion passed unanimously.

3. Receipt of the Minutes

Commissioners Wissing, Shaver, and Waller all attested they had viewed the recording for the previous meeting and were prepared to discuss the continued items.

Commission reviewed the minutes from the 2/23/2021 meeting.

Commissioner Schachter made a motion to approve the minutes. Commissioner Shaver seconded the motion.

Motion passed unanimously.

4. Public Comments

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

5. Continued Items

- a. Planning File 40-20: Consideration of a Special Use Permit to operate a Large Child Care Center at 536 S. Hyland Park Drive, a property in the RM1-residential medium density zoning district (PIN 2185-161-30-002 & 2185-161-21-006) Application withdrawn.
- b. Planning File 69-20: Consideration of a Special Use Permit for a Retail Marijuana establishment at 2114 Grand Avenue (PIN 2185-164-00-095)

Senior Planner Trent Hyatt introduced the application, continued from the February 23, 2021 meeting. Hyatt indicated that since the previous meeting, three letters of support were received by staff for the application. Hyatt also summarized the additional items which Planning & Zoning Commission requested of the applicant.

Applicant Chris Hawkins provided a short commentary on the additional items submitted and response to public comments.

Commissioner Waller asked for more detail on access to the site from Grand Avenue. Trent Hyatt explained that additional design to that access would occur in the future in collaboration with CDOT.

Commissioner Cipperly asked about the timing of the application in relation to the new buffers.

Commissioner Shaver asked if the neighboring property owner had agreed to the access agreement, which was confirmed by staff and the applicant.

Commissioner Schachter asked if traffic flow could be restricted into the property such as prohibiting left hand turns. Staff explained the City of Glenwood Springs did not have the authority to require the project to restrict traffic flow in a CDOT right-of-way. Schachter also asked staff to confirm that this application was being heard due to a City Council decision to allow the applicant to re-apply following Planning & Zoning Commission denial of a previous application by the applicant. Staff confirmed that City Council had voted to allow resubmittal of the application.

Commissioner Waller asked if the HVAC system for the store was separate from the residential uses. Applicant Chris Hawkins confirmed that there were 2 separate HVAC units for the different uses.

Commissioner Dehm indicated that there would be no further public comment as there had been a public comment period at the first meeting and the period afterwards.

Commissioner Cipperly made a motion to approve the application with the findings and conditions as listed on page 1 & 2 of the revised March 23rd staff report.

Commissioner Shaver seconded the motion.

Commissioner Dehm expressed concerns over the mixed use of the project, citing incompatibility between residential use and retail marijuana use.

Commissioner Dehm called the item to question.

Motion passed 4-1. Commissioners Shaver, Schachter, Wissing, and Waller voted to approve. Commissioner Dehm voted to deny. Commissioner West abstained from voting, citing absence at previous meeting.

- c. Planning File 66-20: Consideration of various code text amendments to Municipal Code Title 070 Sections including but not exclusive of Sections 070.030, 070.040, 070.060, and 070.070 regarding Use Regulations; Accessory Uses; Landscaping, Screening, and Fencing; Off-street Parking; Signs; Administration and Procedures; and Rules of Construction and Definitions. Continued from February 23, 2021

Assistant Community Development Director Ricehill provided a short presentation on the item. Ricehill explained that this item had been continued from previous meetings, going back to its original discussion at the December 2020 Planning & Zoning Commission meeting. Ricehill recommended approval of the amendments with all findings and conditions found on pages 1-26 of the staff report.

Commissioner Dehm has additional questions on the amendment for downtown wall signage. Ricehill stated that item could be split from the other items for further review.

Commissioner Schachter had questions on the size limit of location and extent review. Schachter also asked if there was a height limit on the storage containers. Schachter also asked for additional details on the maximum size of a commercial use in the Residential Transition (RT) Zoning District.

Commissioner Shaver expressed support for a height limit for the temporary storage containers. Shaver also asked for additional information on the solar panel amendments.

Commissioner Schachter made a motion to approve the amendments as presented and modified by staff including suggested verbiage from Commissioner Shaver on item 10 and placing a height limit of 10' on temporary storage containers on item 5.

Commissioner Wissing seconded the motion.

Commissioner Shaver suggested the maximum time following an event for a temporary sign would be 15 days rather than 45 days.

Commissioner Wissing asked for more clarification on the timeline suggested by Shaver. Staff provided additional information on the sign code's definition of temporary signs.

Commissioner Schachter made a motion to amend the original motion to include the change proposed by Commissioner Shaver to limit the timeline of a temporary sign to 15 days following an event.

Commissioner Wissing seconded the amended motion.

Commissioner Dehm asked to confirm if item 17, which contained language on wall signage in the downtown area, was included in this motion. City Attorney Karl Hanlon confirmed that 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 6th meeting

Commissioner Shaver seconded the motion.

Commissioner Dehm called the item to question.

Motion passed 6-0. Commissioner West had been removed from the meeting.

7. Commissioner Comments

Commission Schachter mentioned that he would not be present at April 6th meeting.

8. Director Comments

Director Jenn Ooton had no comments.

9. Adjournment

Meeting was adjourned at 10:46 PM.



Planning and Zoning Commission Report

Date: March 23, 2021
 To: Planning and Zoning Commission
 From: Trent L. Hyatt, Senior Planner
 Subject: #69-20 – 480 Donegan Annexation and Initial Zoning/Rezoning

REQUEST	Consideration of an Annexation and the initial zoning/Rezoning of 3.533 acres to Commercial (CO) District and 12.285 acres to Planned Unit Development (PUD) District at 214 Center Drive (PIN: 2185-061-00-042)
APPLICANT	214 Center Drive, LLC
OWNER	Glenwood Partnership, LLLP
LOCATION	214 Center Drive (PIN: 2185-061-00-042)
ZONE	Garfield County Commercial/Limited
SURROUNDING LAND USES	North: Single-family residential South: Mixed commercial East: Institutional/automotive sales and repair West: Single-family residential
LOT SIZE	Approximately 15.818 acres

ACTION ITEM:

The Planning and Zoning Commission (Commission) is the recommending body to City Council on all annexation and related initial zoning/rezoning applications. Action items are discussed in significant detail throughout the staff report.

Action 1 - 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.*

BACKGROUND/ANALYSIS

Proposal

The applicant, 214 Center Drive, LLC, proposes the annexation of a 15.818 acre parcel located in unincorporated Garfield County in west Glenwood Springs but outside of the municipal limits of the City. The subject property is located immediately north of the Glenwood Mall and bound by

Donegan Road and the Western Hills Subdivision to the north. Two Rivers Community School and Glenwood Subaru are adjacent to the west opposite of Storm Kind Road. Single-family homes fronting Mel Ray Road are adjacent to the east. A location/vicinity map of the site is provided below which depicts the current City limits in a yellow dashed line.



Vicinity map

A large portion of the subject property (pictured below) appears vacant but is used for storage and the grazing of animals in warmer months of the year.



Southeast view from Ponderosa Circle (Google Maps)

A business park consisting of two approximately 14,000 square foot buildings constructed in 1981 and 2006 occupies 22.3 percent of the south-westernmost corner of the parcel adjacent to Storm King Road. Referred to as The Glenwood Business Center, the area contains a daycare/school, office space, contractor yards, and storage/warehousing uses. No changes to this portion of site (pictured below) are proposed or anticipated in the immediate future.



Northeast view (Google Maps)

A planned development is proposed for the remaining 12.285 acres of the site including the construction of 360 mixed residential to include one, two, and three-bedroom multi-family apartments, townhomes, and live-work studio units in eight total buildings. A portion of various housing types to be set aside for rent restricted limits based on area median income. Other significant aspects of the project include a 2,000 square foot restaurant (open to the public), 10,000 square foot clubhouse and other park spaces for tenants.



Site layout and landscaping per Sheet LA3.0

Please note, the current proposal is not a request for a development approval. Instead, it is intended to explain proposed zone district standards (height, setbacks, densities, and use) site layout, circulation, building design (general architectural style, massing), landscaping, and identify the necessary infrastructure improvements (water/sewer/electric quantities and utility upgrades, bicycle/pedestrian connections, and traffic improvements) required to serve such a proposal this scope. Any specific not addressed in application materials will be generally subject to the Glenwood Springs Municipal Code (Code). If the annexation/rezoning is approved by Council, the applicant is still required to submit and receive approval of a Major Site/Architectural Plan Review application, and other applicable permits, prior to construction.

Annexation Process

In most cases, the annexation of a property adjacent to a city's municipal limits is a voluntary process requested by a property owner. With sufficient contiguity, a property owner may petition City Council for inclusion into the City. Such a petition begins a series of analyses by the City to determine the impacts of an annexation, including both the positive benefits and potential negative impacts. Public input is solicited through the process as well. To mitigate impacts and to incentivize the annexation, both parties negotiate certain terms that are reflected in an annexation agreement. Many municipalities, including ours, require annexation as means of obtaining various services necessary to serve a development proposal (water and electric are needed in this circumstance).

The annexation process is codified in the Colorado Revised Statutes (CRS 31-12-107) and in Section 070.060.040(d) of the Code. To meet statutory qualifications, at least 1/6th of the annexing parcel's perimeter must be contiguous with existing city limits. In this case, approximately 2/6th of the parcel perimeter is contiguous with the existing city limits (see vicinity map above and attached draft annexation map for contiguous boundaries). City Council must pass a resolution determining an annexation request is in substantial compliance with CRS. Thereafter, a series of public notices and hearings are required. Staff has chosen to solicit the review and comments of the Commission regarding the proposal prior to moving forward with required City Council statutory annexation proceedings.

Annexation Review Criteria

Section 070.060.040(d)3.b of the Code guides the Commission to ensure the following: ***“The final annexation plan shall conform to applicable state statutes, shall be consistent with the Comprehensive Plan, and shall include all information required by the City to evaluate whether and to what extent the annexation impacts the city and the public health, safety, and welfare of the city.”*** The Commission should base its recommendation on the anticipated impacts upon the City and surrounding neighborhood including consideration of traffic, open space, active recreational facilities, infrastructure capacity and the compatibility of the proposed development with the City's goals and policies as adopted by ordinance or resolution. Below is a discussion regarding potential impacts staff feels are applicable to the request and an analysis of how this project meets objectives expressed in various City plans and policies.

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).

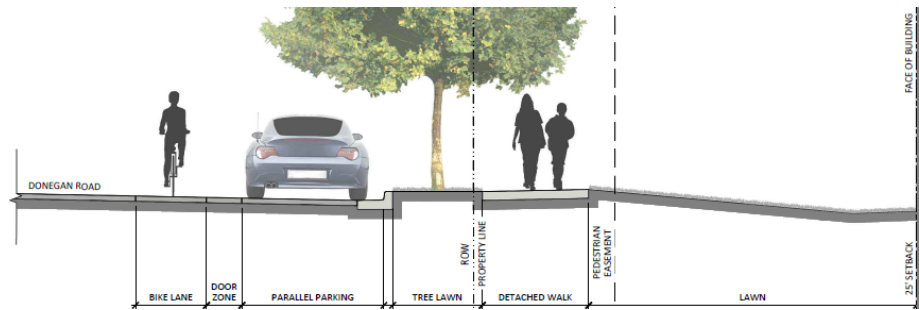
One notable aspect of the housing proposal, however, is the inclusion of affordable options in each housing type provided, excluding live/work. Currently, the applicant proposes restricting 38 (10.6 percent) to either 100 or 120 percent of area median income (AMI) as outlined in the table below.

<u>Unit Type</u>	<u>AMI Restriction</u>
Studio units (95 units)	5 units restricted to 100% AMI 6 units restricted to 120% AMI
1-Bedroom multi-family units (110 units)	6 units restricted to 100% AMI, 6 units restricted to 120% AMI
2-Bedroom multi-family units (94 units)	5 units restricted to 100% AMI, 5 units restricted to 120% AMI
3-Bedroom multi-family units (28 units)	1 unit restricted to 100% AMI 2 units restricted to 120% AMI
Townhomes (20 units)	2 units restricted to 120% AMI
TOTAL 360 units	TOTAL 38 units 17 units restricted to 100% AMI 21 units restricted to 120% AMI

Similar standards (10 percent restricted to 100% of AMI and 20 percent resident occupancy) are in the process of being codified by the City, but the applicant has been in discussions to provide an affordability facet to the project since initial meetings with staff. Staff prefers the totality of units set aside for restricted rent rates is provided at 100 percent of AMI and resident occupancy for the project is set at 20 percent, as approved by City Council at their March 18 meeting. Housing and affordability are goals outlined by City Council in their strategic planning and in the City's comprehensive plan.

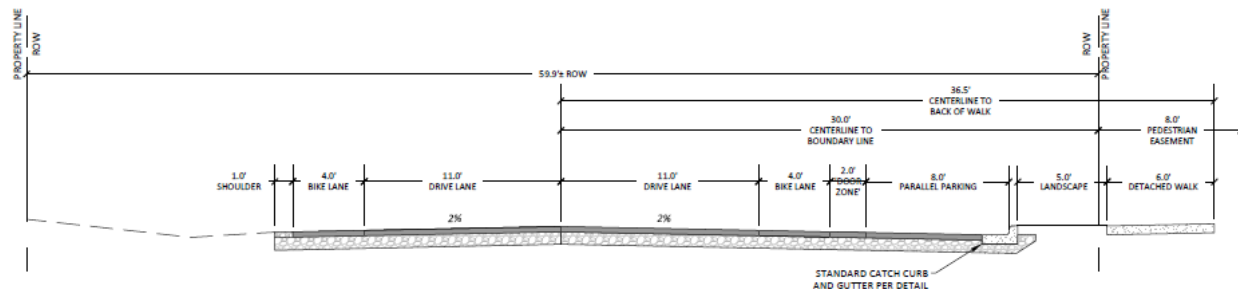
Bicycle and Pedestrian Facilities

Similar to the traffic discussion above, the proposal is anticipated to have a major increase in bicycle and pedestrian traffic in a neighborhood that is home to two schools (Two River Community School and Glenwood Springs Middle School), existing commercial activity, and significant housing. Related infrastructure surrounding and in the vicinity of the development parcel are either severely lacking (due to location, width, mode capacity, etc.) or completely nonexistent (i.e. along Donegan and Mel Ray Roads).



East of the site, bicycle lanes and sidewalks are provided within the City limits along the Donegan Road right-of-way. A connection thereto, as depicted above and below, would greatly benefit existing west Glenwood residents, especially school-aged children. Similar street sections are proposed for Storm King Road and Center Drive adjacent to the site. Additionally, staff has requested future 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.

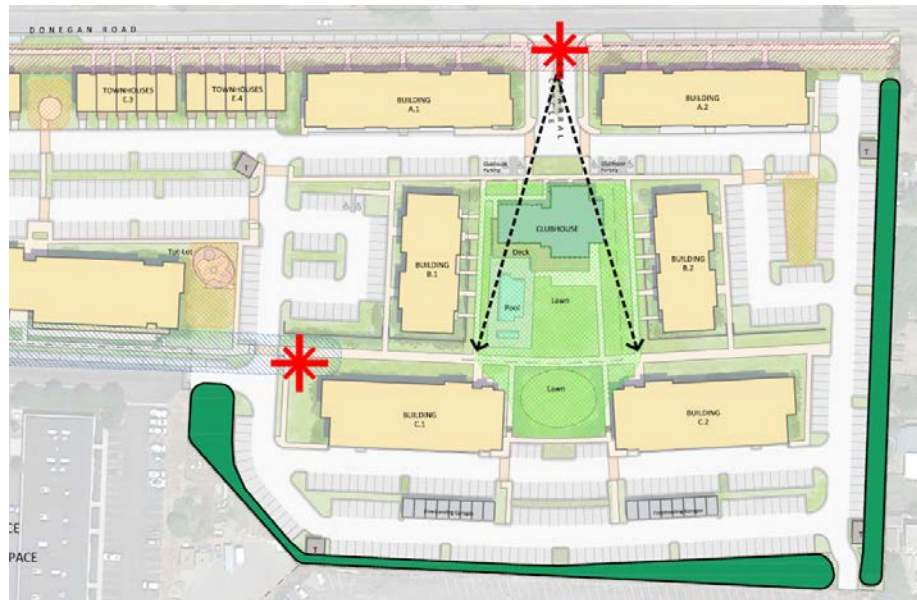
The West Glenwood Sanitation District provides sewer service to properties and uses in this area, both within and outside of the municipal limits of the City. The district has provided comments that it can serve the sanitary needs of the proposal develop.

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)

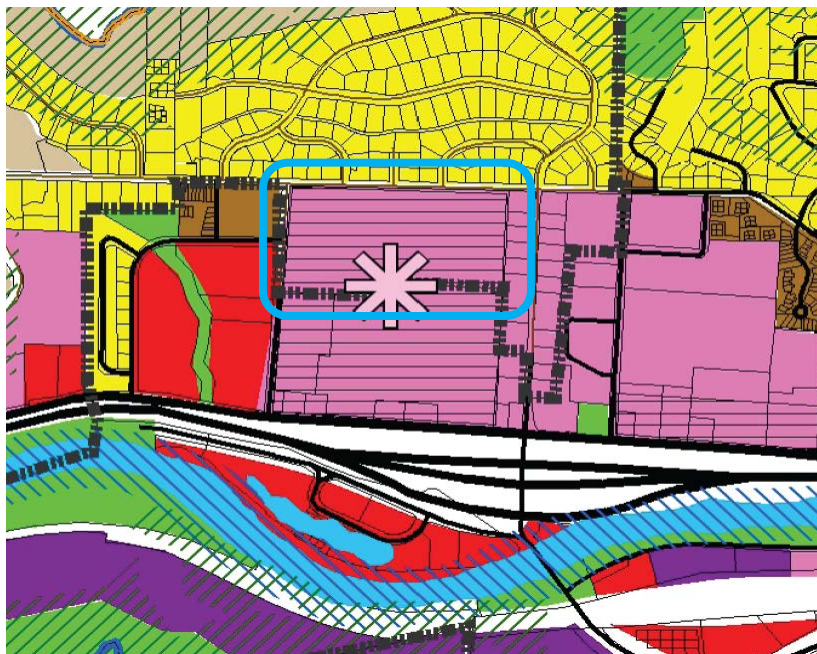
Outside of construction, the project is not anticipated to create adverse noise impacts. It is also critical to recognize that the current Garfield County Commercial/Limited zoning also allow development of the site which would have associated view and noise impacts.



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>
-Promote long-term, sustainable, diverse, economic development	-Direct development into a compact form: infill and redevelopment (Chapter 3, Page 34) -Attract diverse businesses and industries (Chapter 4, Page 50) -Retain role as a regional center (Chapter 7, Page 83)
Staff Comment: The goal and related objectives/strategies above are supported by the current proposal which includes infill development, provides a public dining option to west Glenwood, and encourages sales tax revenue and the demand for existing services.	
-Maintain Glenwood Springs as the regional tourism, retail, commercial, and governmental center of Garfield County	-Attract diverse businesses and industries (Chapter 4, Page 50) -Retain role as a regional center (Chapter 7, Page 83)
Staff Comment: Additional housing and dining opportunities within the municipal limits strengthens various economic objectives/strategies in support of the City’s role as the regional commercial and governmental center.	

-Preserve small town character while maintaining the livability of Glenwood Springs and increasing the vibrancy and commercial success of the downtown	-Develop according to the vision (Chapter 4, Page 34) -Direct development into a compact form: infill and redevelopment (Chapter 3, Page 34) -Enhance pedestrian-friendliness while facilitating traffic (Chapter 3, Page 36) -Provide direction for annexation & land use in the City's area of influence (Chapter 3, Page 45) -Retain role as a regional center (Chapter 7, Page 83) -Direct growth inward (Chapter 9, Page 102)
Staff Comment: The annexation and mixed-use development of this parcel is a specific goal outlined in the Comp Plan. Infill development where services already exist helps to limit the impacts a development on City systems and makes improvements more cost effective. Pedestrian connectivity is lacking in the neighborhood and improved by features included in the request.	
-Address transportation and provide multiple convenient travel choices	-Direct development into a compact form: infill and redevelopment (Chapter 3, Page 34) -Improve interconnectivity of the road network to provide alternative routes through and around town (Chapter 5, Page 65) -Encourage reduction of single-occupant vehicles and encourage alternate travel modes through land use planning and community design (Chapter 5, Page 66) -Expand and connect the trail system and other walking and bicycling routes (Chapter 5, Page 67) -Create complete streets to encourage alternative modes of travel (Chapter 5, Page 68)
Staff Comment: The bicycle and pedestrian improvements proposed by the applicant with the annexation will have a huge impact in achieving the specific goals/objectives outlined in the Comp Plan above.	
-Direct development to locations and building forms that are cost effective to serve	-Direct development into a compact form: infill and redevelopment (Chapter 3, Page 34) -Direct growth to areas where utilities and services can be provided efficiently (Chapter 7, Page 82) -Retain role as a regional center (Chapter 7, Page 83) -Direct growth inward (Chapter 9, Page 102)
Staff Comment: The objectives/strategies outlined above are supported by the current application as it includes infill development and uses that support the City's role as a regional center.	

-Provide housing opportunities for the entire community	-Direct development into a compact form: infill and redevelopment (Chapter 3, Page 34) Increase the supply of housing that is affordable to the workforce (community housing) by implementing the Strategic Housing Plan (Chapter 6, Page 73) -Encourage greater variety in housing types and price (Chapter 6, Page 75) -Encourage housing variety and affordability throughout the community (Chapter 6, Page 75) -Require good design for mixed-use and higher density projects (Chapter 6, Page 76)
Staff Comment: This Comp Plan goal is improved upon by adding to the housing stock in a market in need of units. However, the affordability aspect of the current proposal is a direct action which addresses a specific challenge for the region's workforce. Objectives/strategies already discussed above again support this goal.	
-Support social diversity	-Direct development into a compact form: infill and redevelopment (Chapter 3, Page 34) -Retain role as a regional center (Chapter 7, Page 83) -Direct growth inward (Chapter 9, Page 102)
Staff Comment: The objective/strategy outlined above are supported by the current application as it includes infill development.	
-Preserve natural resources	-Direct growth inward (Chapter 9, Page 102)

Rezoning, PUD Rezoning, and Related Approval Criteria

As outlined above, two separate initial zonings are associated with the proposal. Commercial (CO) District is requested for the 3.533-acre portion of the site to accommodate the existing developed business park parcel, whereas Planned Unit Development (PUD) District is anticipated for the 12.285 acres slated for future development. Section 070.060.040(a)(3)f.3 outlines the criteria for the review and approval of a standard Rezoning application. Section 070.060.040(b)(3)f.3 outlines additional criteria for the review and approval of a Rezoning to Planned Unit Development. Both sets of criteria and other Code language is provided in ***bold italics*** below along with supporting information from staff.

Rezoning Approval Criteria Section 070.060.040(a)(3)f.3

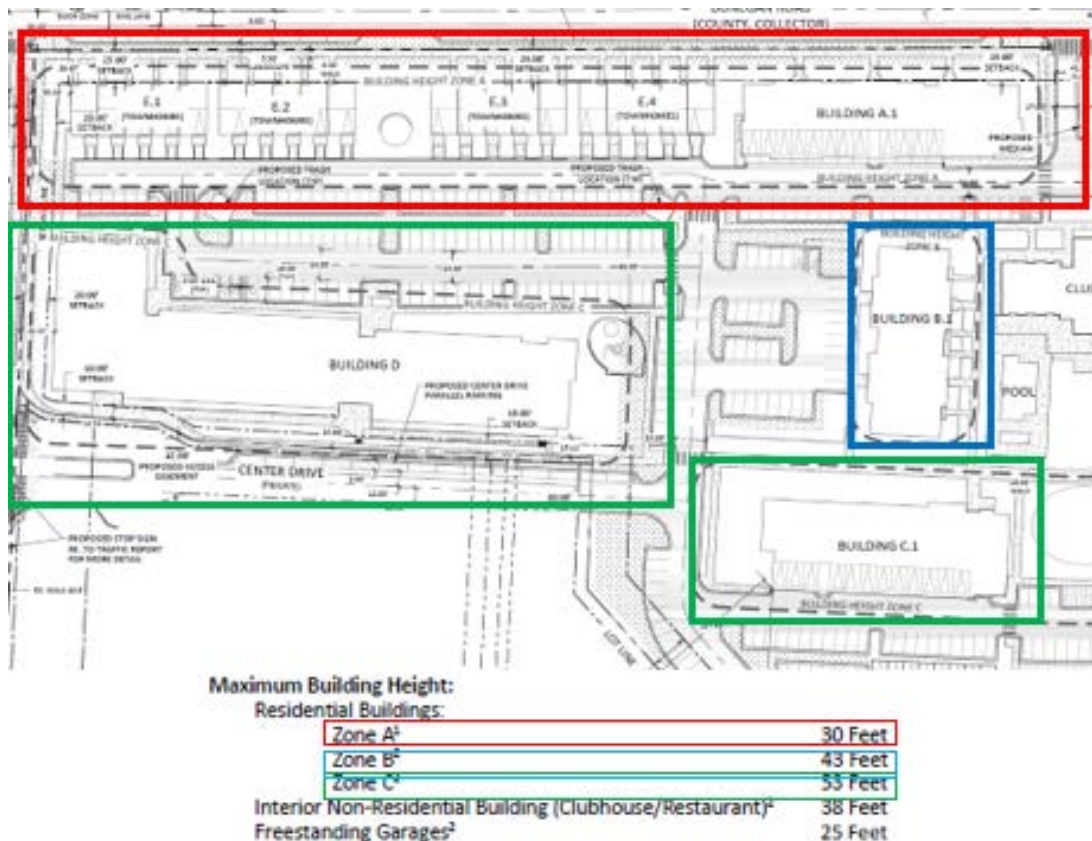
i. The rezoning is consistent with the City's comprehensive plan and the purpose of this Code;

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 purpose 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.

<u>Referral Agencies</u>	
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.

<u>Public Comments</u>		
Lee Bowles	Nancy Brooks	Michael Hoban
Randy and Annie Stephens	Lacy King	Bobbie Meriwether
Tim Porter		

<u>Pre-Application Public Comments</u>		
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



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

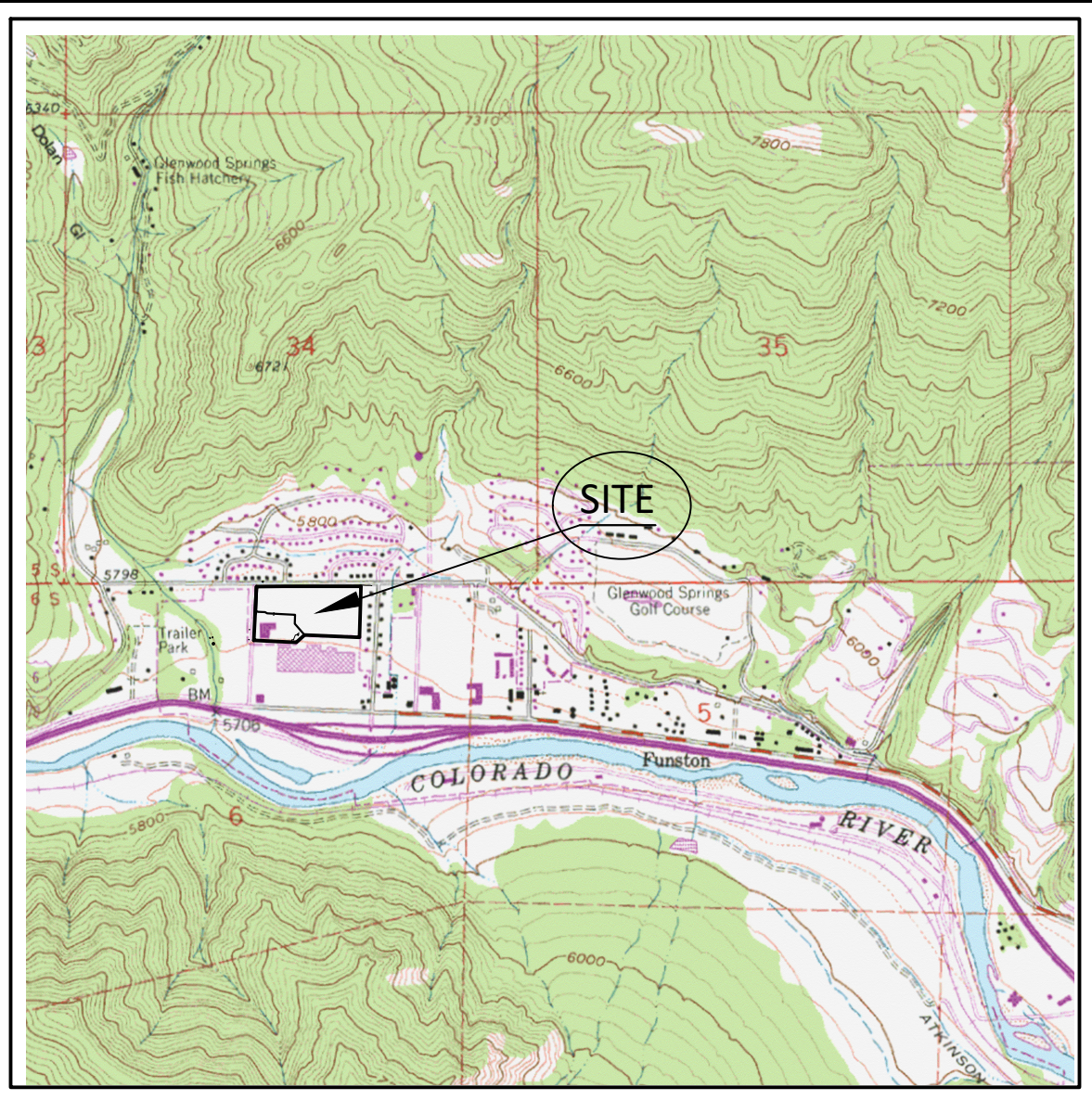
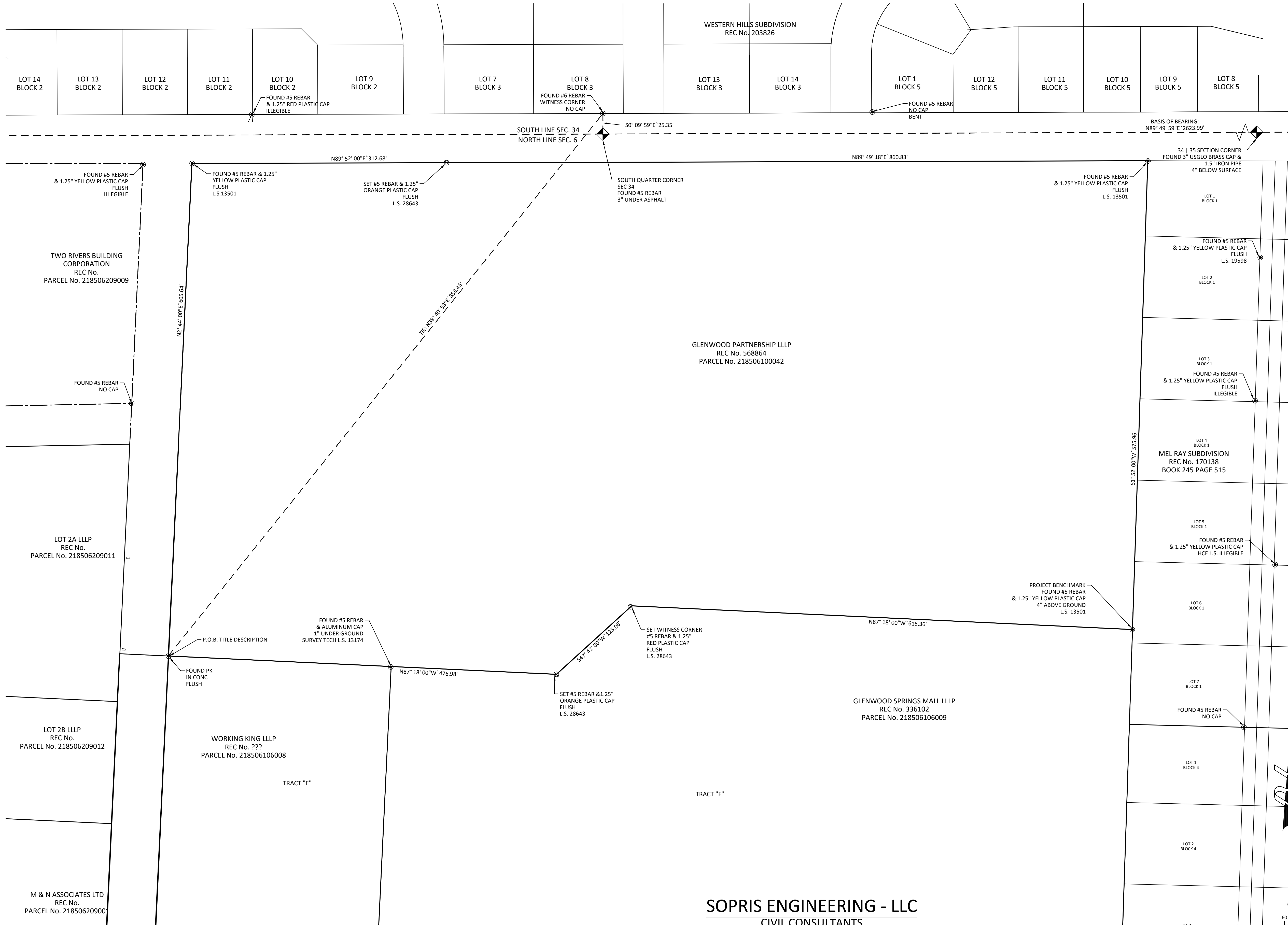


- C0.0 - COVER SHEET
- C0.1 - IMPROVEMENT SURVEY PLAT 1
- C0.2 - IMPROVEMENT SURVEY PLAT 2
- C1.1 - LOT 1 PROPOSED ZONING
- C1.2 - LOT 2 PUD PLAN
- C1.3 - CONCEPTUAL PLAT
- C2.0 - CONCEPTUAL UTILITY PLAN
- C3.0 - CONCEPTUAL GRADING PLAN
- C3.1 - OFFSITE DONEGAN ROAD IMPROVEMENTS
- C4.0 - OFFSITE DRAINAGE 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:

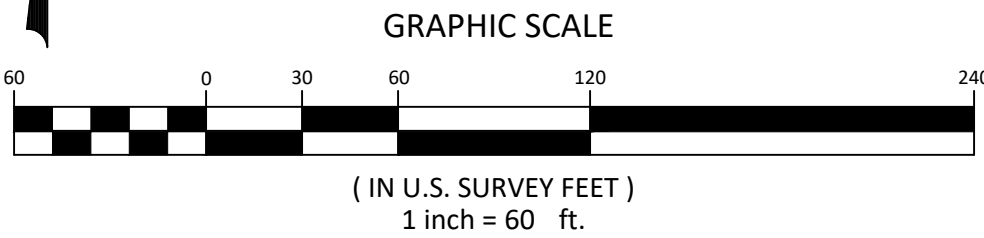
BEGINNING AT A POINT ON THE NORTH LINE OF THE GLENWOOD SPRINGS MALL SUBDIVISION WHENCE THE WITNESS CORNER TO THE 51/4 CORNER OF SECTION 34, TOWNSHIP 5 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEARS N 89° 13' 08" E 866.63 FEET (N 38°40'53" E 853.45 FEET FIELD) SAID POINT OF BEGINNING ALSO BEING THE SOUTHEAST 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



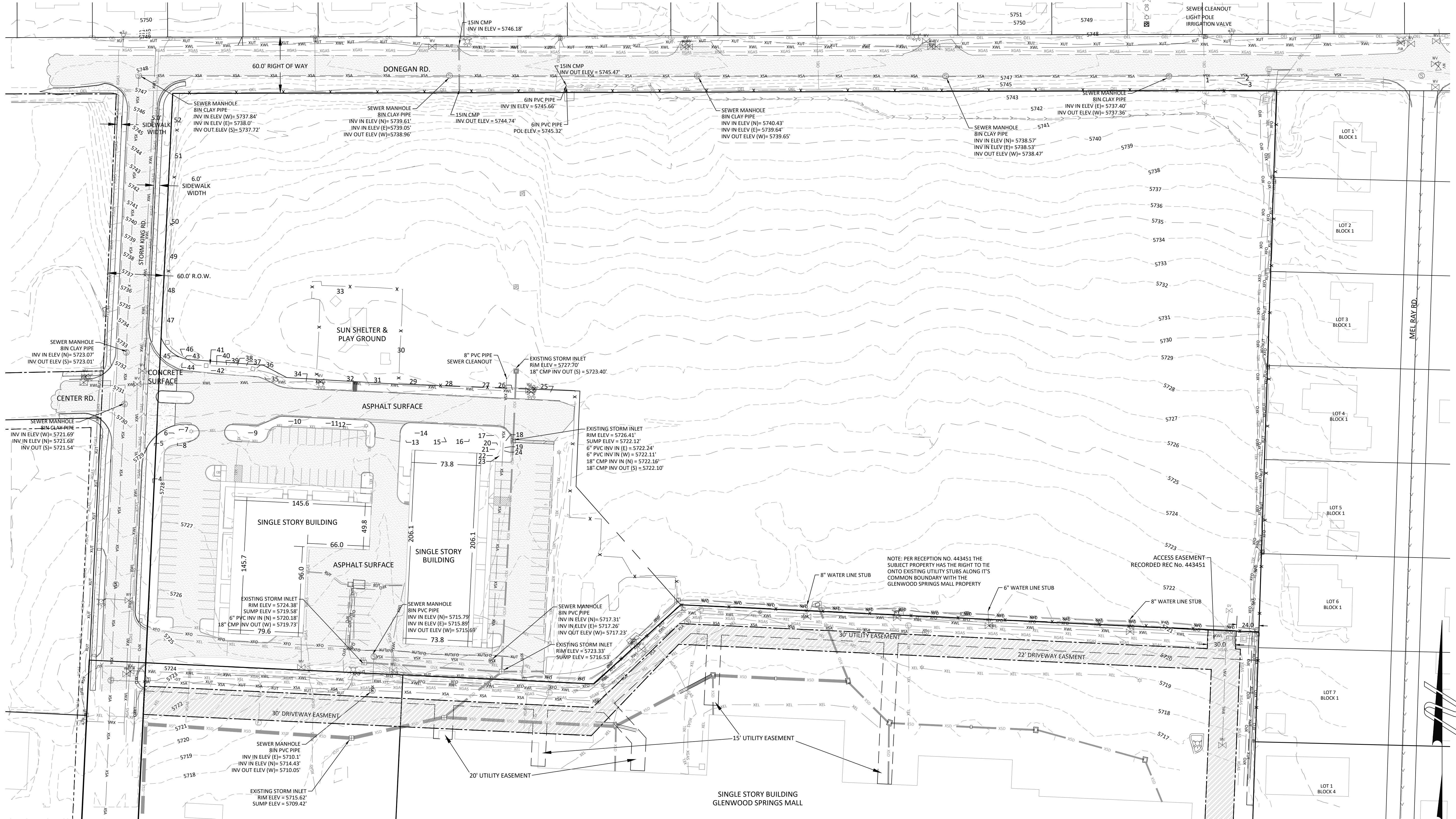
C-0.1

NOTICE: ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF 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 2 OF 2

EXISTING CONDITIONS LEGEND	
	SIGN
	PVC PIPE
	GAS METER
	CATV PEDESTAL
	TELEPHONE PEDESTAL
	ELECTRIC METER
	ELECTRIC TRANSFORMER
	DRAINAGE DRY-WELL
	SEWER MANHOLE
	GUY WIRE
	POWER POLE
	FIRE HYDRANT
	WATER VALVE
	WATER SHUTOFF
	GAS METER
	SEWER CLEANOUT
	LIGHT POLE
	IRRIGATION VALVE
	EXISTING WIRE FENCE
	EXISTING WOODEN FENCE
	EXISTING CONTOUR
	EXISTING CONTOUR INTERVAL
	EXISTING GAS
	EXISTING TELEPHONE
	EXISTING UNDERGROUND ELECTRIC
	EXISTING CABLE
	EXISTING FIBER OPTIC
	EXISTING 8" WATER MAIN
	EXISTING 8" SANITARY SEWER MAIN
	EXISTING SWALE OR DITCH
	EXISTING STORM SEWER
	DECIDUOUS TREE
	CONIFEROUS TREE

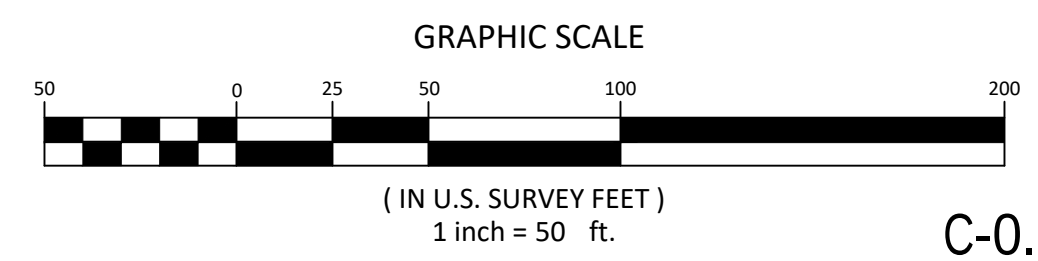


GENERAL UTILITY NOTES:

The locations of underground utilities have been plotted based on utility maps, construction/design plans, other information provided by utility companies and actual field locations in some instances. These utilities, as shown, may not represent actual field conditions. It is the responsibility of the contractor to contact all utility companies for field location of utilities prior to construction.

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

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



C-0.2

1/25/2021 - 30017 - G:\2020\30017\SURVEY\Survey DWG\PLAT 2020\30017 PLAT.dwg

DESIGNED BY	JPP	
DRAWN BY	JPP	
CHECKED BY	YTN	
DATE:		03/12/2021
JOB NO.		30017

GLENWOOD APARTMENTS
GLENWOOD SPRINGS, COLORADO

ANNEXATION AND ZONING SUBMISSION

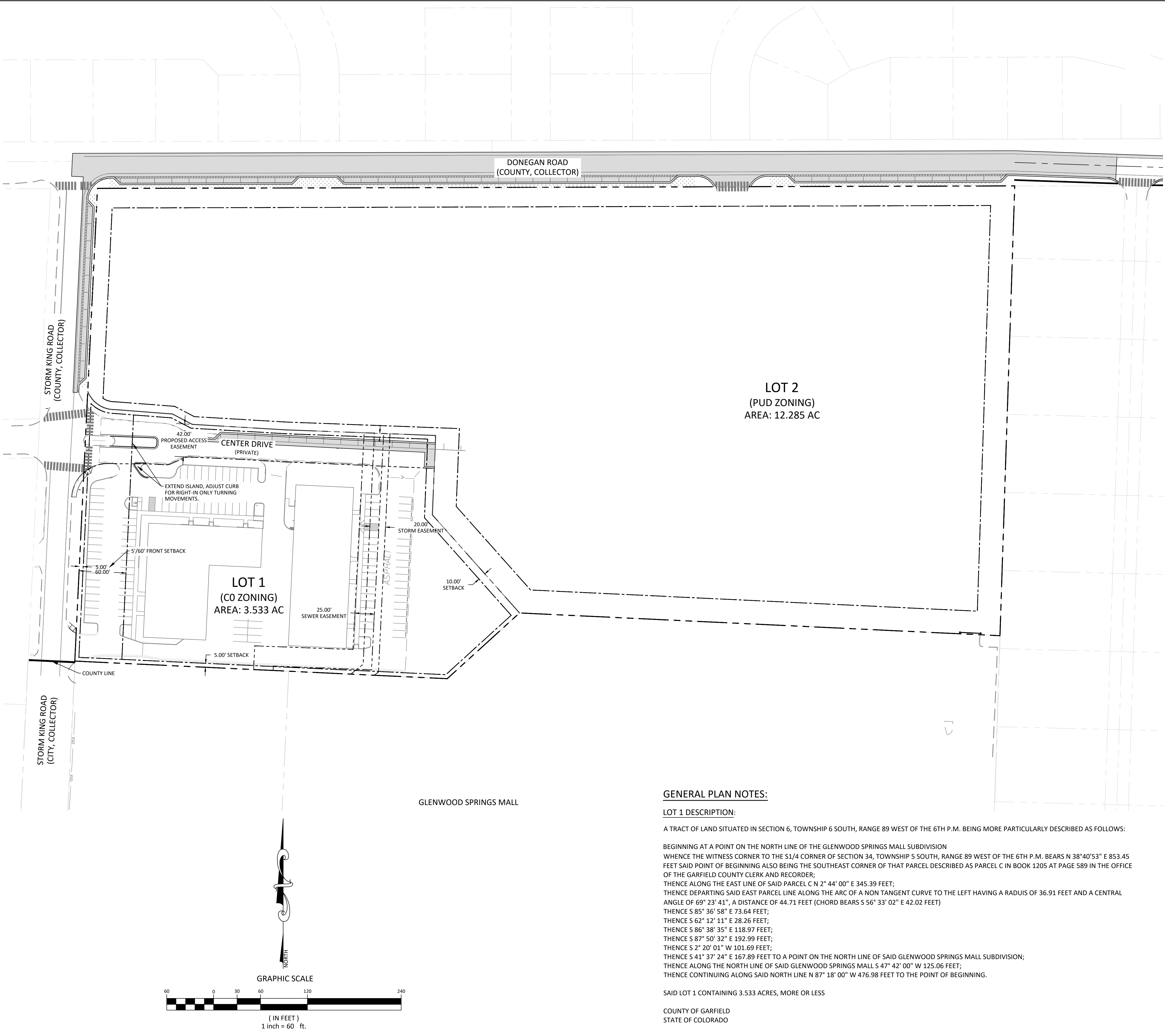
[illegible]

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

DEVELOPMENT SUMMARY:

Gross Site Area:	3.54 AC	(154,151.55 SF)
LAND USES:		
BUILDING 1 (WEST L SHAPED BUILDING)		
OFFICE		9,070 GSF +/-
WAREHOUSE		2,716 GSF +/-
PRESCHOOL		2,235 GSF +/-
SOILS LAB		959 GSF +/-
TOTAL BUILDING 1=		14,980 GSF +/-
BUILDING 2 (EAST RECTANGULAR BUILDING)		
OFFICE		9,153 GSF +/-
WAREHOUSE		6,091 GSF +/-
TOTAL BUILDING 2=		15,244 GSF +/-
TOTAL BUILDING GROSS SQUARE FOOTAGE =		30,224 GSF +/-

COMMERCIAL (CO) DEVELOPMENT STANDARDS:

LANDSCAPING

Minimum Required: 0.35 AC (10% of the Gross Site Area)
Area Provided: 0.47 AC (13% of the Gross Site Area)

COMMON OPEN SPACE

Minimum Required: 0.35 AC (10% of the Gross Site Area)
Area Provided: 0.47 AC (13% of the Gross Site Area)

SETBACKS

FRONT:

Minimum	5 feet
Max. (From arterial streets)	60 feet
Max. (From other streets)	40 feet

Building 1 (West L shaped building)	+/- 86 feet (Greater than maximum)
-------------------------------------	------------------------------------

SIDE:

Minimum	5 feet
No maximum designated	

Both buildings are greater than 5 feet

REAR:

Minimum with alley	10 feet
Minimum without alley	7.5 feet
No maximum designated	

Both buildings are greater than 10 feet

BUILDING HEIGHT

Maximum Building Height: 40 feet

One story buildings, less than 40 feet tall

PARKING

Minimum Required Parking:

Office	18,223 SF	1 SP/300 SF	61 Spaces
Warehouse	8,087 SF	1 SP/400 SF	22 Spaces
Preschool	2,235 SF	1 SP/250 SF	9 Spaces
Soils lab (Assumption on parking)	959 SF	1 SP/250 SF	4 Spaces
	<i>Total</i>		<i>96 Spaces</i>

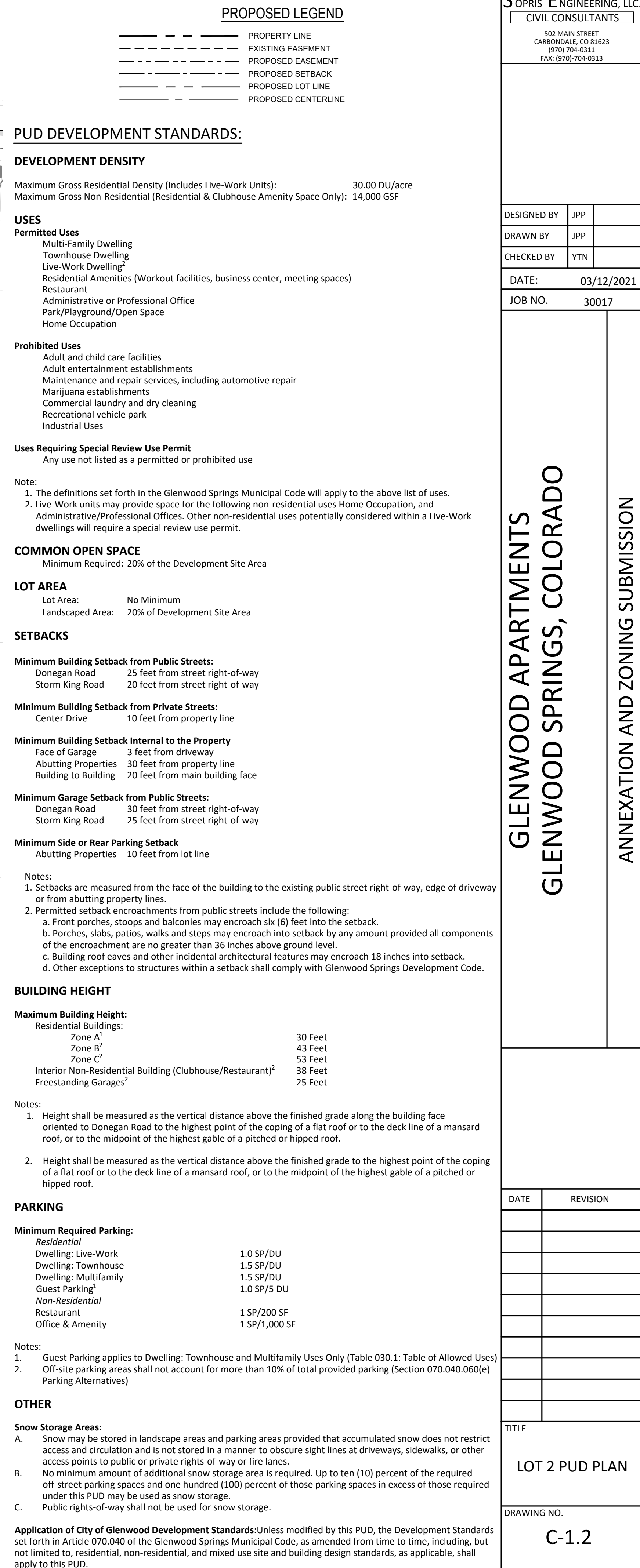
Existing Parking:

Building 1 (West L shaped building)	59 regular spaces, 2 ADA spaces
Building 2 (East rectangular building)	37 regular spaces, 2 ADA spaces
Between buildings	12 regular spaces, 0 ADA spaces
<i>Total existing spaces</i>	108 regular spaces, 4 ADA spaces

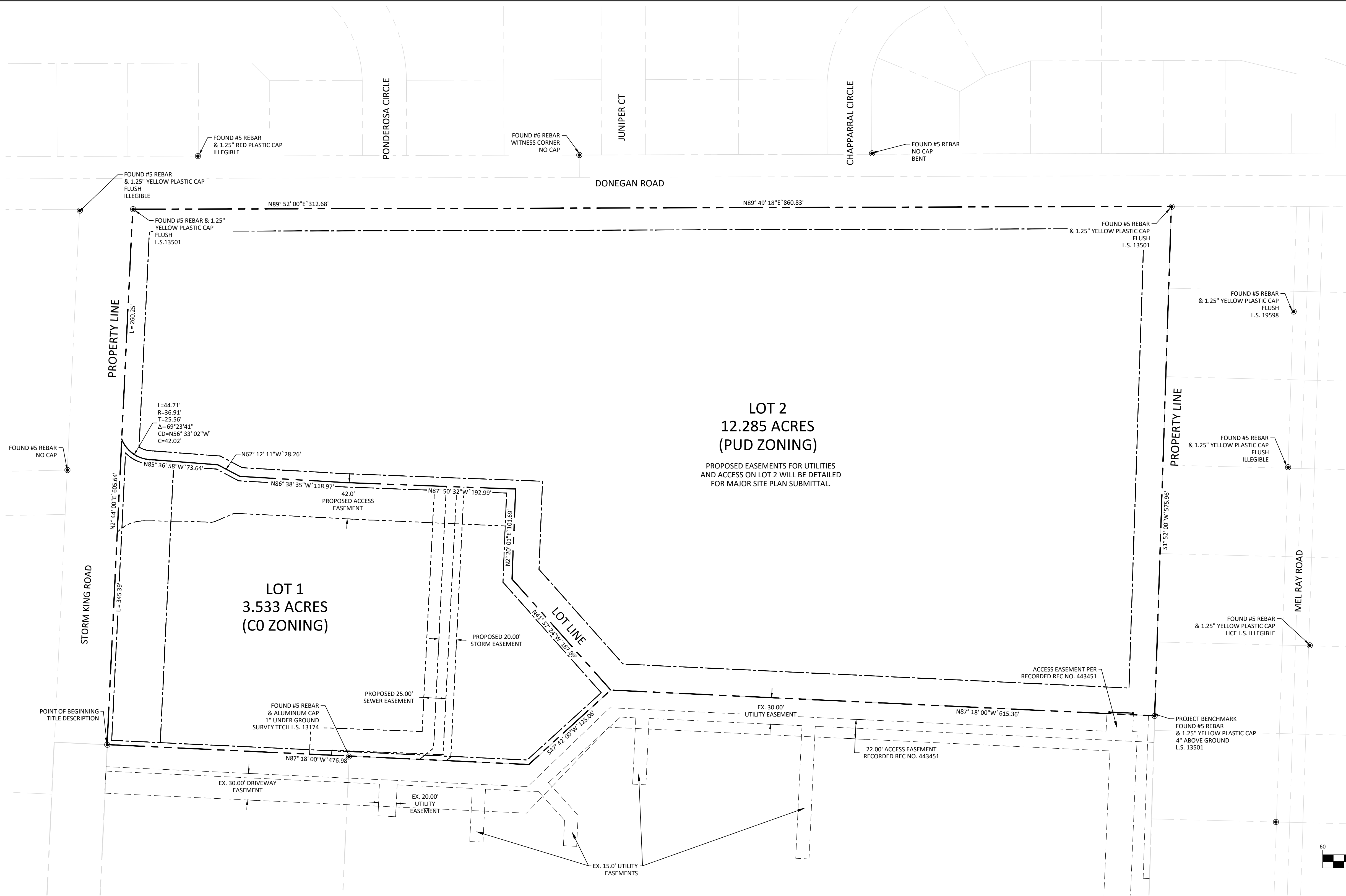


Know what's below.
Call before you dig.

CALL 2-BUSINESS DAYS IN ADVANCE
BEFORE YOU DIG, GRADE, OR EXCAVATE
FOR THE MARKING OF UNDERGROUND
MEMBER UTILITIES



G:\2020\3007\CONV\CIVIL\DWGS\SPLOT\SET\3007-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:

BEGINNING AT A POINT ON THE NORTH LINE OF THE GLENWOOD SPRINGS MALL SUBDIVISION WHENCE THE WITNESS CORNER TO THE S1/4 CORNER OF SECTION 34, TOWNSHIP 5 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEARS N 38°40'53" E 853.45 FEET SAID POINT OF BEGINNING ALSO BEING THE SOUTHEAST CORNER OF THAT PARCEL DESCRIBED AS PARCEL C IN BOOK 1205 AT PAGE 589 IN THE OFFICE OF THE GARFIELD COUNTY CLERK AND RECORDER; THENCE ALONG THE EAST LINE OF SAID PARCEL C N 2° 44' 00" E 345.39 FEET; THENCE DEPARTING SAID EAST PARCEL LINE ALONG THE ARC OF A NON TANGENT CURVE TO THE LEFT HAVING A RADUIS OF 36.91 FEET AND A CENTRAL ANGLE OF 69° 23' 41", A DISTANCE OF 44.71 FEET (CHORD BEARS S 56° 33' 02" E 42.02 FEET) THENCE S 85° 36' 58" E 73.64 FEET; THENCE S 62° 12' 11" E 28.26 FEET; THENCE S 86° 38' 35" E 118.97 FEET; THENCE S 87° 50' 32" E 192.99 FEET; THENCE S 2° 20' 01" W 101.69 FEET; THENCE S 41° 37' 24" E 167.89 FEET TO A POINT ON THE NORTH LINE OF SAID GLENWOOD SPRINGS MALL SUBDIVISION; THENCE ALONG THE NORTH LINE OF SAID GLENWOOD SPRINGS MALL S 47° 42' 00" W 125.06 FEET; THENCE CONTINUING ALONG SAID NORTH LINE N 87° 18' 00" W 476.98 FEET TO THE POINT OF BEGINNING.

SAID LOT 1 CONTAINING 3.533 ACRES, MORE OR LESS

COUNTY OF GARFIELD
STATE OF COLORADO

LOT 2 DESCRIPTION:

A TRACT OF LAND SITUATED IN SECTION 6, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A POINT ON THE NORTH LINE OF THE GLENWOOD SPRINGS MALL SUBDIVISION WHENCE THE WITNESS CORNER TO THE S1/4 CORNER OF SECTION 34, TOWNSHIP 5 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEARS N 38°40'53" E 853.45 FEET SAID POINT ALSO BEING THE SOUTHEAST CORNER OF THAT PARCEL DESCRIBED AS PARCEL C IN BOOK 1205 AT PAGE 589 IN THE OFFICE OF THE GARFIELD COUNTY CLERK AND RECORDER; THENCE ALONG THE EAST LINE OF SAID PARCEL C N 2° 44' 00" E 345.39 FEET TO THE POINT OF BEGINNING; THENCE CONTINUING ALONG THE EAST LINE OF SAID PARCEL C N 2° 44' 00" E 260.25 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF COUNTY ROAD NO. 130; THENCE ALONG SAID RIGHT-OF-WAY N 89° 52' 00" E 312.68 FEET; THENCE CONTINUING ALONG SAID RIGHT-OF-WAY N 89° 49' 18" E 860.83 FEET TO THE WEST LINE OF THE MEL-RAY SUBDIVISION; THENCE ALONG SAID WEST LINE S 1° 52' 00" W 575.96 FEET; THENCE DEPARTING SAID WEST LINE AND ALONG THE NORTH LINE OF SAID GLENWOOD SPRINGS MALL N 87° 18' 00" W 615.36 FEET; THENCE DEPARTING SAID NORTH PARCEL LINE N 41° 37' 24" W 167.89 FEET; THENCE N 2° 20' 01" E 101.69 FEET; THENCE N 87° 50' 32" W 192.99 FEET; THENCE N 86° 38' 35" W 118.97 FEET; THENCE N 62° 12' 11" W 28.26 FEET; THENCE N 85° 36' 58" W 73.64 FEET; THENCE ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADUIS OF 36.91 FEET AND A CENTRAL ANGLE OF 69° 23' 41", A DISTANCE OF 44.71 FEET (CHORD BEARS N 56° 33' 02" W 42.02 FEET) TO THE POINT OF BEGINNING.

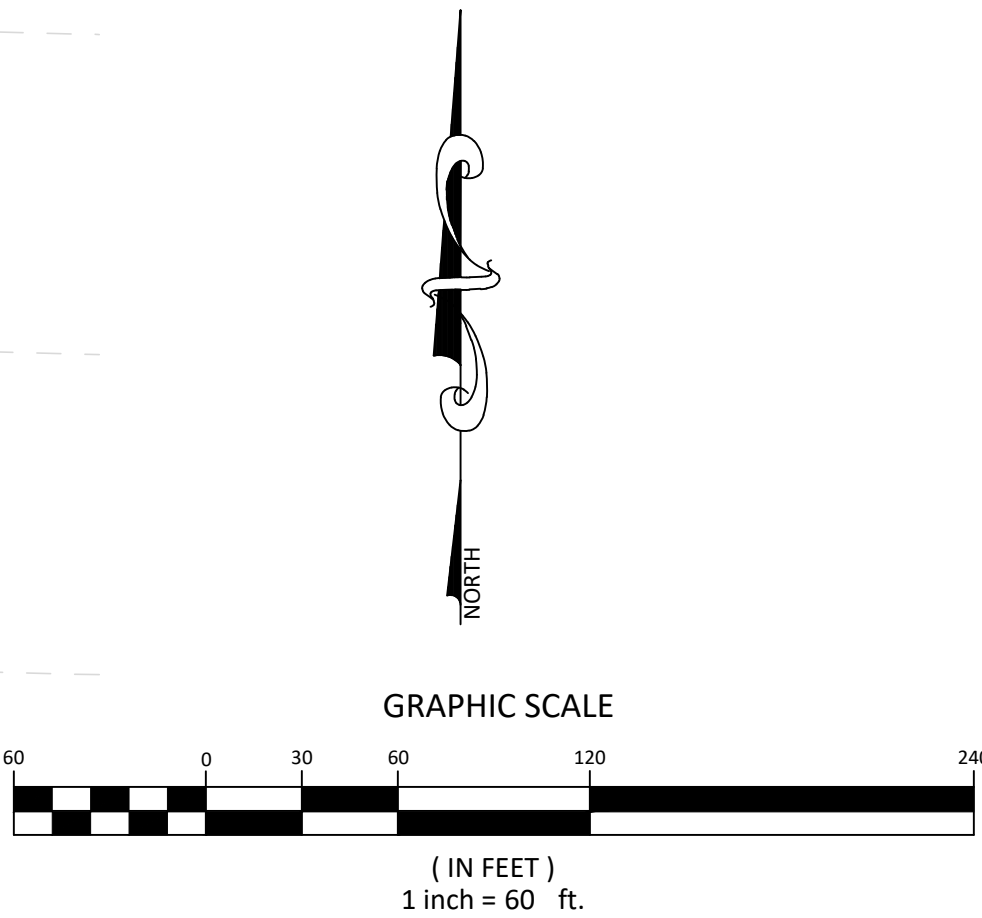
SAID LOT 2 CONTAINING 12.285 ACRES, MORE OR LESS

COUNTY OF GARFIELD
STATE OF COLORADO.

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

TITLE
CONCEPTUAL
PLAT

DRAWING NO.
C-1.3

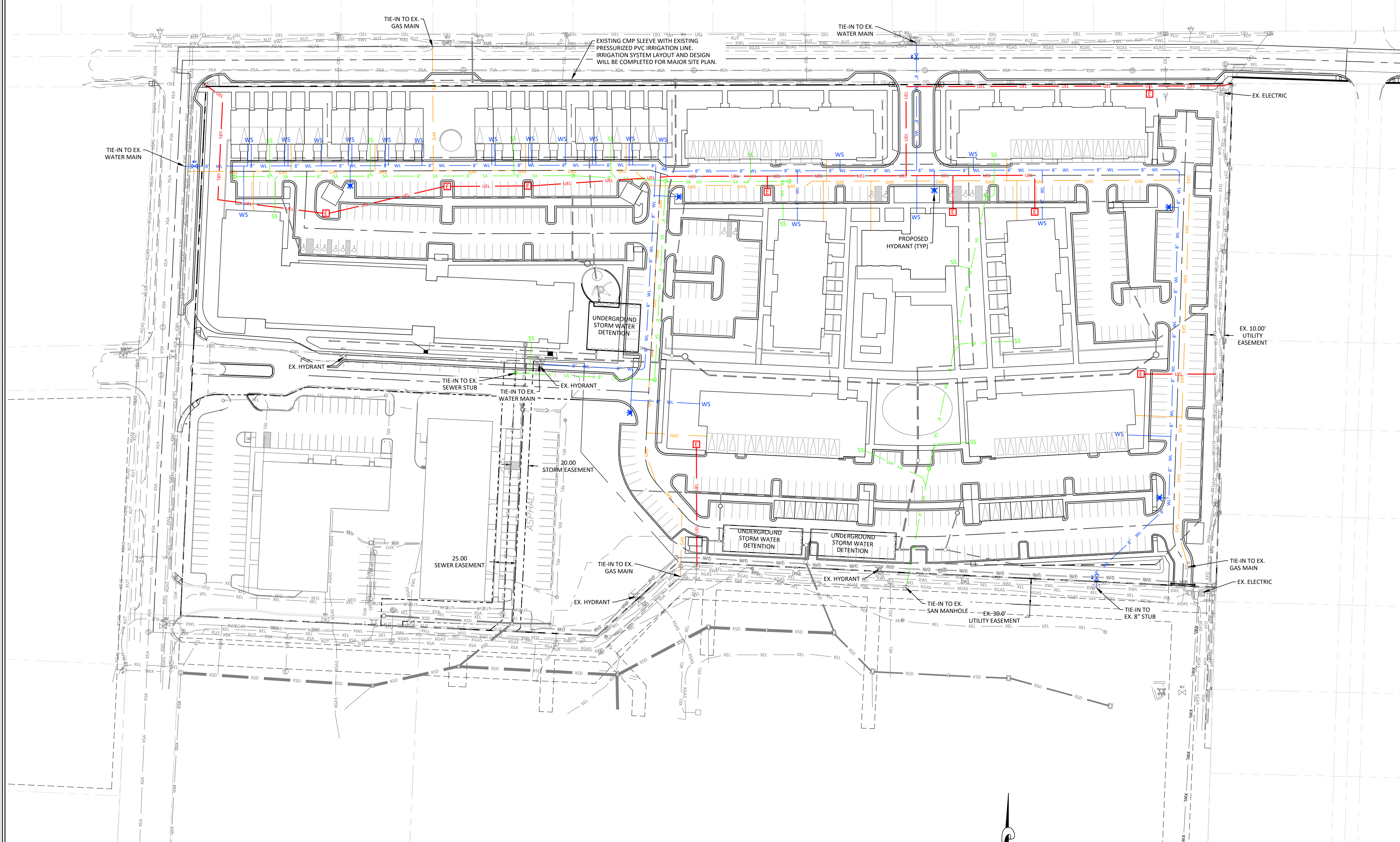
GLENWOOD APARTMENTS
GLENWOOD SPRINGS, COLORADO

ANNEXATION AND ZONING SUBMISSION

[illegible]

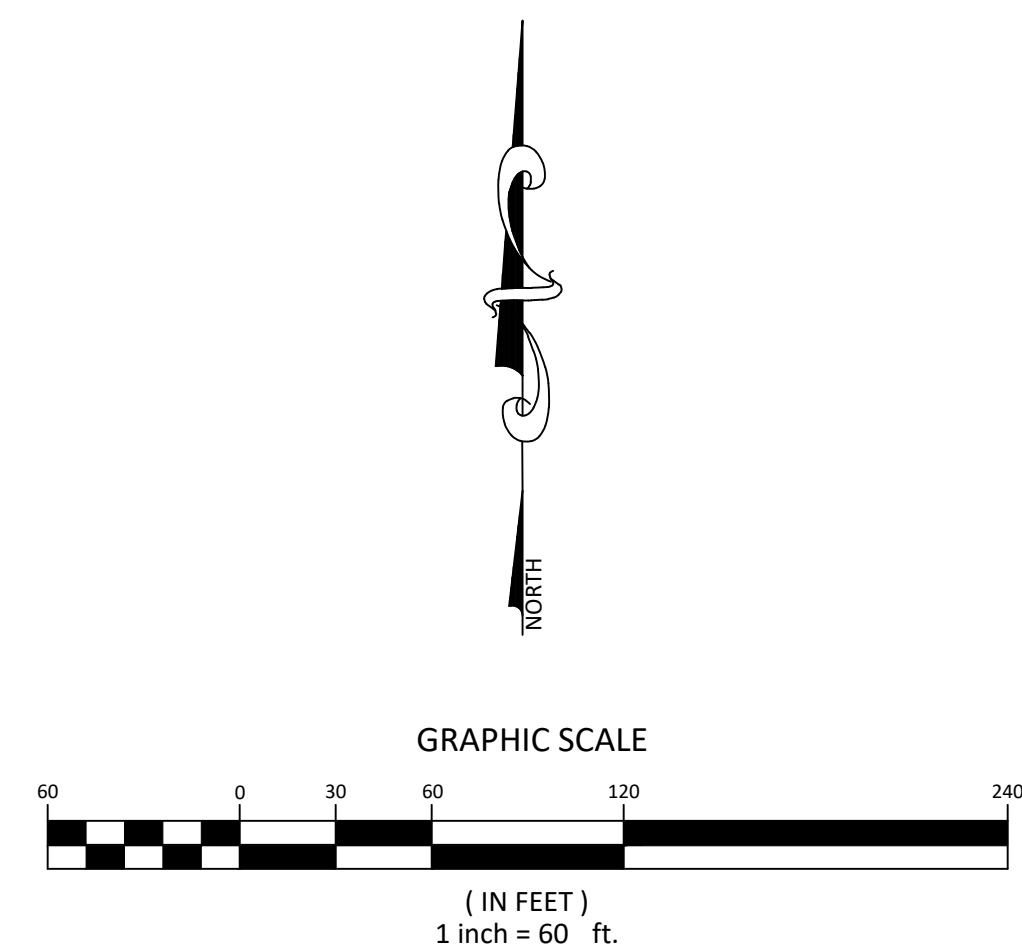
TITLE	CONCEPTUAL UTILITY PLAN
-------	----------------------------

DRAWING NO.
C-2.0



UTILITY NOTES:

1. THE LOCATIONS OF UNDERGROUND UTILITIES HAVE BEEN PLOTTED BASED ON UTILITY MAPS, CONSTRUCTION/DESIGN PLANS, OTHER INFORMATION PROVIDED BY UTILITY COMPANIES AND ACTUAL FIELD LOCATIONS IN SOME INSTANCES. THESE UTILITIES, AS SHOWN, MAY NOT REPRESENT ACTUAL FIELD CONDITIONS. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO CONTACT ALL UTILITY COMPANIES FOR FIELD LOCATION OF UTILITIES PRIOR TO CONSTRUCTION.
2. A SUBSURFACE UTILITY ENGINEERING (S.U.E.) WILL BE COMPLETED PRIOR TO MAJOR SITE PLAN.
3. SHALLOW UTILITY LINEWORK MUST BE COORDINATED WITH THE UTILITY PROVIDER. THE UTILITY PROVIDER IS TO PERFORM ALL UTILITY MAIN LINE WORK NECESSARY. UTILITY SERVICE WORK TO BE PERFORMED BY THE CONTRACTOR. CONTRACTOR TO PROVIDE ALL TRENCHING, BEDDING AND BACKFILL NECESSARY FOR LINEWORK.
4. THE SITE SANITARY SEWER SHALL BE CONSTRUCTED ACCORDING TO THE WEST GLENWOOD SPRINGS SANITATION DISTRICT. EXISTING SANITARY SEWER SERVICES SHALL BE ABANDONED AT THE MAIN ACCORDING TO THE DISTRICT STANDARDS USING A WATER-TIGHT PLUG.
5. THE SITE WATER MAIN SHALL BE CONSTRUCTED ACCORDING TO THE CITY OF GLENWOOD SPRINGS STANDARD DETAILS AND SPECIFICATIONS.
6. THE SITE WILL HAVE A PRESSURIZED IRRIGATION SYSTEM THAT WILL BE DETAILED FOR MAJOR SITE PLAN.
7. THE CITY HAS FIBER OPTIC AVAILABLE, PROJECT WILL PROVIDE 2" CONDUIT FOR SERVICE TO EACH BUILDING.



DESIGNED BY	JPP
DRAWN BY	JPP
CHECKED BY	YTN
DATE:	03/12/2021
JOB NO.	30017

GLENWOOD APARTMENTS
GLENWOOD SPRINGS, COLORADO

ANNEXATION AND ZONING SUBMISSION

DATE	REVISION

TITLE
PRELIMINARY
GRADING PLAN

DRAWING NO.
C-3.0

SPOT ELEVATION LEGEND

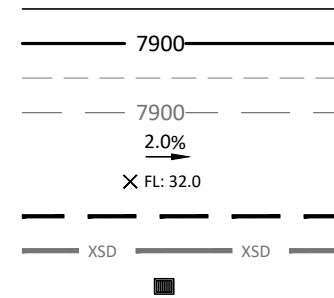
BOW = BOTTOM OF WALL
EOA = EDGE OF ASPHALT
EX = EXISTING GRADE
FFE = FINISHED FLOOR ELEVATION
FG = FINISHED GRADE
FL = FLOW LINE
HP = HIGH POINT
LP = LOW POINT
ME = MATCH EXISTING
RIM = RIM ELEVATION
TBC = TOP BACK OF CURB
TOC = TOP OF CONCRETE

PROPOSED LEGEND

PROPERTY LINE
EXISTING EASEMENT
PROPOSED EASEMENT
PROPOSED LOT LINE
PROPOSED CENTERLINE

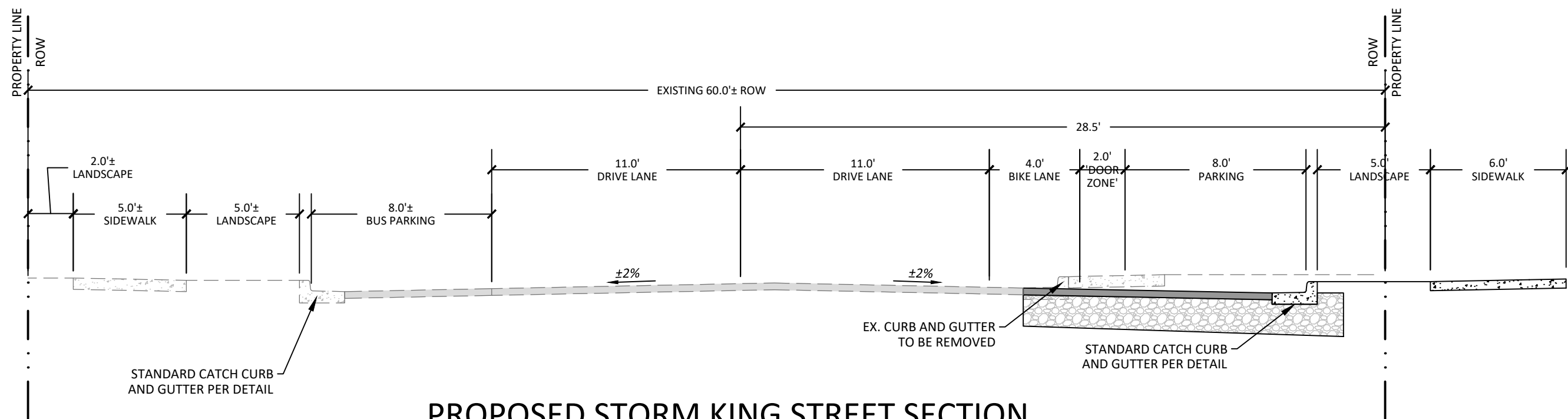
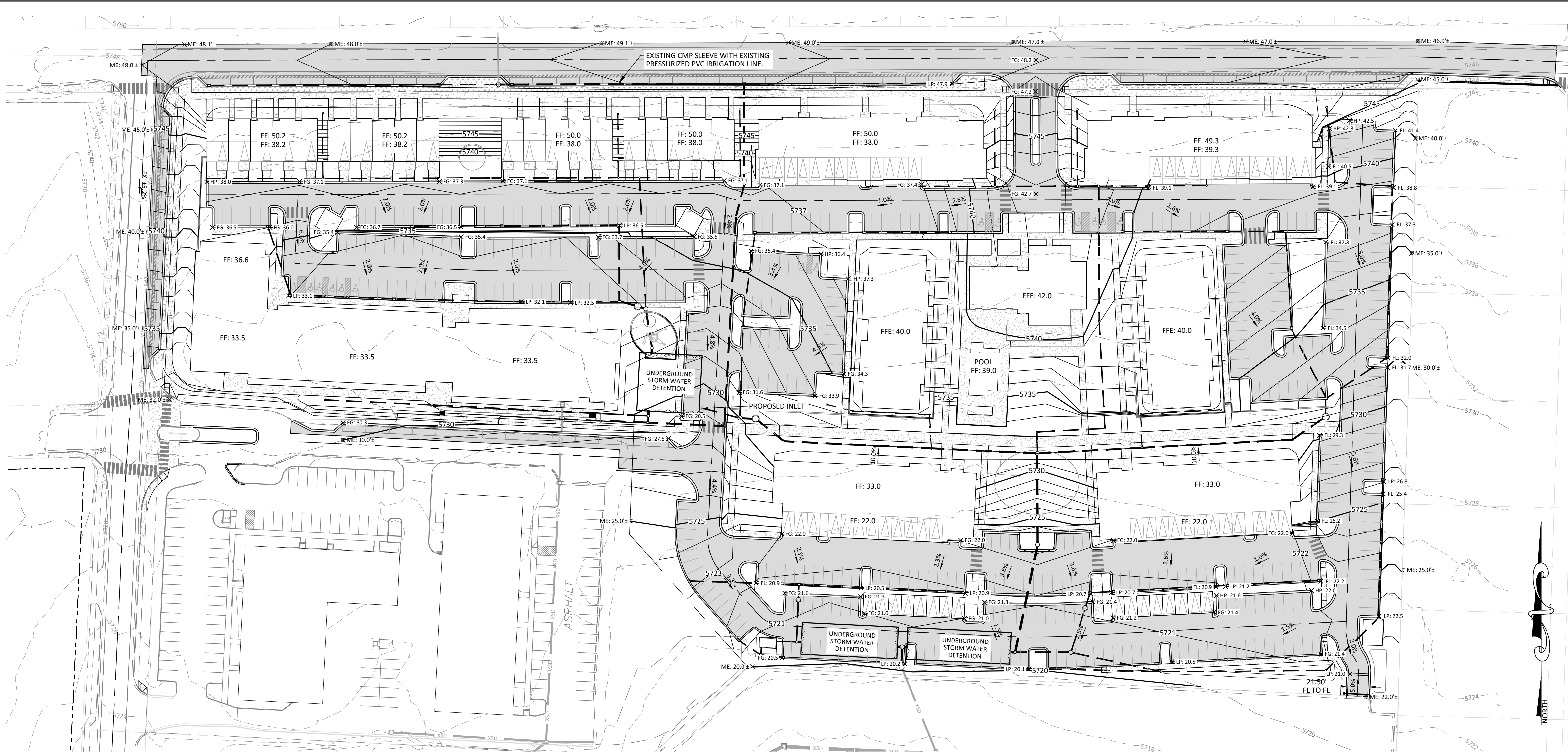
GRADING LEGEND:

PROPOSED 1' CONTOUR
PROPOSED 5' CONTOUR
EXISTING CONTOUR
EXISTING CONTOUR INTERVAL
PROPOSED SLOPE
PROPOSED SPOT ELEVATION
PROPOSED STORM SEWER
EXISTING STORM SEWER
PROPOSED STORM INLET



GENERAL GRADING NOTES:

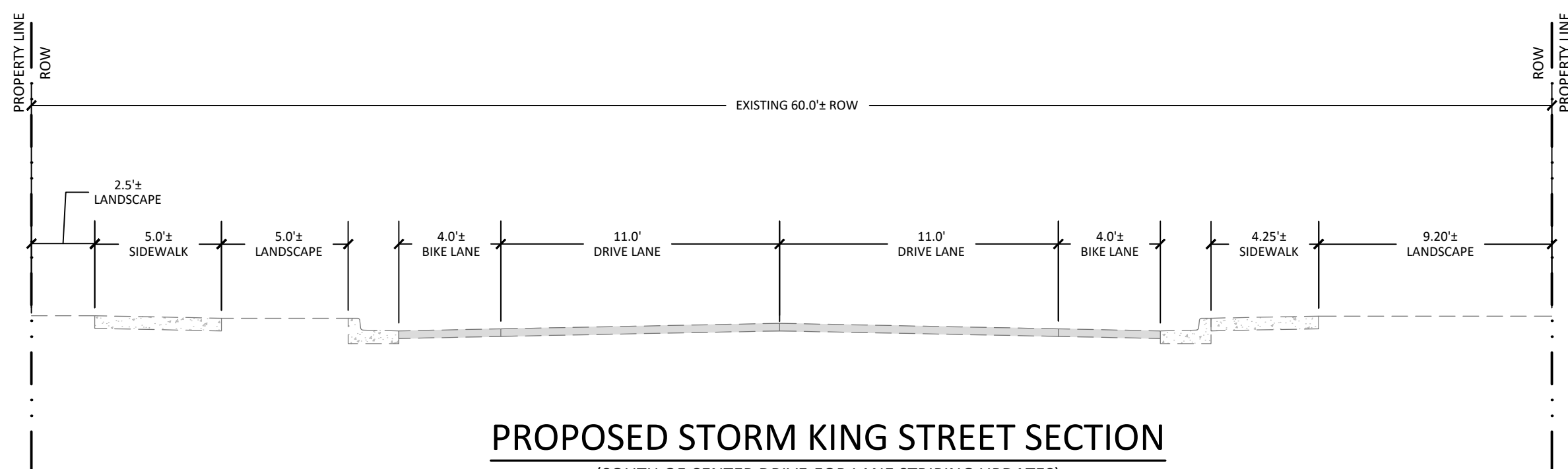
- THE EXISTING CONTOUR INTERVAL IS TWO (2) FEET. THE DIVIDE CREEK SURVEY DATUM IS NAVD 88. SE HAS LOWERED ALL POINTS 4.09 FEET TO CONVERT ELEVATIONS TO CITY OF GLENWOOD NGVD 29 DATUM.
- PROPOSED SITE GRADING CONCEPT SHOWN. FINAL GRADING DETAIL WILL BE PROVIDED FOR THE MAJOR SITE PLAN APPROVAL.
- THE 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.



PROPOSED STORM KING STREET SECTION

(NORTH OF CENTER DRIVE)

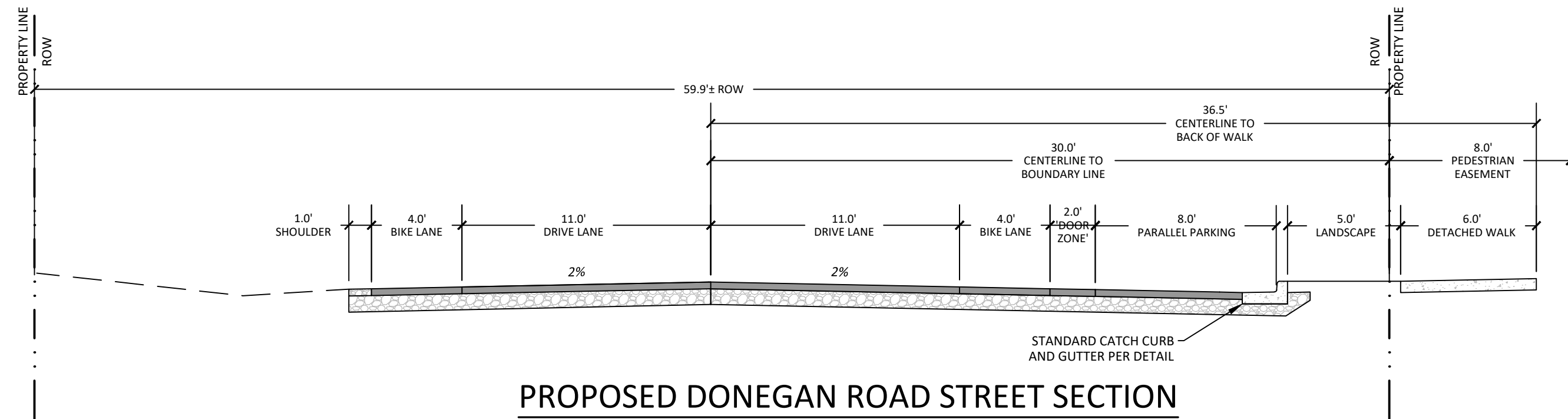
LOOKING NORTH
N.T.S.



PROPOSED STORM KING STREET SECTION

(SOUTH OF CENTER DRIVE-FOR LANE STRIPING UPDATES)

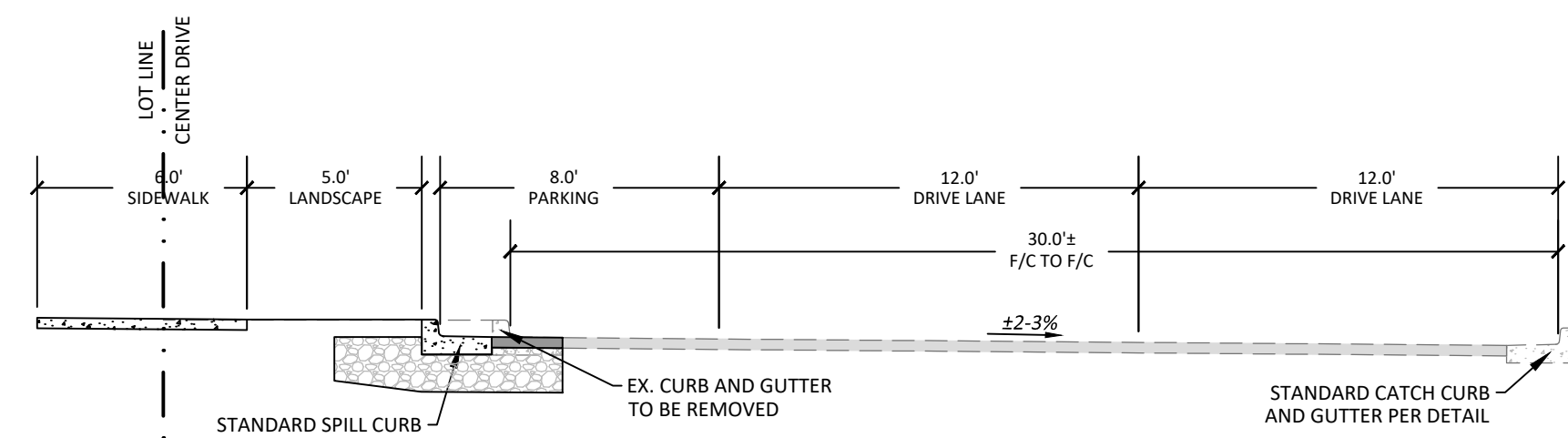
LOOKING NORTH
N.T.S.



PROPOSED DONEGAN ROAD STREET SECTION

(ADJACENT TO SITE-WITH PARKING)

LOOKING EAST
N.T.S.



PROPOSED CENTER DRIVE STREET SECTION

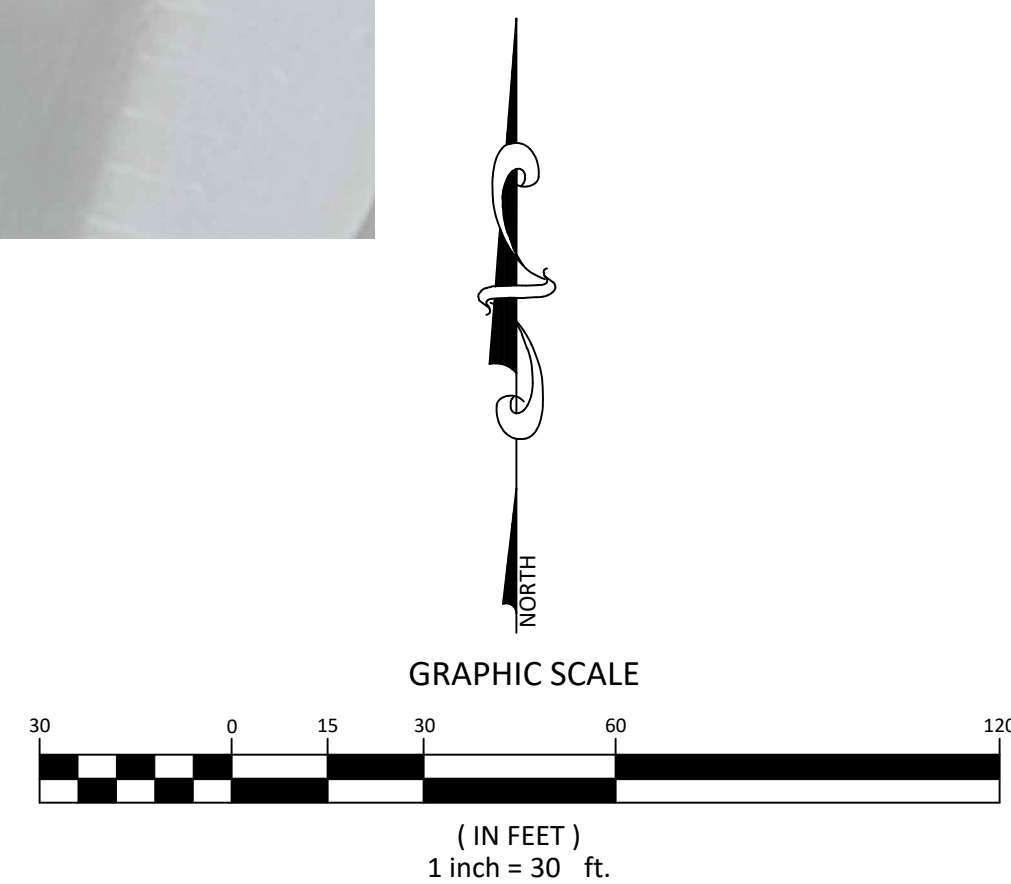
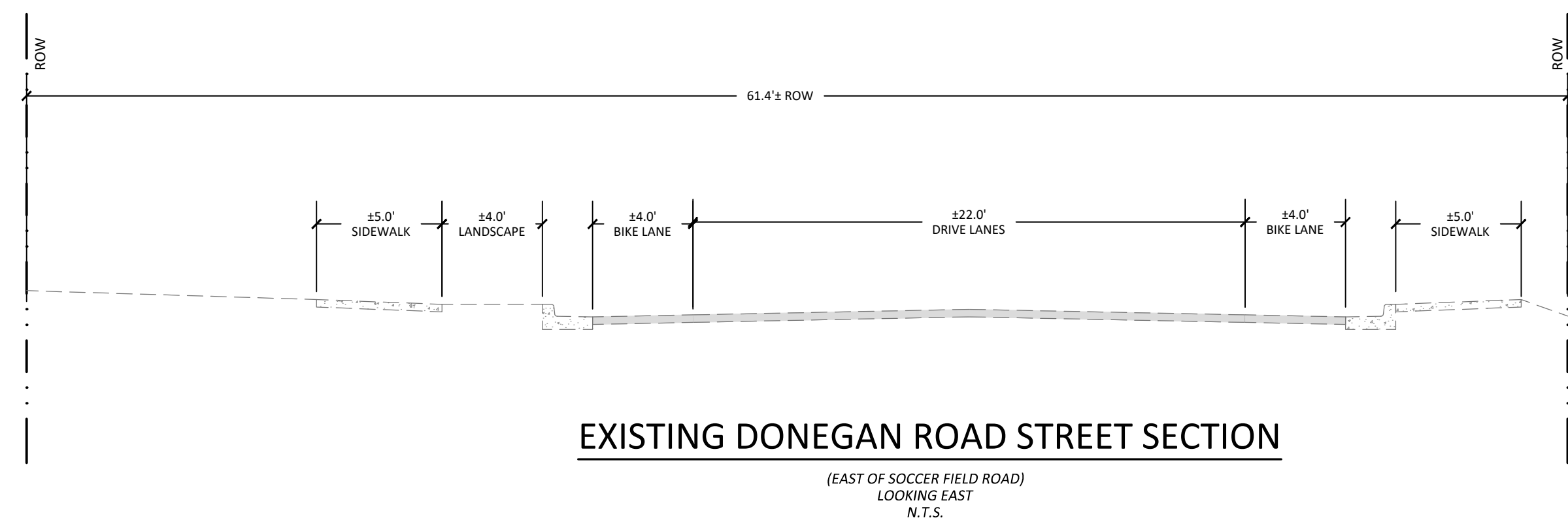
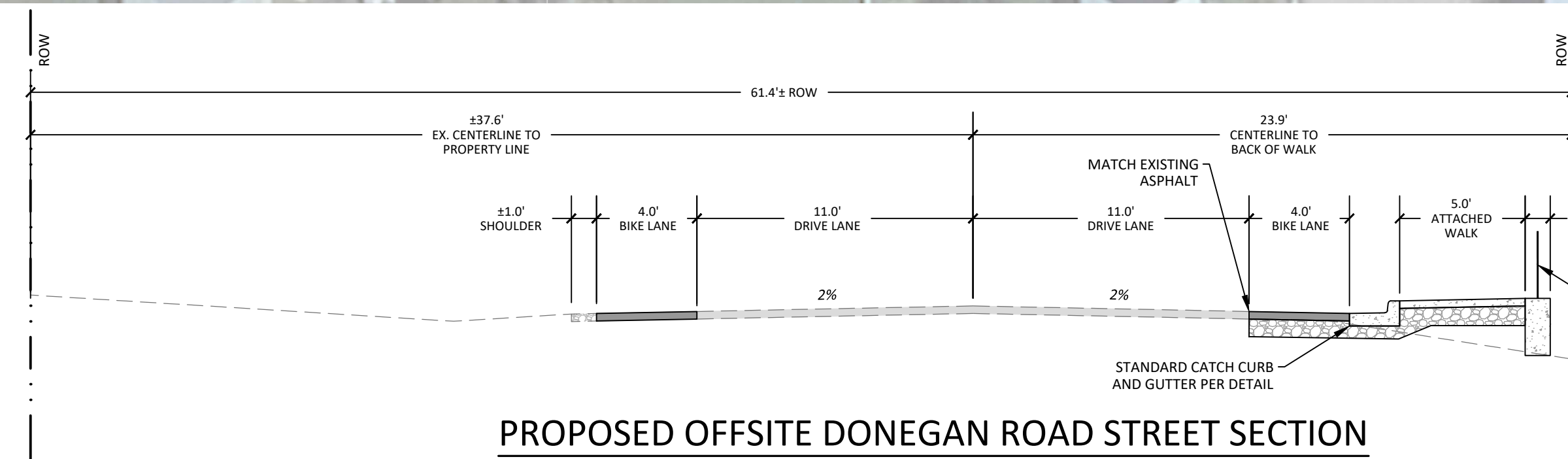
LOOKING EAST
N.T.S.

ANNEXATION AND ZONING SUBMISSION

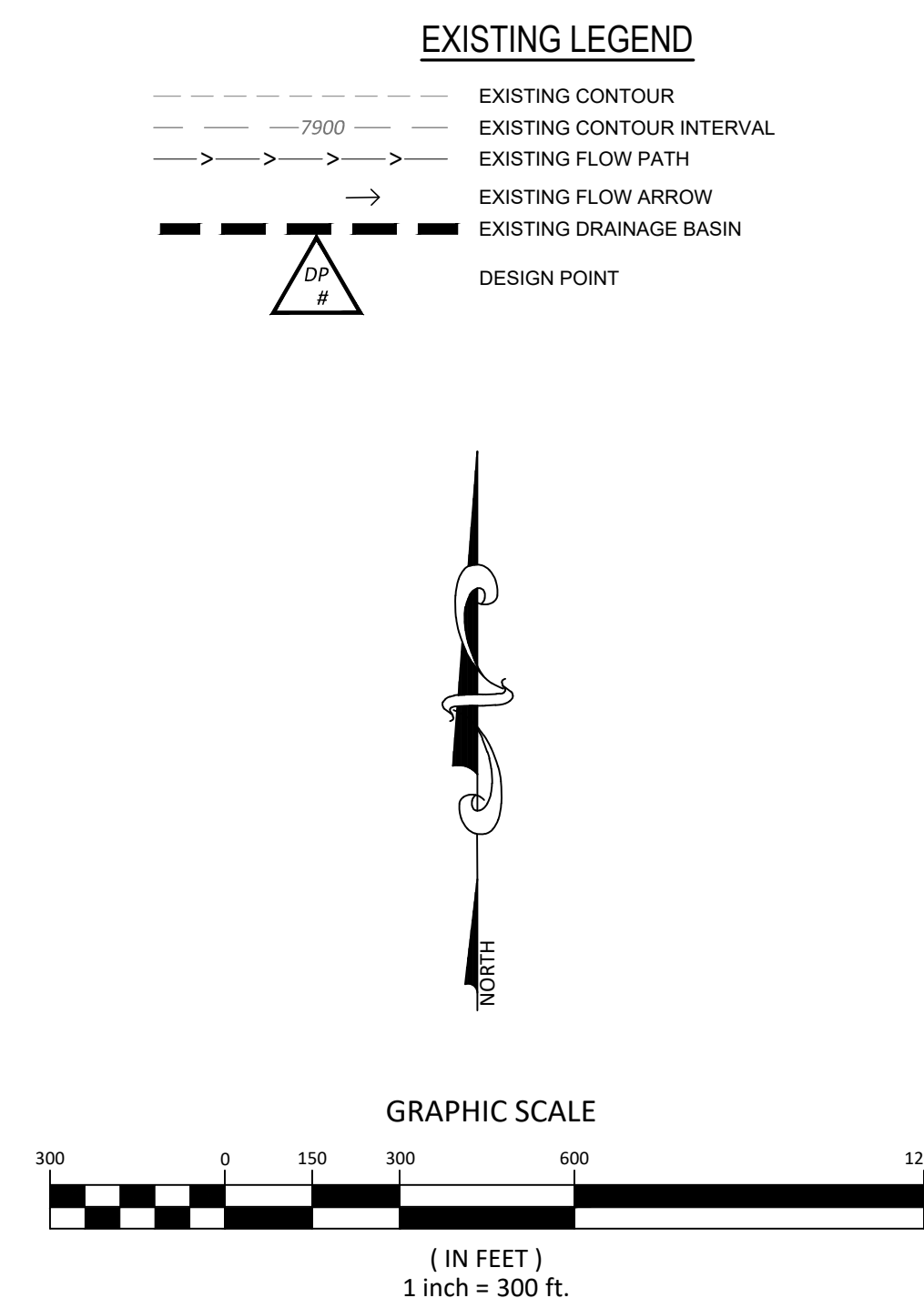
[illegible]

DRAWING NO.

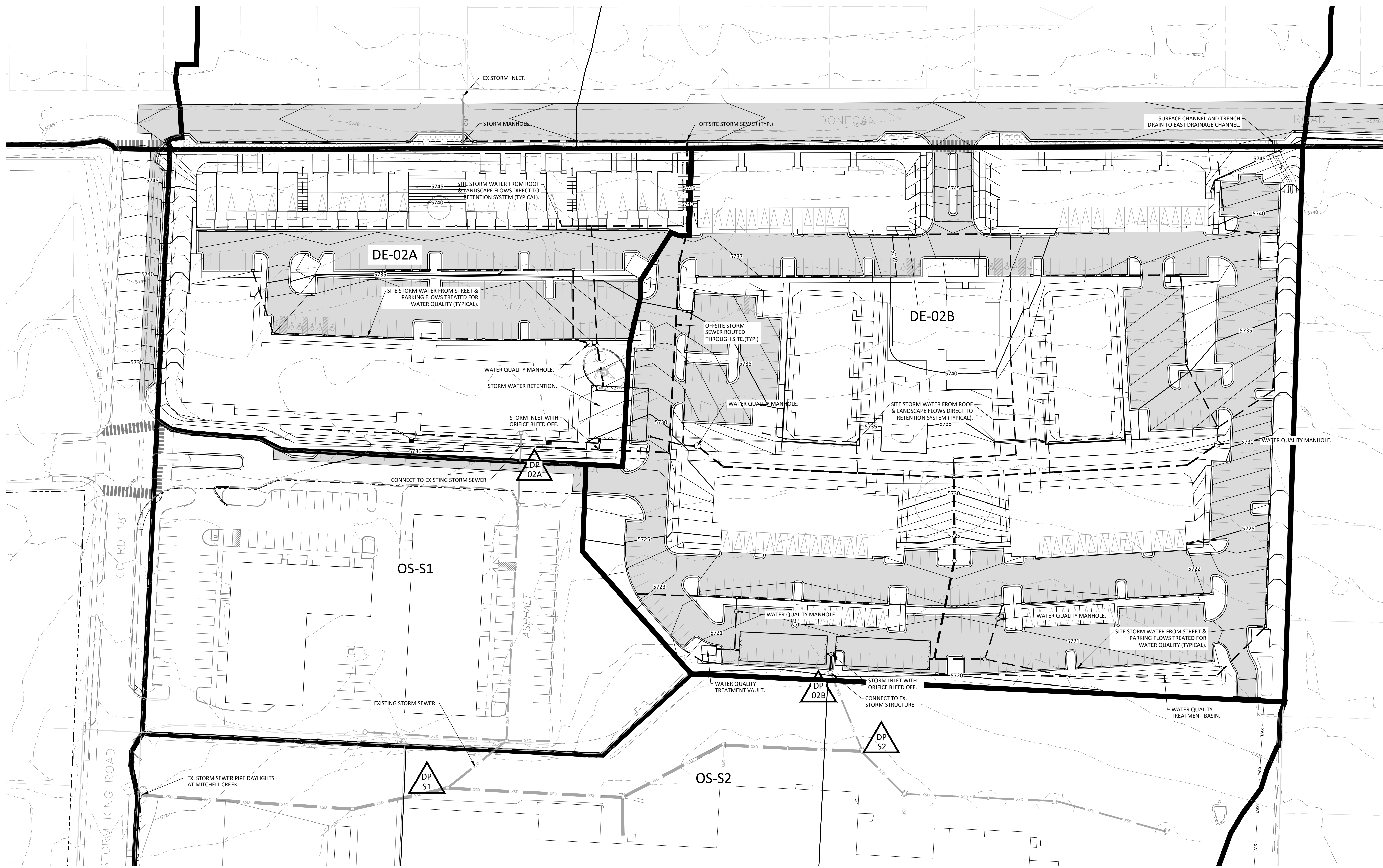
C-3.1



DATE	REVISION
TITLE	OFFSITE DRAINAGE PLAN
DRAWING NO.	C-4.0



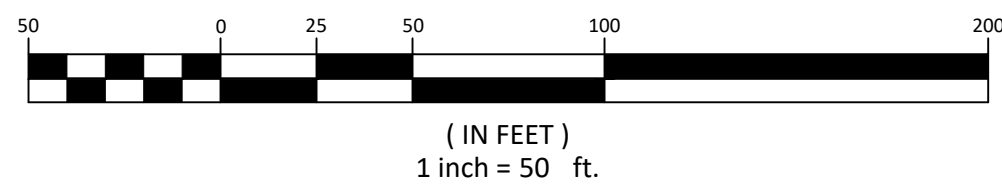
G:\2020\30017\CIVIL\CIVIL DWG\30017.DWG - Mar 10, 2021, 7:49am



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

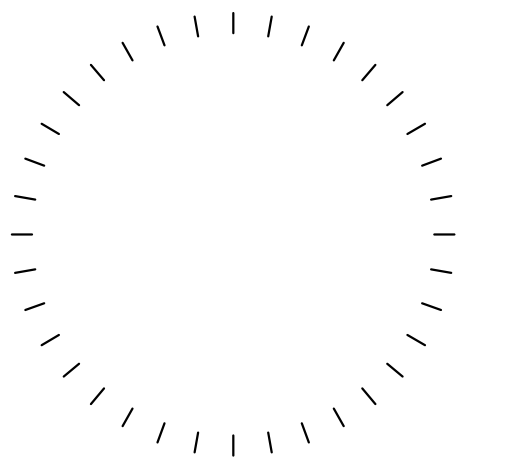
TITLE
**CONCEPTUAL
ONSITE
DRAINAGE
PLAN**
DRAWING NO.
C-4.1

ARCHITECTURE

LANDSCAPE ARCHITECTURE

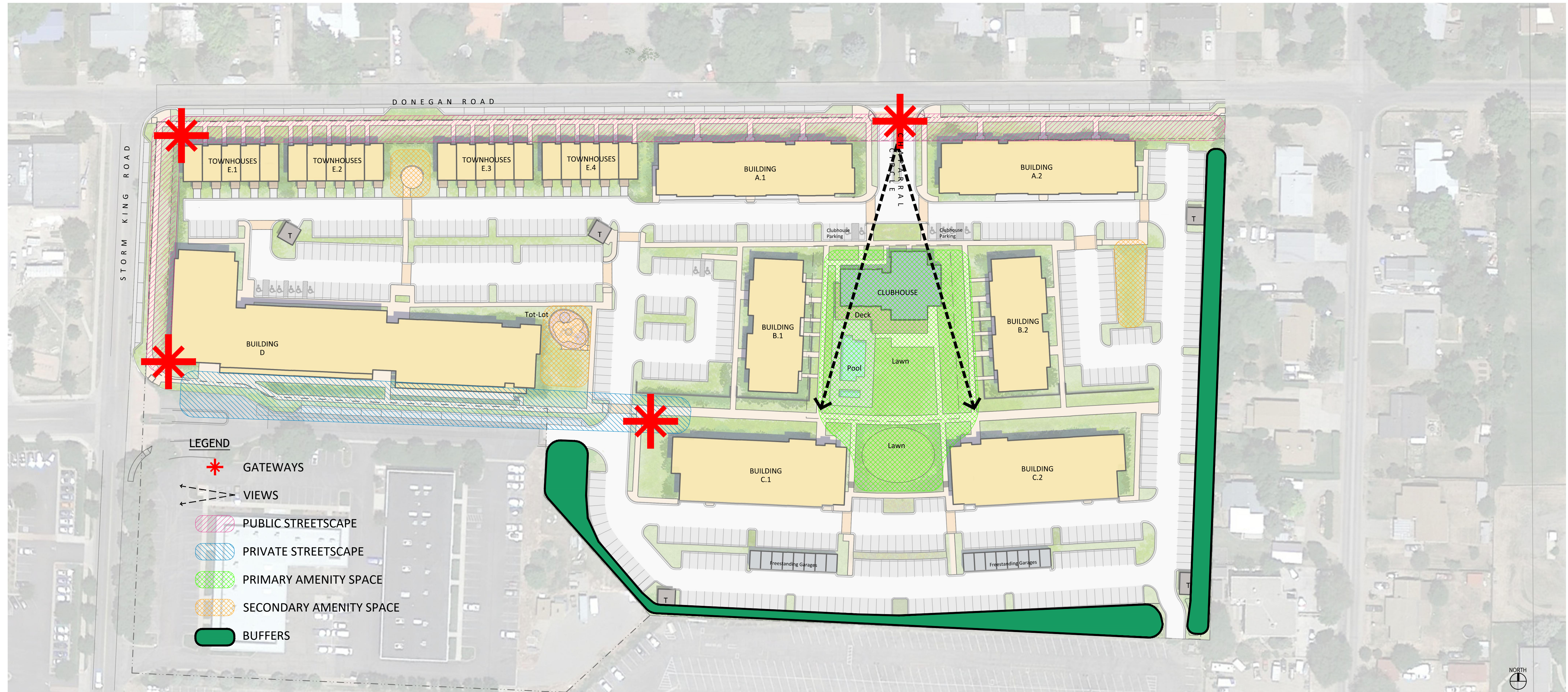
PLANNING

INTERIOR DESIGN

[illegible]

Drawing

ANNEXATION AND ZONING SUBMISSION



1 | OPEN SPACE FRAMEWORK PLAN

Common Open Space Required (Article 070.040.040, Glenwood Springs Development Code)			
		Land Area	
LOT A		3.04	Acres
LOT B		9.25	Acres
	Total Land Area	12.29	Acres
	Open Space Required (20%)	2.458	Acres
	Open Space Provided	2.51	Acres

Common Open Space Provided (Article 070.040.040, Glenwood Springs Development Code)		
	Land Area	
Open Space #1	6,938.03	SF
Open Space #2	22,581.94	SF
Open Space #3	6,801.81	SF
Open Space #4	4,263.39	SF
Open Space #5	59,019.81	SF
Open Space #6	5,518.92	SF
Open Space #7	2,994.95	SF
Total Common Open Space	109,118.85	SF
	2.51	Acres



2 | OPEN SPACE PLAN

LANDSCAPE REQUIREMENTS

Landscape Area Required (Article 070.020.020, Glenwood Springs Development Code)		
	Land Area	
Total Land Area	12.29	Acres
Landscape Area Required	2.458	Acres
Landscape Area Provided	~2.50	Acres

Minimum Plant Material Required (Article 070.040.050, Glenwood Springs Development Code)		
		Quantity
Trees Required	1 per 400 SF Landscape Area	272
	+ 1 per 8 Parking Spaces	78
	Total	350
Trees Provided		*272
Shrubs Required	1 per 100 SF Landscape Area	1,089
	*10 per 1 tree deficit	730
	Total	1,819
Shrubs Provided		
Perennials Required	1 per 50 SF Landscape Area	2,178
Perennials Provided		2,178

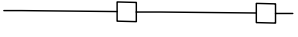
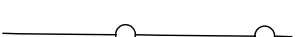
*SHRUBS BEING PROVIDED TO ACCOUNT FOR DEFICIT IN
TREES PROVIDED AT RATE OF 10 SHRUBS PER 1 TREE

Streetscape Elements Required (Article 070.040.050, Glenwood Springs Development Code)		
		Quantity
Street Trees Required	1 per 50 FT Street Frontage	40
Street Trees Provided		49
Planting Strip Required	Min. 5 FT Wide From Back of Curb	
Planting Strip Provided	Min. 5 FT Wide From Back of Curb	PROVIDED

Parking Area Landscape Required (Article 070.040.060, Glenwood Springs Development Code)		
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
	EXISTING CONTOUR		LANDSCAPE AREA
	PROPOSED CONTOUR		
	PROPOSED 6' HT FENCE		
	PROPOSED 4' HT FENCE		



1 ILLUSTRATIVE LANDSCAPE PLAN

SCALE: 1" = 50'-0"

0' 25' 50' 100' 150'

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

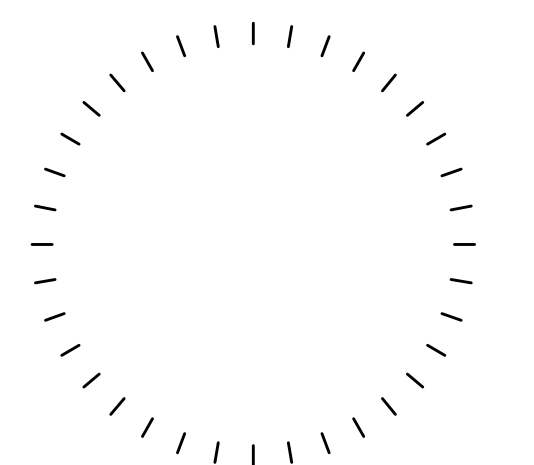
LEGAL
Garfield & Hecht, P.C.
901 Grand Avenue
Glenwood Springs, CO 81601
p. 970. 947. 1936

480 DONEGAN

GLENWOOD SPRINGS, COLORADO

hord | coplan | macht

ARCHITECTURE
LANDSCAPE ARCHITECTURE
PLANNING
INTERIOR DESIGN

[illegible]

Project Name
480 DONEGAN

Project Number
22023.00

Date
03/12/2021

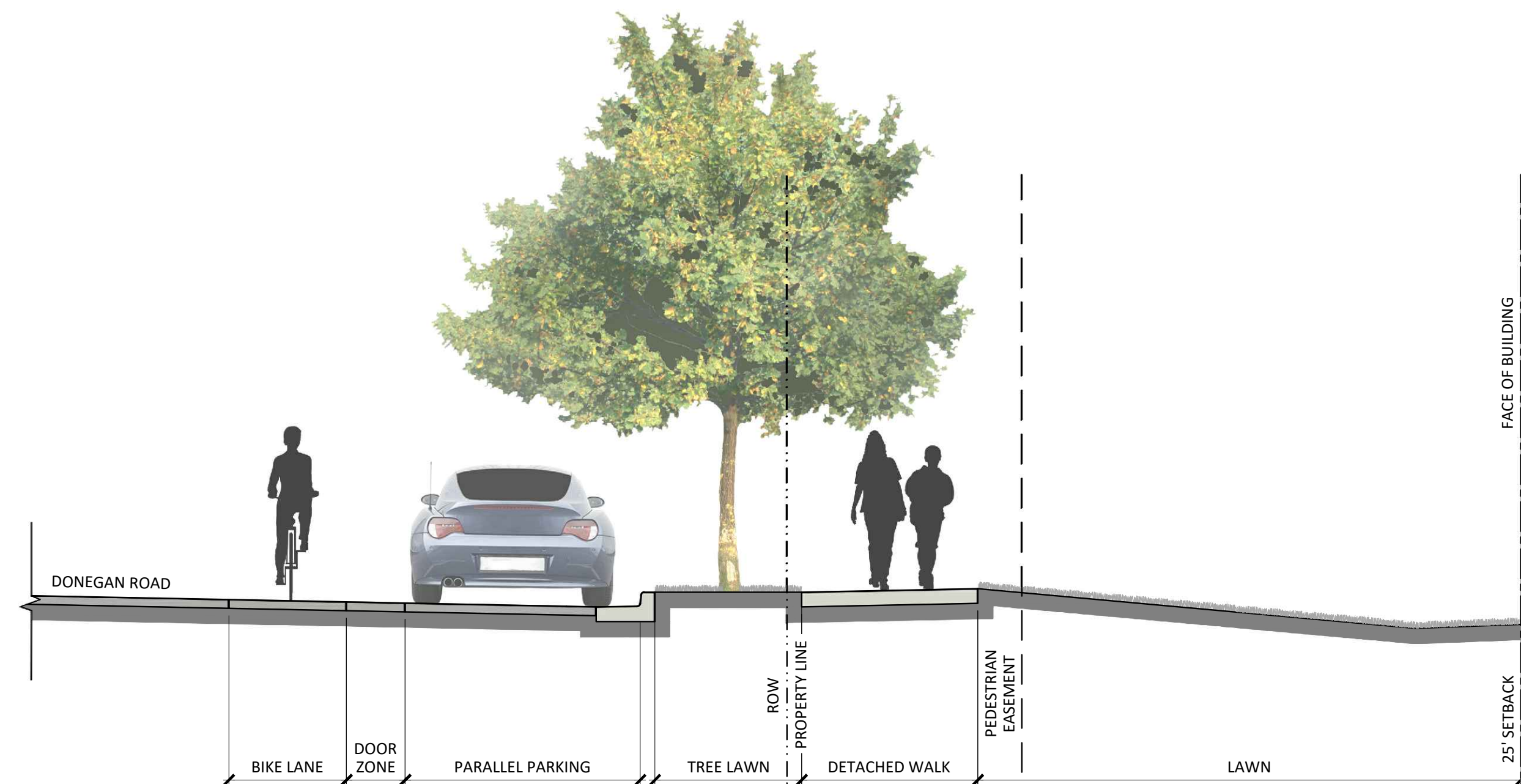
Scale
AS NOTED

Drawing

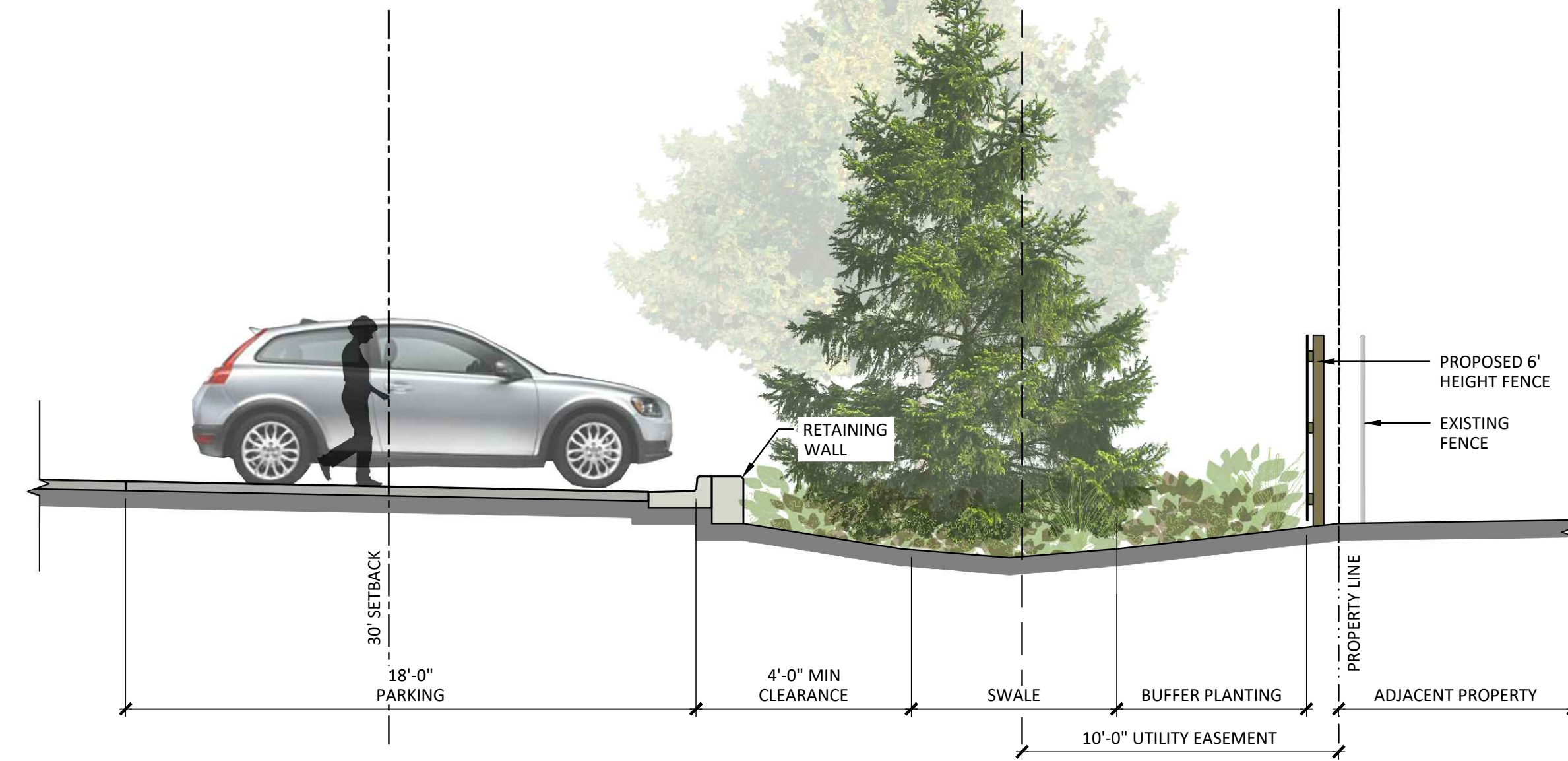
ILLUSTRATIVE
LANDSCAPE PLAN

LA3.0

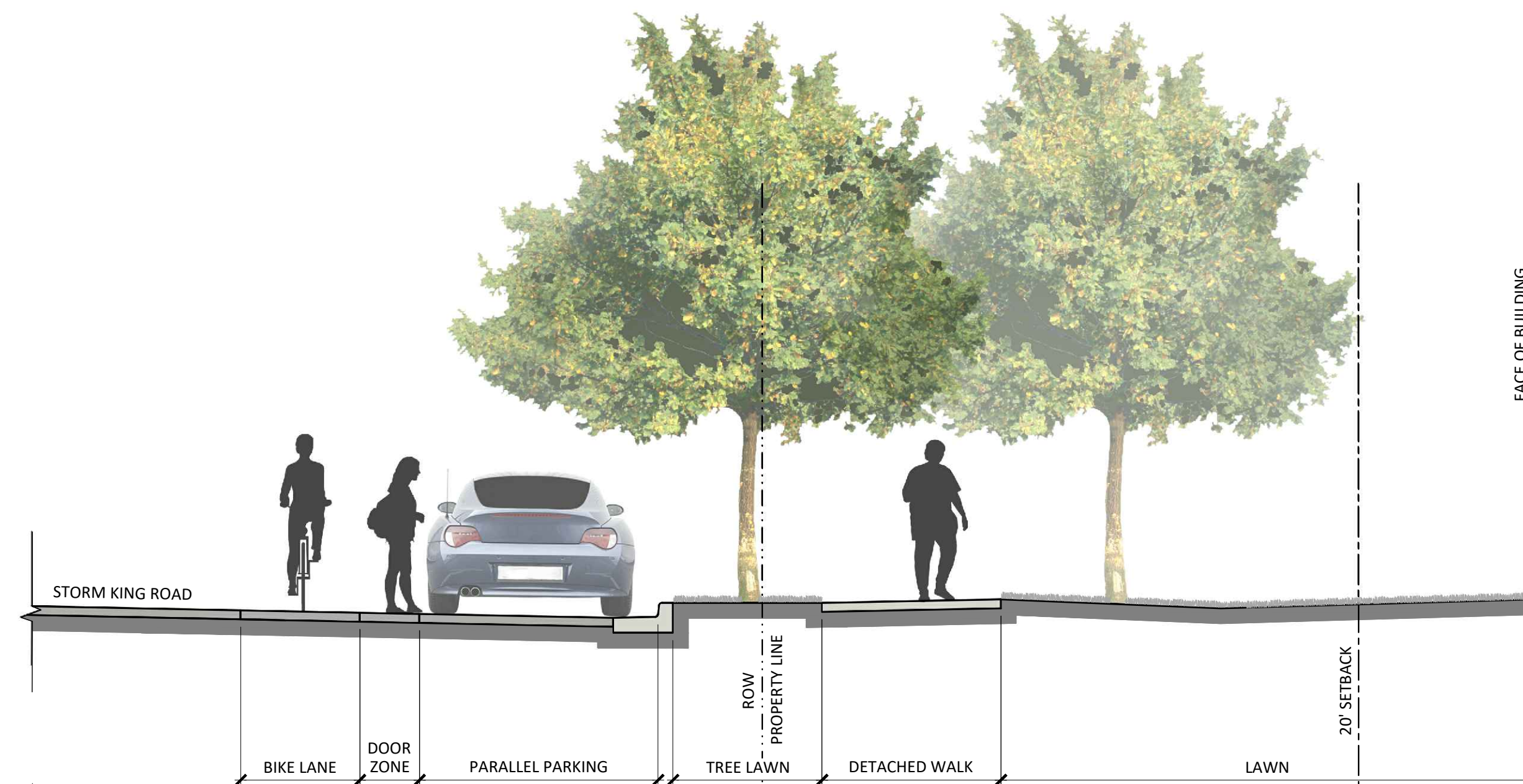
ANNEXATION AND ZONING SUBMISSION



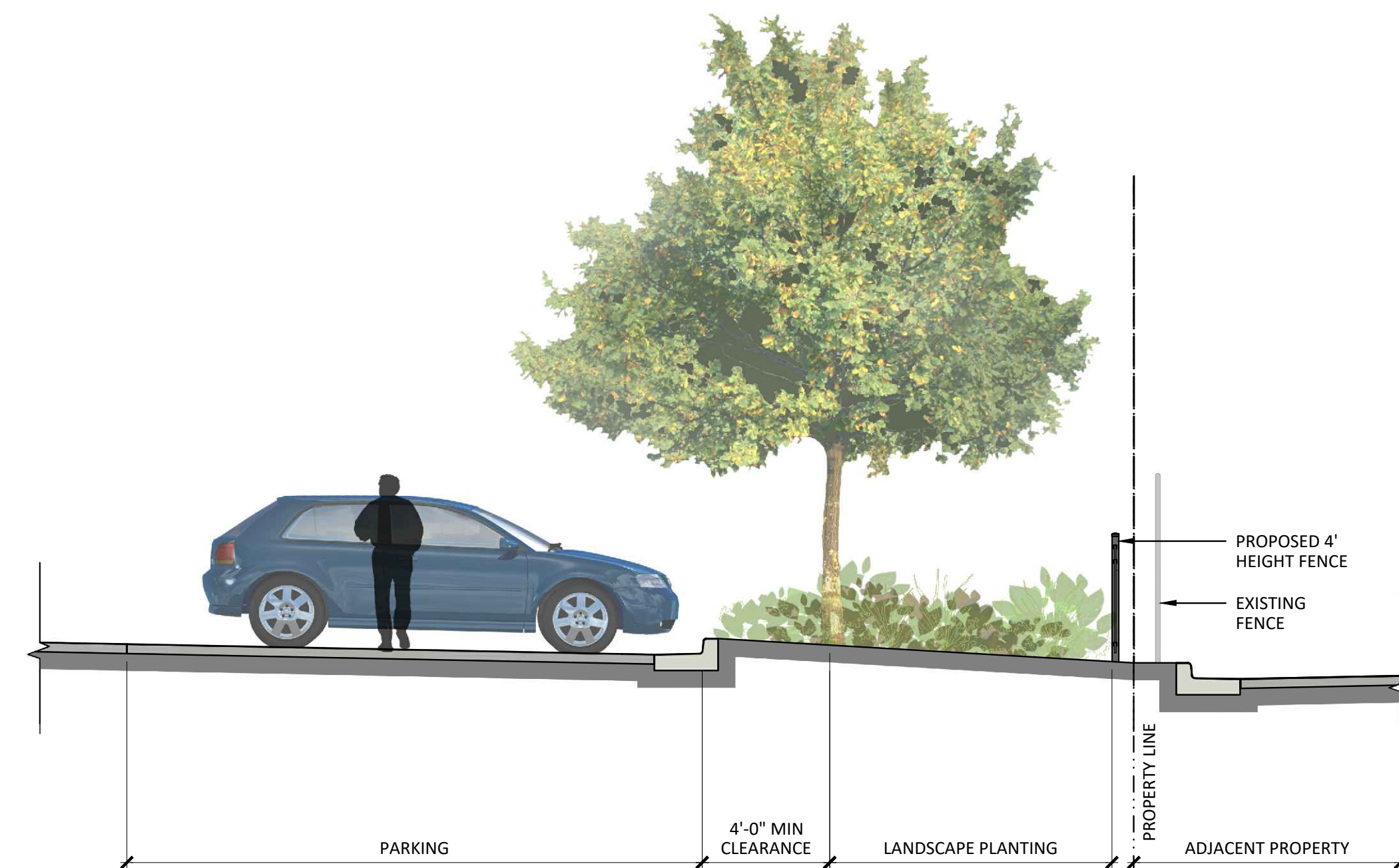
1 SECTION - DONEGAN ROAD
SCALE: $\frac{1}{4}" = 1'-0"$



2 SECTION - EAST PROPERTY LINE
SCALE: $\frac{1}{4}" = 1'-0"$



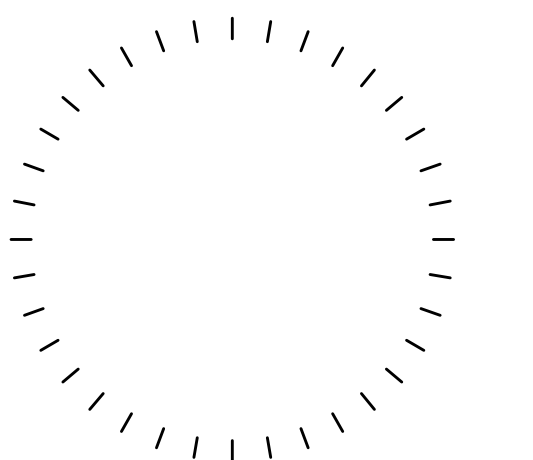
3 SECTION - STORM KING ROAD A
SCALE: $\frac{1}{4}" = 1'-0"$



4 SECTION - SOUTH PROPERTY LINE
SCALE: $\frac{1"}{4} = 1'-0"$



5 SECTION - STORM KING ROAD B
SCALE: $\frac{1}{4}'' = 1'-0''$

[illegible]

Project Name _____
480 DONEGAN

Project Number 22023.00

Date _____
03/12/2021

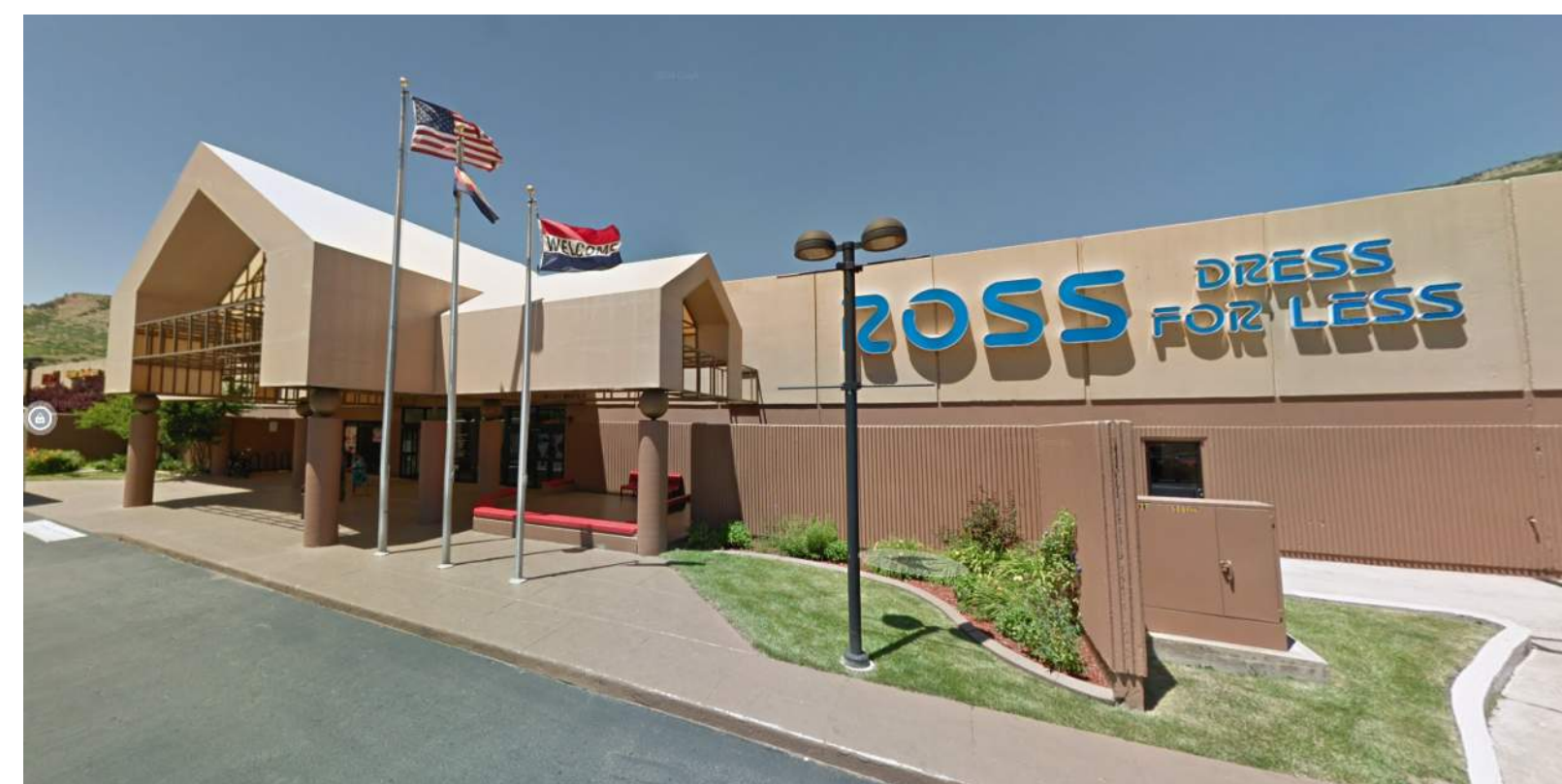
Scale _____
AS NOTED

Drawing

SITE CROSS SECTIONS

LA4.0

ANNEXATION AND ZONING SUBMISSION



A photograph of the Hotel Denver, a historic brick building with arched windows and a prominent sign. The building is decorated with string lights and has a sign that reads "HOTEL DENVER" vertically. The street in front of the hotel is lined with vintage cars, and a hillside is visible in the background.



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 cars are parked on the street. The building is part of the historic district mentioned in the text.



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

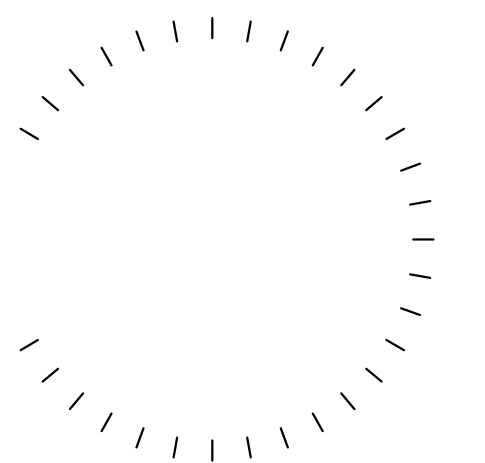
CIVIL ENGINEER
Sopris Engineering, LLC.
502 Main Street Carbondale, CO 81623
p. 970. 704. 0311 f. 970. 704. 0313

LEGAL
Garfield & Hecht, P.C.
901 Grand Avenue Glenwood Springs, CO 81601
p. 970. 947. 1936

GLENWOOD SPRINGS, COLORADO

hord | coplan | macht

ARCHITECTURE
LANDSCAPE ARCHITECTURE
PLANNING
INTERIOR DESIGN

[illegible]

Project Name 480 DONEGAN

Project Number
22023.00

Date
03/12/2021

Scale
AS NOTED

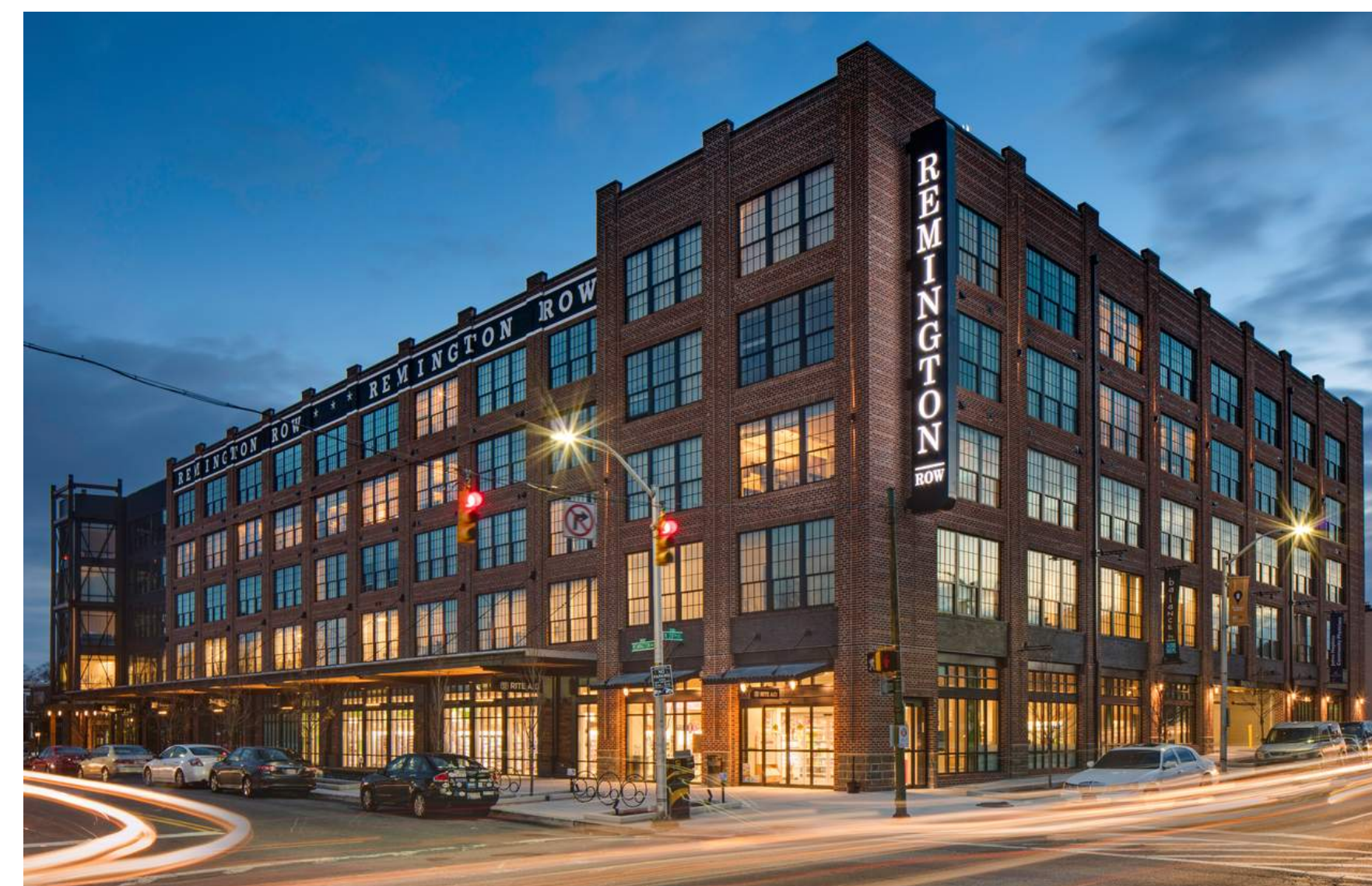
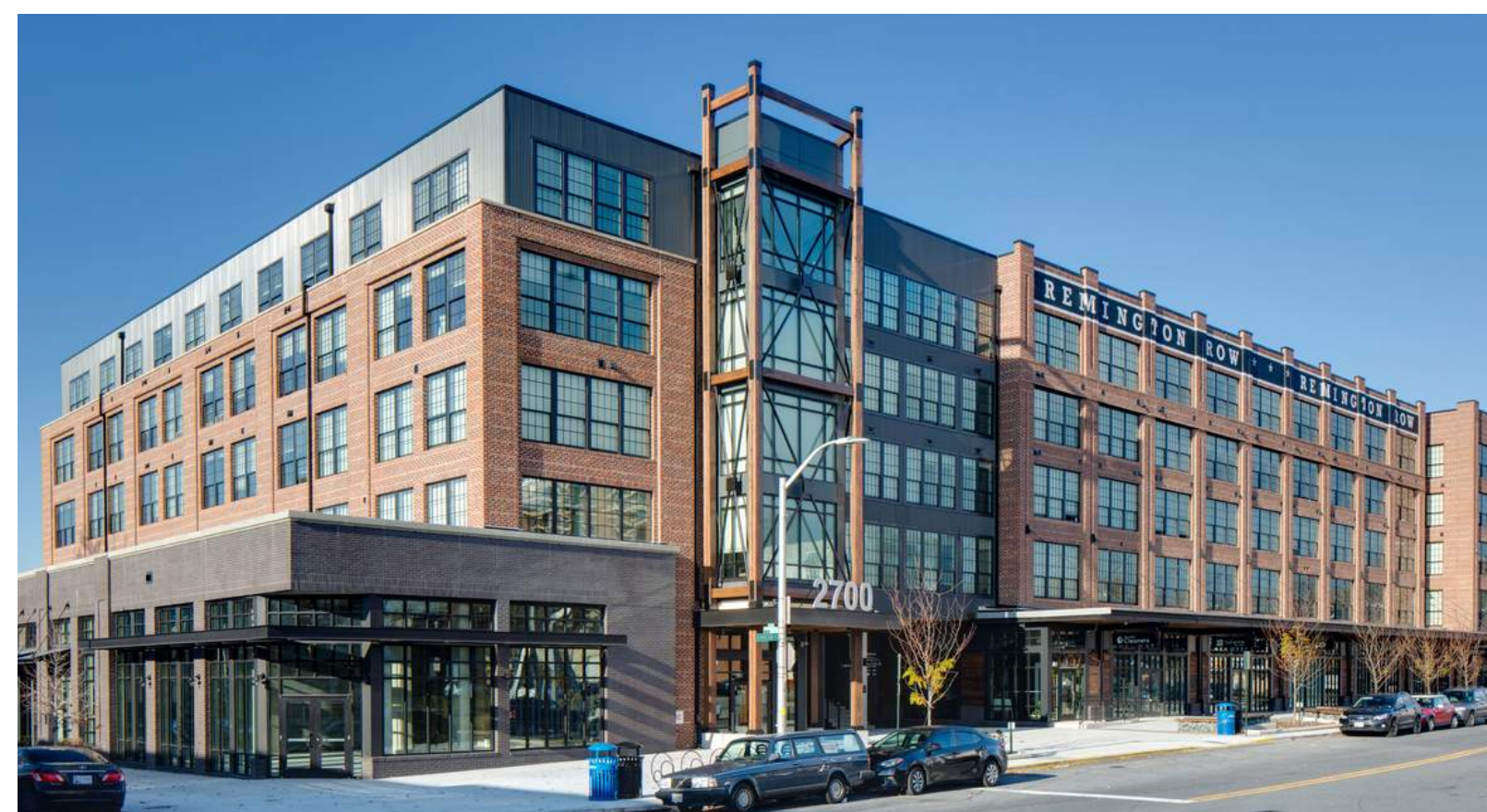
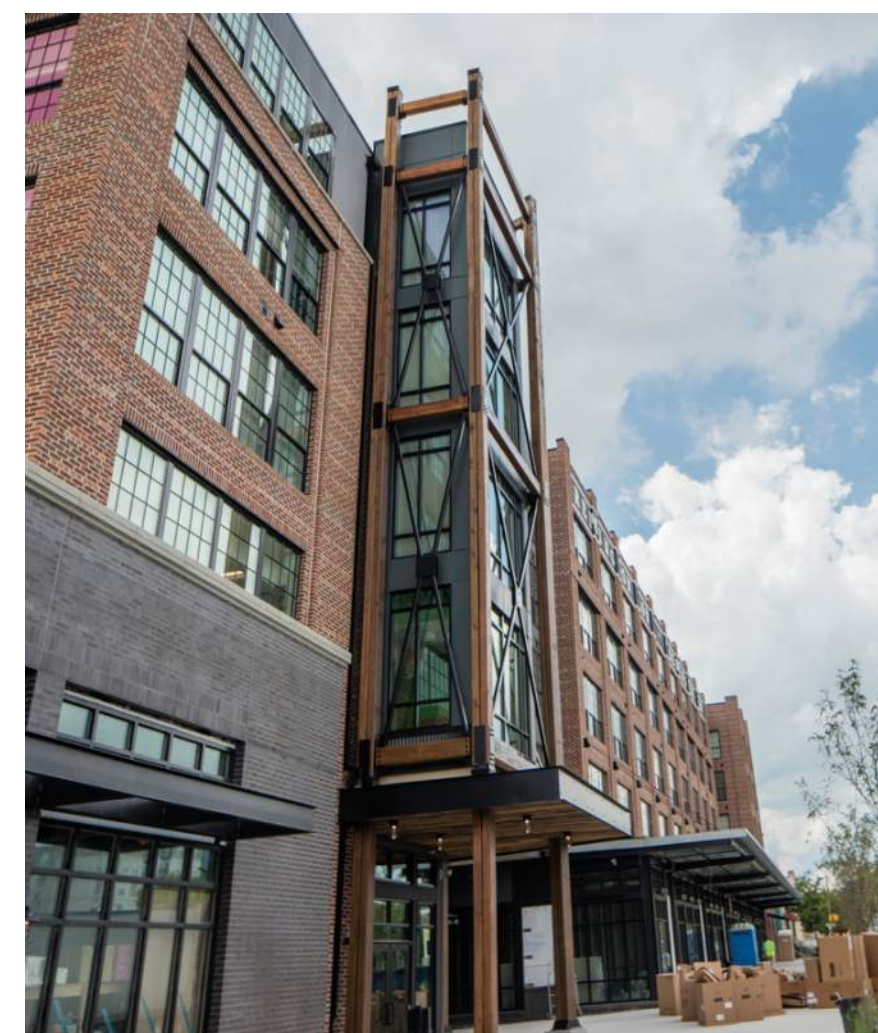
Drawing

ARCHITECTURAL PRECEDENT

ANNEXATION AND ZONING
SUBMISSION



A large, multi-story brick building with many windows, illuminated at night, likely a hotel or commercial building. The building has a classic industrial or warehouse aesthetic with a grid of windows. The ground floor features large glass storefronts. The scene is captured at dusk or night, with interior lights glowing and some exterior lighting visible. A street with a few cars and a pedestrian is in the foreground.



APPLICANT

214 Center Drive, LLC PO Box 9833 p. 513. 479. 4396	Cincinnati, OH 45209
--	----------------------

ARCHITECTURE / PLANNING

Hord Coplan Macht, Inc. 1800 Wazeze Street, Suite 450 p. 303. 222. 2151	Denver, CO 80202
--	------------------

CIVIL ENGINEER

Sopris Engineering, LLC. 502 Main Street p. 970. 704. 0311	Carbondale, CO 81623
---	----------------------

LEGAL

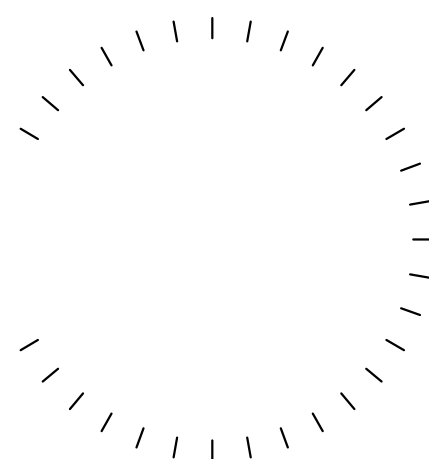
Garfield & Hecht, P.C. 901 Grand Avenue p. 970. 947. 1936	Glenwood Springs, CO 81601
--	----------------------------

480 DONEGAN

GLENWOOD SPRINGS, COLORADO

hord | coplan | macht

ARCHITECTURE
LANDSCAPE ARCHITECTURE
PLANNING
INTERIOR DESIGN

[illegible]

Project Name
480 DONEGAN

Project Number
22023.00

Date
03/12/2021

Scale
A5 NOTED

Drawing

ARCHITECTURAL PRECEDENT

A1.1

ANNEXATION AND ZONING SUBMISSION

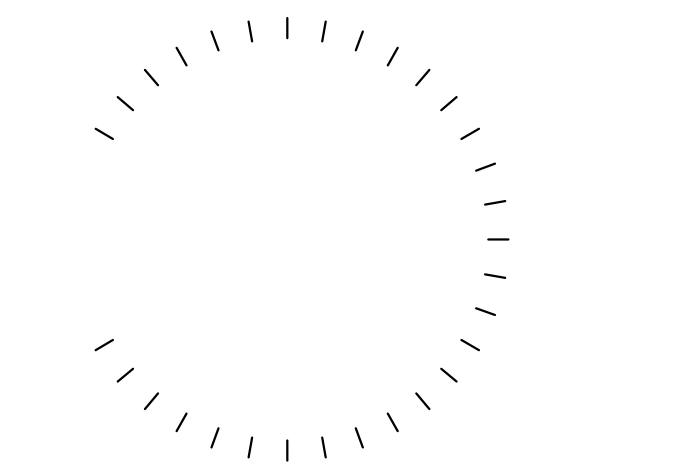
LEGAL
Garfield & Hecht, P.C.
901 Grand Avenue
Glenwood Springs, CO 81601
p. 970. 947. 1936

ARCHITECTURE

LANDSCAPE ARCHITECTURE

PLANNING

INTERIOR DESIGN

[illegible]

Project Name _____
480 DONEGAN

Project Number
22023.00

Date _____
03/12/2021

Scale _____
AS NOTED

Drawing

CONCEPT RENDERING

ANNEXATION AND ZONING
SUBMISSION

CONCEPT RENDERING - VIEW LOOKING SOUTHEAST FROM STORM KING RD. AND DONEGAN RD.

③ METAL SUNSHADE

⑥ METAL COPING



KEY PLAN

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

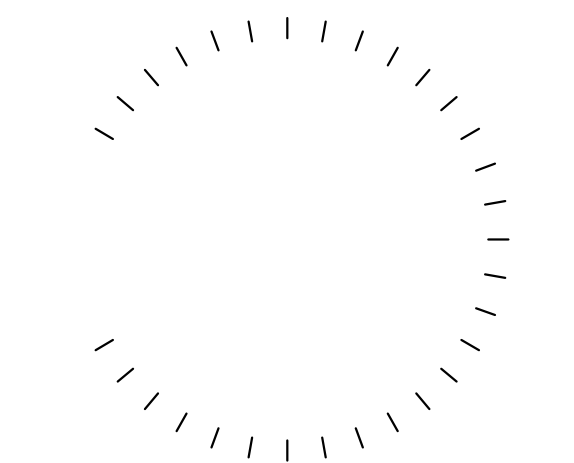
LEGAL
Garfield & Hecht, P.C.
901 Grand Avenue
Glenwood Springs, CO 81601
p. 970. 947. 1936

480 DONEGAN

GLENWOOD SPRINGS, COLORADO

hord | coplan | macht

ARCHITECTURE
LANDSCAPE ARCHITECTURE
PLANNING
INTERIOR DESIGN

[illegible]

Project Name
480 DONEGAN

Project Number
22023.00

Date 03/12/2021

Scale _____
AS NOTED

Drawing

CONCEPT RENDERING

A2.1

ANNEXATION AND ZONING
SUBMISSION

Hord Coplan Macht, Inc.



CONCEPT RENDERING - VIEW LOOKING SOUTH AT THE ENTRANCE FROM DONEGAN RD.

PROPOSED MATERIAL LEGEND

- ① FIBER CEMENT SIDING
 - ② BRICK MASONRY CLADDING
 - ③ METAL SUNSHADE
 - ④ METAL & WOOD DECK
 - ⑤ STANDING SEAM METAL ROOFING
 - ⑥ METAL COPING



KEY PLAN

LEGAL
Garfield & Hecht, P.C.
901 Grand Avenue
Glenwood Springs, CO 81601
p. 970. 947. 1936

ANNEXATION AND ZONING
SUBMISSION

- ④ METAL & WOOD DECK
- ⑤ STANDING SEAM METAL ROOFING
- ⑥ METAL COPING



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
 Carbondale, CO 81623
 f. 970. 704. 0313

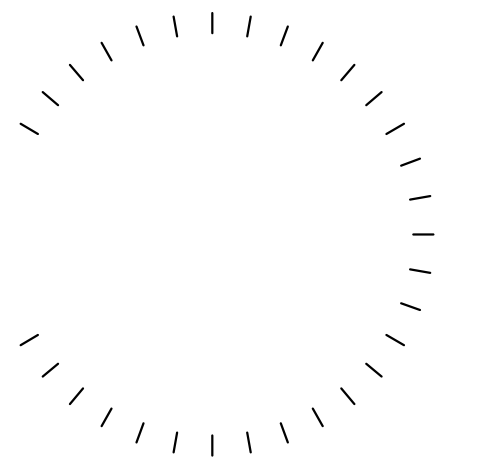
LEGAL
Garfield & Hecht, P.C.
901 Grand Avenue
Glenwood Springs, CO 81601
p. 970.947.1936

480 DONEGAN

GLENWOOD SPRINGS, COLORADO

hord | coplan | macht

ARCHITECTURE
LANDSCAPE ARCHITECTURE
PLANNING
INTERIOR DESIGN

[illegible]

Project Name
480 DONEGAN

Project Number
22023.00

Date 03/12/2021

Scale _____
AS NOTED

Drawing

CONCEPT RENDERING

A2.3

ANNEXATION AND ZONING
SUBMISSION

© Hord Coplan Macht, Inc.



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
Sopris Engineering LLC
502 Main Street, Suite A-3
Carbondale, CO 81623

Prepared by
Kimley-Horn and Associates, Inc.
Curtis D. Rowe, P.E., PTOE
4582 South Ulster Street
Suite 1500
Denver, Colorado 80237
(303) 228-2300



March 2021

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

TABLE OF CONTENTS

TABLE OF CONTENTS	i
LIST OF TABLES	ii
LIST OF FIGURES	ii
1.0 EXECUTIVE SUMMARY	1
2.0 INTRODUCTION.....	4
3.0 EXISTING AND FUTURE CONDITIONS	6
3.1 Existing Study Area	6
3.2 Existing Roadway Network and Future Access.....	6
3.3 Existing Traffic Volumes	10
3.4 Unspecified Development Traffic Growth.....	10
4.0 PROJECT TRAFFIC CHARACTERISTICS.....	16
4.1 Trip Generation.....	16
4.2 Trip Distribution	17
4.3 Traffic Assignment and Total (Background Plus Project Traffic.....	17
5.0 TRAFFIC OPERATIONS ANALYSIS	22
5.1 Analysis Methodology.....	22
5.2 Key Intersection Operational Analysis	23
5.3 CDOT Access Permit Analysis Need	31
5.4 Vehicle Queuing Analysis	31
5.5 Bicycle and Pedestrian Access.....	33
5.6 Improvement Summary	33
6.0 CONCLUSIONS AND RECOMMENDATIONS	36

APPENDICES

Appendix A – Intersection Count Sheets

Appendix B – CDOT OTIS Information and COVID Calculations

Appendix C – Trip Generation Worksheet

Appendix D – Intersection Analysis Worksheets

Appendix E – Conceptual Site Plan

LIST OF TABLES

Table 1 – 480 Donegan Traffic Generation	17
Table 2 – Level of Service Definitions	22
Table 3 – Donegan Road and Chapparral Circle/Project Access LOS Results	23
Table 4 – Donegan Road and Mel Ray Road LOS Results	24
Table 5 – SH-6 and Donegan Road LOS Results	25
Table 6 – Center Drive/Project Access and Storm King Road LOS Results	27
Table 7 – SH-6 and Storm King Road LOS Results	28
Table 8 – SH-6 and Mel Ray Road LOS Results	29
Table 9 – Donegan Road and Storm King Road LOS Results	30
Table 10 – Turn Lane Queuing Analysis Results	32

LIST OF FIGURES

Figure 1 – Vicinity Map	5
Figure 2 – Site Area	7
Figure 3 – Existing Lane Configurations and Control	9
Figure 4 – 2021 Existing Traffic Volumes	11
Figure 5 – 2021 Existing Pedestrian & Bicycle Volumes	12
Figure 6 – 2021 Existing Adjusted Traffic Volumes	13
Figure 7 – 2022 Background Traffic Volumes	14
Figure 8 – 2040 Background Traffic Volumes	15
Figure 9 – Project Trip Distribution	18
Figure 10 – Project Traffic Assignment	19
Figure 11 – 2022 Background Plus Project Traffic Volumes	20
Figure 12 – 2040 Background Plus Project Traffic Volumes	21
Figure 13 – 2022 Recommended Lane Configurations and Control	34
Figure 14 – 2040 Recommended Lane Configurations and Control	35

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.

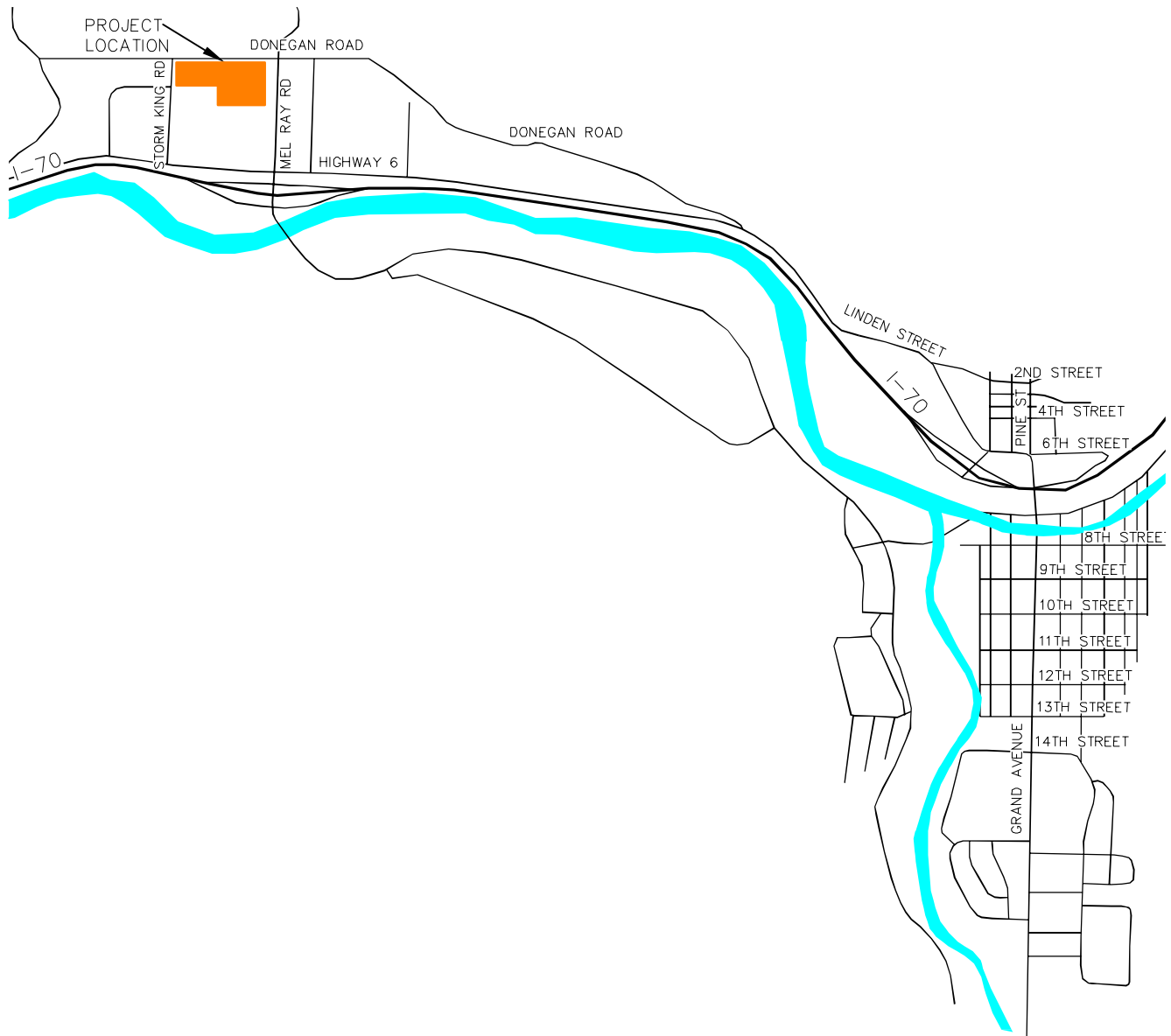
2.0 INTRODUCTION

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

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 Chapparral Circle while the south access along Storm King Road is proposed to align with Center Drive.

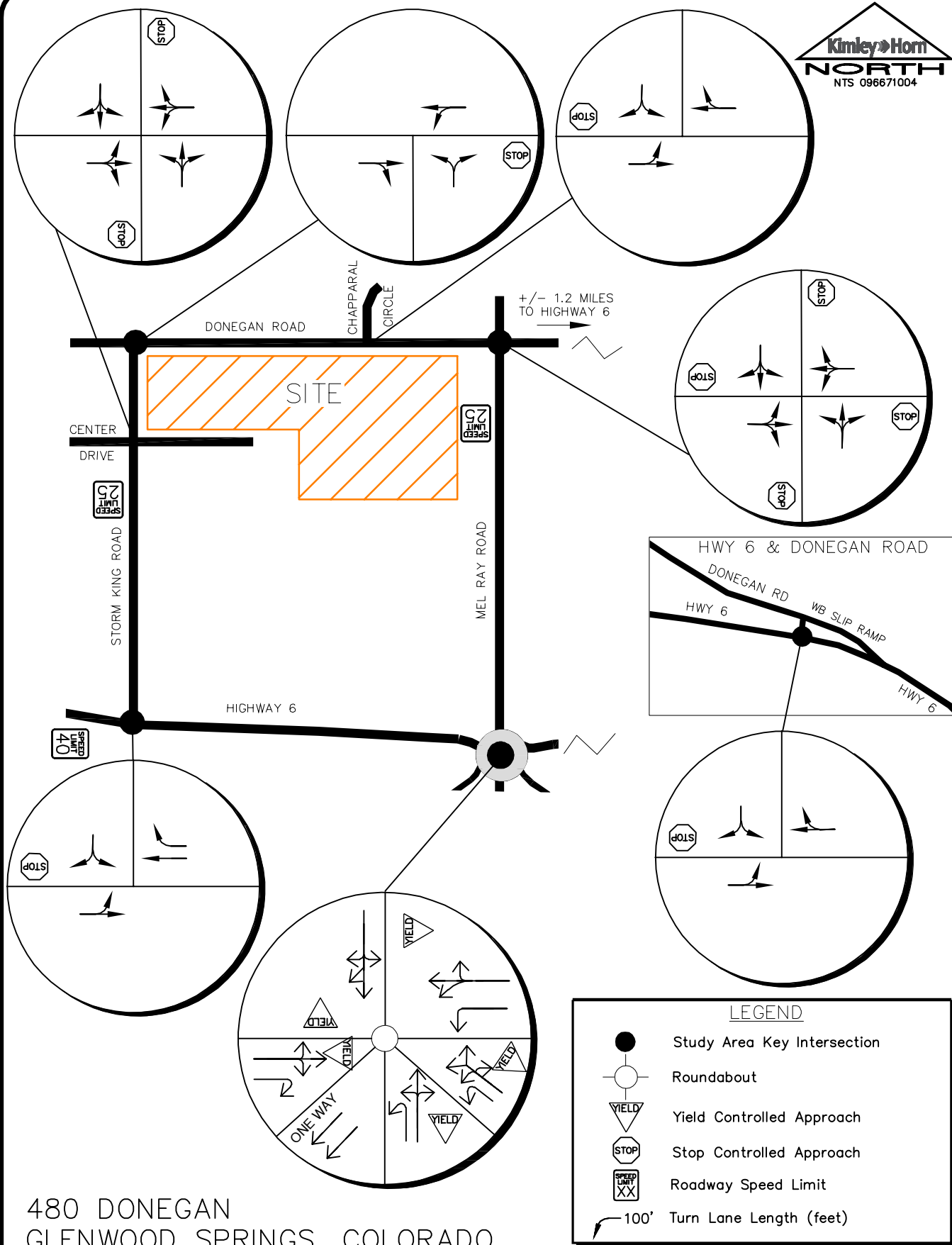


FIGURE 3

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.



FIGURE 4

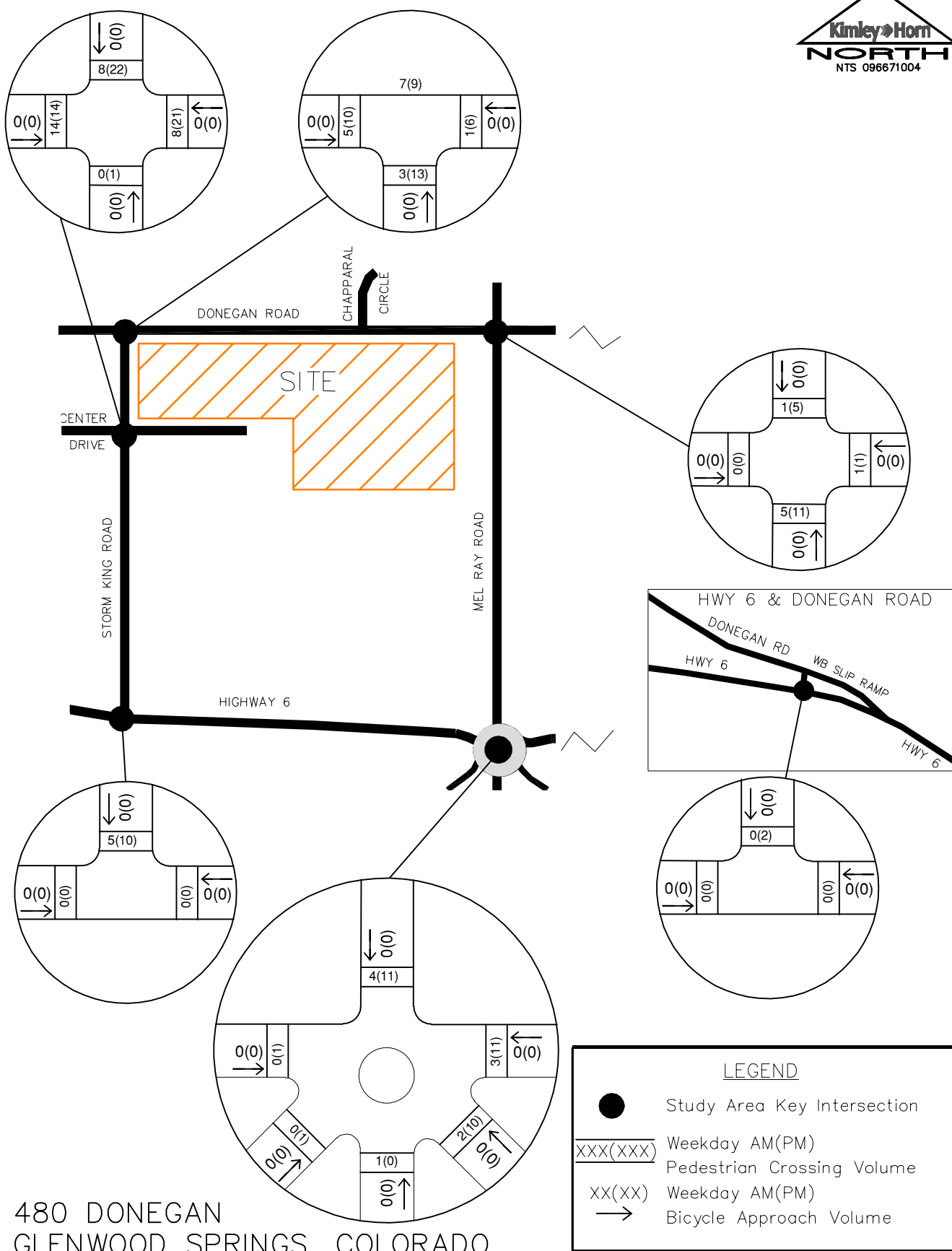


FIGURE 5

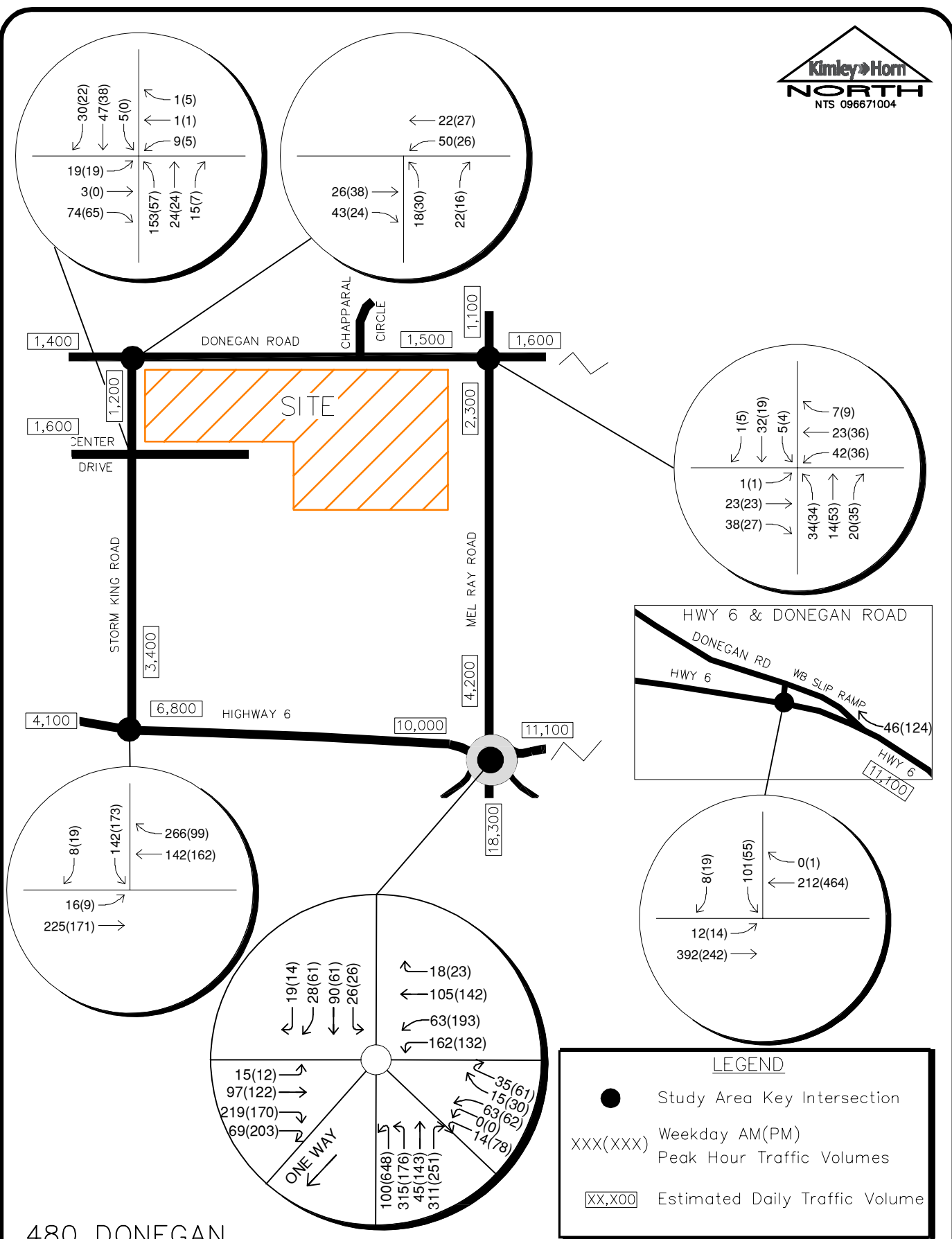


FIGURE 6

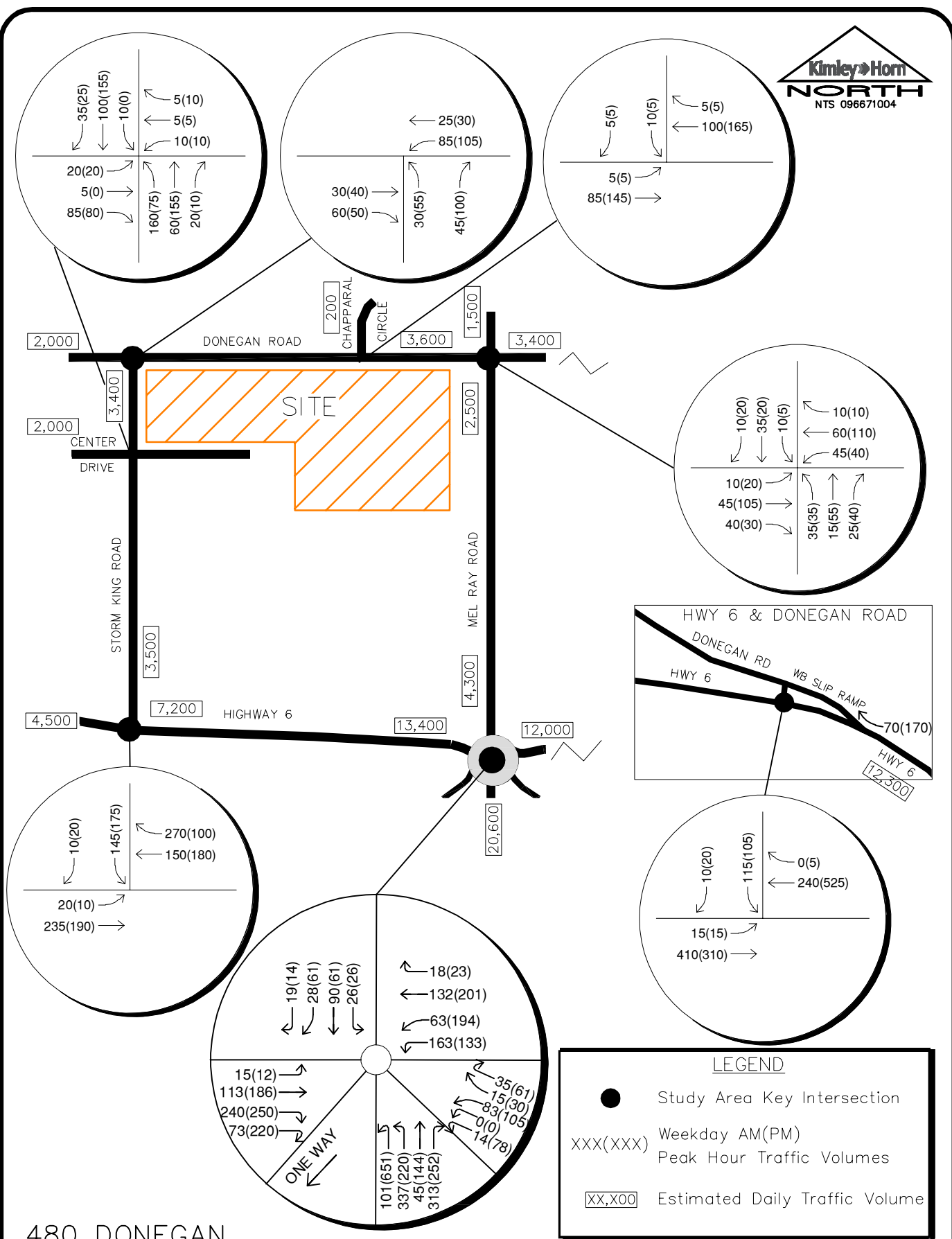


FIGURE 7

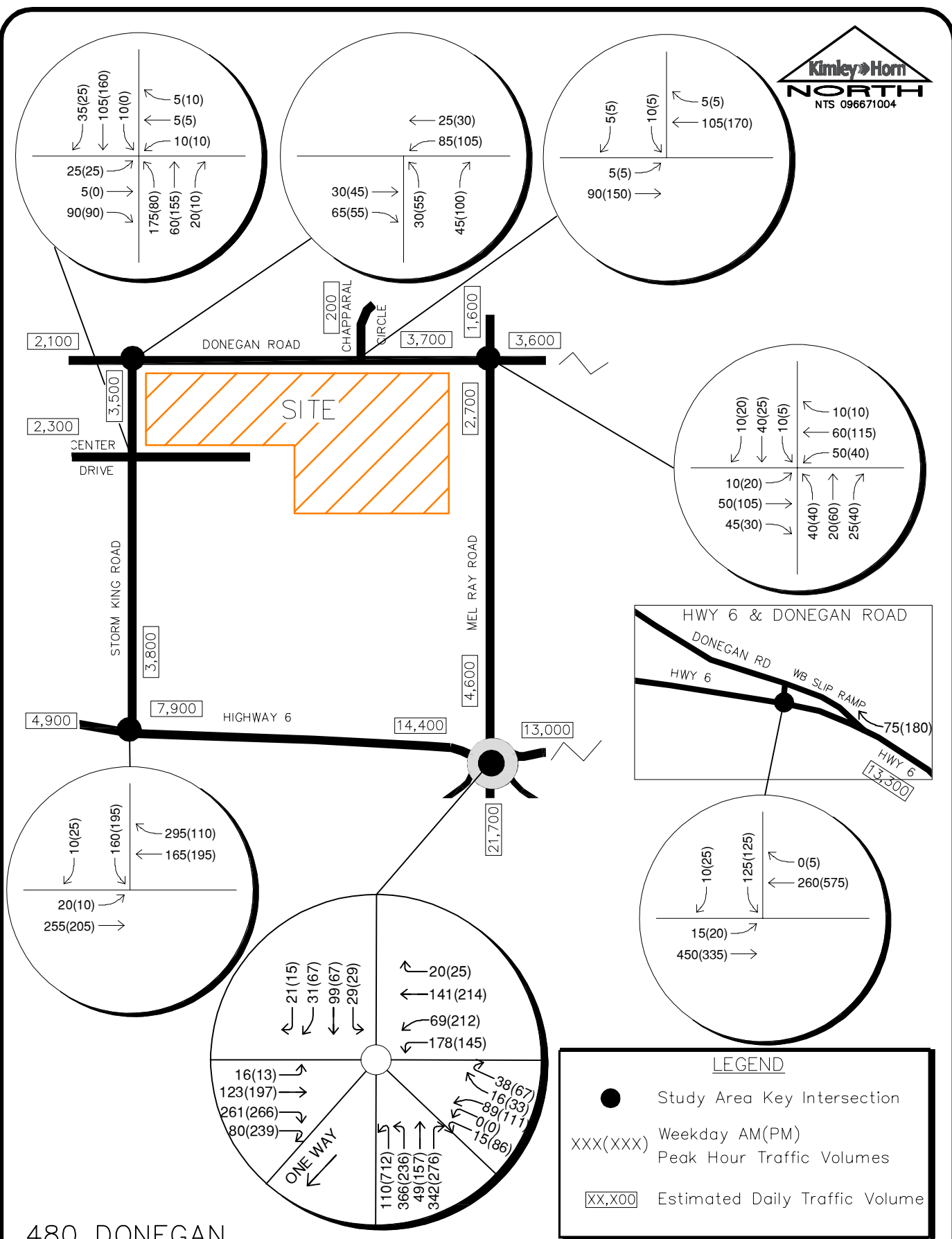


FIGURE 8

4.0 PROJECT TRAFFIC CHARACTERISTICS

4.1 Trip Generation

Site-generated traffic estimates are determined through a process known as trip generation. Rates and equations are applied to the proposed land use to estimate traffic generated by the development during a specific time interval. The acknowledged source for trip generation rates is the *Trip Generation Manual*¹ published by the Institute of Transportation Engineers (ITE). ITE has established trip rates in nationwide studies of similar land uses. For this study, Kimley-Horn used the ITE Trip Generation Report average rates and fitted curve equations that apply to Low-Rise Multifamily Housing (ITE Land Use Code 220), Mid-Rise Multifamily Housing (ITE Code 221), and High Turnover Sit-Down Restaurant (ITE Code 932) for traffic associated with the development.

The 480 Donegan development is anticipated to include 360 multifamily dwelling units and a 2,000 square foot restaurant. The 360 multifamily residences are planned as 20 townhouses, 13 live-work units, and 327 apartments. Differentiation is not provided for the for-sale or for-rent multi-family uses in the 10th Edition of ITE Trip Generation. The live-work units typically cause a reduction in traffic generation by providing a place of employment within the residence. However, no reduction to the traffic volumes were applied for these units. The proposed restaurant is anticipated to primarily be an amenity internal to the site; however, was included for evaluation to provide a conservative analysis. Of note, based on other developments, approximately 80 percent of the business for the restaurant comes from the residents of the property.

As identified in ITE Trip Generation 10th Edition, Low-Rise Multifamily Housing (ITE 220) includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have one or two levels (floors); therefore, the 20 townhouses were evaluated with this land use code. Likewise, Mid-Rise Multifamily Housing (ITE 221) includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have between three and 10 levels (floors); therefore, the apartments and live-work units were evaluated with this land use code.

¹ Institute of Transportation Engineers, *Trip Generation Manual*, Tenth Edition, Washington DC, 2017.

480 Donegan is expected to generate approximately 2,188 weekday daily trips, with 144 of these trips occurring during the morning peak hour and 177 of these trips occurring during the afternoon peak hour. Calculations were based on the procedure and information provided in the *ITE Trip Generation Manual, 10th Edition – Volume 1: User's Guide and Handbook*, 2017. **Table 1** summarizes the estimated trip generation for the proposed development. The trip generation worksheets are included in **Appendix C**.

Table 1 – 480 Donegan Traffic Generation

Land Use	Weekday Vehicle Trips						
	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Low-Rise Multifamily Housing (ITE 220) – 20 Dwelling Units	100	2	8	10	9	5	14
Mid-Rise Multifamily Housing (ITE 221) – 340 Dwelling Units	1,852	30	84	114	87	56	143
Sit-Down Restaurant (ITE 932) – 2,000 Square Feet	226	11	9	20	12	8	20
Total Site Generated Trips	2,188	43	101	144	108	69	177

4.2 Trip Distribution

Distribution of site traffic was based on the area street system characteristics, existing traffic patterns and volumes, existing demographic information, and the proposed access system for the project. The directional distribution of traffic is a means to quantify the percentage of site-generated traffic that approaches the site from a given direction and departs the site back to the original source. The project trip distribution is illustrated in **Figure 9**.

4.3 Traffic Assignment and Total (Background Plus Project Traffic)

Project traffic assignment was obtained by applying the project trip distribution to the estimated traffic generation of the development shown in **Table 1**. Project traffic assignment is shown in **Figure 10** for 480 Donegan. Site traffic volumes were added to the background volumes to represent estimated traffic conditions for the short term 2022 horizon and long term 2040 horizon. These total traffic volumes for the project study area are illustrated for the 2022 and 2040 horizon years in **Figures 11** and **12**, respectively.

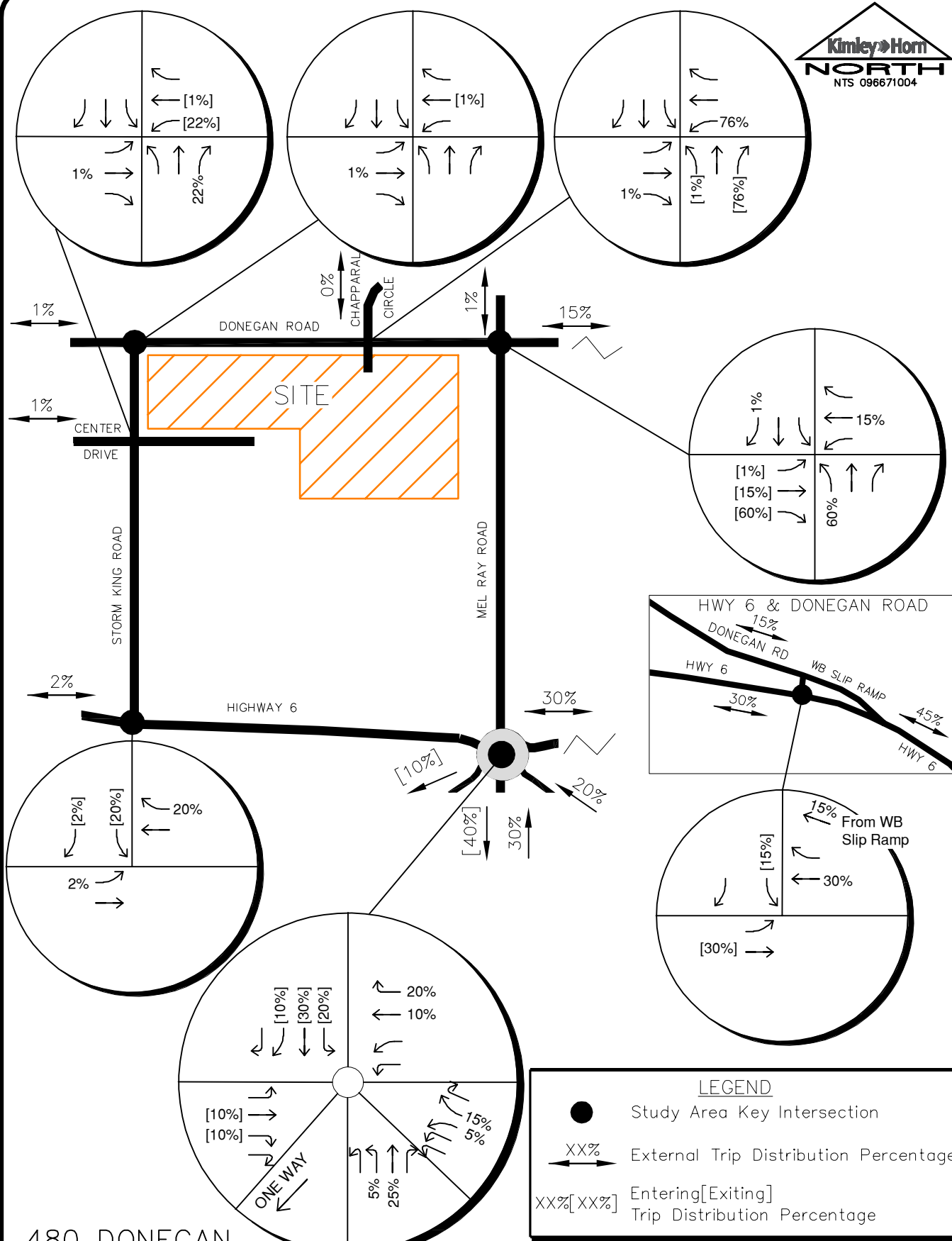


FIGURE 9

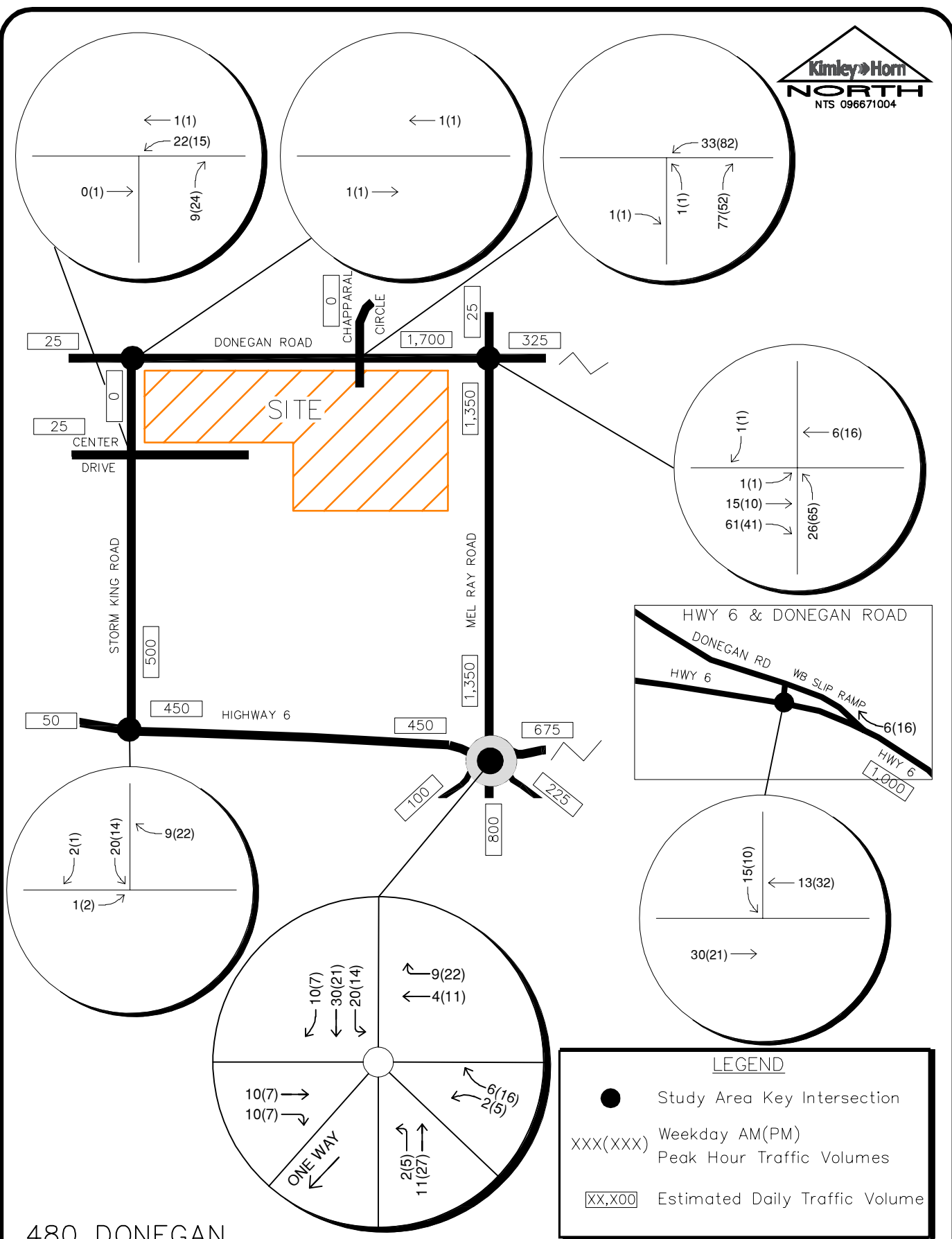


FIGURE 10

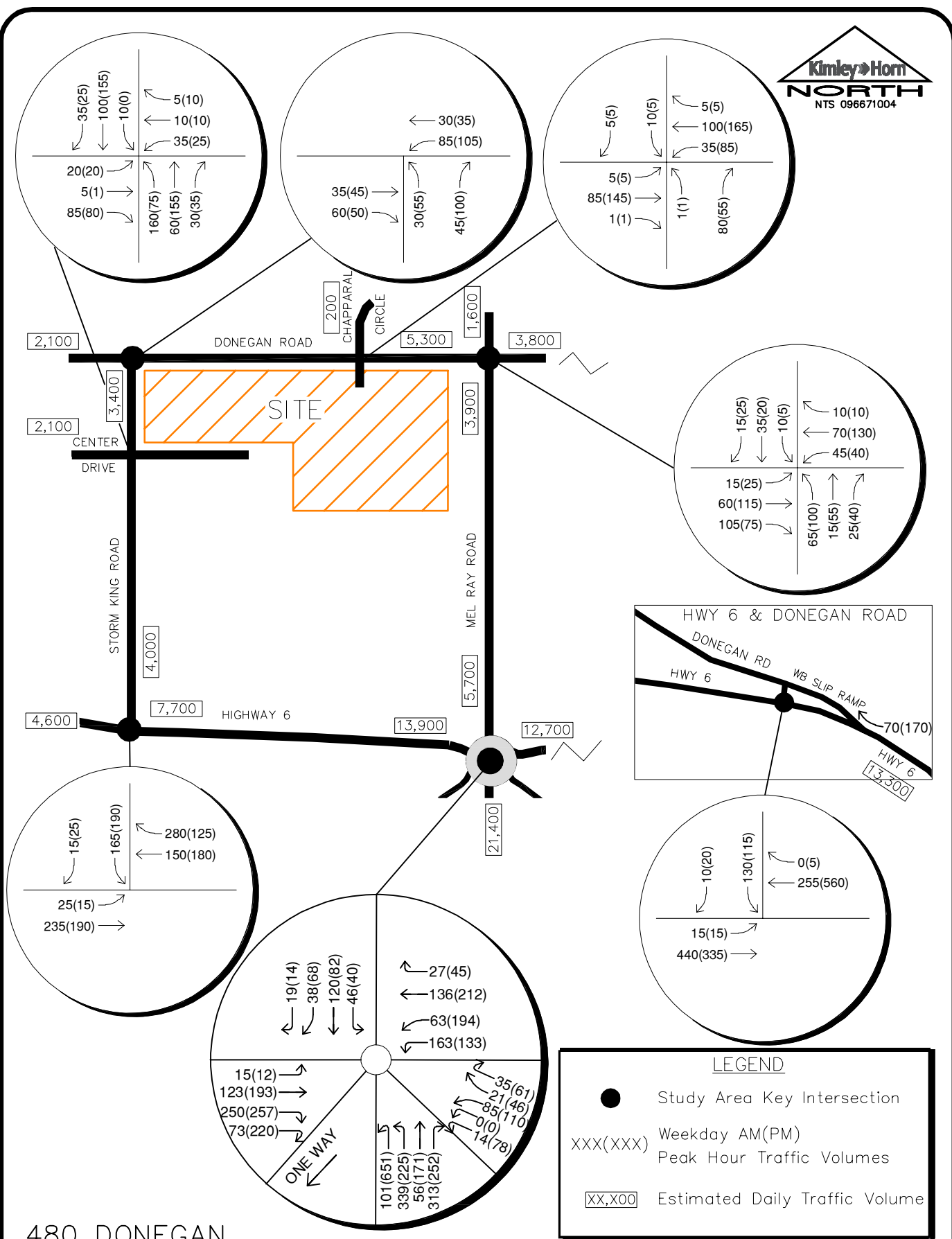


FIGURE 11

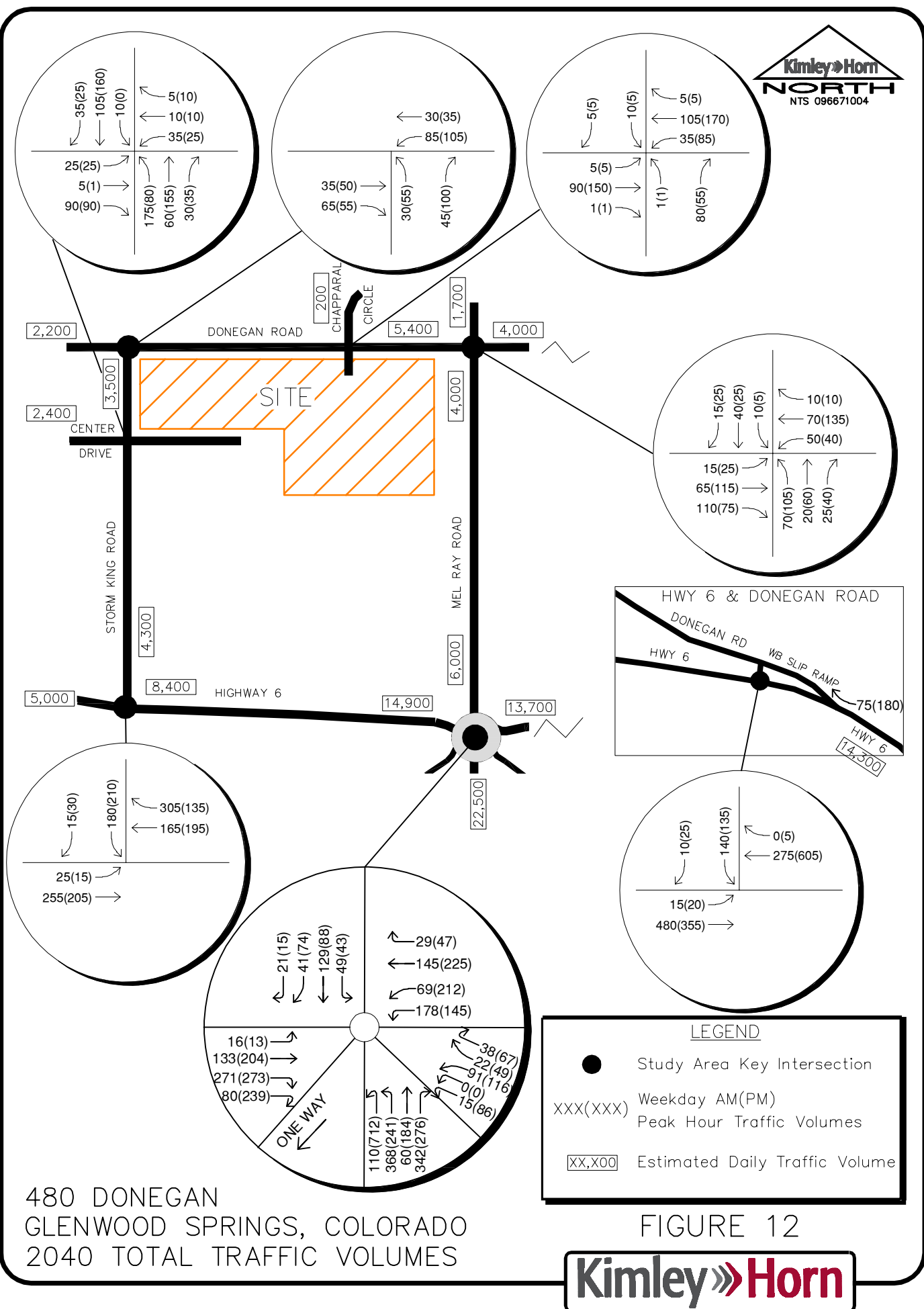


FIGURE 12

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)*².

5.1 Analysis Methodology

Capacity analysis results are listed in terms of Level of Service (LOS). LOS is a qualitative term describing operating conditions a driver will experience while traveling on a particular street or highway during a specific time interval. It ranges from A (very little delay) to F (long delays and congestion). The City of Glenwood Springs has adopted LOS D as the minimum acceptable level of service for all movements and approaches when evaluating intersection operations. **Table 2** shows the definition of level of service for signalized and unsignalized intersections.

Table 2 – Level of Service Definitions

Level of Service	Signalized Intersection Average Total Delay (sec/veh)	Unsignalized Intersection Average Total Delay (sec/veh)
A	≤ 10	≤ 10
B	> 10 and ≤ 20	> 10 and ≤ 15
C	> 20 and ≤ 35	> 15 and ≤ 25
D	> 35 and ≤ 55	> 25 and ≤ 35
E	> 55 and ≤ 80	> 35 and ≤ 50
F	> 80	> 50

Study area intersections were analyzed based on average total delay analysis for signalized and unsignalized intersections. Under the unsignalized analysis, the level of service (LOS) for a two-way stop-controlled intersection is determined by the computed or measured control delay and is defined for each minor movement. Level of service for a two-way stop-controlled intersection is not defined for the intersection as a whole. Level of service for a signalized and four-way stop controlled intersection is defined for each approach and for the intersection.

² Transportation Research Board, *Highway Capacity Manual*, Sixth Edition, Washington DC, 2016.

5.2 Key Intersection Operational Analysis

Calculations for the level of service at the key intersections for the study area are provided in **Appendix D**. The existing year analysis is based on the lane geometry and intersection control shown in **Figure 3**. The existing peak hour factors were utilized in the intersection operational analysis. Sidra software was used to evaluate the roundabout intersection at SH-6 and Mel Ray Road, while Synchro traffic analysis software was used to analyze the unsignalized key intersections and access driveways for level of service.

Donegan Road and 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
2021 Adjusted Existing				
Eastbound Left	7.3	A	7.4	A
Southbound Approach	9.1	A	9.1	A
2022 Background				
Eastbound Left	7.5	A	7.6	A
Southbound Approach	9.5	A	10.0	B
2022 Background Plus Project				
Northbound Approach	9.1	A	9.5	A
Eastbound Left	7.5	A	7.6	A
Westbound Left	7.5	A	7.7	A
Southbound Approach	10.8	B	11.9	B
2040 Background				
Eastbound Left	7.5	A	7.6	A
Southbound Approach	9.5	A	10.0	B
2040 Background Plus Project				
Northbound Approach	9.2	A	9.5	A
Eastbound Left	7.5	A	7.6	A
Westbound Left	7.5	A	7.7	A
Southbound Approach	10.9	B	12.1	B

Donegan Road and Mel Ray Road

The intersection of Donegan Road and Mel Ray Road is a four-leg intersection with stop control on all approaches. This intersection currently operates acceptably with LOS A during the morning and afternoon peak hours. With the existing lane configuration and control, this intersection is anticipated to continue to operate acceptably with LOS B or better during the peak hours throughout 2040. **Table 4** shows the level of service results at this intersection.

Table 4 – Donegan Road and Mel Ray Road LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2021 Adjusted Existing	7.8	A	7.9	A
2022 Background	8.4	A	9.2	A
2022 Background Plus Project	9.3	A	10.8	B
2040 Background	8.6	A	9.4	A
2040 Background Plus Project	9.5	A	11.1	B

SH-6 and Donegan Road

The intersection of SH-6 and Donegan Road is a three-leg intersection with stop control on the southbound approach. The movements at this intersection all currently operate acceptably with LOS C or better during the morning and afternoon peak hours. With the existing lane configurations and control, the movements at this intersection are all expected to continue to operate acceptably during the peak hours in 2022 with or without the addition of project traffic. By 2040, the southbound approach at this intersection may degrade to operate with LOS E during the afternoon peak hour with or without the addition of project traffic. In order to provide acceptable operations, it is recommended that an eastbound left turn lane and an eastbound acceleration lane from the southbound left turn be constructed at this intersection to facilitate two-stage left turn movements. Based on CDOT Access Code standards, the eastbound left turn lane should provide a length of 50 feet plus a 145-foot taper while the left turn acceleration lane should provide a length of 235 feet plus a 145-foot taper. The through lane transitions should be 320 feet long based on the 40-mph speed limit and a 12-foot wide lane. With this improvement, the movements at this intersection are expected to operate acceptably with LOS C or better during the peak hours throughout the 2040 horizon. **Table 5** shows the level of service results at this intersection.

Table 5 – SH-6 and Donegan Road LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2021 Adjusted Existing				
Eastbound Left	7.7	A	8.4	A
Southbound Approach	17.1	C	16.7	C
2022 Background				
Eastbound Left	7.8	A	8.7	A
Southbound Approach	19.6	C	25.2	D
2022 Background Plus Project				
Eastbound Left	7.9	A	8.8	A
Southbound Approach	22.5	C	30.4	D
2040 Background				
Eastbound Left	7.9	A	8.9	A
Southbound Approach	22.7	C	35.6	E
2040 Background Plus Project				
Eastbound Left	7.9	A	9.0	A
Southbound Approach	26.9	D	44.9	E
2040 Background Plus Project #				
Eastbound Left	7.9	A	9.0	A
Southbound Approach	17.9	C	22.3	C

Eastbound left turn lane and eastbound acceleration lane from southbound left turn

Center Drive/Project Access and Storm King Road

The Center Drive and Storm King Road intersection is a four-leg intersection with stop control on the eastbound and westbound Center Drive approaches. The movements at this intersection currently operate acceptably with LOS D or better during the morning peak hour and LOS B or better during the afternoon peak hour. With construction of this project, the east leg of this intersection is proposed to be an access to the 480 Donegan development. With or without the addition of the project, the westbound approach at this intersection is anticipated to operate with LOS E during the morning peak hour in 2022. It is believed that all-way stop control would be appropriate at this intersection based on the proximity to the school, traffic volume projections, number of pedestrian crossings, and operational requirements. With all-way stop control and the existing lane configurations, this intersection is expected to operate acceptably with LOS B during the peak hours throughout the 2040 horizon.

It is recommended that R1-1 “STOP” signs be installed on the northbound and southbound Storm King Road approaches of this intersection. Further, R1-3P “ALL WAY” plaques should be placed below the stop signs on all four approaches. It is recommended that orange flags be temporarily affixed to the new STOP signs on northbound and southbound Storm King Road to warn drivers of the change in traffic control. **Table 6** shows the level of service results at this intersection.

Table 6 – Center Drive/Project Access and Storm King Road LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2021 Adjusted Existing				
Northbound Left	8.2	A	7.8	A
Eastbound Approach	14.2	B	12.3	B
Westbound Approach	26.3	D	13.0	B
Southbound Left	7.4	A	-	A
2022 Background				
Northbound Left	8.5	A	8.3	A
Eastbound Approach	18.9	C	18.7	C
Westbound Approach	35.5	E	20.0	C
Southbound Left	7.5	A	-	A
2022 Background Plus Project				
Northbound Left	8.5	A	8.3	A
Eastbound Approach	18.3	C	20.1	C
Westbound Approach	46.5	E	29.0	D
Southbound Left	7.5	A	-	A
2022 Background Plus Project #	B	13.3	13.7	B
2040 Background				
Northbound Left	8.7	A	8.3	A
Eastbound Approach	24.5	C	22.9	C
Westbound Approach	43.5	E	21.5	C
Southbound Left	7.5	A	-	A
2040 Background Plus Project #	B	13.5	14.8	B

All Way Stop Control

SH-6 and Storm King Road

The intersection of SH-6 and Storm King Road is a three-leg T-intersection with stop control on the southbound Storm King Road approach. The movements at this intersection all currently operate acceptably with LOS C or better during the morning and afternoon peak hours. With construction of this project, the movements at this intersection are anticipated to continue to operate acceptably with LOS C or better during the peak hours throughout the 2040 horizon. **Table 7** shows the level of service results at this intersection.

Table 7 – SH-6 and Storm King Road LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2021 Adjusted Existing				
Eastbound Left	8.9	A	7.9	A
Southbound Approach	16.4	C	13.3	B
2022 Background				
Eastbound Left	9.0	A	8.0	A
Southbound Approach	17.4	C	13.9	B
2022 Background Plus Project				
Eastbound Left	9.0	A	8.1	A
Southbound Approach	19.5	C	14.5	B
2040 Background				
Eastbound Left	9.2	A	8.1	A
Southbound Approach	19.6	C	15.0	C
2040 Background Plus Project				
Eastbound Left	9.3	A	8.2	A
Southbound Approach	22.6	C	15.8	C

SH-6 and Mel Ray Road

The SH-6 and Mel Ray Road intersection is a two-lane roundabout with access to SH-6, Mel Ray Road, and the I-70 Westbound Ramps. This intersection currently operates acceptably with LOS B during the morning peak hour and LOS D during the afternoon peak hour. With or without construction of this project, this roundabout is anticipated to operate poorly during the afternoon peak hour with LOS F in 2022. If future volumes are realized, this roundabout should be further studied by CDOT. However, it should be noted that a conservative COVID adjustment factor as well as traffic volume growth rate were applied. Also, this intersection is likely built to the ultimate configuration. **Table 8** shows the level of service results at this intersection. Detailed results of the operational analysis are also provided in **Appendix D**.

Table 8 – SH-6 and Mel Ray Road LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2021 Adjusted Existing	11.8	B	26.0	D
2022 Background	13.8	B	58.9	F
2022 Background Plus Project	17.3	C	77.2	F
2040 Background	18.2	C	90.0	F
2040 Background Plus Project	24.8	C	112.0	F

Donegan Road and Storm King Road

The intersection of Donegan Road and Storm King Road is a three-leg T-intersection with stop control on the northbound Storm King Road approach. The movements at this intersection all currently operate acceptably with LOS A during the morning and afternoon peak hours. With construction of this project, the movements at this intersection are anticipated to continue to operate acceptably with LOS B or better during the peak hours throughout the 2040 horizon. **Table 9** shows the level of service results at this intersection.

Table 9 – Donegan Road and Storm King Road LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2021 Adjusted Existing Northbound Approach Westbound Left	9.5 7.5	A A	9.6 7.5	A A
2022 Background Northbound Approach Westbound Left	10.2 7.6	B A	11.3 7.7	B A
2022 Background Plus Project Northbound Approach Westbound Left	10.3 7.7	B A	11.4 7.7	B A
2040 Background Northbound Approach Westbound Left	10.2 7.7	B A	11.4 7.7	B A
2040 Background Plus Project Northbound Approach Westbound Left	10.3 7.7	B A	11.5 7.8	B A

5.3 CDOT Access Permit Analysis Need

The threshold for requiring an access permit along CDOT roadways occurs when project traffic is anticipated to increase the existing access traffic volumes by more than 20 percent. Based on traffic projections, the addition of project traffic on the north leg of the SH-6 and Mel Ray Road intersection is anticipated to increase existing access traffic volumes by more than 20 percent during the peak hour; therefore, it is believed that an access permit will be required by CDOT for this approach in association with this project. Since the Mel Ray Road and SH-6 intersection is a roundabout, turn lanes are not anticipated to be required in addition to the existing roundabout configuration.

Neither the Storm King Road at SH-6 nor the Donegan Road north leg at SH-6 are anticipated to increase traffic volumes by more than 20 percent; therefore, access permits are not anticipated to be needed at these two intersections in association with this project. Of note, the project traffic added to the north leg of Storm King Road at SH-6 is anticipated to have an increase of 13.0 percent, while the project traffic added to the north leg of Donegan Road at SH-6 is anticipated to increase by 13.1 percent. Although, if improvements are constructed at SH-6/Donegan Road as recommended in the future to include an eastbound left turn lane and an eastbound acceleration lane from the southbound left turn, a CDOT Access Permit will likely be needed.

5.4 Vehicle Queuing Analysis

A vehicle queuing analysis was conducted for the study area intersections. The queuing analysis was performed using Synchro presenting the results of the 95th percentile queue lengths. Results are shown in the following **Table 10** with calculations provided within the level of service operational sheets of **Appendix D**.

Table 10 – Turn Lane Queuing Analysis Results

Intersection Turn Lane	Existing Turn Lane Length (feet)	2022 Calculated Queue (feet)	2022 Recommended Length (feet)	2040 Calculated Queue (feet)	2040 Recommended Length (feet)
Donegan Road & Chapparral Circle Northbound Approach	DNE	25'	25'	25'	25'
Donegan Road & Mel Ray Road Northbound Approach	C	50'	C	50'	
Eastbound Approach	C	50'	C	50'	C
Westbound Approach	C	50'	C	50'	C
Southbound Approach	C	25'	C	25'	C
Donegan Road & SH-6 Eastbound Left	DNE	25'	DNE	25'	50'+145' T
Southbound Approach	50'	75'	50' *	75'	50' *
Center Drive/Access & Storm King Road Northbound Approach	C	125'	C	125'	C
Eastbound Approach	C	50'	C	50'	C
Westbound Approach	C	25'	C	25'	C
Southbound Approach	C	50'	C	75'	C
SH-6 & Storm King Rd Southbound Approach	C	75'	C	100'	C
SH-6 & Mel Ray Rd Southbound Approach	C	120'	C	190'	C
Donegan Road & Storm King Road Northbound Approach	C	25'	C	25'	C

DNE = Does Not Exist; C = Continuous Lane; * = Constructed to Maximum Possible Length

As shown in the table representing the queuing results, it is recommended that the new south leg to provide access to this 480 Donegan project at the intersection of Donegan Road and 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.

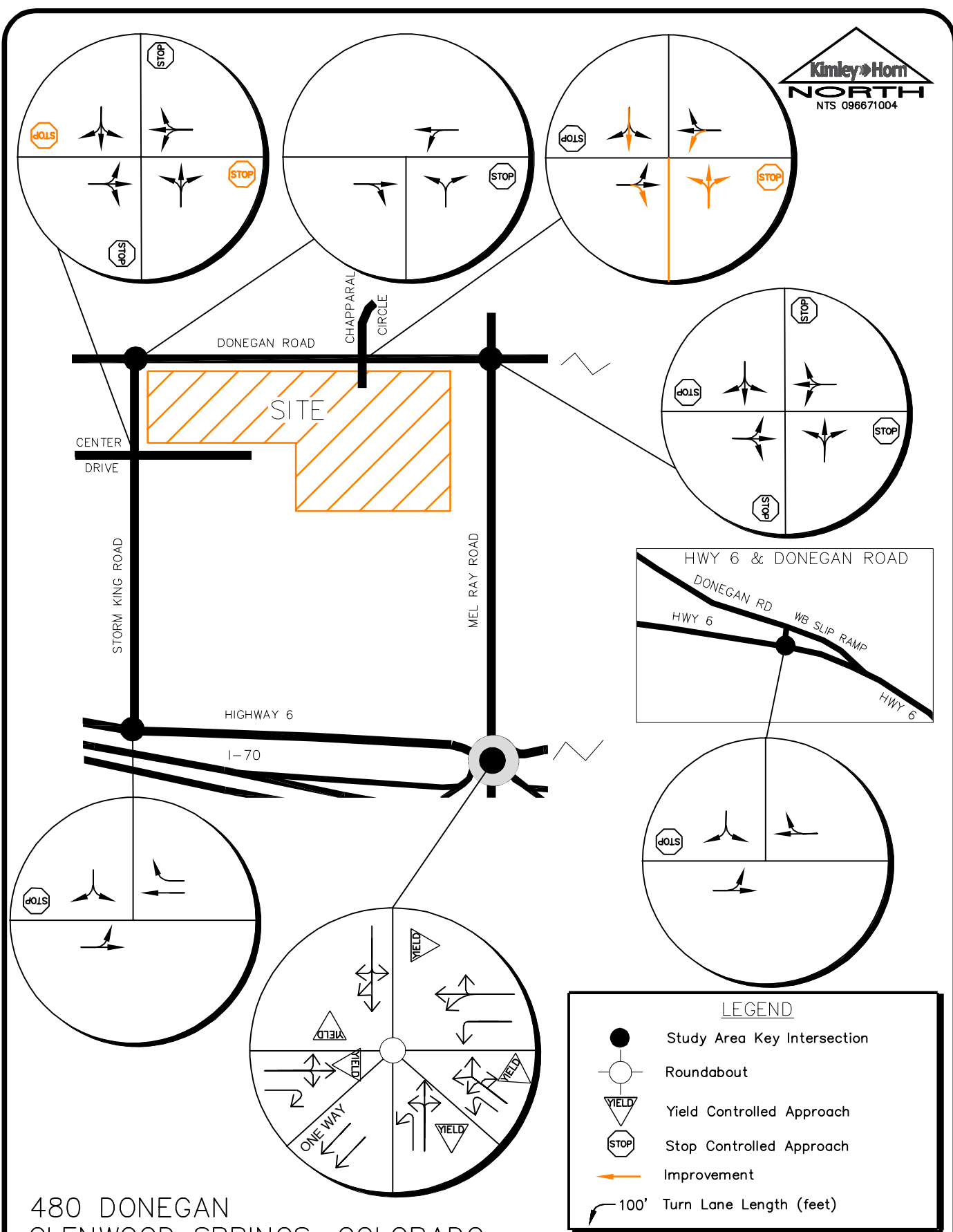
5.5 Bicycle and Pedestrian Access

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

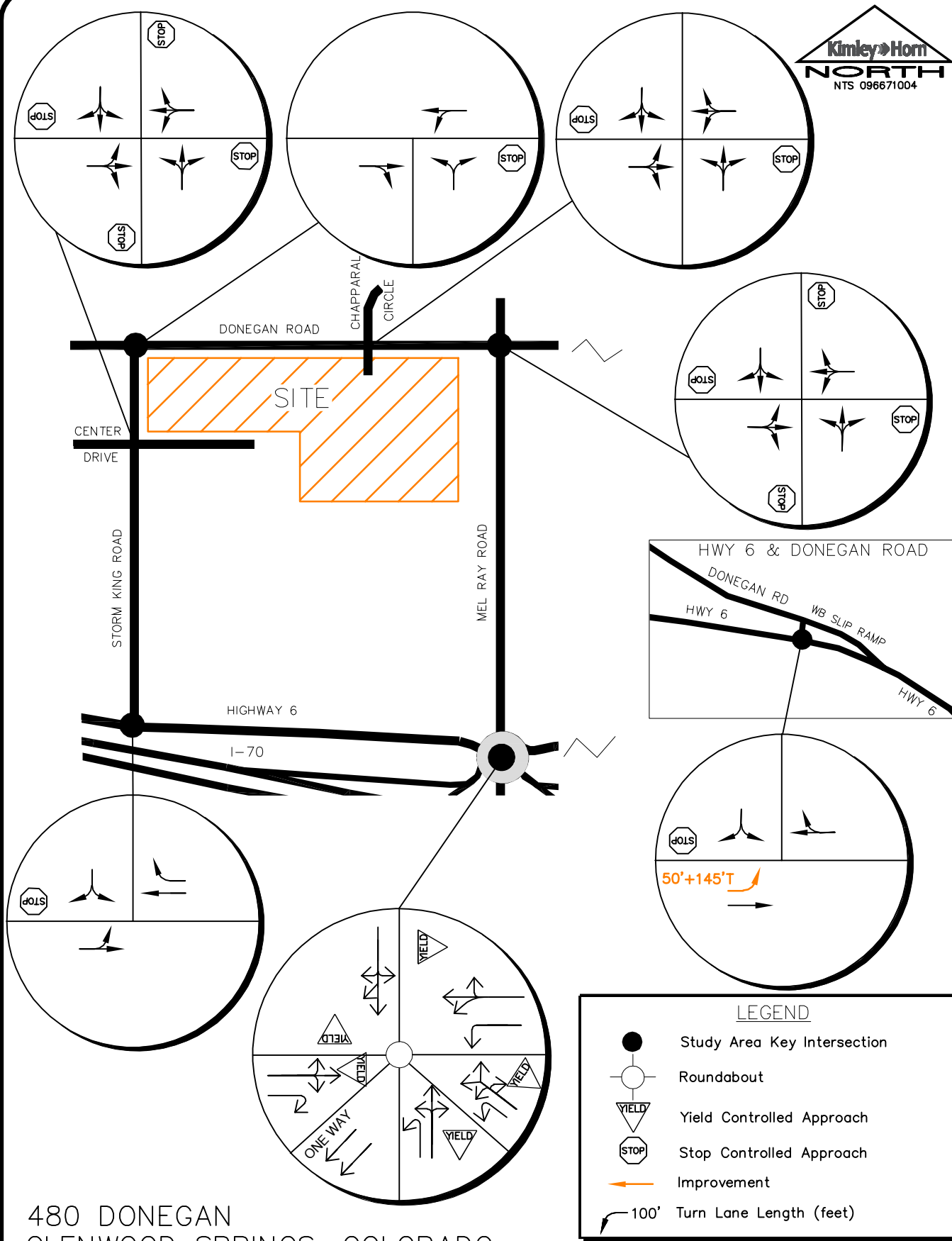


FIGURE 14

6.0 CONCLUSIONS AND RECOMMENDATIONS

Based on the analysis presented in this report, Kimley-Horn believes 480 Donegan will be successfully incorporated into the existing and future roadway network. The proposed project development resulted in the following recommendations and conclusions:

- Access to the site will be provided by two proposed full movement driveways. One access is proposed on the south side of Donegan Road to align with Chapparal Circle and the other access is proposed along the east side of Storm King Road to align with Center Drive. It is recommended that the access aligning with Chapparal Circle have a single exiting lane to Donegan Road and operate with stop control with a R1-1 “STOP” sign installed for the northbound exiting driveway approach.
- It is recommended that all-way stop control be provided at the intersection of Center Drive/Access and Storm King Road with development of the project. New R1-1 “STOP” signs should be installed on the northbound and southbound Storm King Road approaches of this intersection. Further, R1-3P “ALL WAY” plaques should be placed below the stop signs on all four approaches. It is recommended that orange flags be temporarily affixed to the new STOP signs on northbound and southbound Storm King Road to warn drivers of the change in traffic control.
- The threshold for requiring an access permit along CDOT roadways occurs when project traffic is anticipated to increase the existing access traffic volumes by more than 20 percent. Based on traffic projections, the addition of project traffic on the north leg of the SH-6 and Mel Ray Road intersection is anticipated to increase existing access traffic volumes by more than 20 percent during the peak hour; therefore, it is believed that an access permit will be required by CDOT for this approach at the Mel Ray Road and SH-6 intersection in association with this project. Access permit are not anticipated to be required at the SH-6/Storm King Road or SH-6/Donegan Road intersections based on the traffic volume threshold; although, if improvements are constructed at SH-6/Donegan Road as recommended for the future to include an eastbound left turn lane and an eastbound acceleration lane from the southbound left turn, a CDOT Access Permit will likely be needed.

- Based on an operational need in 2040 with or without the addition of project traffic, it is recommended that an eastbound left turn lane and an eastbound acceleration lane from the southbound left turn be constructed at the State Highway 6 and Donegan Road intersection. Based on CDOT Access Code standards, the eastbound left turn lane should provide a length of 50 feet plus a 145-foot taper while the left turn acceleration lane should provide a length of 235 feet plus a 145-foot taper. The through lane transitions around this new left turn lane should be 320 feet long based on the 40-mph speed limit and a 12-foot wide lane.
- Any on-site improvements should be incorporated into the Civil Drawings and conform to the standards of the City of Glenwood Springs, CDOT, and the Manual on Uniform Traffic Control Devices (MUTCD) – 2009 Edition.

APPENDICES

APPENDIX A

Intersection Count Sheets

MEL RAY RD DONEGAN RD

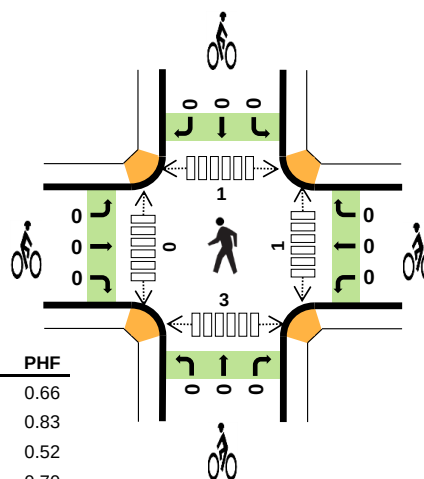
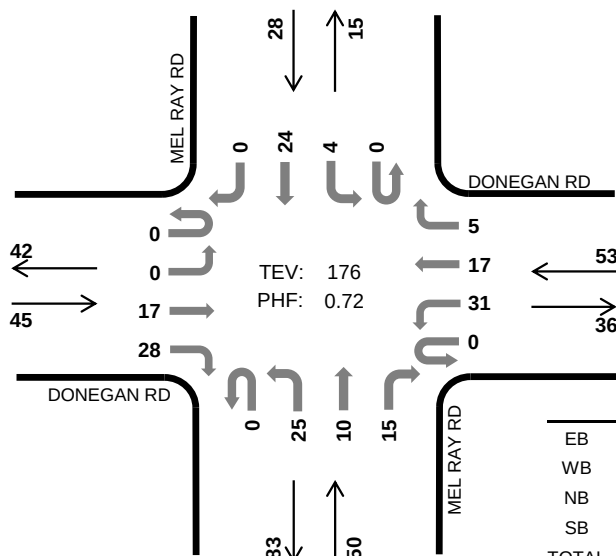


Peak Hour

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				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	4	2	0	6	1	0	0	3	0	2	0	0	8	0	26	0
7:15 AM		0	0	0	0	0	7	2	0	0	0	0	1	0	0	4	0	14	0
7:30 AM		0	0	4	5	0	4	4	0	0	3	3	3	0	0	10	0	36	0
7:45 AM		0	0	3	1	0	11	6	0	0	8	1	0	0	0	3	1	34	110
8:00 AM		0	0	1	10	0	8	7	1	0	13	5	6	0	2	8	0	61	145
8:15 AM		0	0	8	9	0	7	4	1	0	6	0	5	0	0	4	0	44	175
8:30 AM		0	0	5	5	0	10	2	2	0	1	1	1	0	0	5	0	32	171
8:45 AM		0	0	3	4	0	6	4	1	0	5	4	3	0	2	7	0	39	176
Count Total		0	0	28	36	0	59	30	5	0	39	14	21	0	4	49	1	286	0
Peak Hour	All	0	0	17	28	0	31	17	5	0	25	10	15	0	4	24	0	176	0
	HV	0	0	1	1	0	4	0	0	0	4	1	0	0	0	1	0	12	0
	HV%	-	-	6%	4%	-	13%	0%	0%	-	16%	10%	0%	-	0%	4%	-	7%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
7:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	1	1
7:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	1	3	0	4	0	0	0	0	0	0	0	0	3	3
8:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
8:30 AM	1	1	1	0	3	0	0	0	0	0	1	0	1	0	2
8:45 AM	0	2	1	1	4	0	0	0	0	0	0	0	0	0	0
Count Total	5	4	6	1	16	0	0	0	0	0	1	0	2	5	8
Peak Hour	2	4	5	1	12	0	0	0	0	0	1	0	1	3	5

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	DONEGAN RD				DONEGAN RD				MEL RAY RD				MEL RAY RD				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:45 AM	0	0	0	0	0	0	0	0	0	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

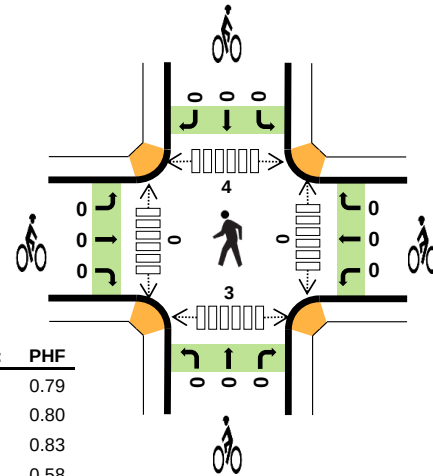
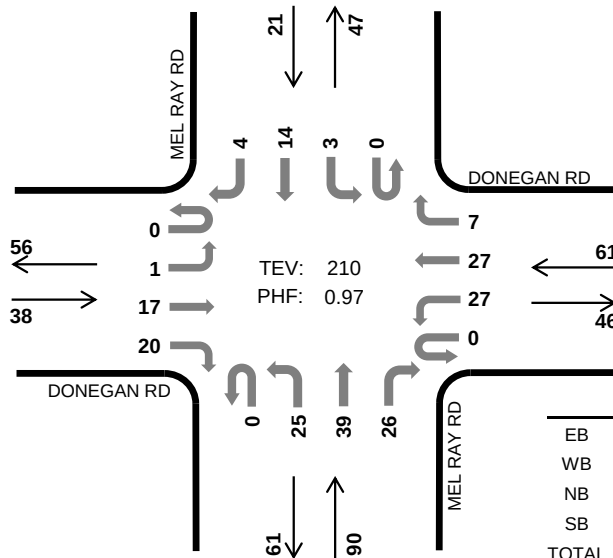


Peak Hour

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.

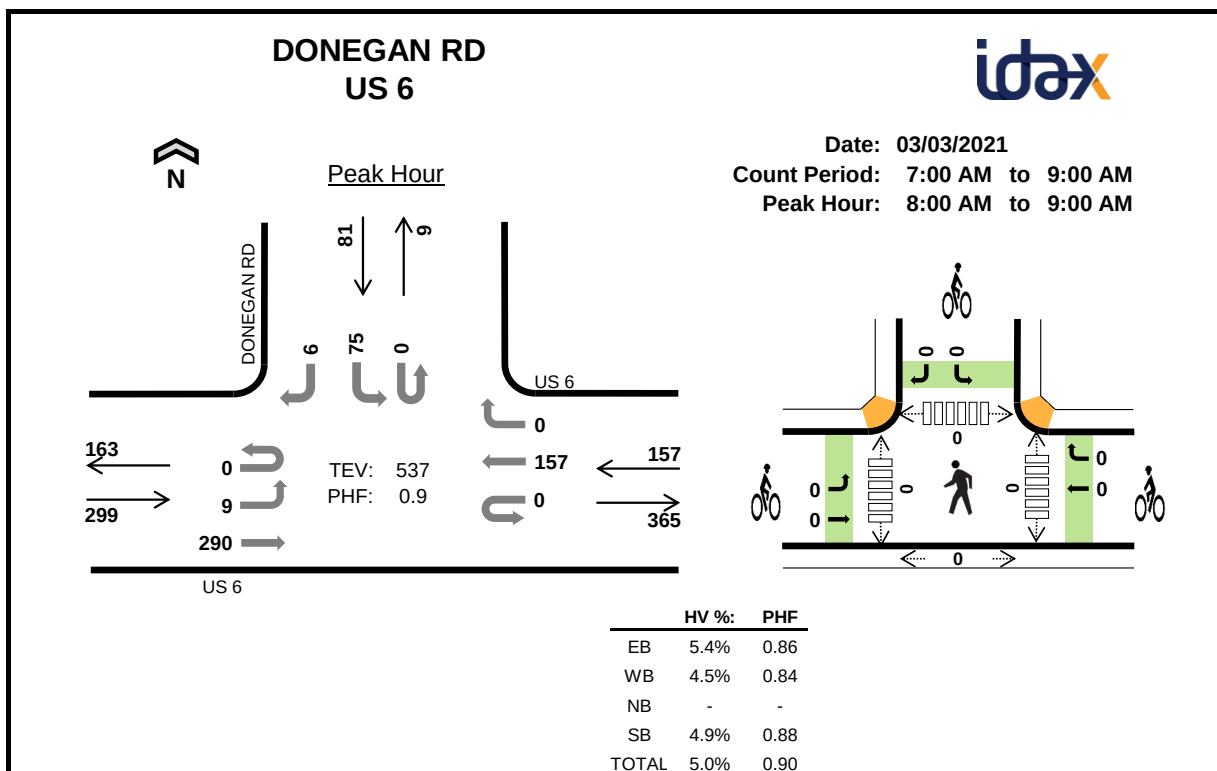
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	2	5
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	0	1	3	4			
2:15 PM		0	0	1	0	1	0	0	0	0	0	0	0	0	1	1			
2:30 PM		0	1	1	0	2	0	0	0	0	0	0	1	3	4				
2:45 PM		0	0	2	0	2	0	0	0	0	0	1	0	1	1	3			
3:00 PM		0	1	2	0	3	0	0	0	0	0	0	0	0	2	2			
3:15 PM		2	2	0	0	4	0	0	0	0	0	0	0	0	3	3			
3:30 PM		0	0	1	0	1	0	0	0	0	0	0	0	0	5	5			
3:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	1	1			
4:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	4	0	4			
4:15 PM		0	0	1	0	1	0	0	0	0	0	0	0	0	0	0			
4:30 PM		0	0	0	0	0	0	0	0	0	0	0	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	3	2	5				
5:15 PM		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	2	2				
5:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	1	1				
Count Total		2	4	8	0	14	0	0	0	0	0	1	0	12	28	41			
Peak Hour		0	0	1	0	1	0	0	0	0	0	0	0	4	3	7			

Four-Hour Count Summaries - Heavy Vehicles																		
Interval Start	DONEGAN RD				DONEGAN RD				MEL RAY RD				MEL RAY RD				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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 Start	US 6 Eastbound				US 6 Westbound				0 Northbound				DONEGAN RD Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	3	59	0	0	0	17	0	0	0	0	0	0	17	0	1	97	0
7:15 AM	0	2	46	0	0	0	16	0	0	0	0	0	0	16	0	1	81	0
7:30 AM	0	1	59	0	0	0	20	0	0	0	0	0	0	20	0	1	101	0
7:45 AM	0	6	55	0	0	0	24	0	0	0	0	0	0	23	0	1	109	388
8:00 AM	0	3	61	0	0	0	26	0	0	0	0	0	0	16	0	3	109	400
8:15 AM	0	2	85	0	0	0	40	0	0	0	0	0	0	23	0	0	150	469
8:30 AM	0	2	84	0	0	0	47	0	0	0	0	0	0	15	0	2	150	518
8:45 AM	0	2	60	0	0	0	44	0	0	0	0	0	0	21	0	1	128	537
Count Total	0	21	509	0	0	0	234	0	0	0	0	0	0	151	0	10	925	0
Peak Hour	All	0	9	290	0	0	0	157	0	0	0	0	0	75	0	6	537	0
	HV	0	2	14	0	0	0	7	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.

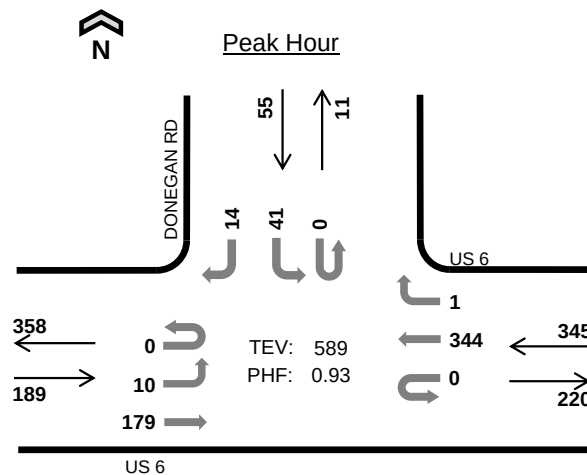
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	1	0	3	4	0	0	0	0	0	0	0	0	0	0
7:15 AM	2	1	0	1	4	0	0	0	0	0	0	0	0	0	0
7:30 AM	2	1	0	1	4	0	0	0	0	0	0	0	0	0	0
7:45 AM	2	1	0	1	4	0	0	0	0	0	0	0	0	0	0
8:00 AM	5	2	0	7	14	0	0	0	0	0	0	0	0	0	0
8:15 AM	4	2	0	1	7	0	0	0	0	0	0	0	0	0	0
8:30 AM	4	1	0	1	6	0	0	0	0	0	0	0	0	0	0
8:45 AM	3	2	0	2	7	0	0	0	0	0	0	0	0	0	0
Count Total	22	11	0	10	43	0	0	0	0	0	0	0	0	0	0
Peak Hr	16	7	0	4	27	0	0	0	0	0	0	0	0	0	0

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	US 6				US 6				0				DONEGAN RD				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	1	4	0
7:15 AM	0	0	2	0	0	0	1	0	0	0	0	0	0	1	0	0	4	0
7:30 AM	0	0	2	0	0	0	1	0	0	0	0	0	0	1	0	0	4	0
7:45 AM	0	0	2	0	0	0	1	0	0	0	0	0	0	1	0	0	4	16
8:00 AM	0	0	5	0	0	0	2	0	0	0	0	0	0	0	0	0	7	19
8:15 AM	0	1	3	0	0	0	2	0	0	0	0	0	0	1	0	0	7	22
8:30 AM	0	1	3	0	0	0	1	0	0	0	0	0	0	0	0	1	6	24
8:45 AM	0	0	3	0	0	0	2	0	0	0	0	0	0	2	0	0	7	27
Count Total	0	2	20	0	0	0	11	0	0	0	0	0	0	8	0	2	43	0
Peak Hour	0	2	14	0	0	0	7	0	0	0	0	0	0	3	0	1	27	0

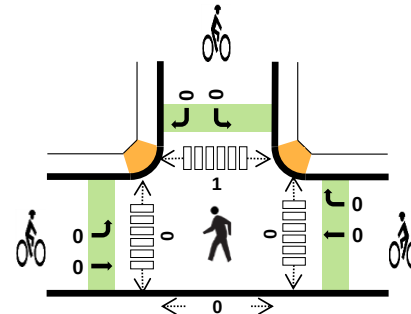
Two-Hour Count Summaries - Bikes																		
Interval Start	US 6			US 6			0			DONEGAN RD						15-min Total	Rolling One Hour	
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT			
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	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 Eastbound				US 6 Westbound				0 Northbound				DONEGAN RD Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	2	36	0	0	0	62	0	0	0	0	0	0	13	0	11	124	0
4:15 PM	0	0	52	0	0	0	90	0	0	0	0	0	0	13	0	1	156	0
4:30 PM	0	1	43	0	0	0	76	0	0	0	0	0	0	7	0	1	128	0
4:45 PM	0	0	38	0	0	0	85	0	0	0	0	0	0	9	0	5	137	545
5:00 PM	0	2	44	0	0	0	98	0	0	0	0	0	0	11	0	3	158	579
5:15 PM	0	4	38	0	0	0	85	0	0	0	0	0	0	11	0	5	143	566
5:30 PM	0	0	46	0	0	0	76	0	0	0	0	0	0	10	0	5	137	575
5:45 PM	0	4	51	0	0	0	85	1	0	0	0	0	0	9	0	1	151	589
Count Total	0	13	348	0	0	0	657	1	0	0	0	0	0	83	0	32	1,134	0
Peak Hour	All	0	10	179	0	0	0	344	1	0	0	0	0	41	0	14	589	0
	HV	0	0	5	0	0	0	10	0	0	0	0	0	0	0	0	15	0
	HV%	-	0%	3%	-	-	-	3%	0%	-	-	-	-	0%	-	0%	3%	0

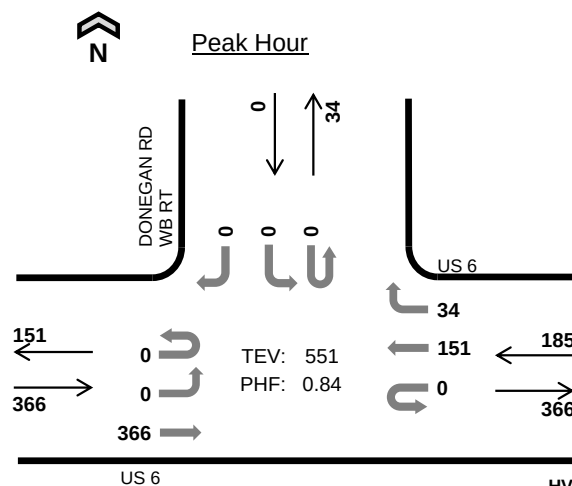
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

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

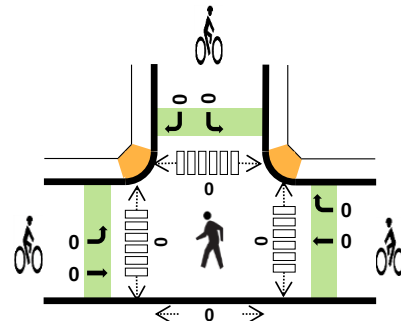
Two-Hour Count Summaries - Heavy Vehicles																			
Interval Start	US 6				US 6				0				DONEGAN RD				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	1	7	0
4:15 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 Start	US 6			US 6			0			DONEGAN RD						15-min Total	Rolling One Hour		
	Eastbound			Westbound			Northbound			Southbound									
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	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

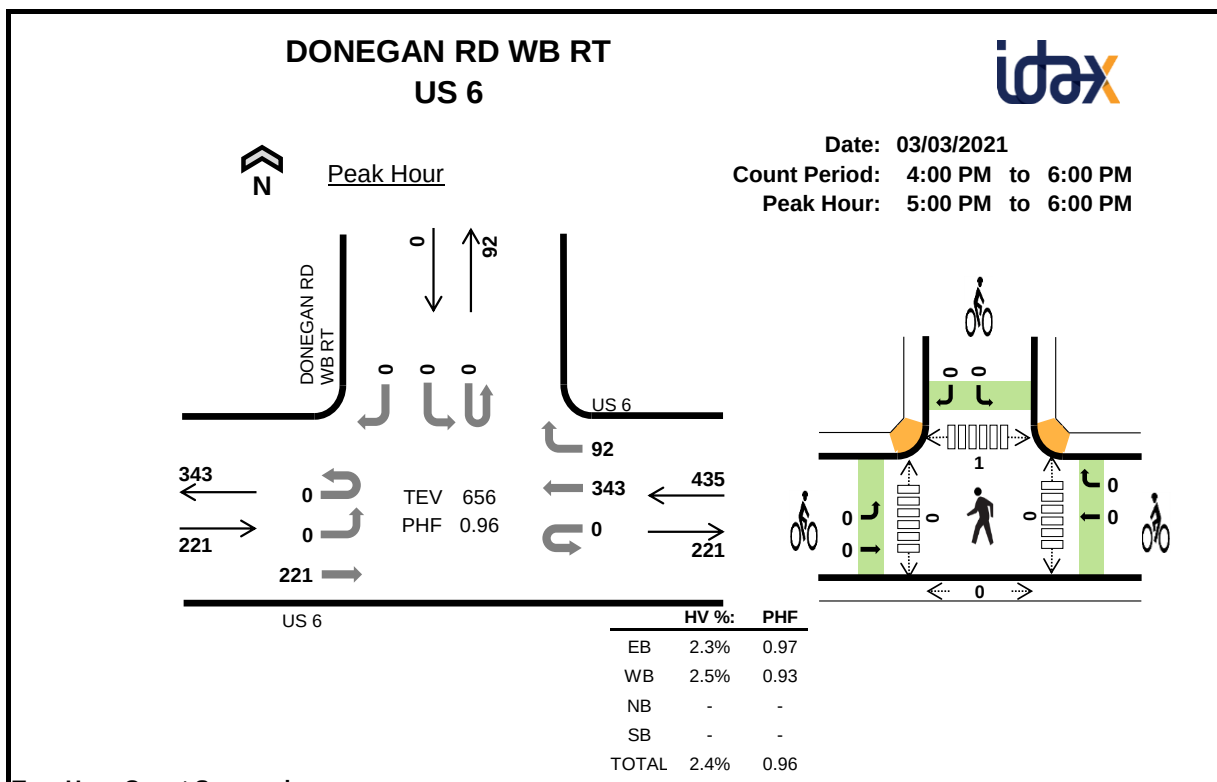
Two-Hour Count Summaries

Interval 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	75	0	0	0	17	2	0	0	0	0	0	0	0	0	94	0
7:15 AM		0	0	60	0	0	0	18	7	0	0	0	0	0	0	0	0	85	0
7:30 AM		0	0	85	0	0	0	19	6	0	0	0	0	0	0	0	0	110	0
7:45 AM		0	0	74	0	0	0	29	5	0	0	0	0	0	0	0	0	108	397
8:00 AM		0	0	75	0	0	0	22	7	0	0	0	0	0	0	0	0	104	407
8:15 AM		0	0	109	0	0	0	39	6	0	0	0	0	0	0	0	0	154	476
8:30 AM		0	0	104	0	0	0	50	10	0	0	0	0	0	0	0	0	164	530
8:45 AM		0	0	78	0	0	0	40	11	0	0	0	0	0	0	0	0	129	551
Count Total		0	0	660	0	0	0	234	54	0	0	0	0	0	0	0	0	948	0
Peak Hour	All	0	0	366	0	0	0	151	34	0	0	0	0	0	0	0	0	551	0
	HV	0	0	17	0	0	0	7	4	0	0	0	0	0	0	0	0	28	0
	HV%	-	-	5%	-	-	-	5%	12%	-	-	-	-	-	-	-	-	5%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	4	2	0	0	6	0	0	0	0	0	0	0	0	0	0
7:15 AM	3	1	0	0	4	0	0	0	0	0	0	0	1	0	1
7:30 AM	3	1	0	0	4	0	0	0	0	0	0	0	0	0	0
7:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
8:00 AM	5	3	0	0	8	0	0	0	0	0	0	0	0	0	0
8:15 AM	4	2	0	0	6	0	0	0	0	0	0	0	0	0	0
8:30 AM	5	3	0	0	8	0	0	0	0	0	0	0	0	0	0
8:45 AM	3	3	0	0	6	0	0	0	0	0	0	0	0	0	0
Count Total	28	15	0	0	43	0	0	0	0	0	0	0	1	0	1
Peak Hr	17	11	0	0	28	0	0	0	0	0	0	0	0	0	0

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	US 6				US 6				0				DONEGAN RD WB RT				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	4	0	0	0	2	0	0	0	0	0	0	0	0	0	6	0
7:15 AM	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	4	0
7:30 AM	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	4	0
7:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	15
8:00 AM	0	0	5	0	0	0	2	1	0	0	0	0	0	0	0	0	8	17
8:15 AM	0	0	4	0	0	0	1	1	0	0	0	0	0	0	0	0	6	19
8:30 AM	0	0	5	0	0	0	2	1	0	0	0	0	0	0	0	0	8	23
8:45 AM	0	0	3	0	0	0	2	1	0	0	0	0	0	0	0	0	6	28
Count Total	0	0	28	0	0	0	11	4	0	0	0	0	0	0	0	0	43	0
Peak Hour	0	0	17	0	0	0	7	4	0	0	0	0	0	0	0	0	28	0
Two-Hour Count Summaries - Bikes																		
Interval Start	US 6			US 6			0			DONEGAN RD WB RT			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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.																		

**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

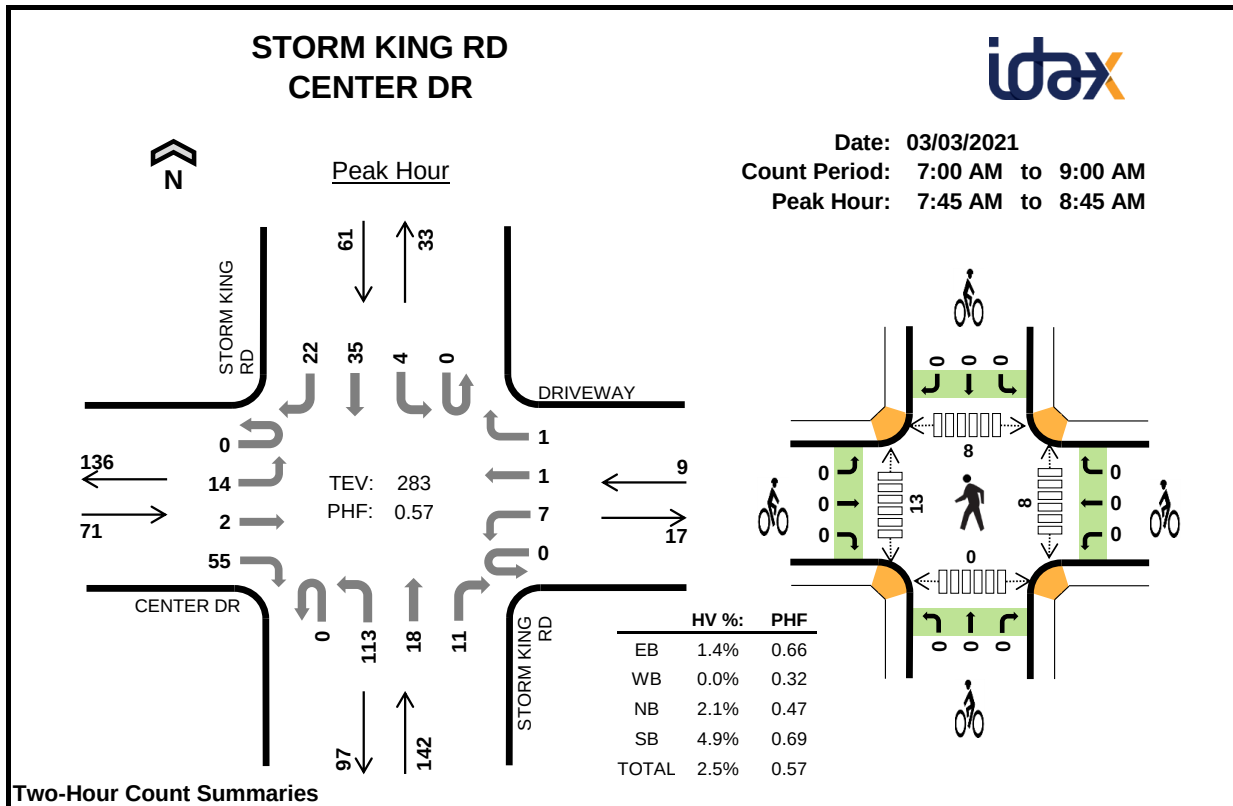
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

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.



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.

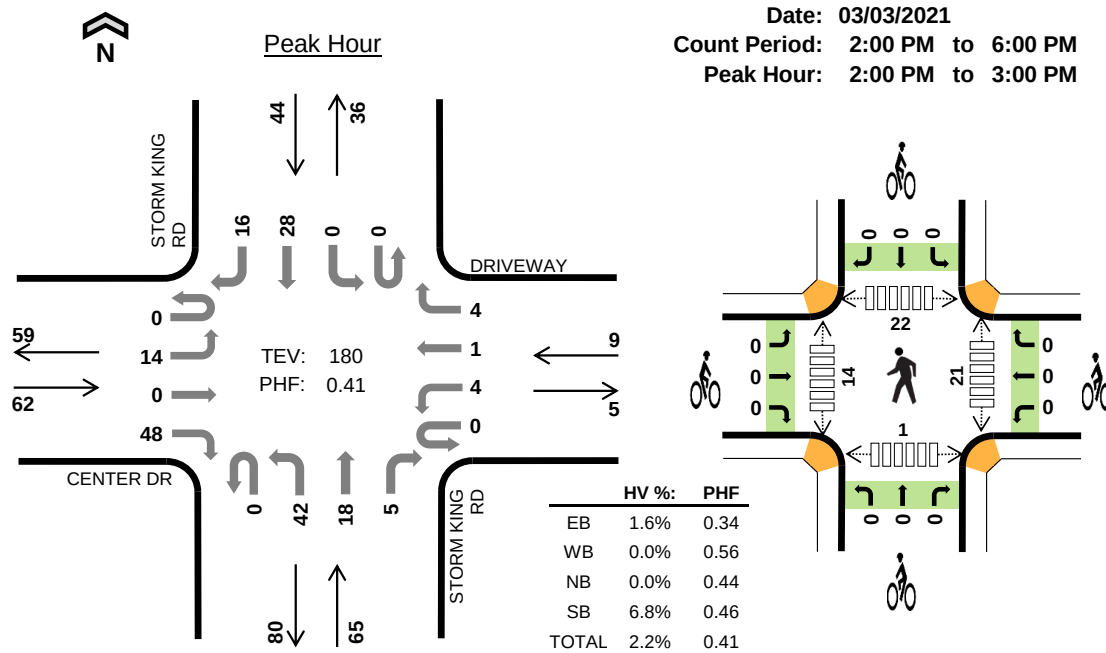
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	4	3	4	0	11
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	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	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	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2
8:30 AM	0	0	0	1	0	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	0	1	0	0	0	2	0	3
Count Total	0	0	0	1	0	0	0	0	0	0	3	1	0	0	1	4	1	11
Peak Hour	0	0	0	1	0	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	0	0	0
7:15 AM	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
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	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
8:45 AM	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
Peak Hour	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.

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.

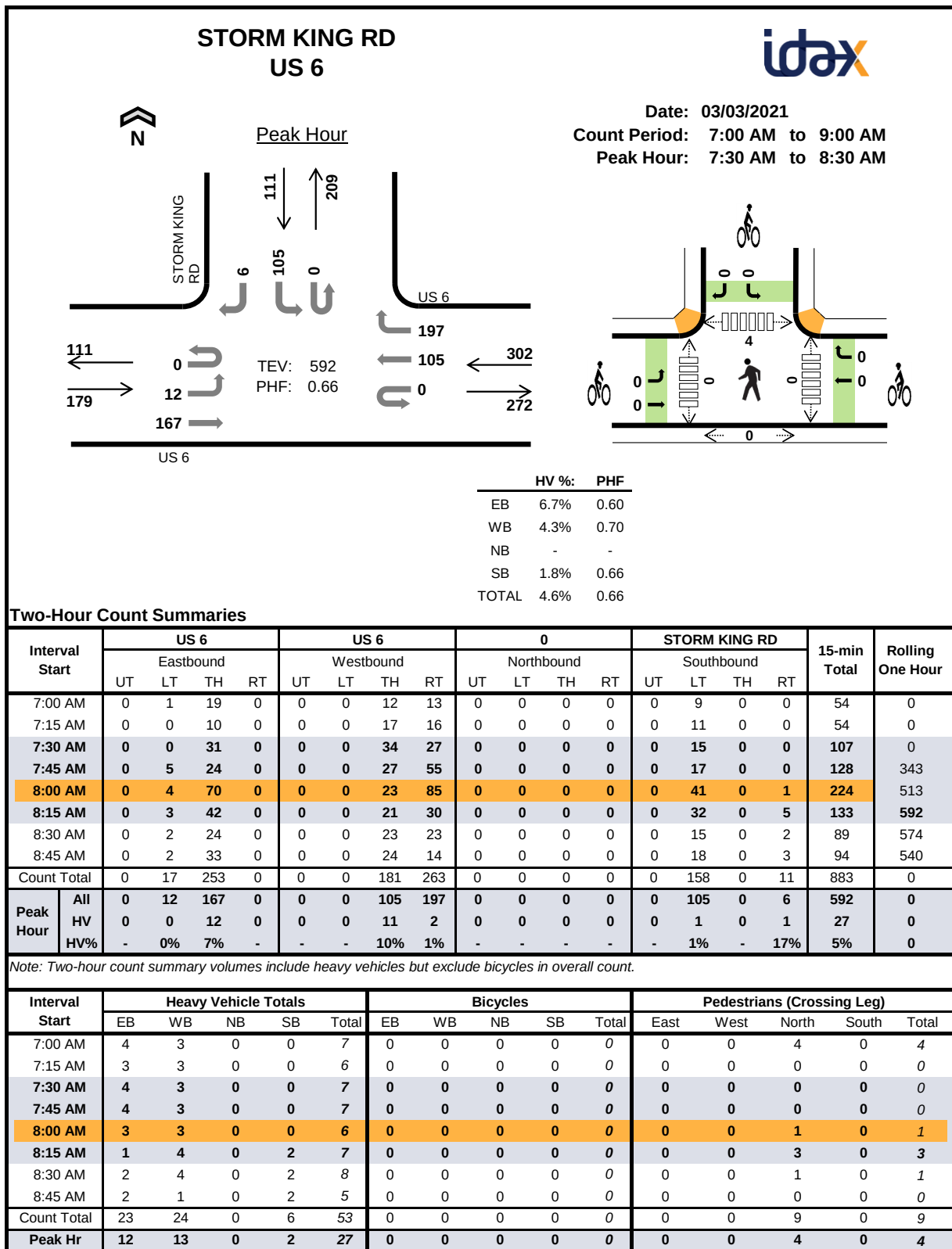
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	0	0	0	3	3	0	0	0	0	0	19	11	22	1	53
2:15 PM	1	0	0	0	1	0	0	0	0	0	2	1	0	0	3
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	2	0	0	2			
2:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:00 PM		1	1	0	1	3	0	0	0	0	0	0	1	3	0	4			
3:15 PM		1	0	0	1	2	0	0	0	0	0	2	1	0	0	3			
3:30 PM		0	0	1	0	1	0	0	0	0	0	0	3	1	0	4			
3:45 PM		0	0	0	0	0	0	0	0	0	0	2	2	0	1	5			
4:00 PM		0	0	0	1	1	0	0	0	0	0	0	0	0	0	0			
4:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:30 PM		0	0	0	1	1	0	0	0	0	0	1	0	0	0	1			
4:45 PM		1	0	0	0	1	0	0	0	0	0	1	0	0	0	1			
5:00 PM		0	0	1	0	1	0	0	0	0	0	1	1	0	0	2			
5:15 PM		0	0	0	0	0	0	0	0	0	0	0	3	0	0	3			
5:30 PM		0	0	0	0	0	0	0	0	0	0	2	0	1	0	3			
5:45 PM		1	0	0	0	1	0	0	0	0	0	0	0	0	0	0			
Count Total		5	1	2	7	15	0	0	0	0	0	30	25	27	2	84			
Peak Hour		1	0	0	3	4	0	0	0	0	0	21	14	22	1	58			

Four-Hour Count Summaries - Heavy Vehicles																			
Interval Start	CENTER DR				DRIVEWAY				STORM KING RD				STORM KING RD				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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 Start	CENTER DR			DRIVEWAY			STORM KING RD			STORM KING RD			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	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
2:45 PM	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
3:15 PM	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
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	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
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	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

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

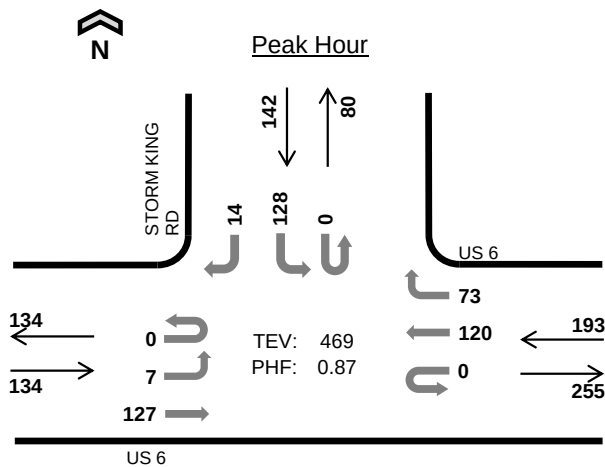


Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	US 6				US 6				0				STORM KING RD				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	4	0	0	0	3	0	0	0	0	0	0	0	0	0	7	0
7:15 AM	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

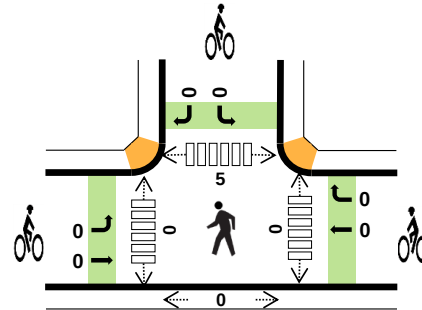
Two-Hour Count Summaries - Bikes																		
Interval Start	US 6			US 6			0			STORM KING RD			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:15 AM	0	0	0	0	0	0	0	0	0	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.

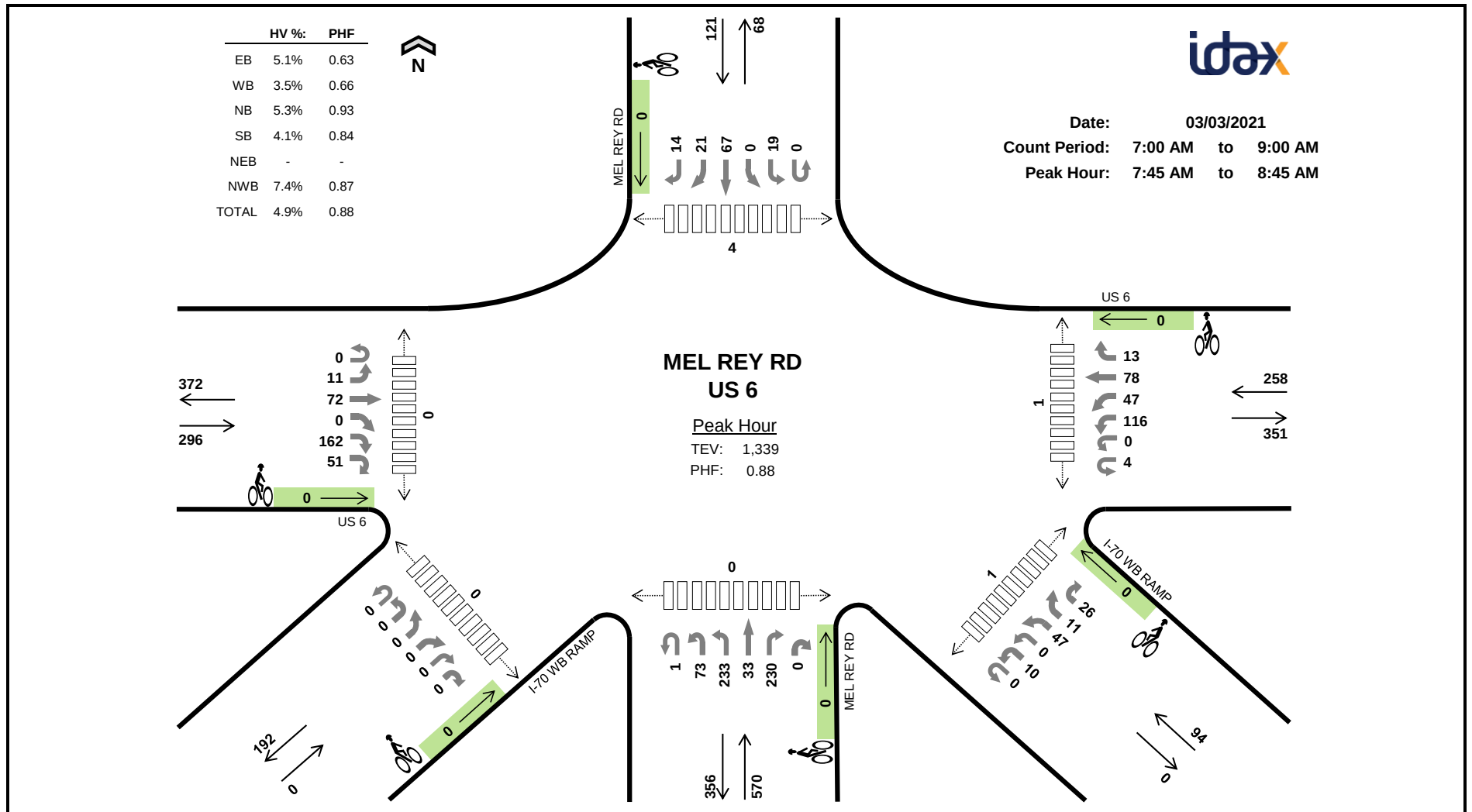
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:15 PM	2	2	0	1	5	0	0	0	0	0	0	0	0	0	0
4:30 PM	1	3	0	1	5	0	0	0	0	0	0	0	1	0	1
4:45 PM	1	2	0	1	4	0	0	0	0	0	0	0	1	0	1
5:00 PM	1	3	0	1	5	0	0	0	0	0	0	0	3	0	3
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)								
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total				
2:00 PM	1	0	0	4	5	0	0	0	0	0	0	0	1	0	1				
2:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	2	0	2				
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0				
3:00 PM	1	1	0	1	3	0	0	0	0	0	0	0	6	0	6				
3:15 PM	2	2	0	0	4	0	0	0	0	0	0	0	1	0	1				
3:30 PM	0	2	0	2	4	0	0	0	0	0	0	0	1	0	1				
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2				
4:00 PM	2	3	0	1	6	0	0	0	0	0	0	0	2	0	2				
4:15 PM	2	2	0	1	5	0	0	0	0	0	0	0	0	0	0				
4:30 PM	1	3	0	1	5	0	0	0	0	0	0	0	1	0	1				
4:45 PM	1	2	0	1	4	0	0	0	0	0	0	0	1	0	1				
5:00 PM	1	3	0	1	5	0	0	0	0	0	0	0	3	0	3				
5:15 PM	1	1	0	0	2	0	0	0	0	0	0	0	1	0	1				
5:30 PM	1	3	0	1	5	0	0	0	0	0	0	0	0	0	0				
5:45 PM	1	3	0	0	4	0	0	0	0	0	0	0	1	0	1				
Count Total		14	26	0	14	54	0	0	0	0	0	0	22	0	22				
Peak Hr		5	10	0	4	19	0	0	0	0	0	0	5	0	5				

Four-Hour Count Summaries - Heavy Vehicles																		
Interval Start	US 6				US 6				0				STORM KING RD				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	4	0	0	5	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	7
3:00 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	3	5
3:15 PM	0	0	2	0	0	0	1	1	0	0	0	0	0	0	0	0	4	8
3:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	2	0	0	4	12
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
4:00 PM	0	0	2	0	0	0	3	0	0	0	0	0	0	1	0	0	6	14
4:15 PM	0	0	2	0	0	0	1	1	0	0	0	0	0	1	0	0	5	15
4:30 PM	0	0	1	0	0	0	3	0	0	0	0	0	0	1	0	0	5	16
4:45 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	1	0	0	4	20
5:00 PM	0	0	1	0	0	0	2	1	0	0	0	0	0	1	0	0	5	19
5:15 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	16
5:30 PM	0	0	1	0	0	0	3	0	0	0	0	0	0	1	0	0	5	16
5:45 PM	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	4	16
Count Total	0	0	14	0	0	0	22	4	0	0	0	0	0	13	0	1	54	0
Peak Hour	0	0	5	0	0	0	8	2	0	0	0	0	0	4	0	0	19	0

Four-Hour Count Summaries - Bikes																		
Interval Start	US 6			US 6			0			STORM KING RD			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:15 PM	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			
2:45 PM	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			
3:15 PM	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			
3:45 PM	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			
4:15 PM	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			
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	0	0	0			
5:15 PM	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			
5:45 PM	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.



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		
7:00 AM		0	2	11	0	15	4	2	0	15	2	10	1	1	15	26	10	33	0	1	3	0	16	2	0	0	0	0	0	0	0	0	6	0	4	0	2	181	0
7:15 AM		0	0	12	0	14	1	0	0	16	7	5	1	0	15	35	6	33	0	0	1	0	9	4	2	0	0	0	0	0	0	2	0	3	0	2	168	0	
7:30 AM		0	2	14	0	31	4	3	0	9	8	13	1	1	18	47	12	36	0	0	2	0	16	6	3	0	0	0	0	0	0	5	0	13	2	2	248	0	
7:45 AM		0	0	9	0	31	7	2	0	10	9	14	3	1	13	81	8	47	0	0	3	0	14	6	4	0	0	0	0	0	0	5	0	14	2	6	289	886	
8:00 AM		0	6	24	0	68	20	0	0	16	8	21	3	0	17	80	15	42	0	0	6	0	20	6	3	0	0	0	0	0	0	4	0	14	5	4	382	1,087	
8:15 AM		0	4	24	0	43	14	0	0	42	16	11	5	0	15	30	7	74	0	0	8	0	18	5	5	0	0	0	0	0	0	1	0	13	3	9	347	1,266	
8:30 AM		0	1	15	0	20	10	2	0	48	14	32	2	0	28	42	3	67	0	0	2	0	15	4	2	0	0	0	0	0	0	0	0	6	1	7	321	1,339	
8:45 AM		0	2	23	0	31	8	2	0	26	11	16	2	1	23	26	14	31	0	0	5	0	17	3	0	0	0	0	0	0	0	0	10	0	16	5	4	276	1,326
Count Total		0	17	132	0	253	68	11	0	182	75	122	18	4	144	367	75	363	0	1	30	0	125	36	19	0	0	0	0	0	0	33	0	83	18	36	2,212	0	
Peak Hour	All	0	11	72	0	162	51	4	0	116	47	78	13	1	73	233	33	230	0	0	19	0	67	21	14	0	0	0	0	0	0	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	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.

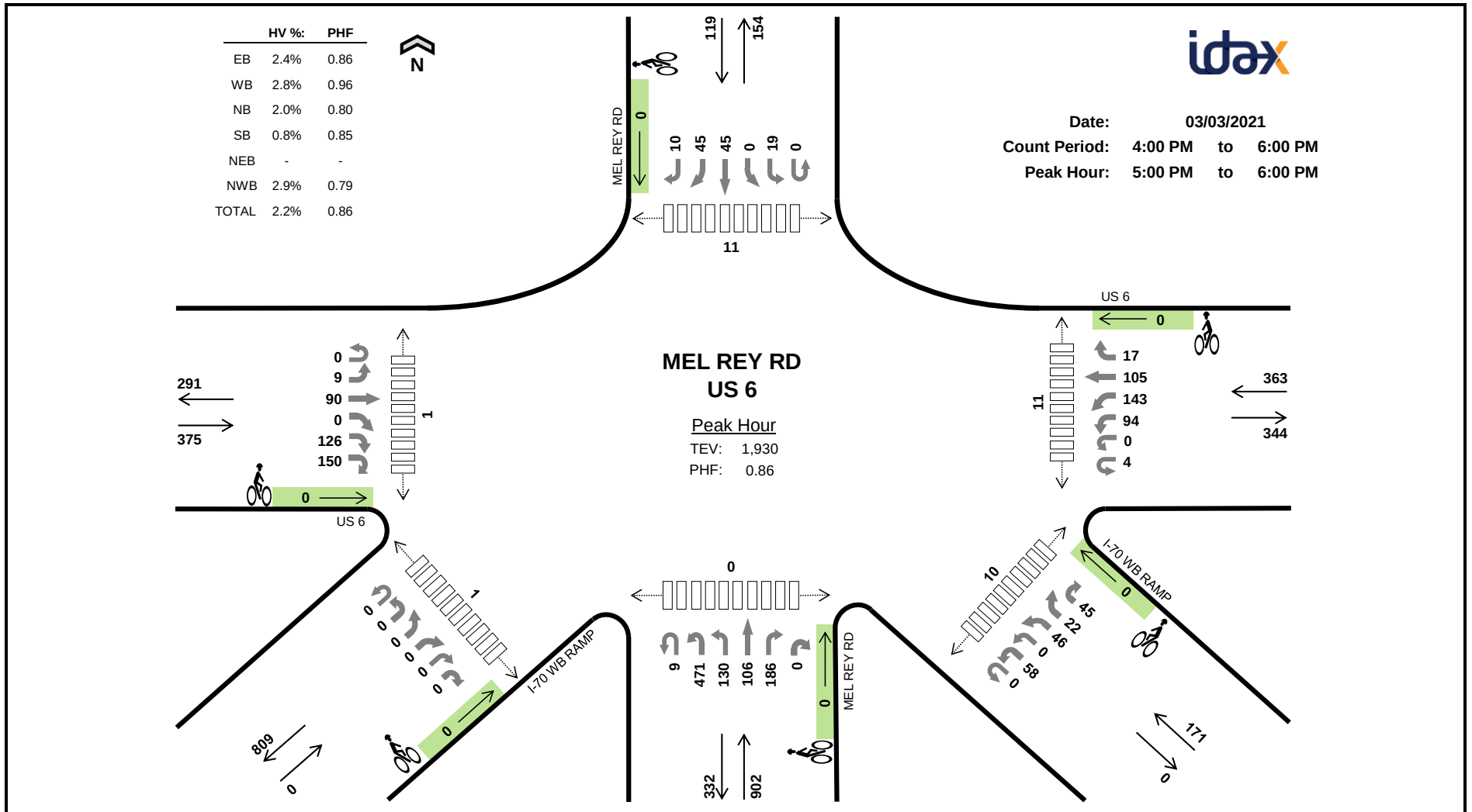
Interval Start	Heavy Vehicle Totals							Bicycles							Pedestrians (Crossing Leg)						
	EB	WB	NB	SB	NEB	NWB	Total	EB	WB	NB	SB	NEB	NWB	Total	East	West	North	South	SE	SW	Total
7:00 AM	3	0	6	0	0	1	10	0	0	0	0	0	0	0	1	0	0	1	0	0	2
7:15 AM	3	2	2	0	0	0	7	0	0	0	0	0	0	0	2	0	2	0	1	0	5
7:30 AM	4	4	3	0	0	1	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	5	0	7	1	0	1	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	2	1	7	1	0	1	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	5	4	7	2	0	4	22	0	0	0	0	0	0	0	0	0	3	0	0	0	3
8:30 AM	3	4	9	1	0	1	18	0	0	0	0	0	0	0	1	0	1	0	1	0	3
8:45 AM	3	1	6	3	0	3	16	0	0	0	0	0	0	0	1	0	1	0	1	0	3
Count Total	28	16	47	8	0	12	111	0	0	0	0	0	0	0	5	0	7	1	3	0	16
Peak Hr	15	9	30	5	0	7	66	0	0	0	0	0	0	0	1	0	4	0	1	0	6

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	US 6						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	1	0	0	0	0	10	0
7:15 AM	0	0	1	0	2	0	0	0	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0
7:30 AM	0	0	1	0	2	1	0	0	0	1	3	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	12	0
7:45 AM	0	0	1	0	2	2	0	0	0	0	0	0	0	1	4	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	14	43
8:00 AM	0	0	0	0	2	0	0	0	0	0	1	0	0	2	1	3	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	12	45
8:15 AM	0	0	3	0	1	1	0	0	0	2	1	1	0	1	3	1	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	2	22	60
8:30 AM	0	0	0	0	2	1	0	0	1	1	2	0	0	4	2	0	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	18	66
8:45 AM	0	0	0	0	3	0	0	0	1	0	0	0	0	2	0	1	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	1	0	1	0	1	16	68
Count Total	0	1	6	0	15	6	0	0	3	5	7	1	0	14	15	6	12	0	0	1	0	7	0	0	0	0	0	0	0	0	0	4	0	4	0	4	111	0
Peak Hour	0	0	4	0	7	4	0	0	1	3	4	1	0	8	10	5	7	0	0	1	0	4	0	0	0	0	0	0	0	0	0	2	0	2	0	3	66	0

Two-Hour Count Summaries - Bikes

[illegible]



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
		US 6														US 6														MEL REY RD														MEL REY RD														I-70 WB RAMP														I-70 WB RAMP															
		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	LT	BL	BR	RT	HR	UT	HL	LT	BL	BR	RT	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	0	17	0	8	4	10	393	0																																																
4:15 PM	0	2	27	0	37	32	1	0	23	19	25	8	1	98	27	24	43	0	0	2	0	12	11	0	0	0	0	0	0	0	0	11	0	21	3	7	434	0																																																	
4:30 PM	0	5	20	0	35	19	0	0	23	26	30	5	0	129	31	30	41	0	1	6	0	14	5	1	0	0	0	0	0	0	0	9	0	11	4	9	454	0																																																	
4:45 PM	0	3	21	0	37	17	0	0	22	21	34	7	0	108	47	27	40	0	0	4	0	18	10	3	0	0	0	0	0	0	0	10	0	11	6	6	452	1,733																																																	
5:00 PM	0	3	20	0	36	50	1	0	20	35	30	2	2	162	34	36	49	0	0	7	0	8	19	1	0	0	0	0	0	0	0	15	0	16	4	14	564	1,904																																																	
5:15 PM	0	2	24	0	33	33	1	0	20	42	27	2	0	106	31	20	53	0	0	5	0	10	12	4	0	0	0	0	0	0	0	14	0	5	4	7	455	1,925																																																	
5:30 PM	0	2	21	0	22	33	1	0	31	34	24	5	5	98	33	25	49	0	0	5	0	17	7	1	0	0	0	0	0	0	0	11	0	12	5	10	451	1,922																																																	
5:45 PM	0	2	25	0	35	34	1	0	23	32	24	8	2	105	32	25	35	0	0	2	0	10	7	4	0	0	0	0	0	0	0	18	0	13	9	14	460	1,930																																																	
Count Total	0	21	173	0	269	240	5	0	188	244	216	40	11	872	268	202	360	0	1	40	0	97	82	16	0	0	0	0	0	0	0	105	0	97	39	77	3,663	0																																																	
Peak Hour	All HV	0	9	90	0	126	150	4	0	94	143	105	17	9	471	130	106	186	0	0	19	0	45	45	10	0	0	0	0	0	0	58	0	46	22	45	1,930	0																																																	
Hour	HV%	0	0	3	0	3	3	0	0	2	6	2	0	0	6	8	0	4	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	2	1	43	0																																																	
		-	0%	3%	-	2%	2%	0%	-	2%	4%	2%	0%	0%	1%	6%	0%	2%	0%	-	0%	-	0%	2%	0%	-	-	-	-	-	-	0%	-	4%	9%	2%	2%	0																																																	

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

Interval Start	Heavy Vehicle Totals							Bicycles							Pedestrians (Crossing Leg)						
	EB	WB	NB	SB	NEB	NWB	Total	EB	WB	NB	SB	NEB	NWB	Total	East	West	North	South	SE	SW	Total
4:00 PM	1	3	6	0	0	2	12	0	0	0	0	0	0	0	1	0	1	0	1	0	3
4:15 PM	6	2	5	0	0	6	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	1	2	2	0	0	1	6	0	0	0	0	0	0	0	0	0	1	0	0	0	1
4:45 PM	4	2	5	1	0	0	12	0	0	0	0	0	0	0	2	0	2	0	3	0	7
5:00 PM	0	7	3	0	0	0	10	0	0	0	0	0	0	0	2	0	1	0	1	0	4
5:15 PM	4	1	6	0	0	2	13	0	0	0	0	0	0	0	3	0	4	0	3	0	10
5:30 PM	0	1	3	1	0	2	7	0	0	0	0	0	0	0	1	1	0	0	1	1	4
5:45 PM	5	1	6	0	0	1	13	0	0	0	0	0	0	0	5	0	6	0	5	0	16
Count Total	21	19	36	2	0	14	92	0	0	0	0	0	0	0	14	1	15	0	14	1	45
Peak Hr	9	10	18	1	0	5	43	0	0	0	0	0	0	0	11	1	11	0	10	1	34

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	0	0	0	1	0		0	0	1	1	1	0		0	3	2	0	1	0		0	0	0	0	0	0		0	0	0	0	0	0		0	1	0	0	0	1		12	0	
4:15 PM	0	0	1	0	4	1		0	0	0	0	2	0		0	2	2	0	1	0		0	0	0	0	0	0		0	0	0	0	0	0		0	1	0	1	1	3		19	0	
4:30 PM	0	0	0	0	0	1		0	0	0	2	0		0	2	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	1		6	0		
4:45 PM	0	0	1	0	3	0		0	0	0	0	1	1		0	1	3	0	1	0		0	0	0	1	0	0		0	0	0	0	0	0		0	0	0	0	0	0		12	49	
5:00 PM	0	0	0	0	0	0		0	0	1	5	1	0		0	2	1	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		10	47	
5:15 PM	0	0	2	0	1	1		0	0	1	0	0	0		0	2	2	0	2	0		0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	1	1	0		13	41	
5:30 PM	0	0	0	0	0	0		0	0	0	1	0	0		0	1	1	0	1	0		0	0	0	0	1	0		0	0	0	0	0	0		0	0	0	0	1	1		7	42	
5:45 PM	0	0	1	0	2	2		0	0	0	0	1	0		0	1	4	0	1	0		0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	1	0	0		13	43	
Count Total	0	0	5	0	11	5		0	0	3	9	6	1		0	14	15	0	7	0		0	0	0	1	1	0		0	0	0	0	0	0		0	2	0	3	3	6		92	0	
Peak Hour	0	0	3	0	3	3		0	0	2	6	2	0		0	6	8	0	4	0		0	0	0	0	1	0		0	0	0	0	0	0		0	0	0	2	2	1		43	0	

[illegible]

STORM KING RD DONEGAN RD

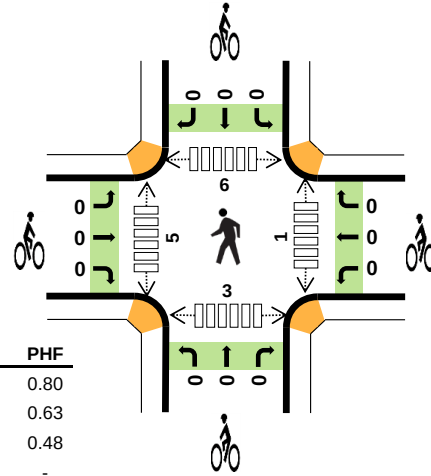
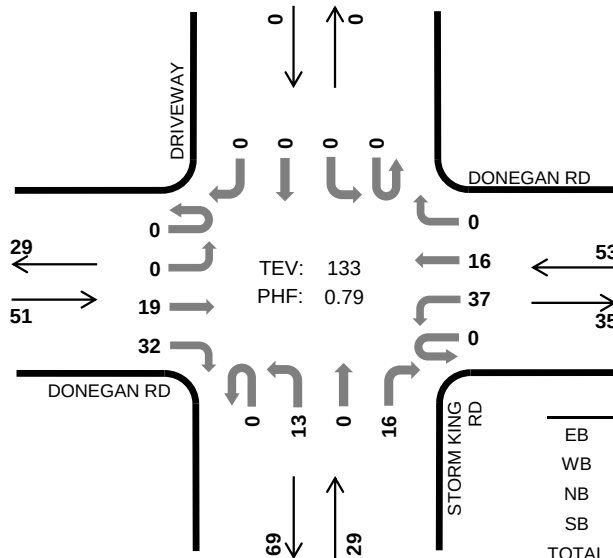


Peak Hour

Date: 03/03/2021

Count Period: 7:00 AM to 9:00 AM

Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
EB	2.0%	0.80
WB	3.8%	0.63
NB	0.0%	0.48
SB	-	-
TOTAL	2.3%	0.79

Two-Hour Count Summaries

Interval Start		DONEGAN RD				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	5	4	0	0	1	0	0	0	0	2	0	0	0	0	12	0
7:15 AM		0	0	1	8	0	2	0	0	0	4	0	0	0	0	0	0	15	0
7:30 AM		0	0	5	11	0	3	2	0	0	2	0	0	0	0	0	0	23	0
7:45 AM		0	0	1	10	0	8	6	0	0	3	0	3	0	0	0	0	31	81
8:00 AM		0	0	7	8	0	16	5	0	0	4	0	2	0	0	0	0	42	111
8:15 AM		0	0	6	3	0	10	3	0	0	4	0	11	0	0	0	0	37	133
8:30 AM		0	0	6	5	0	3	2	0	0	5	0	1	0	0	0	0	22	132
8:45 AM		0	0	1	3	0	5	2	0	0	4	0	3	0	0	0	0	18	119
Count Total		0	0	32	52	0	47	21	0	0	26	0	22	0	0	0	0	200	0
Peak Hour	All	0	0	19	32	0	37	16	0	0	13	0	16	0	0	0	0	133	0
	HV	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	3	0
	HV%	-	-	5%	0%	-	5%	0%	-	-	0%	-	0%	-	-	-	-	2%	0

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

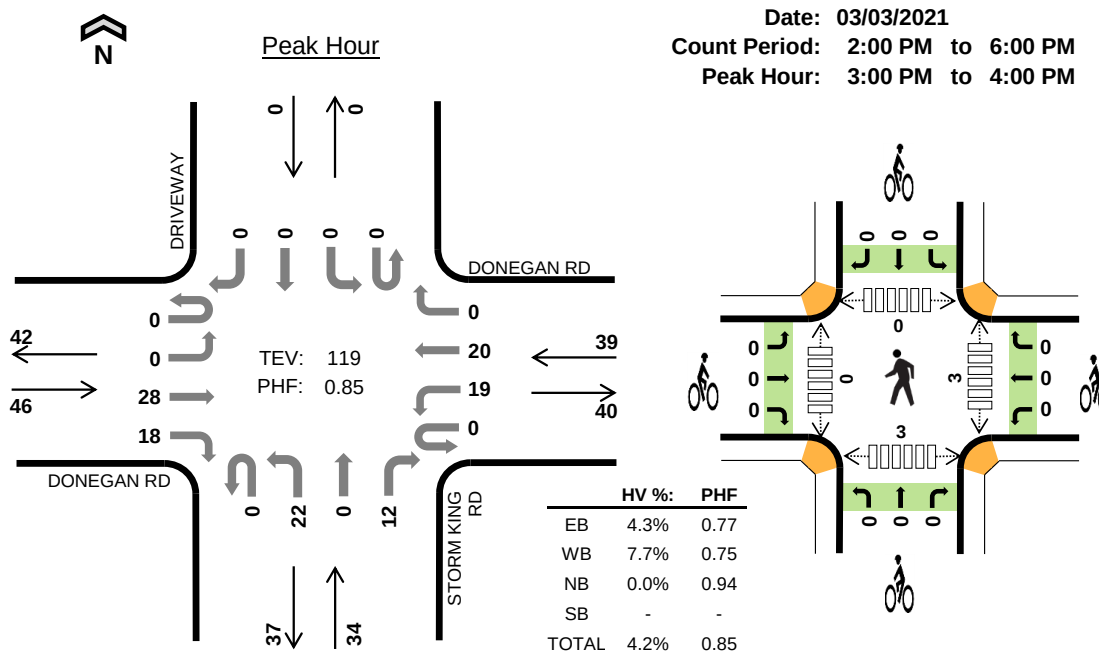
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	3	1	0	0	4	0	0	0	0	0	0	0	0	0	0
7:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	1	3
8:00 AM	0	1	0	0	1	0	0	0	0	0	0	5	5	2	12
8:15 AM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
8:45 AM	1	1	1	0	3	0	0	0	0	0	0	0	0	0	0
Count Total	6	5	1	0	12	0	0	0	0	0	1	5	7	3	16
Peak Hour	1	2	0	0	3	0	0	0	0	0	1	5	6	3	15

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	DONEGAN RD				DONEGAN RD				STORM KING RD				DRIVEWAY				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	4	0
7:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
8:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	2
8:15 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	3
8:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	4
8:45 AM	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	3	7
Count Total	0	0	4	2	0	4	1	0	0	0	0	1	0	0	0	0	12	0
Peak Hour	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	3	0

Two-Hour Count Summaries - Bikes																
Interval Start	DONEGAN RD			DONEGAN RD			STORM KING RD			DRIVEWAY			15-min Total	Rolling One Hour		
	Eastbound			Westbound			Northbound			Southbound						
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT				
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0		

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

STORM KING RD DONEGAN RD



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)

Independent 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. T = 10 Average Vehicle Trip Ends 2 entering 8 exiting 2 + 8 = 10
--	--

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (Series 200 Page 33)

$\ln(T) = 0.89 \ln(X) - 0.02$ $\ln(T) = 0.89 * \ln(20.0) - 0.02$	Directional Distribution: 63% ent. 37% exit. T = 14 Average Vehicle Trip Ends 9 entering 5 exiting 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. T = 110 Average Vehicle Trip Ends 55 entering 55 exiting 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. T = -12 Average Vehicle Trip Ends -6 entering -6 exiting -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 = 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		↕			↕			↕			↕	
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	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1357	-	-	424	179	1436	-	-				
HCM Lane V/C Ratio	0.251	-	-	0.393	0.349	0.01	-	-				
HCM Control Delay (s)	8.5	0	-	18.9	35.5	7.5	0	-				
HCM Lane LOS	A	A	-	C	E	A	A	-				
HCM 95th %tile Q(veh)	1	-	-	1.8	1.5	0	-	-				

Intersection												
Int Delay, s/veh	6.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	0	80	10	5	10	75	155	10	0	155	25
Future Vol, veh/h	20	0	80	10	5	10	75	155	10	0	155	25
Conflicting Peds, #/hr	22	0	1	1	0	22	14	0	21	21	0	14
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	34	34	50	56	56	56	50	70	44	46	70	46
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	59	0	160	18	9	18	150	221	23	0	221	54
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	830	827	263	883	843	276	289	0	0	265	0	0
Stage 1	262	262	-	554	554	-	-	-	-	-	-	-
Stage 2	568	565	-	329	289	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	289	307	776	266	300	763	1273	-	-	1299	-	-
Stage 1	743	691	-	517	514	-	-	-	-	-	-	-
Stage 2	508	508	-	684	673	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	237	256	765	184	250	732	1256	-	-	1273	-	-
Mov Cap-2 Maneuver	237	256	-	184	250	-	-	-	-	-	-	-
Stage 1	632	682	-	436	434	-	-	-	-	-	-	-
Stage 2	409	429	-	540	664	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	18.7		20		3.1		0					
HCM LOS	C		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1256	-	-	478	284	1273	-	-				
HCM Lane V/C Ratio	0.119	-	-	0.458	0.157	-	-	-				
HCM Control Delay (s)	8.3	0	-	18.7	20	0	-	-				
HCM Lane LOS	A	A	-	C	C	A	-	-				
HCM 95th %tile Q(veh)	0.4	-	-	2.4	0.5	0	-	-				

Intersection												
Int Delay, s/veh	10.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	5	85	35	10	5	160	60	30	10	100	35
Future Vol, veh/h	20	5	85	35	10	5	160	60	30	10	100	35
Conflicting Peds, #/hr	8	0	0	0	0	8	14	0	8	8	0	14
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	66	75	66	75	75	75	47	70	80	69	75	69
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	30	7	129	47	13	7	340	86	38	14	133	51
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1004	1013	173	1048	1019	121	198	0	0	132	0	0
Stage 1	201	201	-	793	793	-	-	-	-	-	-	-
Stage 2	803	812	-	255	226	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	220	239	871	206	237	930	1375	-	-	1453	-	-
Stage 1	801	735	-	382	400	-	-	-	-	-	-	-
Stage 2	377	392	-	749	717	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	158	169	859	132	168	916	1357	-	-	1442	-	-
Mov Cap-2 Maneuver	158	169	-	132	168	-	-	-	-	-	-	-
Stage 1	577	717	-	277	290	-	-	-	-	-	-	-
Stage 2	259	284	-	624	700	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	18.3		46.5		6.3		0.5					
HCM LOS	C		E									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1357	-	-	435	151	1442	-	-				
HCM Lane V/C Ratio	0.251	-	-	0.381	0.442	0.01	-	-				
HCM Control Delay (s)	8.5	0	-	18.3	46.5	7.5	0	-				
HCM Lane LOS	A	A	-	C	E	A	A	-				
HCM 95th %tile Q(veh)	1	-	-	1.8	2	0	-	-				

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												
Traffic Vol, veh/h	20	1	80	25	10	10	75	155	35	0	155	25
Future Vol, veh/h	20	1	80	25	10	10	75	155	35	0	155	25
Conflicting Peds, #/hr	22	0	1	1	0	22	14	0	21	21	0	14
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	34	34	50	56	56	56	50	70	60	46	70	46
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	59	3	160	45	18	18	150	221	58	0	221	54
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	852	862	263	902	860	293	289	0	0	300	0	0
Stage 1	262	262	-	571	571	-	-	-	-	-	-	-
Stage 2	590	600	-	331	289	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	280	293	776	259	294	746	1273	-	-	1261	-	-
Stage 1	743	691	-	506	505	-	-	-	-	-	-	-
Stage 2	494	490	-	682	673	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	222	243	765	177	244	716	1256	-	-	1236	-	-
Mov Cap-2 Maneuver	222	243	-	177	244	-	-	-	-	-	-	-
Stage 1	629	682	-	426	425	-	-	-	-	-	-	-
Stage 2	388	412	-	537	664	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	20.1		29			2.9			0			
HCM LOS	C		D									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1256	-	-	456	229	1236	-	-				
HCM Lane V/C Ratio	0.119	-	-	0.486	0.351	-	-	-				
HCM Control Delay (s)	8.3	0	-	20.1	29	0	-	-				
HCM Lane LOS	A	A	-	C	D	A	-	-				
HCM 95th %tile Q(veh)	0.4	-	-	2.6	1.5	0	-	-				

Intersection	
Intersection Delay, s/veh	13.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	20	5	85	35	10	5	160	60	30	10	100	35
Future Vol, veh/h	20	5	85	35	10	5	160	60	30	10	100	35
Peak Hour Factor	0.66	0.75	0.66	0.75	0.75	0.75	0.47	0.70	0.80	0.69	0.75	0.69
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	30	7	129	47	13	7	340	86	38	14	133	51
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB	WB		NB		SB						
Opposing Approach	WB	EB		SB		NB						
Opposing Lanes	1	1		1		1						
Conflicting Approach Left	SB	NB		EB		WB						
Conflicting Lanes Left	1	1		1		1						
Conflicting Approach Right	NB	SB		WB		EB						
Conflicting Lanes Right	1	1		1		1						
HCM Control Delay	10	9.8		16.3		10.1						
HCM LOS	A	A		C		B						

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	64%	18%	70%	7%
Vol Thru, %	24%	5%	20%	69%
Vol Right, %	12%	77%	10%	24%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	250	110	50	145
LT Vol	160	20	35	10
Through Vol	60	5	10	100
RT Vol	30	85	5	35
Lane Flow Rate	464	166	67	199
Geometry Grp	1	1	1	1
Degree of Util (X)	0.638	0.244	0.111	0.281
Departure Headway (Hd)	4.953	5.292	5.988	5.09
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	733	678	597	705
Service Time	2.953	3.334	4.037	3.125
HCM Lane V/C Ratio	0.633	0.245	0.112	0.282
HCM Control Delay	16.3	10	9.8	10.1
HCM Lane LOS	C	A	A	B
HCM 95th-tile Q	4.6	1	0.4	1.2

Intersection	
Intersection Delay, s/veh	13.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	20	1	80	25	10	10	75	155	35	0	155	25
Future Vol, veh/h	20	1	80	25	10	10	75	155	35	0	155	25
Peak Hour Factor	0.34	0.34	0.50	0.56	0.56	0.56	0.50	0.70	0.60	0.46	0.70	0.46
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	59	3	160	45	18	18	150	221	58	0	221	54
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB	WB		NB		SB						
Opposing Approach	WB	EB		SB		NB						
Opposing Lanes	1	1		1		1						
Conflicting Approach Left	SB	NB		EB		WB						
Conflicting Lanes Left	1	1		1		1						
Conflicting Approach Right	NB	SB		WB		EB						
Conflicting Lanes Right	1	1		1		1						
HCM Control Delay	11.4	10.3		16.5		12.2						
HCM LOS	B	B		C		B						

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	28%	20%	56%	0%
Vol Thru, %	58%	1%	22%	86%
Vol Right, %	13%	79%	22%	14%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	265	101	45	180
LT Vol	75	20	25	0
Through Vol	155	1	10	155
RT Vol	35	80	10	25
Lane Flow Rate	430	222	80	276
Geometry Grp	1	1	1	1
Degree of Util (X)	0.623	0.338	0.139	0.412
Departure Headway (Hd)	5.216	5.495	6.208	5.377
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	692	652	575	667
Service Time	3.261	3.555	4.281	3.429
HCM Lane V/C Ratio	0.621	0.34	0.139	0.414
HCM Control Delay	16.5	11.4	10.3	12.2
HCM Lane LOS	C	B	B	B
HCM 95th-tile Q	4.4	1.5	0.5	2

Intersection												
Int Delay, s/veh	11.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	25	5	90	10	5	5	175	60	20	10	105	35
Future Vol, veh/h	25	5	90	10	5	5	175	60	20	10	105	35
Conflicting Peds, #/hr	8	0	0	0	0	8	14	0	8	8	0	14
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	66	66	66	32	32	32	47	70	47	69	75	69
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	38	8	136	31	16	16	372	86	43	14	140	51
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1084	1089	180	1126	1093	124	205	0	0	137	0	0
Stage 1	208	208	-	860	860	-	-	-	-	-	-	-
Stage 2	876	881	-	266	233	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	194	215	863	182	214	927	1366	-	-	1447	-	-
Stage 1	794	730	-	351	373	-	-	-	-	-	-	-
Stage 2	344	365	-	739	712	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	131	146	851	111	145	913	1348	-	-	1436	-	-
Mov Cap-2 Maneuver	131	146	-	111	145	-	-	-	-	-	-	-
Stage 1	549	712	-	244	259	-	-	-	-	-	-	-
Stage 2	221	254	-	607	695	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	24.5		43.5		6.5		0.5					
HCM LOS	C		E									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1348	-	-	363	154	1436	-	-				
HCM Lane V/C Ratio	0.276	-	-	0.501	0.406	0.01	-	-				
HCM Control Delay (s)	8.7	0	-	24.5	43.5	7.5	0	-				
HCM Lane LOS	A	A	-	C	E	A	A	-				
HCM 95th %tile Q(veh)	1.1	-	-	2.7	1.8	0	-	-				

Intersection												
Int Delay, s/veh	8.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	25	0	90	10	5	10	80	155	10	0	160	25
Future Vol, veh/h	25	0	90	10	5	10	80	155	10	0	160	25
Conflicting Peds, #/hr	22	0	1	1	0	22	14	0	21	21	0	14
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	34	34	50	56	56	56	50	70	44	46	70	46
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	74	0	180	18	9	18	160	221	23	0	229	54
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	858	855	271	921	871	276	297	0	0	265	0	0
Stage 1	270	270	-	574	574	-	-	-	-	-	-	-
Stage 2	588	585	-	347	297	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	277	296	768	251	289	763	1264	-	-	1299	-	-
Stage 1	736	686	-	504	503	-	-	-	-	-	-	-
Stage 2	495	498	-	669	668	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	225	244	757	166	238	732	1247	-	-	1273	-	-
Mov Cap-2 Maneuver	225	244	-	166	238	-	-	-	-	-	-	-
Stage 1	618	677	-	420	420	-	-	-	-	-	-	-
Stage 2	394	415	-	509	659	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	22.9		21.5			3.3			0			
HCM LOS	C		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1247	-	-	449	263	1273	-	-				
HCM Lane V/C Ratio	0.128	-	-	0.565	0.17	-	-	-				
HCM Control Delay (s)	8.3	0	-	22.9	21.5	0	-	-				
HCM Lane LOS	A	A	-	C	C	A	-	-				
HCM 95th %tile Q(veh)	0.4	-	-	3.4	0.6	0	-	-				

Intersection												
Intersection Delay, s/veh	13.5											
Intersection LOS	B											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	25	5	90	35	10	5	175	60	30	10	105	35
Future Vol, veh/h	25	5	90	35	10	5	175	60	30	10	105	35
Peak Hour Factor	0.70	0.75	0.70	0.75	0.75	0.75	0.50	0.75	0.80	0.70	0.75	0.70
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	36	7	129	47	13	7	350	80	38	14	140	50
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	10.2			9.9			16.7			10.3		
HCM LOS	B			A			C			B		
Lane	NBLn1	EBLn1	WBLn1	SBLn1								
Vol Left, %	66%	21%	70%	7%								
Vol Thru, %	23%	4%	20%	70%								
Vol Right, %	11%	75%	10%	23%								
Sign Control	Stop	Stop	Stop	Stop								
Traffic Vol by Lane	265	120	50	150								
LT Vol	175	25	35	10								
Through Vol	60	5	10	105								
RT Vol	30	90	5	35								
Lane Flow Rate	468	171	67	204								
Geometry Grp	1	1	1	1								
Degree of Util (X)	0.649	0.254	0.112	0.291								
Departure Headway (Hd)	4.994	5.346	6.038	5.129								
Convergence, Y/N	Yes	Yes	Yes	Yes								
Cap	729	670	592	701								
Service Time	2.994	3.391	4.09	3.166								
HCM Lane V/C Ratio	0.642	0.255	0.113	0.291								
HCM Control Delay	16.7	10.2	9.9	10.3								
HCM Lane LOS	C	B	A	B								
HCM 95th-tile Q	4.8	1	0.4	1.2								

Intersection

Intersection Delay, s/veh 14.8

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	25	1	90	25	10	10	80	155	35	0	160	25
Future Vol, veh/h	25	1	90	25	10	10	80	155	35	0	160	25
Peak Hour Factor	0.34	0.34	0.50	0.56	0.56	0.56	0.50	0.70	0.60	0.46	0.70	0.46
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	74	3	180	45	18	18	160	221	58	0	229	54
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	12.4	10.6	18.2	12.9
HCM LOS	B	B	C	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	30%	22%	56%	0%
Vol Thru, %	57%	1%	22%	86%
Vol Right, %	13%	78%	22%	14%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	270	116	45	185
LT Vol	80	25	25	0
Through Vol	155	1	10	160
RT Vol	35	90	10	25
Lane Flow Rate	440	256	80	283
Geometry Grp	1	1	1	1
Degree of Util (X)	0.656	0.399	0.143	0.436
Departure Headway (Hd)	5.369	5.6	6.392	5.544
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	668	639	556	645
Service Time	3.429	3.673	4.487	3.612
HCM Lane V/C Ratio	0.659	0.401	0.144	0.439
HCM Control Delay	18.2	12.4	10.6	12.9
HCM Lane LOS	C	B	B	B
HCM 95th-tile Q	4.9	1.9	0.5	2.2

Intersection						
Int Delay, s/veh	3.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	16	225	142	266	142	8
Future Vol, veh/h	16	225	142	266	142	8
Conflicting Peds, #/hr	5	0	0	5	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	66	66	66	66	66	66
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	341	215	403	215	12
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	623	0	-	0	609	220
Stage 1	-	-	-	-	220	-
Stage 2	-	-	-	-	389	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	958	-	-	-	458	820
Stage 1	-	-	-	-	817	-
Stage 2	-	-	-	-	685	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	953	-	-	-	439	816
Mov Cap-2 Maneuver	-	-	-	-	531	-
Stage 1	-	-	-	-	788	-
Stage 2	-	-	-	-	682	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.6	0		16.4		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	953	-	-	-	541	
HCM Lane V/C Ratio	0.025	-	-	-	0.42	
HCM Control Delay (s)	8.9	0	-	-	16.4	
HCM Lane LOS	A	A	-	-	C	
HCM 95th %tile Q(veh)	0.1	-	-	-	2.1	

Intersection						
Int Delay, s/veh	4.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	171	162	99	173	19
Future Vol, veh/h	9	171	162	99	173	19
Conflicting Peds, #/hr	10	0	0	10	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	197	186	114	199	22
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	310	0	-	0	413	196
Stage 1	-	-	-	-	196	-
Stage 2	-	-	-	-	217	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1250	-	-	-	595	845
Stage 1	-	-	-	-	837	-
Stage 2	-	-	-	-	819	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1238	-	-	-	578	837
Mov Cap-2 Maneuver	-	-	-	-	636	-
Stage 1	-	-	-	-	821	-
Stage 2	-	-	-	-	811	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.4	0		13.3		
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1238	-	-	-	651	
HCM Lane V/C Ratio	0.008	-	-	-	0.339	
HCM Control Delay (s)	7.9	0	-	-	13.3	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	1.5	

Intersection						
Int Delay, s/veh	3.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↑	↗	↘	
Traffic Vol, veh/h	20	235	150	270	145	10
Future Vol, veh/h	20	235	150	270	145	10
Conflicting Peds, #/hr	5	0	0	5	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	66	66	66	66	66	66
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	30	356	227	409	220	15
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	641	0	-	0	648	232
Stage 1	-	-	-	-	232	-
Stage 2	-	-	-	-	416	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	943	-	-	-	435	807
Stage 1	-	-	-	-	807	-
Stage 2	-	-	-	-	666	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	939	-	-	-	413	803
Mov Cap-2 Maneuver	-	-	-	-	511	-
Stage 1	-	-	-	-	771	-
Stage 2	-	-	-	-	663	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.7	0		17.4		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	939	-	-	-	523	
HCM Lane V/C Ratio	0.032	-	-	-	0.449	
HCM Control Delay (s)	9	0	-	-	17.4	
HCM Lane LOS	A	A	-	-	C	
HCM 95th %tile Q(veh)	0.1	-	-	-	2.3	

Intersection						
Int Delay, s/veh	4.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	190	180	100	175	20
Future Vol, veh/h	10	190	180	100	175	20
Conflicting Peds, #/hr	10	0	0	10	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	218	207	115	201	23
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	332	0	-	0	457	217
Stage 1	-	-	-	-	217	-
Stage 2	-	-	-	-	240	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1227	-	-	-	562	823
Stage 1	-	-	-	-	819	-
Stage 2	-	-	-	-	800	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1215	-	-	-	545	815
Mov Cap-2 Maneuver	-	-	-	-	613	-
Stage 1	-	-	-	-	803	-
Stage 2	-	-	-	-	792	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.4	0		13.9		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1215	-	-	-	629	
HCM Lane V/C Ratio	0.009	-	-	-	0.356	
HCM Control Delay (s)	8	0	-	-	13.9	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	1.6	

Intersection

Int Delay, s/veh 4.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	25	235	150	280	165	15
Future Vol, veh/h	25	235	150	280	165	15
Conflicting Peds, #/hr	5	0	0	5	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	66	66	66	66	66	66
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	356	227	424	250	23

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	656	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	931	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	927	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

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] %				[Veh. veh	Dist] ft				
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.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com
Organisation: KIMLEY-HORN & ASSOCIATES INC | Licence: NETWORK / Enterprise | Processed: Wednesday, March 10, 2021 3:33:56 PM
Project: C:\Users\tyler.smith\Desktop\Roundabouts.sip9

MOVEMENT SUMMARY

 Site: 101 [2021 Existing Adjusted PM (Site Folder: General)]

New Site

Site Category: (None)

Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		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.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com
Organisation: KIMLEY-HORN & ASSOCIATES INC | Licence: NETWORK / Enterprise | Processed: Wednesday, March 10, 2021 3:38:09 PM
Project: C:\Users\tyler.smith\Desktop\Roundabouts.sip9

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.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com
Organisation: KIMLEY-HORN & ASSOCIATES INC | Licence: NETWORK / Enterprise | Processed: Wednesday, March 10, 2021 3:34:54 PM
Project: C:\Users\tyler.smith\Desktop\Roundabouts.sip9

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] %				[Veh. veh	Dist] ft				
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.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com
Organisation: KIMLEY-HORN & ASSOCIATES INC | Licence: NETWORK / Enterprise | Processed: Wednesday, March 10, 2021 3:38:50 PM
Project: C:\Users\tyler.smith\Desktop\Roundabouts.sip9

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.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com
Organisation: KIMLEY-HORN & ASSOCIATES INC | Licence: NETWORK / Enterprise | Processed: Wednesday, March 10, 2021 3:35:37 PM
Project: C:\Users\tyler.smith\Desktop\Roundabouts.sip9

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.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com
Organisation: KIMLEY-HORN & ASSOCIATES INC | Licence: NETWORK / Enterprise | Processed: Wednesday, March 10, 2021 3:39:13 PM
Project: C:\Users\tyler.smith\Desktop\Roundabouts.sip9

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.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com
Organisation: KIMLEY-HORN & ASSOCIATES INC | Licence: NETWORK / Enterprise | Processed: Wednesday, March 10, 2021 4:03:14 PM
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] %				[Veh. veh	Dist] ft				
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.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com
Organisation: KIMLEY-HORN & ASSOCIATES INC | Licence: NETWORK / Enterprise | Processed: Wednesday, March 10, 2021 4:04:46 PM
Project: C:\Users\tyler.smith\Desktop\Roundabouts.sip9

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.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com
Organisation: KIMLEY-HORN & ASSOCIATES INC | Licence: NETWORK / Enterprise | Processed: Wednesday, March 10, 2021 4:03:54 PM
Project: C:\Users\tyler.smith\Desktop\Roundabouts.sip9

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.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com
Organisation: KIMLEY-HORN & ASSOCIATES INC | Licence: NETWORK / Enterprise | Processed: Wednesday, March 10, 2021 4:05:27 PM
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	-	

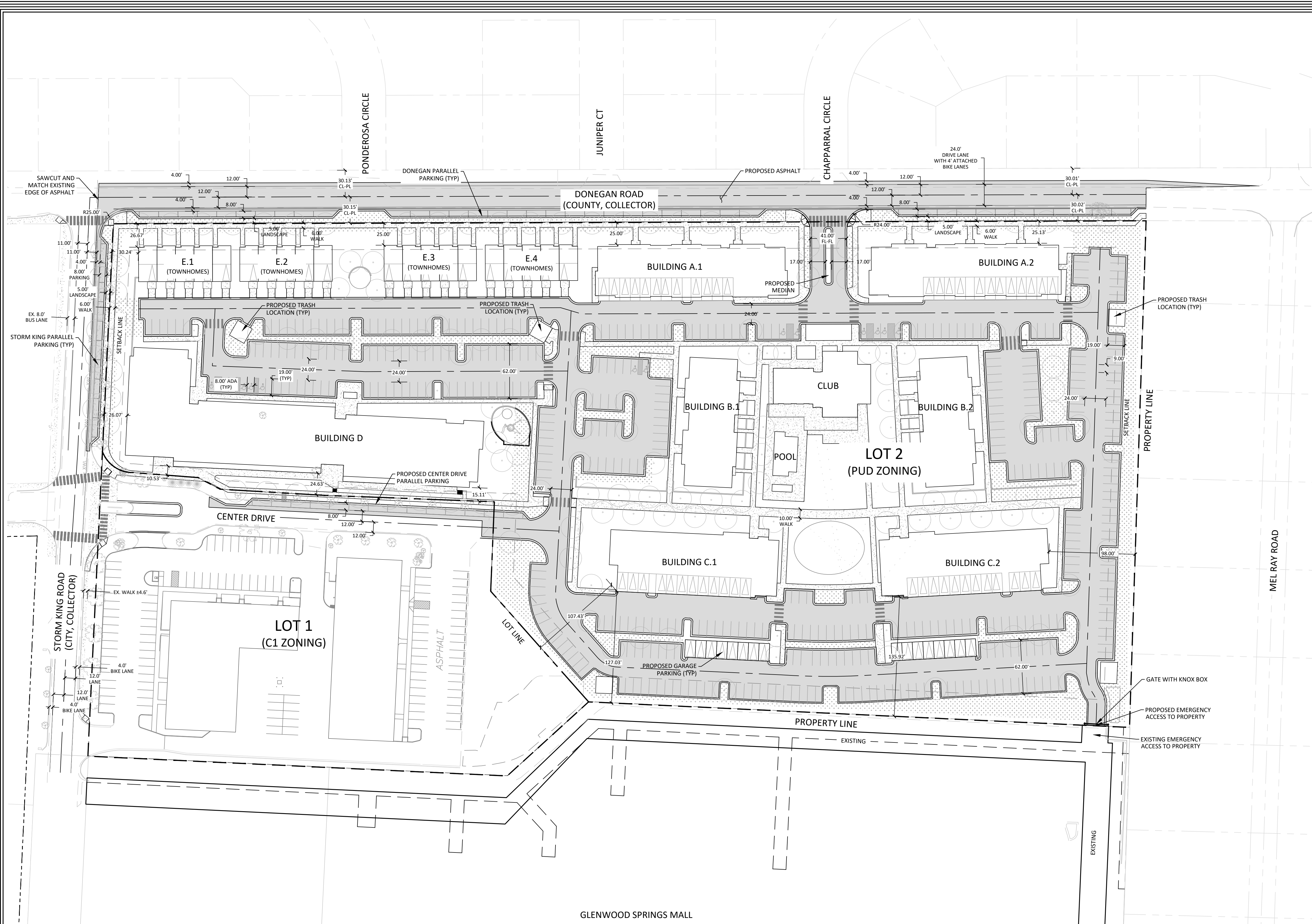
Intersection						
Int Delay, s/veh	4.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	35	65	85	30	30	45
Future Vol, veh/h	35	65	85	30	30	45
Conflicting Peds, #/hr	0	3	3	0	5	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	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

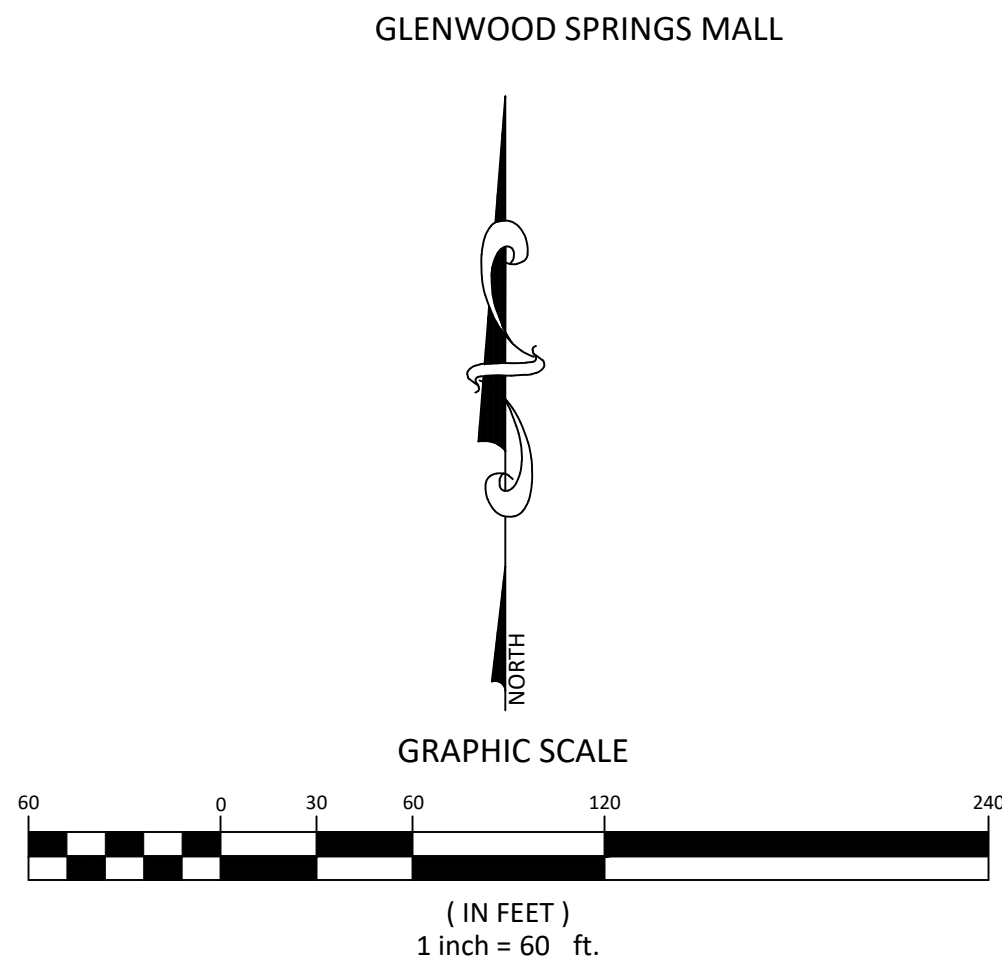
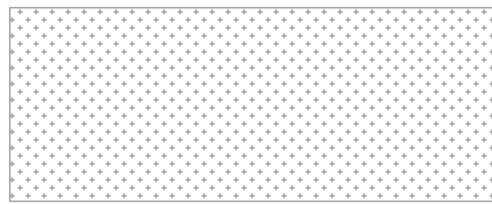
Conceptual Site Plan

G:\2020\2007\LOWA\CIVIL\DWG\SPLOT\2017 SITE PLAN.DWG - 04/21/2021 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:	Quantity	Rate	Required Spaces
Residential			
Dwelling: Live-Work	13 DU	1.0 SP/DU	13 Spaces
Dwelling: Townhouse	20 DU	1.5 SP/DU	30 Spaces
Dwelling: Multifamily	327 DU	1.5 SP/DU	491 Spaces
Guest Parking ¹	347 DU	1.0 SP/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 ²
Off-site Parking on Public Streets		
Donegan Street	41	Spaces
Storm King Road	10	Spaces
Subtotal	51	Spaces ²
TOTAL PARKING PROVIDED:	625	SPACES

- Notes:
- 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

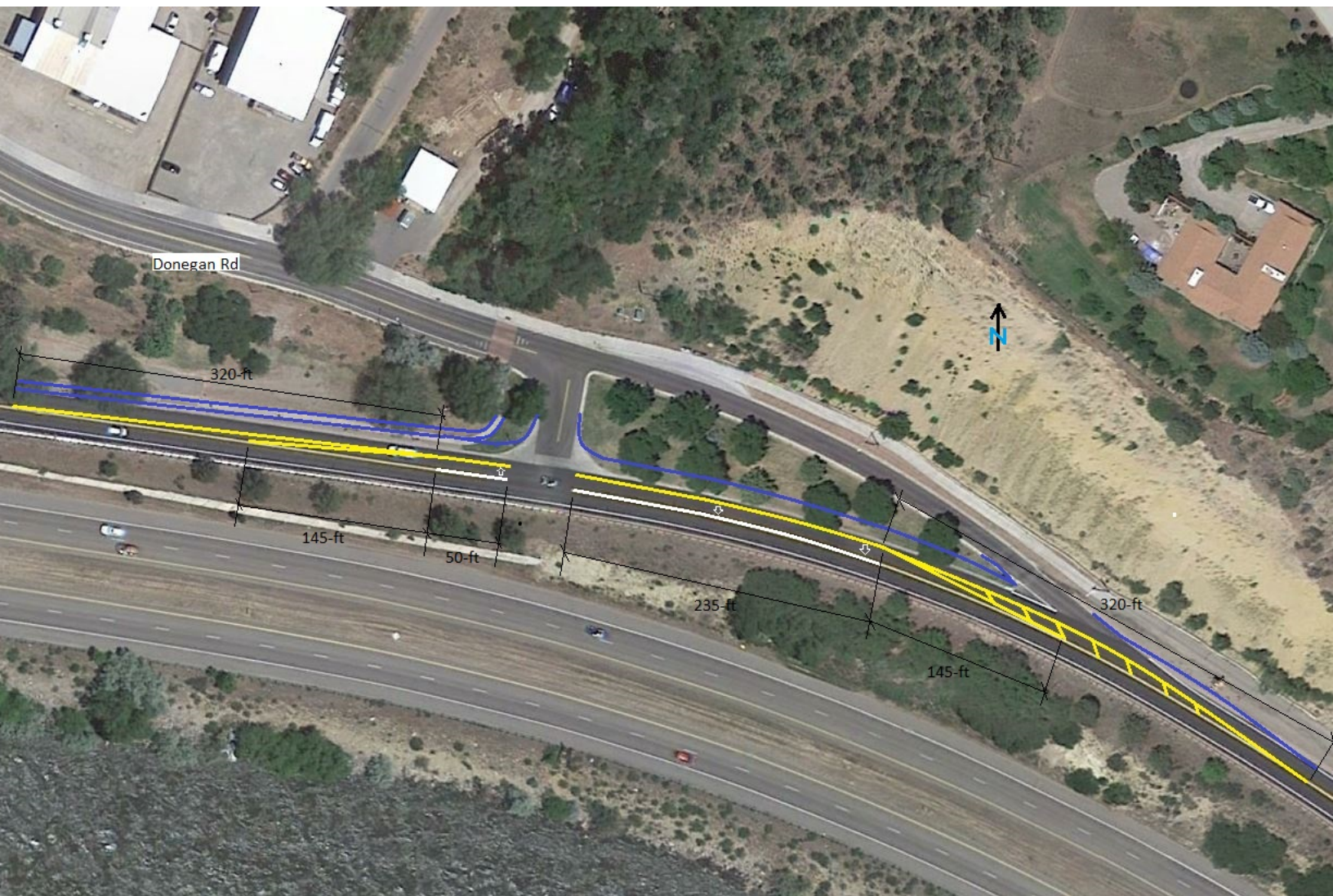
CONCEPT

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.

ATTORNEYS AT LAW
Since 1975

www.garfieldhecht.com

David McConaughy
dmcconaughey@garfieldhecht.com
Haley Carmer
hcarmer@garfieldhecht.com

January 26, 2021

VIA ELECTRONIC SUBMISSION

Trent Hyatt, Planning Director
City of Glenwood Springs
Community Development Department
101 West 8th Street
Glenwood Springs, Colorado 81601

RE: 214 Center Drive/480 Donegan
Annexation and Zoning Submission

Dear Trent:

214 Center Drive, LLC (“Applicant”) hereby submits applications for the annexation, and zoning (collectively, the “Application”) of the property currently known as 214 Center Drive, Glenwood Springs, Parcel Number 218506100042 (the “Property”). The Property comprises 15.82 acres and is owned by Glenwood Partnership, LLLP (“GP”). Applicant’s affiliate, Commercial Development Services Group, LLC, is under contract to purchase the vacant portion of the Property consisting of 12.29 acres (the “Vacant Parcel”) and will be developing the land after purchase. A duly-noticed neighborhood meeting regarding the proposed annexation of the Property and development of the Vacant Parcel was held on July 1, 2020. Applicant submits and will be pursuing the Application with GP’s approval.

I. DEVELOPMENT TEAM

Applicant: 214 Center Drive, LLC
P.O. Box 9833
Cincinnati, Ohio 45209
paul.schirmer@CDSG-US.COM

Engineer: Sopris Engineering, LLC
502 Main Street, Suite A3
Carbondale, CO 81623
ynichol@sopriseng.com

Architect: Hord Coplan Macht
1800 Wazee Street, Suite 450
Denver, Colorado 80202
miraola@hcm2.com
dkessler@hcm2.com

Legal: Garfield & Hecht, P.C.
901 Grand Avenue, Suite 201
Glenwood Springs, CO 81601
dmcconaughey@garfieldhecht.com
hcarmer@garfieldhecht.com

II. EXISTING CONDITIONS AND UTILITIES

The Property is located in unincorporated Garfield County immediately to the north of the Glenwood Springs Mall and is zoned Commercial Limited. The western Property boundary is adjacent to Storm King Road, its northern boundary is adjacent to Donegan Road, and the eastern boundary abuts six residential lots accessed from Mel Ray Road. Approximately 3.53 acres of the Property are developed with two commercial buildings and related improvements used for office and flex-warehouse space (the “Developed Parcel”). A playground also exists just north of the private road (Center Drive) that provides access to the Property off of Storm King Road. The balance of the Property is a vacant, irrigated field. Submitted herewith is a report from Applicant’s engineer, Sopris Engineering, LLC, that describes, among other things, the existing utilities that serve the Property and future utility needs.

III. SUMMARY OF PROPOSED DEVELOPMENT OF VACANT PARCEL

As noted in the recent market study conducted by Greater Roaring Fork Region Municipal and Organizational Partnership and Applicant’s own independent market study, there appears to be a notable lack of housing available in the Glenwood Springs market. Accordingly, Applicant intends to develop the Vacant Parcel as a primarily residential development with residential, residential amenity, and commercial components. Applicant feels the Vacant Parcel is uniquely positioned for such development seeing as it is only a quarter mile north of the Interstate 70 interchange, making new housing units easily accessible to employment centers throughout the valley. It is also within close walking distance to shopping, restaurants, and schools. The Developed Parcel will remain unchanged as no new development is proposed at this time.

The residential component of the proposed Vacant Parcel development will consist of 360 dwelling units distributed among eleven buildings and three types of housing—townhouse, multi-family, and live/work units. At that unit count, the density of the project would be 29.29 units/acre, which is less than the other apartment complexes recently approved by the City. The entire development will be operated as a rental apartment complex. Under Applicant’s current plan, there will be 95 studio units, 13 live/work units, 110 1-bedroom units, 94 2-bedroom units, 28 3-bedroom units, and 20 townhouse units. The residential buildings range in height from two to or four stories. On-site parking will consist of uncovered surface parking, free-standing garages, and internal garages. Applicant is also proposing to construct additional on-street parallel parking on Donegan Road and Storm King Road, which will provide parking for development residents and the public.

Applicant is aware of the need for affordable housing in the City and therefore intends to participate in the City’s affordable housing program. The rents for approximately ten percent of each housing type except for the live-work units will be deed-restricted to not exceed the maximum rent established by CHFA for 120% AMI in Garfield County. A breakdown of the affordable units is below:

- a. 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 1/6th contiguity requirement for annexation.

There have been no attempts to annex the Property, or any portion thereof, by petition or election within the last twelve months. Considering the location of the Property and the proposed development thereof described below, Applicant believes that a community of interests exists between the City and the Property and that integrating the Property into the City and surrounding development is feasible and desirable. Because the Property is more than 10 acres, an annexation report to be prepared by the City will be required unless the City and Garfield County agree that the report may be waived. C.R.S. § 31-12-108.5(1).

Include among the Application materials is a draft Annexation Agreement. No pre-annexation agreement is needed here because the developed portion of the Property is already served with City water, and no City services will be extended to or utilized on the Vacant Parcel unless and until the Property is annexed and the land is developed. The draft Annexation Agreement addresses issues such as impact fee payment, water rights dedications, and anticipated off-site improvement work. As explained in the engineer's report, Applicant and GP have sufficient Reynolds & Cain ditch shares to dedicate to the City to cover the irrigation needs and consumptive uses on the Vacant Parcel and Developed Parcel. Applicant and GP propose that a portion of those shares be leased back to the Property owners to allow for continued raw water irrigation of the Property. Since the Developed Parcel

is commercial and is already served by City water, the standard impact fees and dedications would not apply to that portion of the Property. Applicant's affiliate has agreed to participate in the City's affordable housing programs and is therefore requesting that the impact fees and dedications for the Vacant Parcel be reduced as provided in Section 070.040.120 of the Municipal Code. Applicant and GP look forward to working with the City to refine the Annexation Agreement.

According to Section 070.060.040.(d) of the City's Municipal Code, annexation plans must conform to state statute, be consistent with the Comprehensive Plan, and include enough information to allow the City to evaluate whether and to what extent the annexation will impact the health, safety, and welfare of the City. As described above, the proposed annexation and the petition for the same satisfy applicable state statutory requirements for annexation. Included with the Application are conceptual engineering plans, an engineering report, a traffic study, and other information related to the impacts of the proposed development of the Vacant Parcel that will allow the City to analyze the impacts of the development on City resources. The impacts of annexation of the Developed Parcel will be minimal seeing as it is already served by City water, receives sanitary sewer service from the West Glenwood Springs Sanitation District, and will not generate any new traffic or use of City streets than has occurred since the Property was developed.

The Future Land Use Map that is part of the City's Comp Plan designates the Property as Mixed-Use and within the Urban Growth Boundary. A mixed-use designation "allows for a variety of uses including commercial, retail, office, restaurant, entertainment and multi-family housing co-existing through design either in a horizontal or vertical fashion." The proposed development of the Vacant Parcel, both alone and combined with the existing development on the Developed Parcel, is consistent with this description. The variety of housing types, restaurant, office space available in the live/work units and on the Development Parcel, and open space areas throughout the property make for a cohesive and workable addition to the City.

Annexing and developing the Property as proposed is consistent with several of the community goals and visions articulated in the Comp Plan. For one, the annexation will direct development to a location that is easy and cost effective to serve. Since the Property is essentially an infill area, all of the infrastructure and services necessary to serve the Property already exist in the immediate vicinity of the Property, including easy access to bus transportation. And the proposed bike lanes on Storm King Road and Donegan Road will add an improved transportation choice for new and existing residents in the area. Annexing the Property will also provide much-needed housing opportunities for a variety of residents, especially considering the affordable housing component of the development. Moreover, annexing the Property will maintain the "small town" character of the City by integrating the new housing with surrounding neighborhoods, providing residents of the development a large, central common area where they can walk, talk, engage, and be active, and offering the public to a place to dine and be social, which is currently lacking in the subject part of the City.

As stated in the Comp Plan, secondary commercial areas such as the Glenwood Springs Mall area are the primary locations for additional growth, including housing and employment uses as they will have minimal impact on the City's older, more established traditional neighborhoods. For that reason, the Comp Plan envisions secondary commercial areas "redevelop into mixed-use neighborhoods with a significant housing component." Indeed, the Comp Plan expressly envisions that the mall and the properties immediately to the north of it (i.e., the Property) "be integrated and

redeveloped into a mixed-use community including a significant component of medium to high density residential uses with an internal system of sidewalks and community spaces thus creating a center focal point for the west end of town.” The annexation and proposed development of the Property squarely meet this vision. Finally, the City’s overall annexation position set forth in the Comp Plan indicates that the City encourages and supports the annexation of the property north of the Glenwood Springs Mall to facilitate a compatible/coordinated mixed-use development. The proposed annexation is therefore consistent in numerous ways the City’s Comp Plan and its annexation policies.

V. PROPOSED ZONING

Upon annexation, the Property must be zoned according to the City’s zoning provisions. Applicant is proposing PUD zoning for the Vacant Parcel since it will include residential and commercial components. A PUD plan showing the proposed layout of the Vacant Parcel and the development standards including, height, setback, density, and parking requirements is submitted with the Application. Commercial District (CO) zoning under the City code is proposed for the Developed Parcel. As indicated on the Lot 1 Proposed Zoning plan, the existing development of the Developed Parcel meets all of the dimensional standards of the CO District except for the front yard setback—the western building on the site is more than the maximum distance from Storm King Road. Additionally, the principal uses on the site—office, warehousing, and a preschool—are all permitted uses in the CO district.

The review criteria applicable to rezoning and PUD rezoning are set forth below, along with Applicant’s response to each:

- a. **The rezoning is consistent with the City’s comprehensive plan and the purpose of the Code:** As explained in the Annexation section of this letter, the Comp Plan contemplates mixed-use development of the property north of the Glenwood Springs Mall. The higher density residential and non-residential components proposed in the PUD plan for the Vacant Parcel, individually and coupled with the commercial-only use of the Developed Parcel, achieve the type of mixed-use development contemplated in the Comp Plan. The housing, transportation, and infill goals met by the proposed development also bring the proposed zoning of the Property in line with the Comprehensive Plan.
- b. **The rezoning is consistent with the proposed purpose statement of the proposed zoning district:** The CO district is intended to, among other things, accommodate general commercial uses with some limited residential uses and to provide a transition between mixed-use and/or residential districts. Zoning the Developed Parcel CO will achieve this purpose in that the existing uses on the parcel are all permitted under the proposed zoning designation. It will serve as a transition between the mall which is commercial-only and the Vacant Parcel which will include both residential and non-residential components. This criteria does not apply to the proposed PUD zoning as there is no purpose statement associated with PUD zoning.
- c. **Substantial changes in the subject area warrant a zoning change:** The Property is currently located in unincorporated Garfield County. If the Property is annexed, it will

come under the City's jurisdiction. The annexation marks a substantial change to the Property seeing as state statute requires that the Property be zoned under the City code within 90 days of annexation.

- d. The intensity of development in the new zoning district is not expected to create significantly adverse impacts to surrounding properties or the neighborhood:** Zoning the Developed Parcel CO will not create adverse impacts to surrounding properties or neighborhoods because (i) the zoning designation will not result in a change in intensity or type of use from what is currently existing on that portion of the Property, and (ii) the uses allowed under the existing County zoning (CL) are similar to those allowed in the City's CO zone district.

Similarly, the PUD zoning proposed for the Vacant Parcel will not adversely affect the surrounding neighborhood. While the Vacant Parcel is currently undeveloped, it is not subject to a conservation easement or otherwise restricted as open space. As such, development of the Vacant Parcel has always been an option, whether under the County's jurisdiction or the City's. The parking requirements in the proposed PUD plan meet the City's parking requirements, ensuring that parking impacts on surrounding neighborhoods will be mitigated. The traffic generated by the development under the densities and uses proposed will be successfully incorporated into the existing and future roadway network in the area. The required common open space will allow residents to enjoy the outdoors and other residential amenities on-site, reducing impacts to surrounding areas. Required landscaping will also create a buffer between the development and neighboring properties.

- e. The PUD zoning addresses a unique situation, provides substantial benefit to the City, or incorporates innovative design, layout, or configuration resulting in quality over what could have been accomplished through strict application of a base zoning district or other standards of this Code:** The PUD plan incorporates a design, layout, and configuration for development of the Vacant Parcel that could not be accomplished through strict application of the City's residential or mixed-use zoning regulations. Specifically, the PUD plan contemplates residential density and maximum building heights that are not achievable under the City Code, yet are contemplated in the Comp Plan. That is, the Comp Plan states that secondary centers such as the one at issue here may be redeveloped with buildings up to 4-5 stories. Incorporating these elements into the proposed PUD plan allows for the higher-density residential development envisioned in the Comp Plan at an achievable cost and in a manner the leaves more open space within the development.
- f. The PUD Plan meets all applicable standards of this Code not expressly modified by the PUD application:** While a summary of the development proposed for the Vacant Parcel is provided with this Application for context, a development permit application has not yet been submitted. As such, whether development of the Vacant Parcel will meet all applicable standards of the Code not modified by the PUD will be evaluated at the time of major site plan approval. The proposed PUD Plan does state, however, that all development standards in the City code not modified by the PUD will apply to development within the PUD going forward.

- g. The PUD Plan includes varied types of housing and densities:** The proposed PUD plan for the Vacant Parcel includes three types of housing: multi-family apartment buildings, townhouses, and live-work units. Since the site is not divided into individual districts, density is determined for the parcel as a whole but is divided between residential and non-residential uses.

VI. SUBMITTAL DOCUMENTS

Applicant submits the following as its Application:

1. Land Use Application form and fee payment (via credit card)
2. Submittal letter
3. Proof of Ownership
4. Annexation Map
5. Annexation Petition
6. Draft Annexation Agreement
7. Improvement Survey Plat
8. Traffic Study
9. Engineer Report from Sopris Engineers
10. Engineering and Architectural Plans including:
 - a. Lot 1 Proposed Zoning plan
 - b. Lot 2 PUD Plan
 - c. Conceptual Plat
 - d. Conceptual Utility Plan
 - e. Conceptual Grading Plan
 - f. Offsite Drainage Plan
 - g. Conceptual Onsite Drainage Plan
 - h. Illustrative Concept Plan And Site Massing
 - i. Conceptual Open Space And Landscape Framework Plan
 - j. Conceptual Architectural Renderings (conceptual renderings only—subject to change)

Please contact us if you need additional information or have questions regarding this letter or any of the Application materials. Applicant requests that the Application be considered by the Planning & Zoning Commission at its March 23, 2021. We look forward to working with the City as we proceed through the application process.

Sincerely,
GARFIELD & HECHT, P.C.



David McConaughy
Haley Carmer
Attorneys for 214 Center Drive, LLC

Enclosures

2400634_1



Memorandum

To: Trent Hyatt, Senior Planner
From: Hannah Klausman,
Senior Planner, Housing Commission Liaison
Date: February 19, 2021
Re: Planning Item 09-20, R2 Partnership LLC
480 Donegan Development

Please see the following staff comments on the proposed 480 Donegan Development.

Community Housing

The Draft Annexation agreement includes Affordable Housing Components in Section 5. According to the agreement the developer proposes 17 units restricted to 100% AMI, and 18 units restricted to 120% AMI, for an average of 109%. Staff recommends that the affordable housing units meet the standards of proposed Ordinance No. 1, Series 2021 as summarized below, which include a maximum 100% AMI averaged across all deed restricted units.

On February 18, 2021 City Council reviewed Ordinance No. 1, Series 2021 an Inclusionary Housing Code Amendment ordinance. The ordinance requires a second reading and public hearing before final approval.

The requirements of the proposed draft ordinance would apply to all residential and mixed-use developments proposing the construction of ten (10) or more new dwelling units, or the creation of ten or more residential lots. All new residential subdivisions and all new multi-family residential developments shall set aside lots or units for community housing as set forth in this Section.

- a) Twenty (20%) percent of the total residential units shall be deed restricted for Resident Occupied Community Housing.
- b) Ten (10%) percent of the total residential units shall be deed restricted to limit the average Initial Sales Price to no greater than that which is affordable to Households earning no more than 100% AMI; or to limit the Community housing rental unit rental prices in accordance with guidelines established by the City and generally set at rates that are affordable to Households with incomes no higher than 80-100% AMI, averaged over the total required deed restricted units.

Staff recommends conformance with the requirements as included as part of the annexation process.

← Please add PUD to the title.

Other Comments

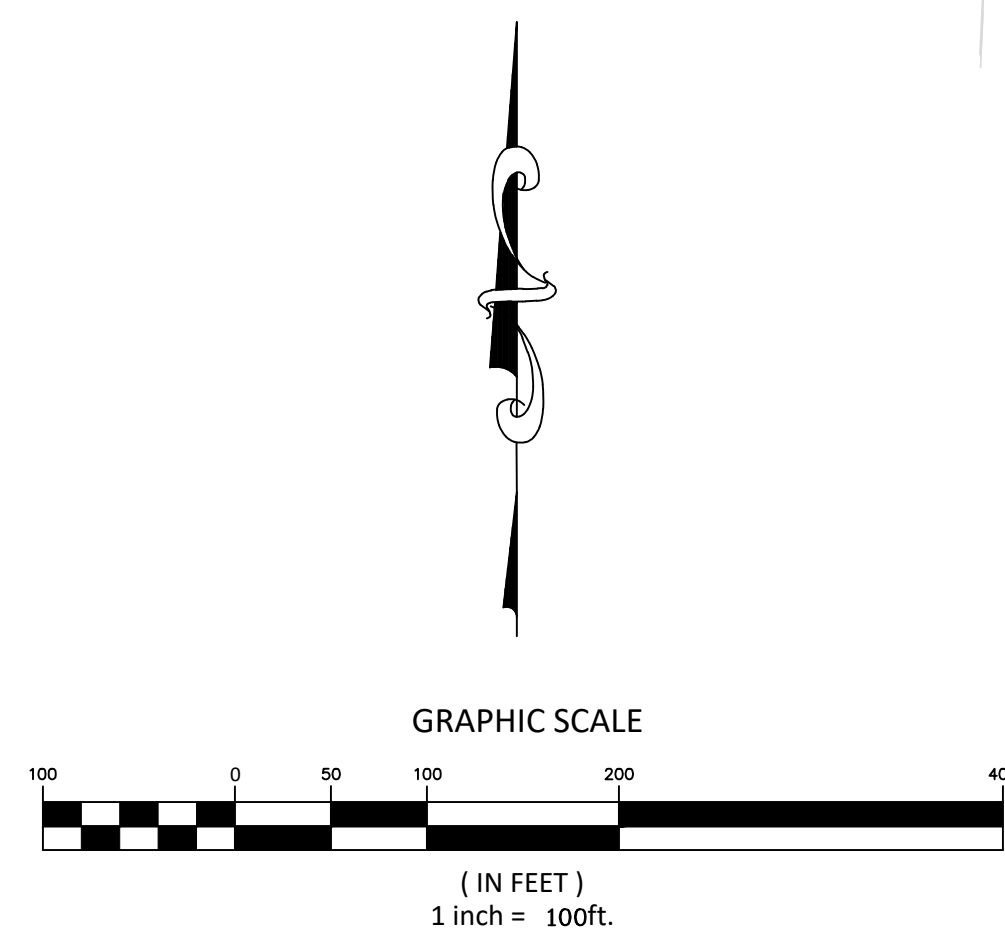
1. Have geologic hazards been analyzed for the site? While a full report may not be necessary at this point, it would certainly be good to know if any are applicable. Please add a the following statement (or similar) to the cover sheet and address any known hazards, if applicable. "Hazards to note are _____. A final Geologic Hazard Report will be submitted upon application of a development permit."
2. Please add 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'

Please include the survey as part of the this index and plan set.

- 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 survey as part of the this index a 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

JOB NO. 30017

GLENWOOD APARTMENTS
GLENWOOD SPRINGS, COLORADO

ANNEXATION AND ZONING SUBMISSION

C-1.1

C-1.1

C-1.1



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

 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.

Gross Site Area: 3.54 AC (154,151.55 SF)

Gross Site Area: 3.54 AC (154,151.55 SF)

LAND USES:

BUILDING 1 (WEST L SHAPED BUILDING)

OFFICE	9,070 GSF +/-
WAREHOUSE	2,716 GSF +/-
PRESCHOOL	2,235 GSF +/-
SOILS LAB	959 GSF +/-
TOTAL BUILDING 1=	14,980 GSF +/-

BUILDING 2 (EAST RECTANGULAR BUILDING)

OFFICE	9,153 GSF +/-
WAREHOUSE	6,091 GSF +/-
TOTAL BUILDING 2=	15,244 GSF +/-

TOTAL BUILDING GROSS SQUARE FOOTAGE = 30,224 GSF +/-

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)
-------------------------------------	------------------------------------

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>

Existing Parking:

Building 1 (West L shaped building)	59 regular spaces, 2 ADA spaces
Building 2 (East rectangular building)	37 regular spaces, 2 ADA spaces
Between buildings	12 regular spaces, 0 ADA spaces
<i>Total existing spaces</i>	108 regular spaces, 4 ADA spaces

GENERAL PLAN NOTES:

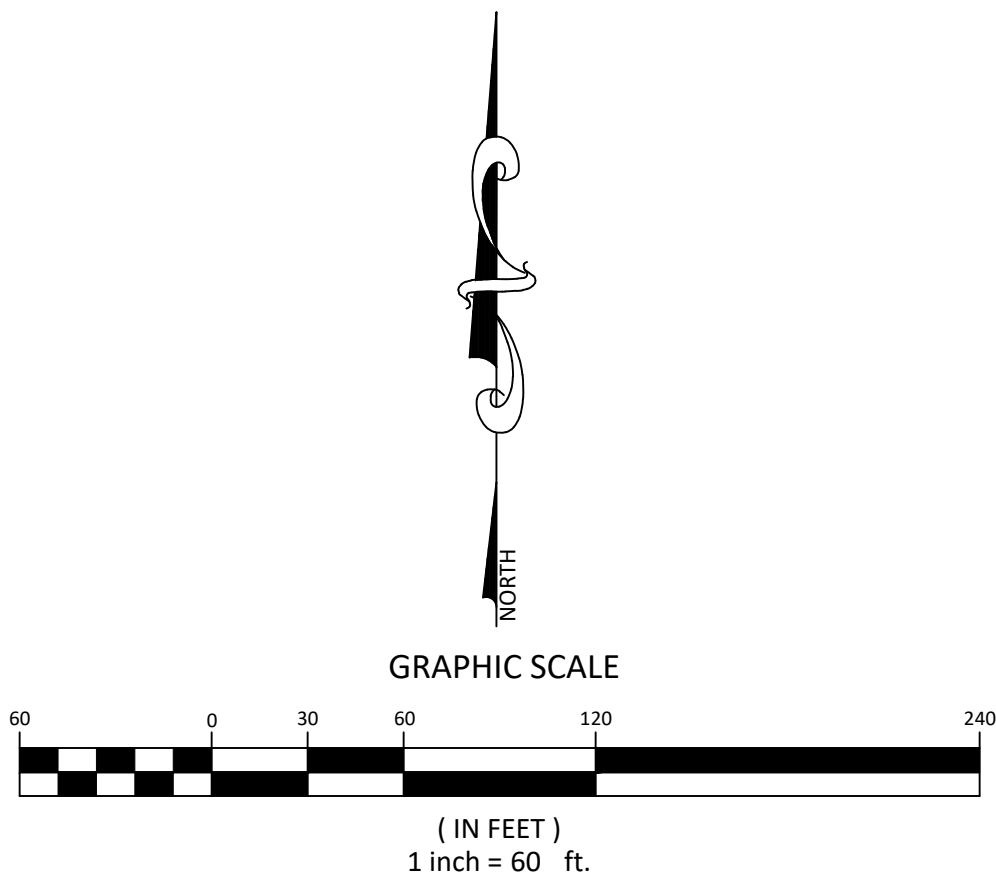
LOT 1 DESCRIPTION

A TRACT OF LAND SITUATED IN SECTION 6, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE NORTH LINE OF THE GLENWOOD SPRINGS MALL SUBDIVISION
WHENCE THE WITNESS CORNER TO THE S1/4 CORNER OF SECTION 34, TOWNSHIP 5 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEARS N 38°40'53" E 853.45
FEET SAID POINT OF BEGINNING ALSO BEING THE SOUTHEAST CORNER OF THAT PARCEL DESCRIBED AS PARCEL C IN BOOK 1205 AT PAGE 589 IN THE OFFICE
OF THE GARFIELD COUNTY CLERK AND RECORDER;
THENCE ALONG THE EAST LINE OF SAID PARCEL C N 2° 44' 00" E 345.39 FEET;
THENCE DEPARTING SAID EAST PARCEL LINE ALONG THE ARC OF A NON TANGENT CURVE TO THE LEFT HAVING A 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



GLENWOOD APARTMENTS
GLENWOOD SPRINGS, COLORADO

ANNEXATION AND ZONING SUBMISSION

DESIGNED BY JPP
DRAWN BY JPP
CHECKED BY YTN
DATE: 01/26/2021
JOB NO. 30017

TITLE
LOT 2 PUD PLAN

DRAWING NO.

C-1.2

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 Parking¹ 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.

What else is included in this number other than the clubhouse and restaurant?

Are all commercial uses listed here and below anticipated as being allowed in the live/work units or do you anticipate them someplace else?

Residential districts generally require 20%. Please clarify.

I would add a note regarding future connectivity to redevelopment if/when applicable and add ped connections to this location

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 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

Please call out the actual areas you believe is available for snow storage

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.

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 ¹	347 DU	1.0 SP/5 DU	70 Spaces
Subtotal			604 Spaces

Non-Residential Restaurant	2,000 SF	1 SP/200 SF	10 Spaces
Office & Amenity	9,600 SF	1 SP/1,000 SF	10 Spaces
Subtotal			20 Spaces
TOTAL REQUIRED			624 SPACES

- 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 Spaces¹

Off-Site Parking on Public Streets	
Donegan Street	41 Spaces
Storm King Road	10 Spaces
Subtotal	51 Spaces²

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:

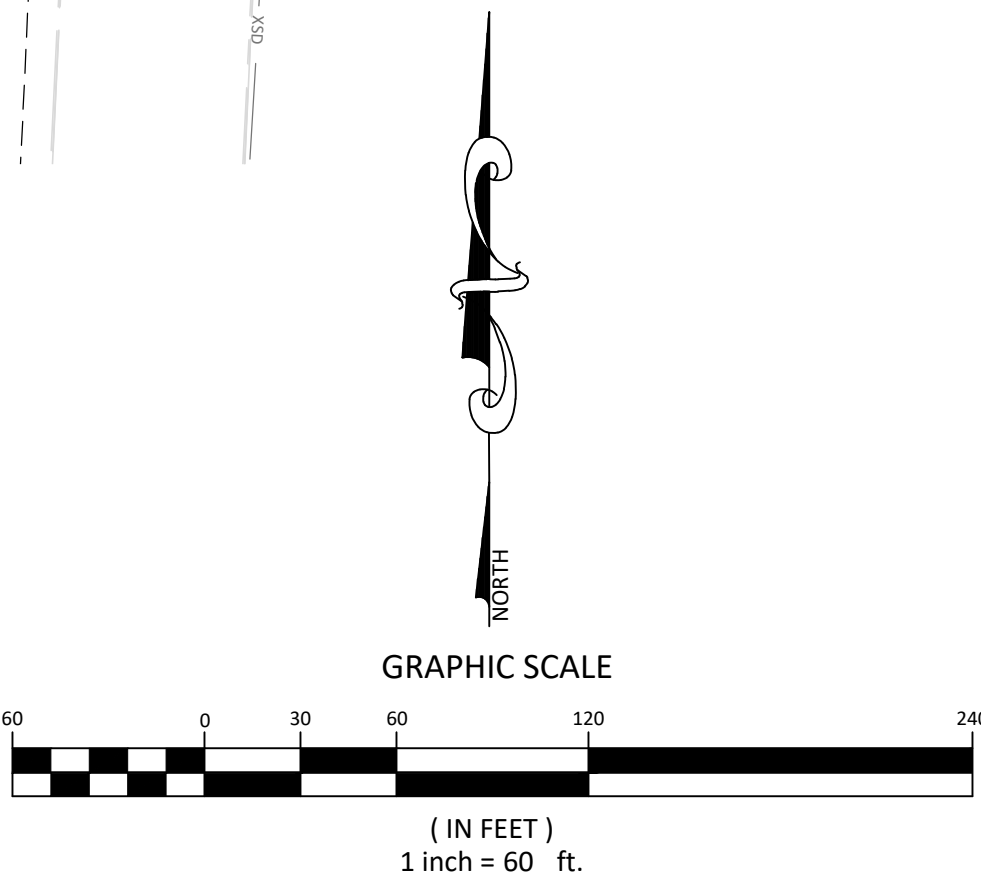
LOT 2 DESCRIPTION:

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.



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
DRAWING NO.	C-3.0

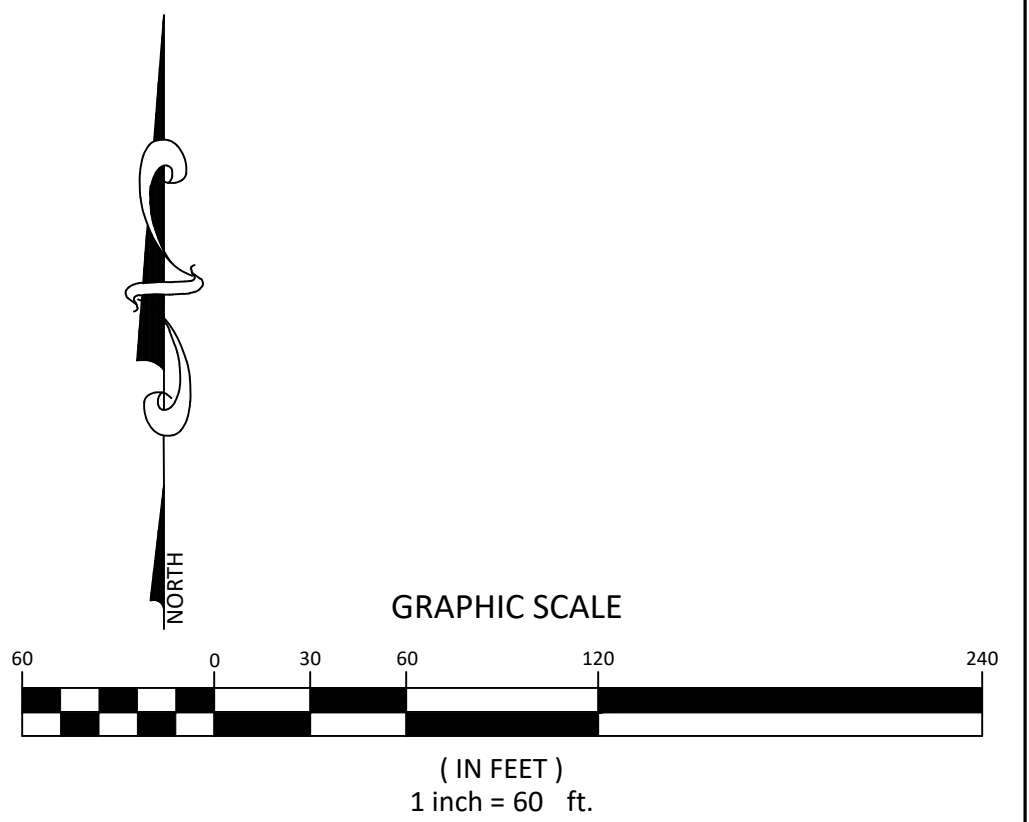


BOW = BOTTOM OF WALL
EOA = EDGE OF ASPHALT
EX = EXISTING GRADE
FFE = FINISHED FLOOR ELEVATION
FG = FINISHED GRADE
FL = FLOW LINE
HP = HIGH POINT
LP = LOW POINT
ME = MATCH EXISTING
RIM = RIM ELEVATION
TBC = TOP BACK OF CURB
TOC = TOP OF CONCRETE

 PROPERTY LINE
 EXISTING EASEMENT
 PROPOSED EASEMENT
 PROPOSED SETBACK
 PROPOSED LOT LINE
 PROPOSED CENTERLINE

PROPOSED 1' CONTOUR
PROPOSED 5' CONTOUR
EXISTING CONTOUR
EXISTING CONTOUR INTERVAL
PROPOSED SLOPE
PROPOSED SPOT ELEVATION
PROPOSED STORM SEWER
PROPOSED STORM INLET

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 CA.1. STORM WATER RUNOFF WILL FLOW IN LANDSCAPE SWALES AND CURB AND GUTTER TO INLETS AND STORM SEWER PIPES TO UNDERGROUND DETENTION FACILITIES.



LOOKING NORTH

N.T.S.

Submittal letter and plan sheets indicate parking along Storm King. Please revise.

I recommend adding representative landscaping to all of the buffers depicted on the typicals provided.



LOOKING EAST

N.T.S.



(SOUTH OF CENTER DRIVE)

LOOKING FOR
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



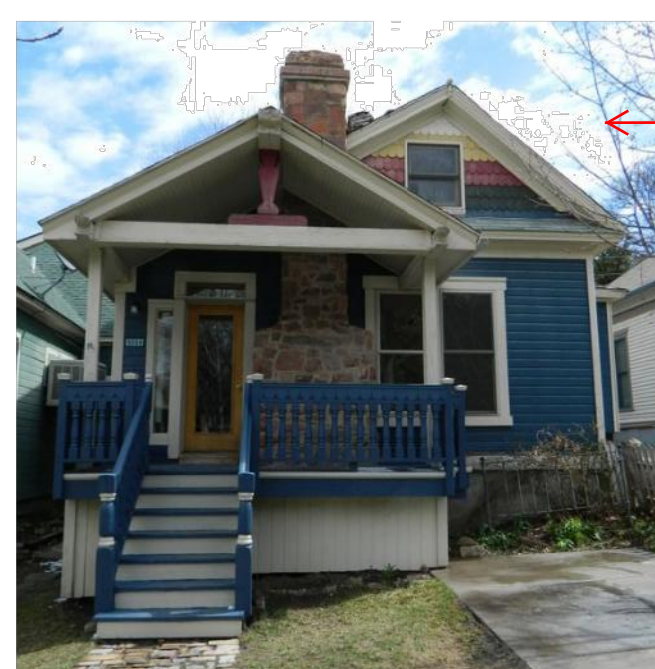
Know what's **below**.
Call before you dig.

CALL 2-BUSINESS DAYS IN ADVANCE
BEFORE YOU DIG, GRADE, OR EXCAVATE
FOR THE MARKING OF UNDERGROUND
MEMBER UTILITIES

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 gray, white, and dark red siding. Each unit has a prominent front entrance with a small porch and a large window above it. The windows are illuminated from within, showing a warm interior. The townhouses are surrounded by lush greenery, including trees and a well-maintained lawn. A wooden fence runs along the front of the property.



A photograph of the Hotel Denver, a historic brick building with arched windows and a large sign on the roof. The building is illuminated with string lights, and several vintage cars are parked in front. A ghosting effect of the building is visible in the background.



APPLICANT
214 Center Drive, LLC
PO Box 9833 Cincinnati, OH 45209
p. 513. 479. 4396

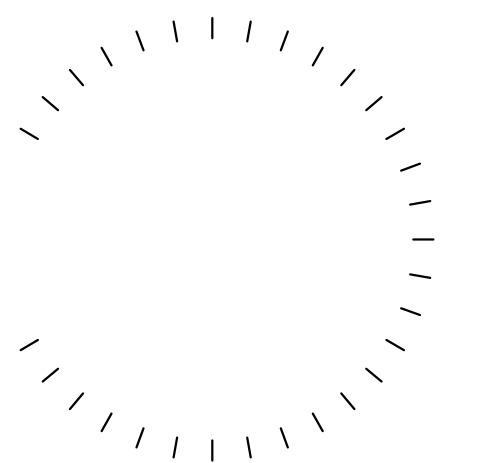
ARCHITECTURE / PLANNING
Hord Coplan Macht, Inc.
1800 Wazee Street, Suite 450 Denver, CO 80202
p. 303. 222. 2151

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

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



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

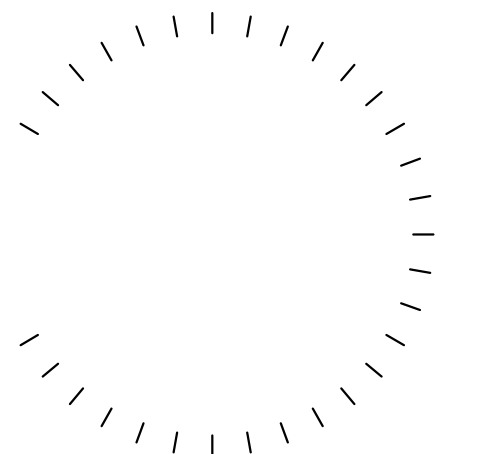
hord | coplan | macht

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

**Engineering
Department**

**Jessica Bowser
Asst. City
Engineer**

Date: February 19, 2021

To: Community Development

Re: 09-20 480 Donegan Annexation Review

Please see the following engineering comments for the 480 Donegan Road Pre-Annexation Document Review. Engineering will not review this application again unless a response to these comments are provided.

General comments:

1. Is there an agreement with the mall for the emergency access? This should not be included as a part of the approval process unless an agreement can be provided. The City cannot grant access across private property.

Traffic Report Comments:

New Comments:

2. The traffic analysis assumes that the entire development is Multi-Family Housing (Mid Rise). Please provide the pages from the 10th Edition of the trip Generation Manual that justifies this assumption and shows the calculations used. The 8th Edition that the engineering department has does not include Multi Family Housing and (221) is not consistent with Multi Family Housing. It would seem that this development should be considered with 240 (Mid-Rise) Apartments and 20 (rented) Townhomes. If any of these units are proposed to be sold, this should be considered. Additionally, the public restaurant trip generation is not considered.
 - a. The housing distribution is:
 - i. 13 Live-Work Units
 - ii. 95 Studio Units
 - iii. 110 1-Bedroom Units
 - iv. 94 2-Bedroom Units
 - v. 3-Bedroom Units
 - vi. 20 Townhomes
 - b. This development includes a 2000 SF Restaurant.
3. External trip Distribution percentages are not provided for many segments of roadway in Figure 8. i.e. Storm King Rd, Mel Rey Road, west Donegan Road, and Hwy 6 from Storm King Road to Mel Rey Road.
4. Daily Traffic Volumes are not provided for many segments of roadway in Figure 9. i.e. Storm King Rd, Mel Rey Road, west Donegan Road, and Hwy 6 from Storm King Road to Mel Rey Road.

Comments on Draft Annexation that were not addressed:

Additional commentary from this review (02/19/2021) is provided in italics.

5. The growth rate of Hwy 6 seems low. It could be assumed that the Mall could bring in addition 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 26th ahead of the local school openings. School traffic in these areas is significant. Recount both pedestrians and turning movements at these intersections:
 - d. Storm King and SH6
 - e. Mel Ray and SH 6
 - f. Storm King and Donegan
 - g. Mel Ray and Donegan
 - h. Storm King and Center Drive
9. PM peak hour at Storm King May coincide with the end of the school day at Two Rivers. Count the peak to coincide with the school to check.
10. SH 6 and Storm King Road LOS improve from the 2022 to 2040 analysis. Why? *Are the LOS tables revised to consider the adjusted counts? This particular issue was not addressed and still shows a LOS improvement...*

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 utilities.
 - 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 through 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.

Packet Page 1126

GLENWOOD APARTMENTS
GLENWOOD SPRINGS, COLORADO

ANNEXATION AND ZONING SUBMISSION

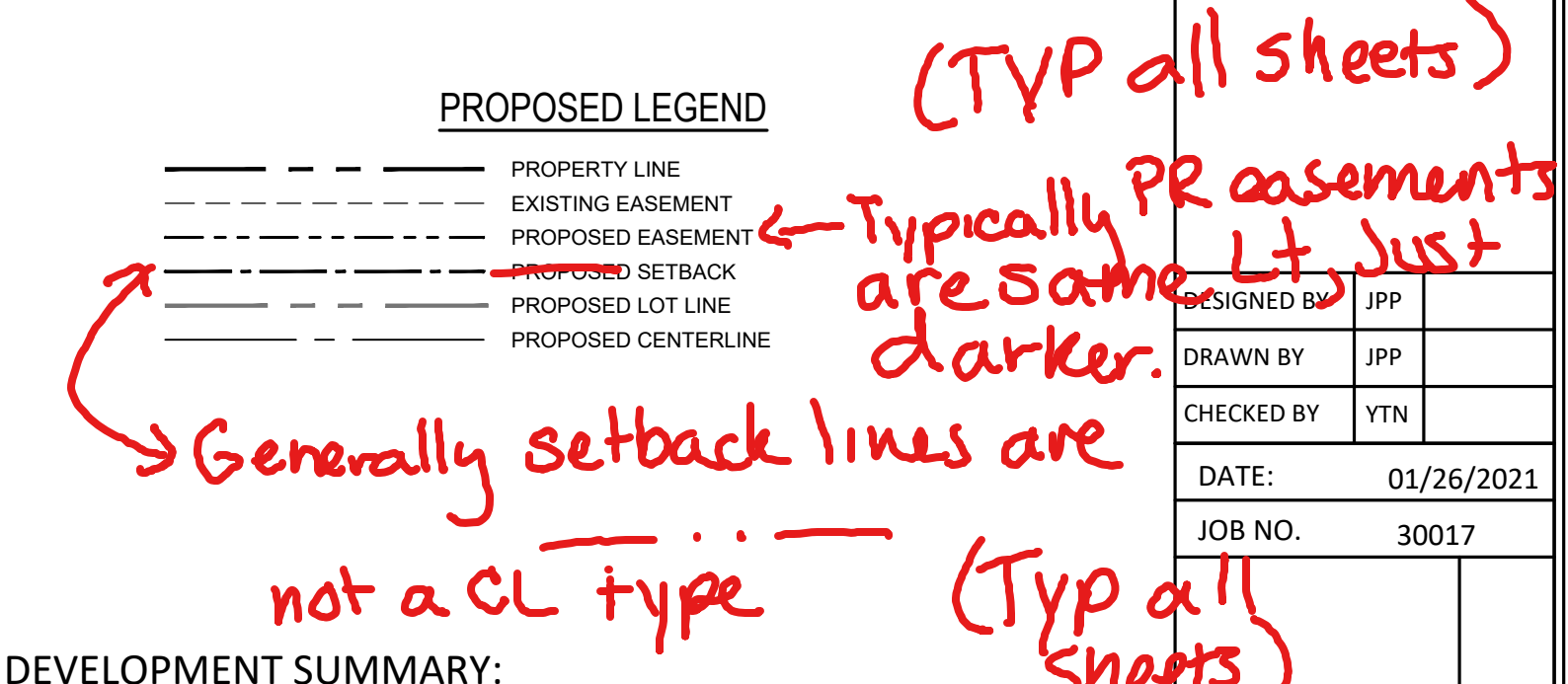
DATE	REVISION

TITLE

LOT 1 PROPOSED
ZONING

DRAWING NO.

C-1.1



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 +/-
SOLAR LAB		959 GSF +/-
TOTAL BUILDING 1=		14,980 GSF +/-
BUILDING 2	(EAST RECTANGULAR BUILDING)	
OFFICE		9,153 GSF +/-
WAREHOUSE		6,091 GSF +/-
TOTAL BUILDING 2=		15,244 GSF +/-
TOTAL BUILDING GROSS SQUARE FOOTAGE =		30,224 GSF +/-

COMMERCIAL (CO) DEVELOPMENT STANDARDS:

LANDSCAPING

Minimum Required:	0.35 AC (10% of the Gross Site Area)
Area Provided:	0.47 AC (13% of the Gross Site Area)

COMMON OPEN SPACE

Minimum Required:	0.35 AC (10% of the Gross Site Area)
Area Provided:	0.47 AC (13% of the Gross Site Area)

SETBACKS

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

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:

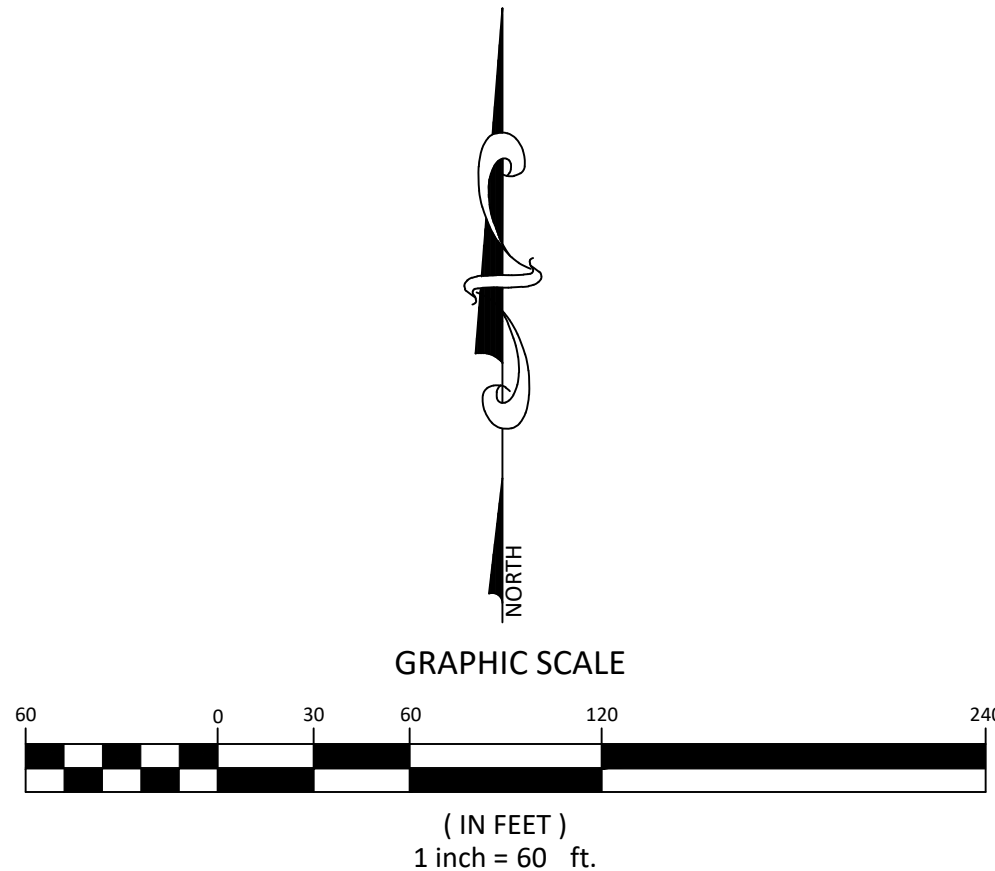
Building 1 (West L shaped building)	59 regular spaces, 2 ADA spaces
Building 2 (East rectangular building)	37 regular spaces, 2 ADA spaces
Between buildings	12 regular spaces, 0 ADA spaces
<i>Total existing spaces</i>	108 regular spaces, 4 ADA spaces



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

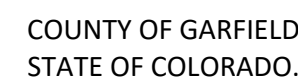
COUNTY OF GARFIELD
STATE OF COLORADO

ANNEXATION AND ZONING SUBMISSION

[illegible]

DRAWING NO.

C-1.3



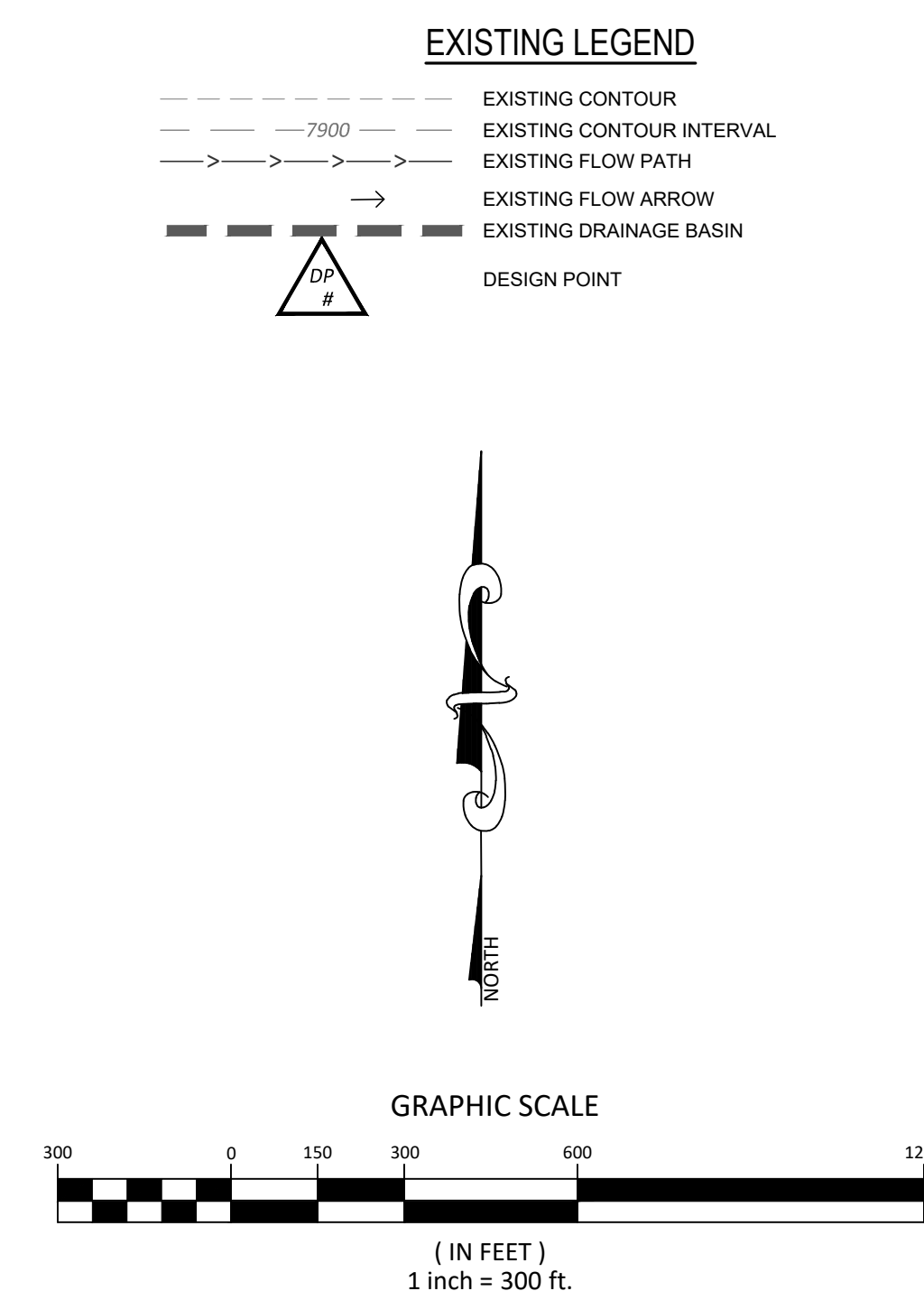
ANNEXATION AND ZONING SUBMISSION

DATE	REVISION
TITLE	
CONCEPTUAL UTILITY PLAN	
DRAWING NO.	C-2.0



[illegible]

g. E O	TITLE OFFSITE DRAINAGE PLAN
	DRAWING NO. C-4.0



ANNEXATION & ZONING SUBMISSION

[illegible]

TITLE	CONCEPTUAL ONSITE DRAINAGE PLAN
DRAWING NO.	C-4.1

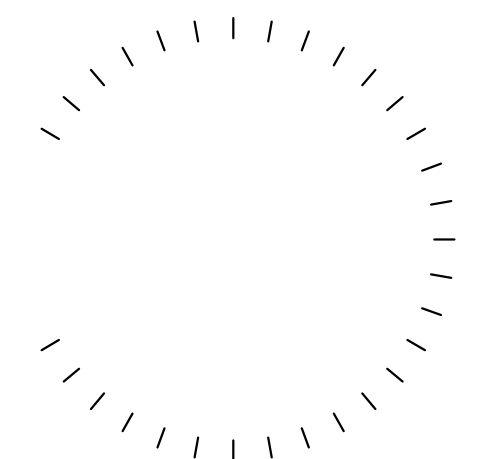


480 DONEGAN

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

ILLUSTRATIVE CONCEPT PLAN AND SITE MASSING

A2.0

ANNEXATION AND ZONING SUBMISSION

Hord Coplan Macht, Inc.



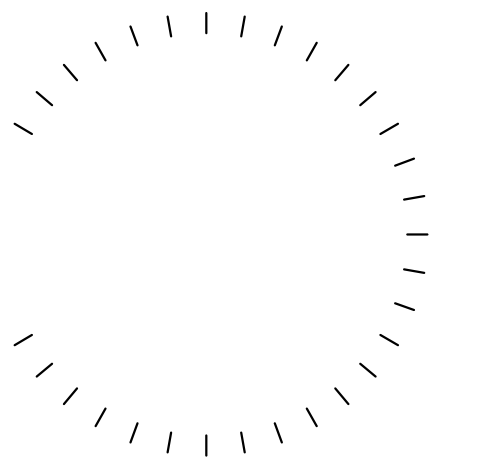
Information: LSC/IRR plan should show faded back util/drain → Anticipate conflicts such as these tree plantings in detention/wq area—

what is the red?

Legend



NOT FOR CONSTRUCTION

[illegible]

Project Name
480 DONEGAN

Project Number
22023.00

Date 01/26/2021

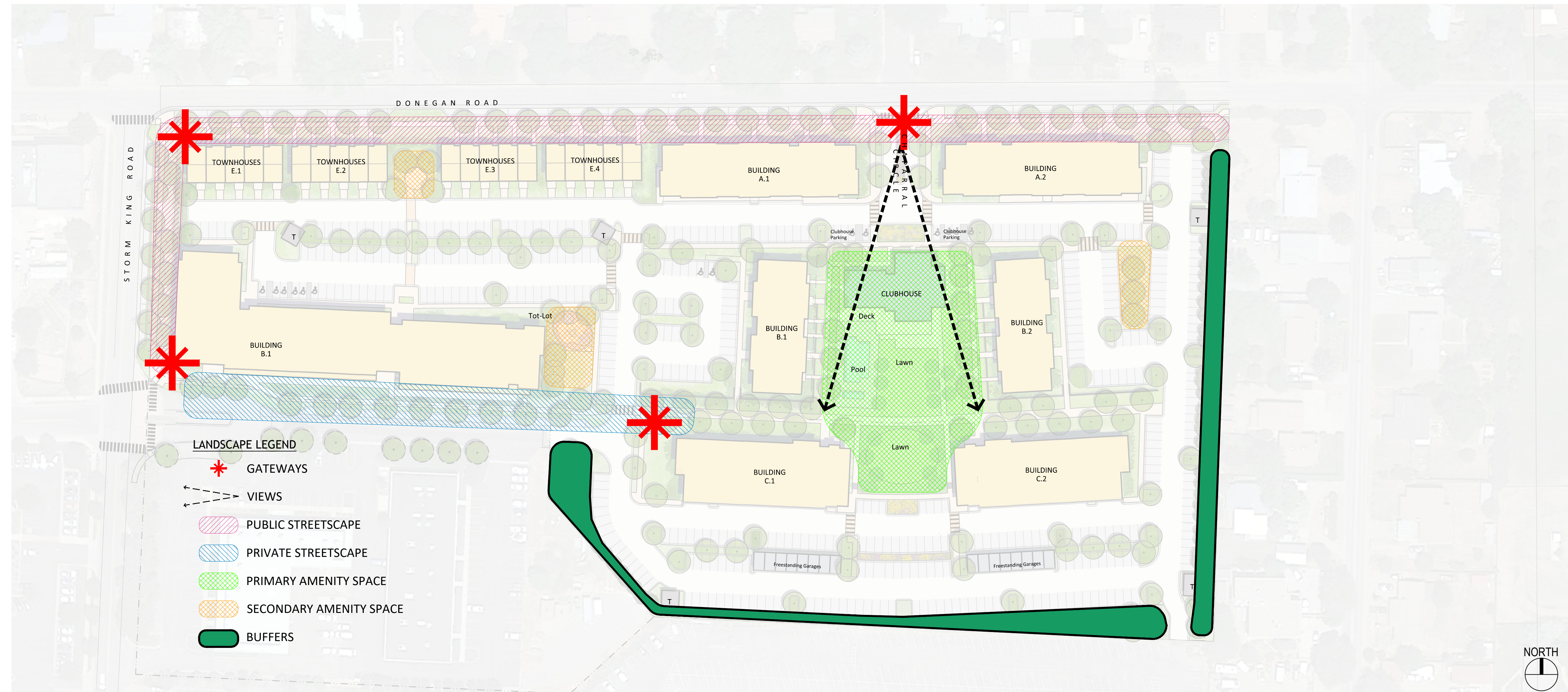
Scale
AS NOTED

Drawing

OPEN SPACE AND LANDSCAPE FRAMEWORK PLAN

LA2.0

ANNEXATION AND ZONING SUBMISSION

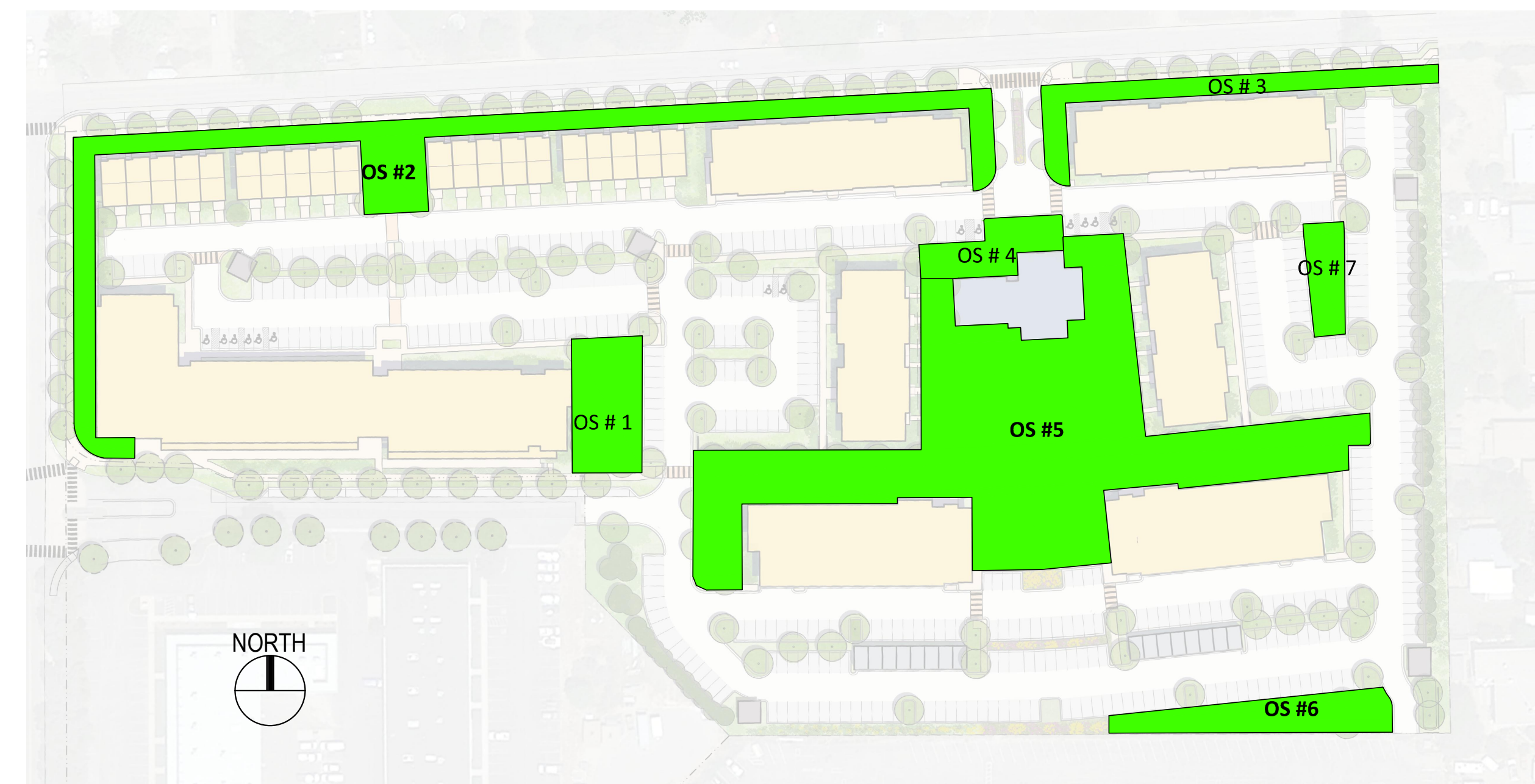


1 | LANDSCAPE FRAMEWORK PLAN

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

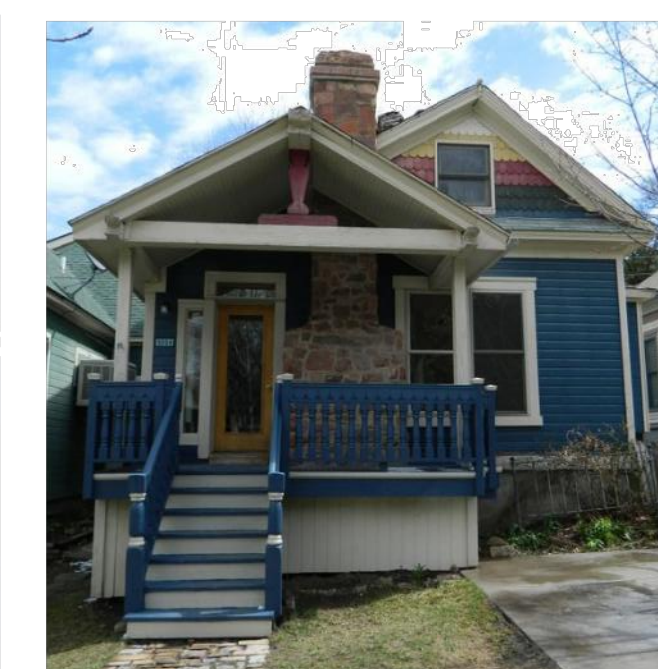


2 | OPEN SPACE PLAN

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 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

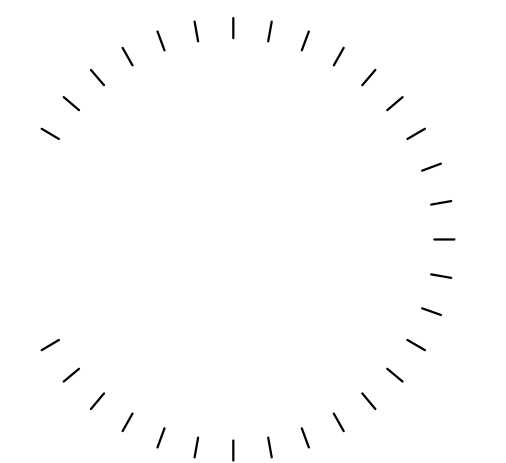
hord | coplan | macht

ARCHITECTURE

LANDSCAPE ARCHITECTURE

PLANNING

INTERIOR DESIGN

[illegible]

Project Name
480 DONEGAN

Project Number
22023.00

Date
01/26/2021

Scale _____
AS NOTED

Drawing

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

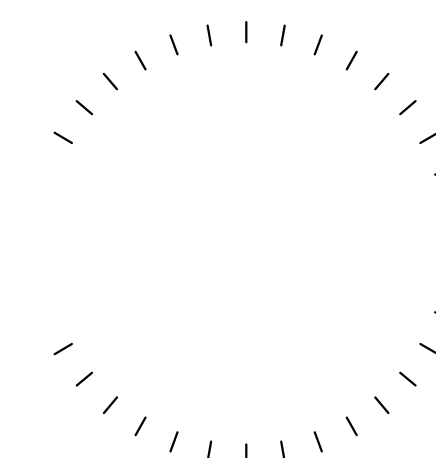
LEGAL
Garfield & Hecht, P.C.
901 Grand Avenue
Glenwood Springs, CO 81601
p. 970.947.1936

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

© Hord Coplan Macht, Inc.

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 I hope the additional comment is helpful. Glenn.

Glenn Hartmann
Principal Planner
970-945-1377 x1570
Ghartmann@garfield-county.com

From: Wyatt Keesbery <wkeesbery@garfield-county.com>
Sent: Monday, March 1, 2021 8:46 AM
To: Glenn Hartmann <ghartmann@garfield-county.com>
Subject: RE: City of Glenwood Springs Land Use Referral in West Glenwood

Glenn,
If they are going to annex anything they need to annex ALL of West Glenwood . I don't want them to annex just portions, it is ALL or nothing.
Wyatt

From: Glenn Hartmann <ghartmann@garfield-county.com>
Sent: Monday, February 22, 2021 9:44 AM
To: Wyatt Keesbery <wkeesbery@garfield-county.com>
Subject: City of Glenwood Springs Land Use Referral in West Glenwood

Hi Wyatt: I've attached referrals from the City of Glenwood Springs for a project on Donegan Rd., just behind the Glenwood Springs Mall. I'm not sure if the city has already been in contact with you but it appears that there may be impacts on County Roads. If you have already dealt with this issue I apologize for the redundancy.

We did send referral comments to the city last week indicating that they need to contact you if they haven't already. I've included an excerpt from their email below with the link to the application and the Planner's contact information. Please give me or Sheryl a call if you have any questions.
Thanks. Glenn.

Glenn Hartmann
Principal Planner
970-945-1377 x1570
Ghartmann@garfield-county.com

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
Cc: [Josh Hamel](#)
Subject: RE: Land Use Referrals (480 Donegan Rd)
Date: Tuesday, March 16, 2021 11:01:20 PM
Attachments: [image002.png](#)
[480 Donegan PUD- Arch 2021-03-12. Sheet A2.0.pdf](#)

Trent,

I have reviewed the plan set tonight and it doesn't appear that the WGSD will have any problems with our plant capacity in serving this PUD project. However, I will be talking to our superintendent, Josh Hamel to see if he has any major concerns that would change our answer.

We will be in touch with you, before this Friday with an official WGSD letter stating our position.

On a personal note, Architectural Sheet A2.0 (attached) is a view from my front lawn. Before my wife sees how tall the Townhomes are proposed, could you please explain how the City measures the building height maximum here of 30'?

The Grading Plan shows: a FG of 38'(Sth side); a FF1 of 38.2'; a FF2 of 50.2'(12' is odd, unless it's split-level); Donegan Road is 48.1'. It appears the only way they can stay under $38.2' + 30' = 68.2'$ is to have a flatter roof...or a split-level. Correct?

Thank you,

Jerry Law, P.E
President, WGSD Board

From: wgssanitation@gmail.com
To: [Trent Hyatt](#)
Cc: ["Josh Hamel"](#); ["Jerry Law"](#)
Subject: RE: Land Use Referrals (480 Donegan Rd)
Date: Tuesday, March 16, 2021 5:47:18 PM
Attachments: [image003.png](#)
[20200914 Minutes.PDF](#)

Trent,

The developers and the engineer for this project did reach out to the District regarding their development in September 2020. Please see the attached 9/14/2020 Minutes.

It appears the District is waiting for more information from the developer/engineer before going forward with a Can & Will Serve Letter.

Please note that I have copied Josh Hamel (District Superintendent) and Jerry Law (President of the Board of Directors) on this email. Jerry and Josh, please scroll down to Item 2 of Trent's email.

Thank you,

Kelly Mullane, District Administrator

West Glenwood Springs Sanitation District

51 Riverine Rd.

Glenwood Springs, CO 81601

tel 970.618.5147

wgssanitation@gmail.com



digester next month as they've had a diffuser rail break off. They will be repairing and cleaning the digester at that time.

Gilstrap Lift Station. A new Barnes pump has been installed in the Gilstrap Lift Station. So far, it's been running great; no emergency calls or rags plugging up the system in the past three weeks. Josh purchased the pump from Munro for \$5,697. The Board suggested he purchase another for a spare. Josh said he'd think about it. He'd like to get two new pumps for the Devereux Lift Station, but the flow through that station is fairly low so he will wait awhile on that.

Ponderosa Circle and Cedar Crest. Asphalt milling will begin this week, followed by paving later in the week or early next week for Ponderosa Circle. Josh thanked Jerry Law for taking the lead on this project by getting it organized and running. He continued that the Cedar Crest project should be 100% complete this week. There is a manhole at the bottom of the hill that Gould Construction is going to replace for the District (approximately \$7,000) and the District will perform the abandonment work itself. Beth McCaffery, owner of 30 Cedar Crest Dr., has a manhole at the bottom of her property that has always been an issue for the District. Beth has a large tree by the manhole, which causes the manhole to become engulfed with roots. Staff frequently jets roots out of the manhole. Beth believes the jetting is causing her tree to wither and asked Josh if the District would pay her \$400 to have her tree trimmed back. Josh and Pete took a couple hours of their time and trimmed Beth's tree for her since she has been a good customer.

5. GLENWOOD SPRINGS APARTMENTS

John Petaisto and Paul Schirmer attended the meeting via phone conference to discuss their conceptual plans for the Glenwood Springs Apartments project located on the 12½ acres behind the Glenwood Springs Mall. The property is owned by Floyd Diemoz. Paul informed the Board that they are in the early stages of designing. In the Spring, they had a density study done and started the annexation process with the City of Glenwood Springs. The project currently proposes 418 units (98 studio apts., 139 1-bedroom apts., 167 2-bedroom apts. and 14 3-bedroom apts.) and a common area with a swimming pool. This equates to approximately 33 units/acre. They have recently switched architectural firms and are now working with HCM Architects, out of Denver. This is the same architectural firm that designed Two Rivers Community School. HCM is presently reconfiguring some of the initial design. Paul continued that they plan to restart the annexation process with the City next month and to restart neighborhood meetings to receive feedback from interested parties. They are also moving forward with identifying infrastructure issues and other situations. John P. stated that they are looking for two items from the District now: 1) a Can & Will Serve Letter; and, 2) determining if the District's system can carry the capacity of the additional flow added by this project. The District should be able to carry the flow, but the Board felt more details on the project were needed. The District Rules & Regulations require 1 EQR per unit. The Board is aware that the City of Glenwood Springs calculates EQR values for multi-family units differently. Sopris Engineering will need provide flow information calculated on 1 EQR per unit. Jerry Law noted Storm King Rd. has a fair slope for lines. The plant is rated for 600,000 gpd. Per Josh, the average daily flow in 2019 was

263,000 gpd. However, there were a few days in June 2019 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	Pub Works The applicant has reviewed and takes no exception to the comments provided. Response to comments that should be addressed now are listed here. Additional design and coordination will occur for MSP.				
112	Gen-1		All internal streets, waterlines, irrigation, electric services, and storm sewer are private. City will maintain ownership of main line electric and fire hydrants; easements will need to be granted for access to the lines and around the lines and hydrants as noted.	SE	Noted, this will be detailed for Major Site Plan
113	Gen-2		All Fire hydrants must have a 15' easement centered around the hydrant and a utility easement centered on leads and valves. City will require an access easement to the hydrant locations. City will own and maintain all fire hydrants, leads and valves.	SE	Noted, this will be detailed for Major Site Plan
114	Gen-3		No notes, contact, lot info on cover sheet	SE	Notes added, other information provided on following sheets
115	Gen-11		Donegan & Storm King parking public, who maintains?	480 Donegan	The City will maintain the parking and bike route.
116	Plat-12		Label all easements	SE	Easements are labeled, further detail will be provided for Major Site Plan
117	Plat-13		Label all property lines	SE	Property line labels added
118	Plat-14		Label monument corners on Plat	SE	Monuments have been added.
119	Plat-15		Label coordinate, datum, point of beg., tie	SE	Information added to the plat sheet
120	Ex-16		Label drain on N. side of Lot 1	SE	Labeled on ISP and noted on Civil utility and grading sheets
121	Ex-17		Label CMP crossing Donegan	SE	Labeled on ISP and noted on Civil utility and grading sheets
122	Ex-18		Show all ex utilities, gas & power?	SE	The improvement survey plat (ISP) included extensive locates. This will be checked during the SUE process for Major Site Plan
123	Util-19		No 90's on Waterlines	SE	Will detail for Major Site Plan
124	Util-22		Mall water main AC Pipe? Tee connection not hot tap	SE	Noted on plan, detail for MSP
125	Util-23		Only ex 8" stubs can be used for main lines	SE	Noted
126	Util-26		Generally agree w/ Eng. Comments	SE	Noted
127	Util-30		Fee for Electric proposal paid in full before work	SE	Noted, for information only for this application
128	Util-32		City Fiber available, add 2" conduit to building service	SE	Noted on plan, detail for MSP
129	Trans	1 in part	Door zone concern, wider lane?	480 Donegan	A two foot wide striped zone has been added to the proposed street section. Refer to sections on C3.0
130			Width of bike lane	SE	A four foot wide bike lane is maintained through all offsite street sections, with an additional two foot wide 'door zone' striped zone where parallel parking is proposed.
131			Bike lanes in vicinity don't have parallel parking	SE	Noted, extra width for a 'door zone' has been provided.
132			Required to hire bike facility design specialist	480 Donegan	The applicant has revised the proposed section after discussion with the Traffic Engineer. Further coordination with City Staff will occur for Major Site Plan.
133			Extra bike lane width may require ROW, extra close review by City	480 Donegan	Easements are proposed for any sidewalk improvements onsite. No revisions to ROW are proposed.
134			If not possible shared bike/ped trail on south side	480 Donegan	The applicant studied this option but this provides crossing concerns at intersections, requires westbound bikes cross traffic at two locations, and also introduces close bike/pedestrian interaction. Maintaining bike lanes consistent with the existing street is a better solution.
135			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.

Paul Schirmer
214 Center Drive, LLC
PO Box 9833
Cincinnati, OH 45209
paul.schirmer@CDSG-US.COM

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 14th. WGSD staff has indicated their treatment plant has capacity to serve Lot 2. SE calculated that the existing sanitary sewer line north of the mall has capacity to serve Lot 2. Our calculations and assumptions will be confirmed with the Sanitation District.

There is also an existing private sanitary sewer main line which extends onsite from the WGSD main line through Lot 1. This line has been TV inspected, and the WGSD has indicated that this line is in good condition to be added to the district.

The proposed connection locations, onsite sanitary sewer mains, and services are shown on C2.0. The estimate of sewer usage for Lot 2 is summarized in Table 2 below. SE will continue to coordinate the sanitary service connection and EQR rate with the WGSD.

TABLE 2 - SEWER USAGE SUMMARY					
Multi Family	# Units	EQR/Unit	# EQRs	GPD/EQR	GPD
-Studio	110	0.25	27.5	300	8,250
-1 Bed	117	0.50	58.5	300	17,550
-2 Bed, 2 Bath	101	0.75	75.8	300	22,725
-3 Bed, 2 Bath	32	1.00	32.0	300	9,600
Subtotal =	360		193.8		48,525
Clubhouse Add fixtures:	Fixtures	EQR/Fixture	# EQRs	GPD/EQR	GPD
-Restaurant (seats)	100	0.65/10 seats	6.5	350	2,275
-Toilet	2	0.5	1.0	300	300
-Sink	2	0.2	0.4	300	120
-Drinking Fountain	2	0.2	0.4	300	120
-Pool/Spa	1	1.0	1.0	300	300
Subtotal =	7		9.3		3,115
TOTAL =			203.05	TOTAL =	51,640

Electric:

Lot 1 is currently served by the City of Glenwood Springs electric department. City electric mains exist on the north, south, and east side of Lot 2. SE has coordinated with the Public Works department and has received a will serve letter from the City for electric service to this site. In our coordination with Public Works personnel, the existing overhead three phase electric adjacent to Donegan Road on the north side of Lot 2 will be buried with development.

The concept electric main lines and transformers to serve Lot 2 are shown on C2.0. The locations and infrastructure details will be coordinated further during the Major Site Plan process and as electrical building demands are completed by others.

Fiber Optic:

City of Glenwood Springs fiber optic lines exist adjacent to Lot 2, the Public Works department has provided a will serve letter for fiber optic service. Per the utility locates performed for the ISP, fiber lines exist along the east and south property line, and extend onsite on the south side of Lot 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.

Lot 1 - Irrigation Summary		Lot 2 - Irrigation Summary	
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

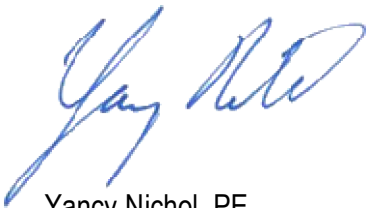
The proposed site has good access to Storm King Road and Donegan Road which provides direct access to the arterial road network. The traffic study demonstrates good levels of service are maintained on the road network and at the CDOT access intersections. The offsite drainage generally flows around Lot 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 18th 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 FS\WD.fm

568864 09/06/2000 10:12A B1205 P585 M ALSDORF
2 of 6 R 30.00 D 0.00 GARFIELD COUNTY CO

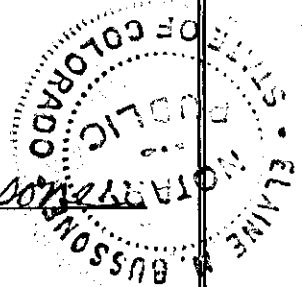
STATE OF COLORADO)
) ss.
COUNTY OF GARFIELD)

The foregoing instrument was acknowledged before me this 18th day of July, 2000 by FLOYD DIEMOZ and LINDA L. DIEMOZ, General Partners of GLENWOOD PARTNERSHIP, a Colorado General Partnership.

WITNESS my hand and official seal.

My Commission expires: 1-29-2002

Elaine M. Bussone
Notary Public



STATE OF Massachusetts)
) ss.
COUNTY OF Middlesex)

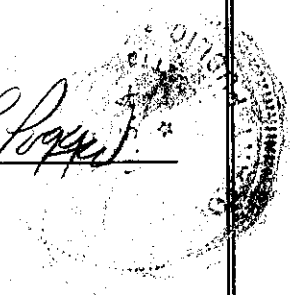
The foregoing instrument was acknowledged before me this 21 day of July, 2000, by FRANCES DIEMOZ, General Partner of GLENWOOD PARTNERSHIP, a Colorado General Partnership.

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. 79°44'28" E. 833.81 feet; thence N. 02°44'00" E. 605.64 feet to the South right of way line of County Road No. 130; thence S. 89°50'00" W. 60.08 feet along said South right of way line of County Road No. 130; thence departing said County Road right of way line on a course bearing S. 02°44'00" W. 602.64 feet; thence S. 87°18'00" E. 60.00 feet to the point of beginning, containing 36250 square feet or 0.832 acres more or less.

After recording return to: Schenk Kerst & deWinter
302 8th St., Ste. 310, Glenwood Springs, CO 81601

PETITION FOR ANNEXATION

The undersigned Petitioner, in accordance with The Municipal Annexation Act of 1965, Article 12, Title 31, C.R.S., as amended, hereby petitions the City Council of the City of Glenwood Springs, Colorado, for annexation to the City of Glenwood Springs that certain real property more particularly described in Exhibit A (the "Property"), which Exhibit is attached hereto and made a part hereof by reference. In support of this Petition, the Petitioner alleges that:

1. Petitioner is Glenwood Partnership, LLLP, a Colorado limited liability limited partnership. The purpose of this Petition is to enable Petitioner to obtain municipal services within the municipal boundaries of the City of Glenwood Springs.

2. Petitioner alleges that it is the landowner—as that term is defined in the Municipal Annexation Act—of 100% of the Property described in Exhibit A as of the date of this Petition.

3. It is desirable and necessary that the Property be annexed to the City of Glenwood Springs, Colorado.

4. The requirements of C.R.S. §31-12-104 and §31-12-105, as amended, exist or have been met as set forth and shown herein.

5. As provided in C.R.S. § 31-12-104, not less than one-sixth (1/6) of the perimeter of the area proposed to be annexed is contiguous with the City of Glenwood Springs.

6. A community of interest exists between the Property proposed to be annexed and the City of Glenwood Springs.

7. The Property proposed to be annexed is urban or will be urbanized in the near future.

8. The Property proposed to be annexed is integrated with or is capable of being integrated with the City of Glenwood Springs.

9. No land in the Property sought to be annexed which is held in identical ownership, whether consisting of one tract or parcel of real estate or two or more contiguous tracts or parcels of real estate, has been or shall be divided into separate parcels without the written consent of the landowner(s).

10. No land in the Property sought to be annexed which is held in identical ownership and comprising twenty (20) or more acres and having an assessed valuation for ad valorem tax purposes in excess of \$200,000.00 has been included in the area without the written consent of the landowner(s).

11. The entire width of any portion of a platted street or alley to be annexed within the Property is included.

12. The proposed annexation will not result in detachment of the Property from any school district or attachment to another district.

13. The Property to be annexed is not presently a part of any incorporated city, city and county, or town; nor have any proceedings been commenced for annexation of part or all of the Property to any other municipality; nor has any election for annexation of such Property or substantially the same Property to the City of Glenwood Springs been held within the twelve (12) months immediately preceding the filing of this Petition.

14. The annexation of the Property proposed to be annexed will not have the effect of extending the boundary of the City of Glenwood Springs more than three (3) miles in any direction from any point of the City of Glenwood Springs municipal boundary in any one (1) year.

15. The signers of this Petition comprise more than fifty percent of the landowners and own more than fifty percent of the Property, exclusive of public streets and alleys and any land owned by the City of Glenwood Springs.

16. The affidavit of the circulator of this Petition stating that each signature hereon is the signature of the person whose name it purports to be is attached to this Petition and made a part hereof by this reference.

17. Attached hereto and incorporated herein by reference are four (4) copies of an annexation map in the form required by C.R.S. §31-12-107(1)(d) and containing:

- a) a written legal description of the boundaries of the area proposed to be annexed;
- b) a map showing the boundary of the area proposed to be annexed;
- c) within the annexation boundary map, a showing of the location of each ownership tract in unplatted land and, if part or all of the area is platted, the boundaries and the plat numbers of plots or lots and blocks; and
- d) next to the boundary of the area proposed to be annexed, a drawing of the contiguous boundary of the annexing municipality and the contiguous boundary of any other municipality abutting the area proposed to be annexed.

18. Each person signing this Petition for Annexation represents that he or she has full authorization to execute this Petition on behalf of the Petitioner.

19. The notary executing this Petition states that each signature herein is the signature of the person whose name it purports to be.

20. Petitioner reserves the right to withdraw this petition and its signature therefrom at any time prior to the recordation of the annexation map.

21. The mailing address of the Petitioner is as follows: 214 Center Drive, Glenwood Springs, Colorado 81601.

WHEREFORE, Petitioner requests that the City of Glenwood Springs approve the

annexation of the Property into the City.

PETITIONER

Dated: 1-26-2021

Floyd Diemoz

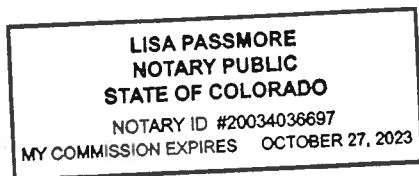
Floyd Diemoz, Managing Partner
Glenwood Partnership, LLLP

STATE OF COLORADO)
) ss.
COUNTY OF GARFIELD)

The foregoing Petition for Annexation was subscribed and sworn to before me this 26th day of January, 2021, by Floyd Diemoz as Managing Partner of Glenwood Partnership, LLLP, a Colorado limited liability limited partnership.

Witness my hand and official seal.

My commission expires 10/27/2023.



Lisa Passmore
Notary Public

EXHIBIT A

The property that is the subject of Petitioner's Petition for Annexation to the City of Glenwood Springs, Colorado, is legally described as follows:

A PORTION OF THE FOLLOWING DESCRIBED REAL PROPERTY:

A TRACT OF LAND SITUATED IN SECTION 6, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE NORTH LINE OF THE GLENWOOD SPRINGS MALL SUBDIVISION WHENCE THE WITNESS CORNER TO THE S1/4 CORNER OF SECTION 34, TOWNSHIP 5 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEARS N 89° 13' 08" E 866.63 FEET SAID POINT OF BEGINNING ALSO BEING THE SOUTHEAST CORNER OF THAT PARCEL DESCRIBED AS PARCEL C IN BOOK 1205 AT PAGE 589 IN THE OFFICE OF THE GARFIELD COUNTY CLERK AND RECORDER;

THENCE ALONG THE EAST LINE OF SAID PARCEL C N 2° 44' 00" E 605.64 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF COUNTY ROAD NO. 130;

THENCE ALONG SAID RIGHT-OF-WAY N 89° 52' 00" E 312.68 FEET;

THENCE N 89° 49' 18" E 860.83 FEET TO THE WEST LINE OF THE MEL-RAY SUBDIVISION;

THENCE ALONG SAID WEST LINE S 1° 52' 00" W 575.96 FEET;

THENCE DEPARTING SAID EAST LINE AND ALONG THE NORTH LINE OF SAID GLENWOOD SPRINGS MALL N 87° 18' 00" W 615.36 FEET;

THENCE S 47° 42' 00" W 125.06 FEET;

THENCE N 87° 18' 00" W 476.98 FEET TO THE POINT OF BEGINNING.

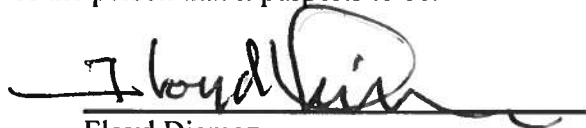
COUNTY OF GARFIELD
STATE OF COLORADO.

AFFIDAVIT OF CIRCULATOR

STATE OF COLORADO)
) ss.
COUNTY OF GARFIELD)

I, the undersigned, being duly sworn, do state as follows:

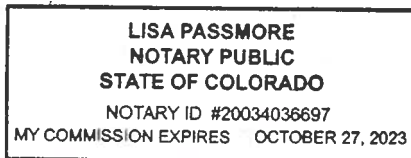
1. I am over the age of 21;
2. I was the circulator of the Petition attached hereto; and
3. Each signature thereon is the signature of the person that it purports to be.


Floyd Diemoz

The foregoing Affidavit of Circulator was acknowledged, subscribed, and sworn to before me this 26th day of January, 2021, by Floyd Diemoz.

Witness my hand and official seal.

My commission expires 10/27/2023.




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)

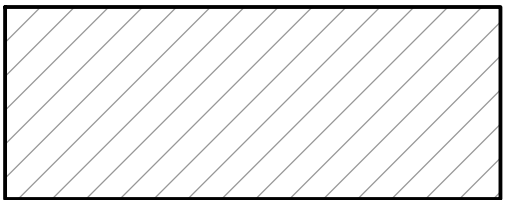
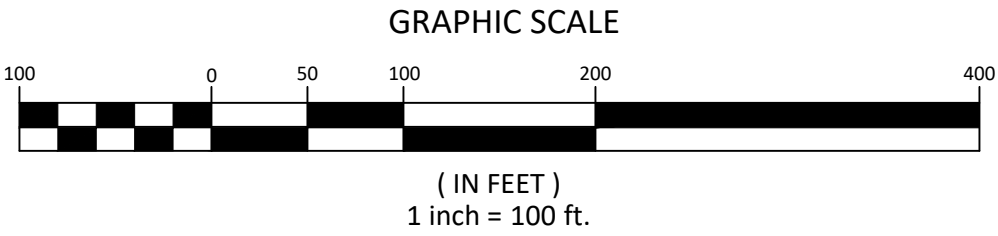
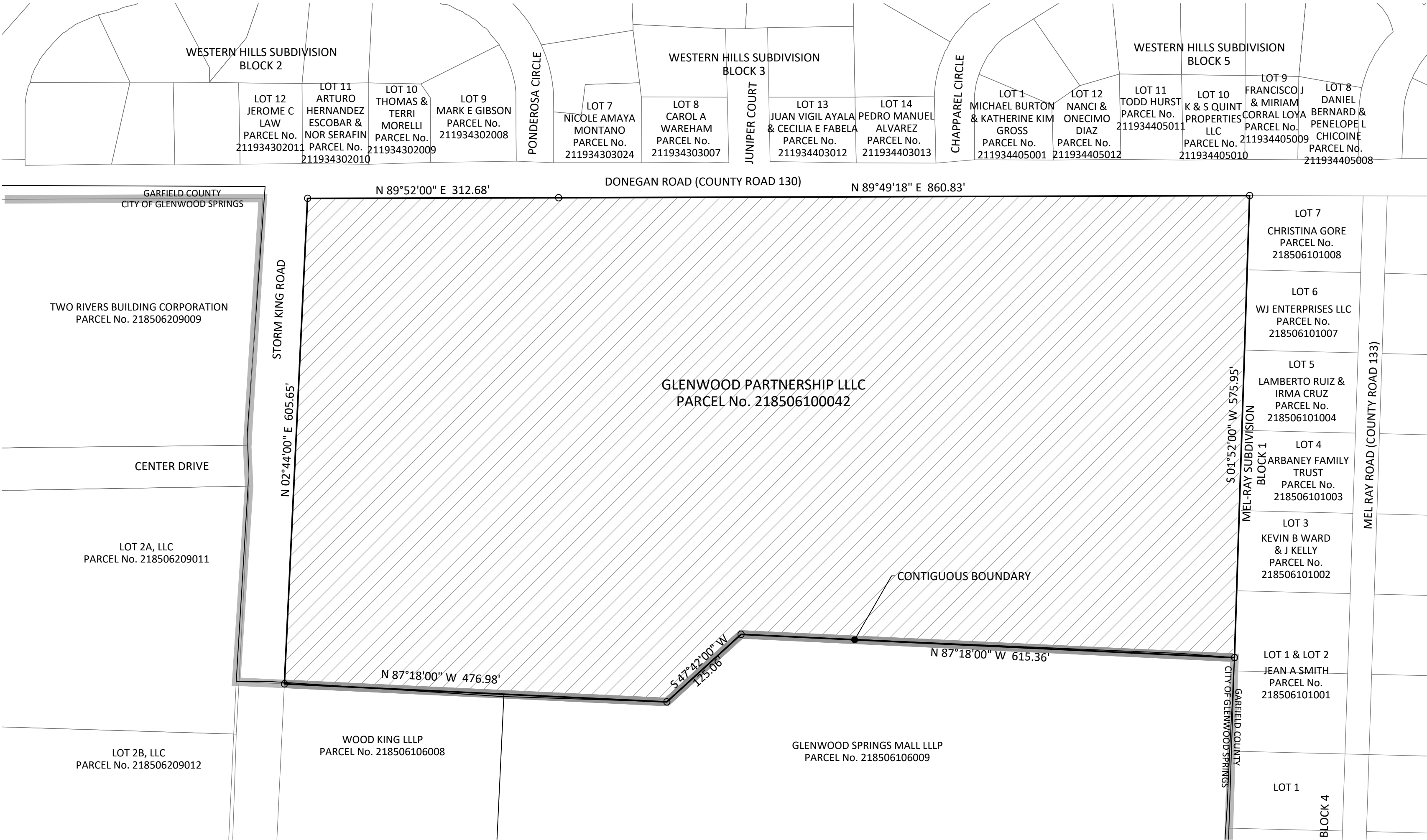
A TRACT OF LAND SITUATED IN SECTION 6, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE NORTH LINE OF THE GLENWOOD SPRINGS MALL SUBDIVISION WHENCE THE WITNESS CORNER TO THE 1/4 CORNER OF SECTION 34, TOWNSHIP 5 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEARS N 89° 13' 08" E 866.63 FEET (N 38° 40' 53" E 853.45 FEET FIELD) SAID POINT OF BEGINNING ALSO BEING THE SOUTHEAST CORNER OF THAT PARCEL DESCRIBED AS PARCEL C IN BOOK 1205 AT PAGE 589 IN THE OFFICE OF THE GARFIELD COUNTY CLERK AND RECORDER; THENCE ALONG THE EAST LINE OF SAID PARCEL C N 2° 44' 00" E 605.64 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF COUNTY ROAD NO. 130; THENCE ALONG SAID RIGHT-OF-WAY N 89° 52' 00" E 312.68 FEET; THENCE (CONTINUING ALONG SAID RIGHT-OF-WAY) N 89° 49' 18" E 860.83 FEET TO THE WEST LINE OF THE MEL-RAY SUBDIVISION; THENCE ALONG SAID WEST LINE S 1° 52' 00" W 575.96 FEET; THENCE DEPARTING SAID EAST (WEST) LINE AND ALONG THE NORTH LINE OF SAID GLENWOOD SPRINGS MALL N 87° 18' 00" W 615.36 FEET; THENCE (CONTINUING ALONG SAID NORTH LINE) S 47° 42' 00" W 125.06 FEET; THENCE (CONTINUING ALONG SAID NORTH LINE) N 87° 18' 00" W 476.98 FEET TO THE POINT OF BEGINNING.

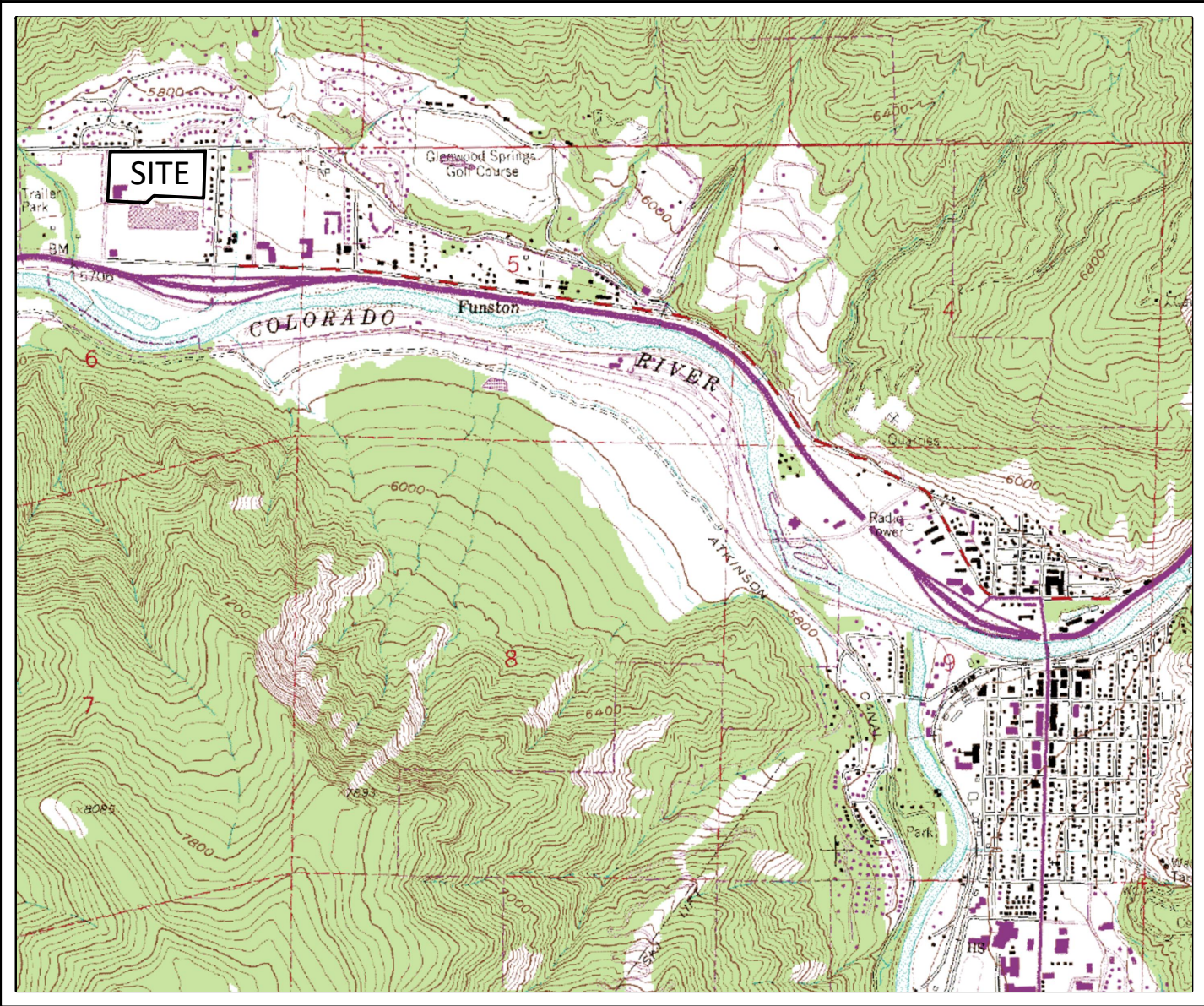
COUNTY OF GARFIELD
STATE OF COLORADO.

CONTIGUOUS BOUNDARY CALCULATION

TOTAL BOUNDARY	3572.51'
1/6TH CONTIGUITY (3572.51 x 1/6)	595.42'
CONTIGUOUS BOUNDARY	1217.40'



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

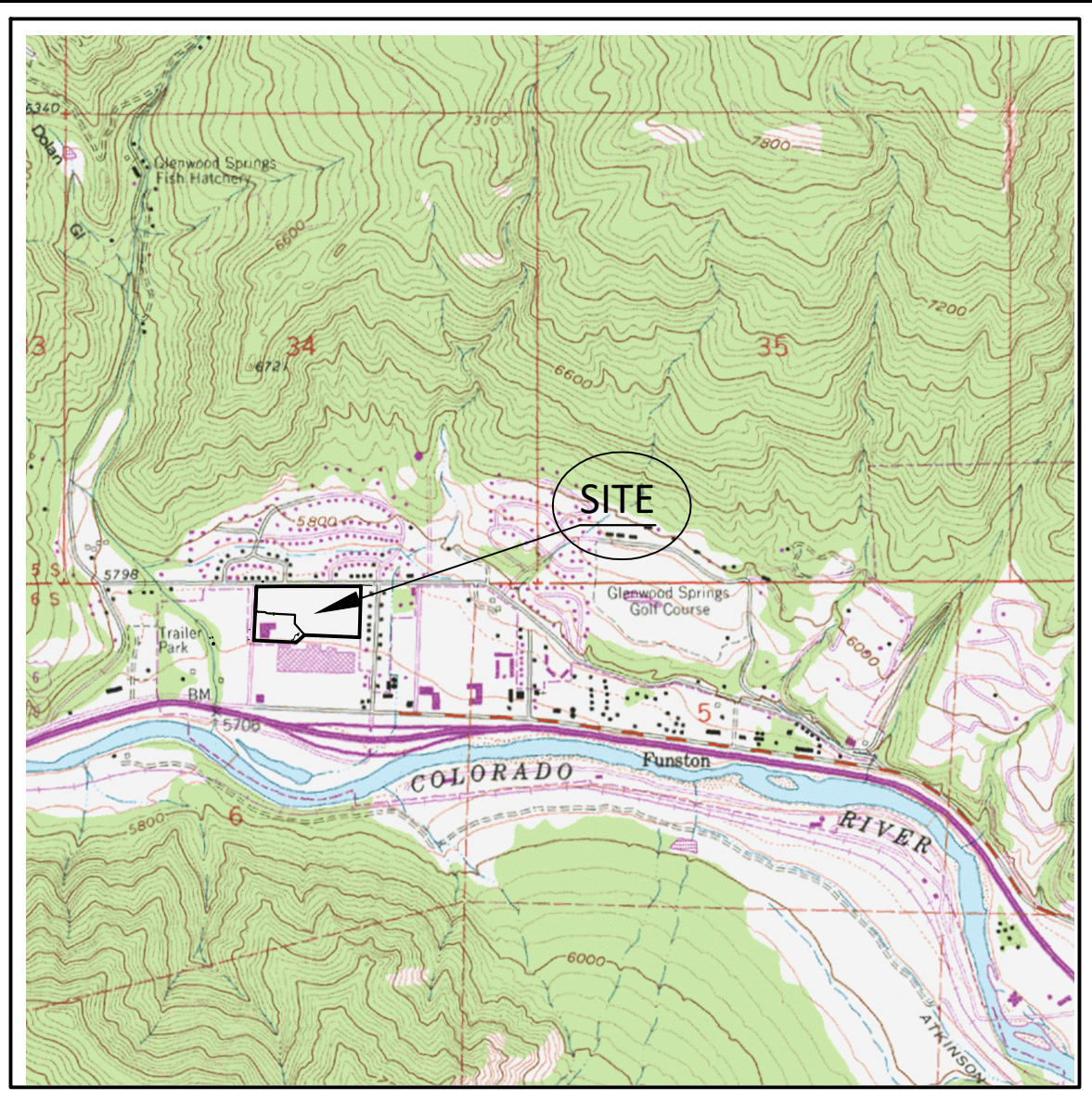
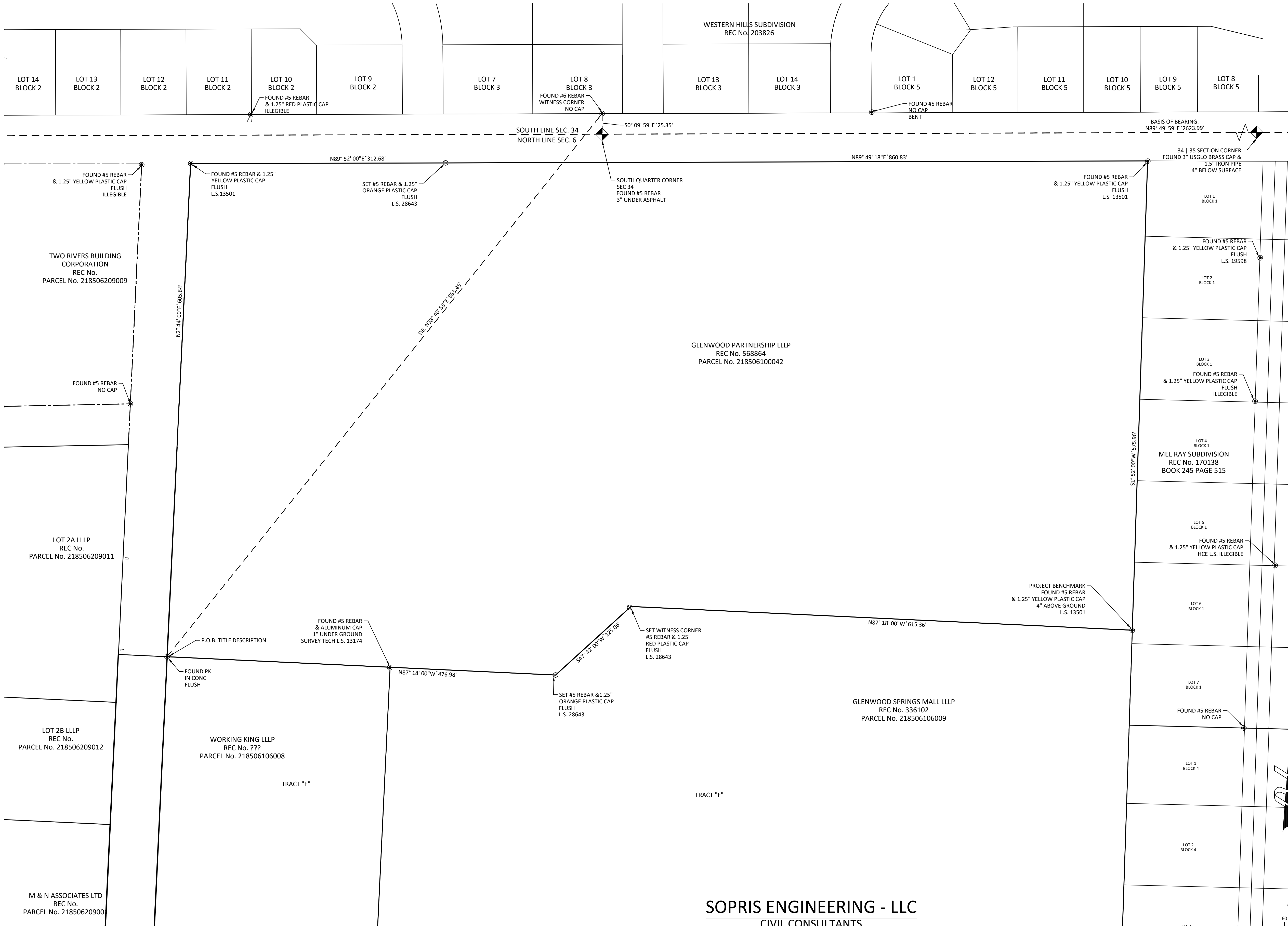
By _____
Deputy

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)

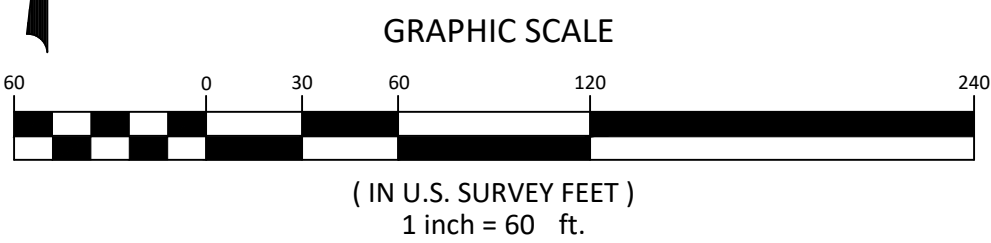
A TRACT OF LAND SITUATED IN SECTION 6, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

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.



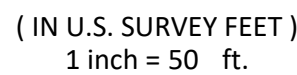
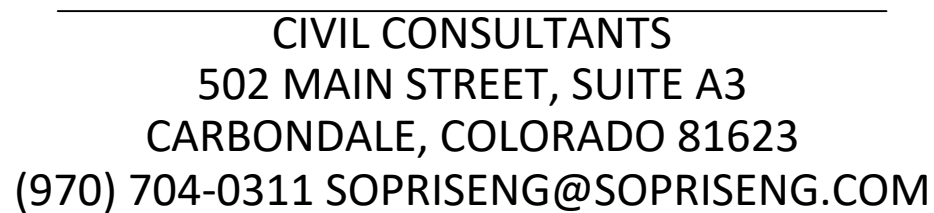
NOTICE: ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF CERTIFICATION SHOWN HEREON.

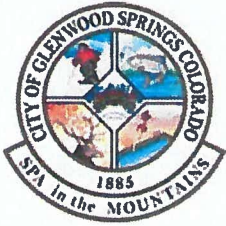
SOPRIS ENGINEERING - LLC
CIVIL CONSULTANTS
502 MAIN STREET, SUITE A3
CARBONDALE, COLORADO 81623
(970) 704-0311 SOPRISENG@SOPRISENG.COM

SHEET 2 OF 2

GENERAL UTILITY NOTES:

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.





LAND USE APPLICATION

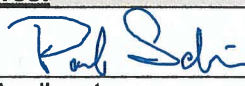
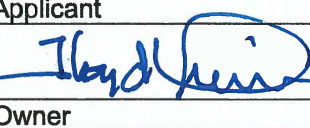
City of Glenwood Springs
Economic and Community Development Dept.
101 West 8th Street
Glenwood Springs, CO 81601
970-384-6411

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

Applicant/Property Owner Information:			
Applicant		Owner	
214 Center Drive, LLC		Glenwood Partnership, LLLP	
Relationship to Owner		Owner	
Under contract to purchase portion of subject property			
Applicant Address		Owner Address	
PO Box 9833	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

From: Ann Stephens <britican@comcast.net>
Sent: Friday, August 7, 2020 8:36 AM
To: Steve Boyd; Gretchen E Ricehill; Debra Figueroa; Jennifer Ooton; Sara Weigel
Cc: Ann Stephens
Subject: Proposed Development by R2 Partnership LLC

As long-standing members of the West Glenwood community, we are writing to express our opposition and concerns regarding the development of the 12.5-acre property at 214 Center Drive currently under contract with R2 Partnership LLC. After meeting with the developer last week we believe the Pre-Annexation meeting will be held in approximately two months' time (late September/early October).

We recognize the Roaring Fork Valley may have a housing need, but to bring in 418 units, 1300 tenants with 650 parking spaces to such a neighborhood is a concern for us on many levels.

1. Safety

The wildfire on August 5, 2020, just west of Ami's Acres at approximately mile marker 111, has again shown us the reality of what happens in West Glenwood during even a small wildfire. Our home is on Ponderosa Circle just off Donegan Road and we witnessed first-hand how quickly the traffic congestion occurred shortly after the emergency alert. The I-70 traffic, and almost every road in West Glenwood, was gridlocked and remained gridlocked till long after 10 pm.

According to figure 2 of the Wildland Urban Interface Community Wildfire Protection Plan of April 2007, the area of West Glenwood has a hazard rating of "very high." West Glenwood has many roads leading to **A SINGLE ROAD - Highway 6**. Also, Highway 6 cannot allow safe evacuation of all the residents of West Glenwood. Depending on the location of the fire, emergency vehicles may block off one or more roads to enable their access to the fire, which further restricts evacuation.

To add another 1,300 residents to West Glenwood, which according to the Census Department, had almost 3,100 residents in 2018 would be utterly catastrophic. Not only do all of these residents need to evacuate safely, but there are elderly residents (12% of our population) who may need assistance, families with young children, as well as two schools and daycare facilities.

2. Impact on Traffic

To add another 1,000 vehicles to our streets will bring about a traffic nightmare of Californian proportions and will turn West Glenwood into a parking lot. COVID has dramatically reduced traffic, and any traffic studies done at this time will not reflect the reality of this area. We urge you to consider this at the Pre-Annexation meeting when it comes to your department.

3. Proximity to Two Rivers School

Currently, the developers plan to have an exit immediately opposite the school. Even if they move the street to somewhere else on Storm King, congestion and safety concerns for our young children is inevitable.

4. Green space

Glenwood residents value the beauty of the land and recognize the importance of green space; we will be losing yet another precious piece of land for our environment and the wildlife. Bike paths exist around town coming almost to this piece of property for both tourists and residents to recreate and enjoy this valley. Many tourists bike past the pasture to visit the area's Fish Hatcheries.

If there has been one thing our world has learned through COVID it is that no matter how economically stable you are, how fiscally responsible you are, how much you plan for the future, you are nothing if you don't protect your people and that is what we are asking the City of Glenwood to do - to protect its current population and keep its residents safe. We strongly urge the City Planning Office to reject the application to annex this property.

Randy & Annie Stephens
0041 Ponderosa Circle

Tel: 970-618-6080

Trent Hyatt

From: LAURIE RAYMOND <laurieraymond16@comcast.net>
Sent: Monday, August 10, 2020 1:04 PM
To: Steve Boyd; Gretchen E Ricehill; Debra Figueroa; Jennifer Ooton; Sara Weigel; Rick Voorhees; Tony Hershey; wgwspasturedev@googlegroups.com
Subject: Issues of the 111 Fire and the West Glenwood pasture development plan

Civic leaders of Glenwood Springs:

I'm the owner of High Tails Dog & Cat Outfitters in West Glenwood Springs. On Wednesday, August 5th, we received a pre-evacuation order at around 3:30 shortly after the 111 Fire got rolling. We immediately began to prepare and load supplies and gear and organize our vehicles to be able to transport to safety all the dogs in our care at that time. Their owners came as soon as they could to retrieve their pets, but many were delayed by traffic, with the last dog picked up just before 8. Although one westbound lane of I-70 opened up shortly after six, no one was able to move in any direction by then. Highway 6 was a parking lot from Mitchell Creek Rd to the 114 roundabout. By the time I left, after 8, all side streets were completely gridlocked as well. It dawned on us that if the fire had continued to bear down on us, we would not have been able to go anywhere.

Because I live off of Donegan east of the Mall, I took Mitchell Creek Rd to Donegan where I joined the stationary line, sitting alongside the disputed pasture behind the mall. I couldn't help thinking about how much worse the jam would have been if 1300 more people and 600+ vehicles were in place, all under the same order to be ready to evacuate, all striving to be able to leave. It was impossible not to recall the horrific images of the Paradise Fire, another bottleneck from which there were not enough possible exits, and the people and animals who roasted to death in their cars or on foot, unable to outrun the flames.

Several years ago I participated in a few planning sessions after a fire in the same general area had exposed serious weaknesses in the ability to move people out of this area. It is hemmed in by geography and unmitigated by sufficient infrastructure. We talked about organizing for responsible traffic flow control, but as far as I know, nothing much came of it. But that was before the summer when California burned, obliterating whole towns. When massive loss of life clearly indicated the future for such places (like ours) as the climate warms and extreme weather events and overcrowding-without-sufficient-safety-resources increase.

We need to sober up. If we learn nothing else from the current pandemic, it should be clear to everyone that precautionary planning - not just talk, but provision of resources and designation of responsible entities for accessing and distributing them in emergencies -- is not a luxury but an absolute necessity. Allowing an imperative of "growth" to trump everything is living beyond our means.

One obvious measure we should take is to organize, equip, train and empower a civilian volunteer traffic corps. We live in an area where fires, floods, mud slides and blizzards frequently paralyze our mobility. There are recognized choke points where one traffic control officer could significantly ease congestion and keep emergency response routes open. This is no job for the police, since even in a gridlocked and panicky situation, law enforcement has its own necessary role. Volunteer fire departments could be a model for such a cadre of people trained and tasked with handling traffic needs in a crisis.

Finally, on the pasture development proposition: About the only thing everyone agrees on in relation to the Covid-19 pandemic is that once the crisis is past, nothing will be the same as it was before. The Valley housing report of just a year ago needs to be set aside until a "new normal" situation can be evaluated. What does it mean for our communities that out of state ultra-wealthy people are moving here to live in their second homes, or buying up properties as fast as they can? They are thinking of their own safety. But they have resources to take care of themselves wherever they primarily reside, better than the low-wage "essential workers" who risk much to serve them. We should ask ourselves if we are really willing to sacrifice what remains of our quality of life in our communities, or be forced to leave because of rising real estate prices (followed by property taxes.) I think it would be prudent, and also a statement of community solidarity, to place a moratorium on development for a period of time long enough to allow us to recognize emerging trends and changes and take deliberate and appropriate action.

But let's find new ways to deliberate together what we want our communities to be, before fear, greed and recklessness make that discussion moot.

Laurie Raymond
Glenwood Springs
970-945-8723

From: [Troy Gordon](#)
To: wgwspasturedev@googlegroups.com
Cc: [Gretchen E Ricehill](#)
Subject: West Glenwood Pasture Development
Date: Monday, August 17, 2020 10:05:27 AM

I am in receipt of the flyer that circulated regarding this development. I am opposed to such a dense development with little to no concern on the surrounding area. First, the traffic congestion in West Glenwood with the Mall, Dealerships, multiple schools and businesses is already at capacity in my opinion. Second, the idea of another high density development in this area is not reasonable. The last project by Climate Control required numerous variations that were granted with little to no regard for reasonableness on height, parking and density. This seems like the same thing. Third, you are placing 1300 tenants next to two schools that will add a large volume of traffic at the worst times for children safety. Finally, I am surprised that the city council would consider this. At one point it was expected that this land would be completely or partially a park area. Why does the South Glenwood and downtown area from Two Rivers to the south get multiple parks and recreation sites and West Glenwood gets a small virtually non-usable park (McGregor Park) but yet almost half of the kids live in this area. Residents have been begging for more options in West Glenwood for decades, more ball fields, basketball courts, picnic areas, etc. but instead of doing this, the city council decides to update a commercial rafting pull out that is used by a small minority of the community. Please consider what you are doing on this. You are adding 1300 residents with most likely 1/3 of them being kids without any type of recreational outlet that was desperately needed prior to this. If this development was offset by 50% of it going to ballfields, recreational options, I would reconsider. Thank you.

Troy Gordon

Trent Hyatt

From: Rachel & Leon <rlgaro@q.com>
Sent: Monday, August 17, 2020 9:45 AM
To: Gretchen E Ricehill
Subject: Proposed West Glenwood Pasture Development

Dear Ms. Ricehill:

We are writing to you regarding the Proposed West Glenwood Pasture Development.

We have lived in west Glenwood since 1971 and have seen many changes over the years. While change is inevitable, we feel that the above proposal is dangerous to the residents in west Glenwood, primarily because of the very real possibility of needing to evacuate and this summer is a case in point.

The danger of fire has occurred in West Glenwood twice (1994 & 2002) and we have had to evacuate. In 2002, we were stuck in bumper to bumper traffic on the frontage road while the fire roared our way just across the river. With the fire moving faster than the traffic, we finally drove on the bike path to make our way to north Glenwood and then across the bridge. And, this year, we were very fortunate that the fire fighters could extinguished the 111 fire before it was out of control and threatened residents in West Glenwood.

Since the 2002 fire, the population in west Glenwood has grown substantially along with the accompanying increase in traffic. New homes and apartments have been built which have added additional population and cars. The new bridge is a beautiful accomplishment but it doesn't move traffic across the river at a significantly faster pace than the old bridge did.

The potential increase of another 1,300 tenants and 650 more cars to the already overcrowding of the area is dangerous and ill advised.

In our opinion, a better use for the pasture would be its development as a park for West Glenwood. Currently the only park in West Glenwood is the small Gregory Park by Mitchell Creek.

Sincerely,

Leon and Rachel Garot
30 Mountain Shadow Drive
Glenwood Springs, CO 81601
(970)319-0187

Trent Hyatt

From: Jessi Hastings <jessidh27@gmail.com>
Sent: Monday, August 17, 2020 11:46 AM
To: Gretchen E Ricehill
Cc: paul.schrimer@cdsg-us.com
Subject: Proposed West Glenwood Pasture Development. Section 6, Township 6, South Range 89

Dear Ms. Ricehill and Mr. Baumann,

I am very concerned about the proposed development of the Pasture land behind the old Glenwood Springs Mall.

I think it 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 evacuation 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

--

MOVE TO IMPROVE
Awakening New Possibilities Around Limitations with NeuroMovement

Jessi Hastings, RN, LMT,
Certified Anat Baniel Method
Neuromovement Practitioner

970.946.8968
jessidh27@gmail.com

"Making the impossible possible, the possible easy and the easy elegant."
Moshe Feldenkrais

From: [Lynette Brickell](#)
To: [Gretchen E Ricehill](#)
Cc: paul.schirmer@cdsg-us.com; wgwspasturedev@googlegroups.com
Subject: West Glenwood Pasture Development to Apartments
Date: Tuesday, August 18, 2020 1:13:01 PM

Hi Gretchen,

I am writing this to you as a West Glenwood resident located at 0010 Ponderosa Circle. I first and foremost want to acknowledge that there is definitely a need for housing in this community, But, I also want to express my concerns about the development and the density of the apartments proposed.

If you drove by this area yesterday or today, we already have traffic and parking concerns since the Two Rivers Foundation School has returned to full operations. The teachers and staff are having to park along Donegan (including in front of this proposed development). The school buses are parked along Storm King Road leaving room for only one car to pass by at a time. Now, add an additional 1-2 vehicles per unit at this development and we have 500 - 800 vehicles to add to the congestion at school drop off and pick up times, which coincide with leaving for work in the mornings. The safety of these children that walk from our neighborhood to both the Two Rivers Foundation School and the Glenwood Springs Middle School is a definite issue.

Our roads (Donegan & Ponderosa) have been torn up for weeks just adding a larger sewer/water line to accommodate this development and it is not even approved yet. What other infrastructure will have to be modified in order to handle the number of apartments and people this will bring? And, in the end, who is paying for the road work, sewer and water upgrades, etc.? City taxpayers?

And, with the fires burning at the present time, and having to evacuate twice in the past, we would have a very difficult time moving that amount of vehicles and people out of this area in a quick manner. It was a nightmare before in 1994 and 2002 and we didn't have the amount of cars and people living in West Glenwood that we now have, This development would exacerbate this 10-fold.

I also work in the Glenwood Business Center and would be entering and exiting the same entryway and exit that this new development would be using. It is hard at the present time to get in this business center when the cars are lined up dropping children off at the school, let alone the additional cars from the development.

I also have my office facing this open field and it has been very nice to observe the geese, rabbits, horses, and other wildlife come through and have a place to reside. No more green space?

The noise level, the lighting, and other issues are definitely a concern as well. If it were a business that closes in the evenings, it would not be so bad, but that many people and vehicles in that small area, I tend to believe the noise level will be a lot higher.

There are other concerns as well, but this touches on the major ones and I hope you consider a downsizing approach when considering this development. Our small little area over here cannot handle this big of a project.

Concerned Citizen,

Lynette Brickell

..

From: [Krista Kies](#)
To: [Gretchen E Ricehill](#); paul.schirmer@cdsg-us.com
Subject: West Glenwood Pasture Development
Date: Monday, August 31, 2020 8:32:53 PM

Good Evening,

We received a notice on our door recently in regards to the West Glenwood Pasture Development proposal and we would like to ask one question please. Why are we eliminating green space when there is a mall right in front of this open space that could be converted into apartments and already has a parking lot? According to the Post Independent article from January 9, 2020, over a dozen tenants have abandoned the mall since 2015, leaving the majority of the shopping center's once lively storefronts dark. As of 2018, the mall contributed only a small portion, 3.7%, to sales taxes.

We appreciate your time listening to our concerns and hope to come to a better solution than eliminating green space.

Krista Thormann
(903) 815-3602
krista.kies@gmail.com

Trent Hyatt

From: Valorie Guanella Erion <mverion@sopris.net>
Sent: Thursday, September 10, 2020 11:53 AM
To: Gretchen E Ricehill
Subject: Proposed Development by R2 Partnership

Dear Ms. Ricehill:

I am not a resident of Glenwood Springs, rather a resident of Garfield County. However, my husband works in Glenwood and has been very impacted during his commute due to the wildfires, as nearly all down valley commuters have been. I am in Glenwood several days a week shopping and running errands. It's not just an inconvenience to be caught in the gridlock, it's dangerous during a fire. This development is just a very bad idea. Open space is in short supply in our area and there won't be any more coming in the future, please preserve what little slice we have left. I share the validity of the points outlined below. Please reject the application to annex this property.

I am writing to express my opposition to the development of the 12.5-acre property at 214 Center Drive currently under contract with R2 Partnership LLC. I recognize that the Roaring Fork Valley, in general, may have a housing need, but to bring in 418 units, 1300 tenants with 650 parking spaces to such a rural neighborhood is a concern for me on many levels.

1. 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

Dear City Council, Officials, Mayor, and Fire Marshall,

Community. What does that word mean to you? Is it thought of as individuals sharing common interests and goals, or simply people living in the same place? No matter the answer, those who have called Glenwood Springs their home for years, decades or a lifetime deserve to be heard, and listened to.

The 111 Fire on Aug. 5 posed many challenges for local citizens, along with those passing through. I reside on Mel Rey Road, off the roundabout. The traffic that flooded Mel Rey wrapped around to Donegan, down Storm King, up Mitchell Creek, and back to Highway 6 leaving us residents out here feeling trapped. What would we have done should we have needed to evacuate?

On July 2nd a couple neighbors and I got together to create a Facebook group to share information about a 418 unit apartment complex being proposed in West Glenwood by a developer out of Cincinnati, OH. (To learn more find us at <https://www.facebook.com/groups/203281687630716>) To the county and city officials who've met with the developer privately, did the thought of natural catastrophes cross your mind when you recommended more units than the amount originally proposed?

In my research for this Facebook page I found a Community Wildfire Protection Plan dated April 2007. Despite it being an older document, the content is valuable to all in this moment. Figure 2 has much of West Glenwood at a Hazard Rating of Very High to Extreme. On page 29, a high priority recommendation was made to educate citizens on proper escape routes. Was this ever enacted?

Vulnerable communities should look to examples like the socio-ecological mitigation approach Montecito County used to successfully fight the Thomas Fire. As a 38 year old Glenwood Springs native, I plan to live out my days here. But what I hope for are leaders that value common interests and goals and that work hard to achieve them — representatives that seek smart growth solutions that encapsulate a true sense of community.

Lacy King
Glenwood Springs

P.S. I wrote this Letter to the Editor the day before the Grizzly Creek Fire was started. My feelings are even more heightened now. As a GWS native, the daughter of one of the CDOT engineers on the Glenwood Canyon project, and someone who loves this place we call home, I am begging you to hear the pleas of your constituents. Please deny R2 Partnerships proposal until accurate studies can be obtained and safety measures are in place. This is the time to rebuild our community, not divide it. The future is in your hands.

Trent Hyatt

From: Lori Welch <lori.welch@gmail.com>
Sent: Tuesday, October 13, 2020 3:02 PM
To: Rick Voorhees; Jonathan Godes; Gretchen E Ricehill; Steve Boyd; Debra Figueroa; Jennifer Ooton; Sara Weigel; Tony Hershey; Paula Stepp; Steve Davis
Subject: The death of WGWS - Proposed Development by R2 Partnership

I am writing to express my opposition to the development of the 12.5-acre property at 214 Center Drive currently under contract with R2 Partnership LLC. I recognize that the Roaring Fork Valley, in general, may have a housing need, but to bring in 418 units, 1300 tenants with 650 parking spaces to such a rural neighborhood is a concern for me on many levels.

1. Safety

I'm confident that the recent wildfires in South Canyon and Glenwood Canyon have demonstrated the need for wise decisions to be made as you plan a strong and safe community for all residents of Glenwood Springs. Shortly after the South Canyon wildfire, the residents of West Glenwood saw firsthand how quickly gridlock occurred, leaving almost every road impassable until late into the evening.

To add another 1,300 residents to the current 3,100 residents of West Glenwood would be utterly catastrophic. Not only do all of these residents need to evacuate safely, but there are elderly and disabled residents who may need assistance, families with young children, as well as two schools and many daycare facilities. We are not talking IF a wildfire will happen again in Glenwood Springs but WHEN.

According to figure 2 of the Wildland Urban Interface Community Wildfire Protection Plan of April 2007, the area of West Glenwood has a hazard rating of "very high." West Glenwood has many roads leading to A SINGLE ROAD - Highway 6. Highway 6 cannot allow for the safe evacuation of all the residents of West Glenwood as it stands today. Depending on the location of the fire, emergency vehicles may block off one or more roads to enable access to a fire or flood area, which would further restrict evacuation efforts.

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

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

Trent Hyatt

From: katie mosquera <ty.sparks@krewol.com>
Sent: Monday, September 14, 2020 12:24 PM
To: Gretchen E Ricehill; Steve Boyd; Debra Figueroa; Jennifer Ooton; Sara Weigel; Rick Voorhees; Tony Hershey; Paula Stepp; Steve Davis; paul.schirmer@cdsg-us.com; Jonathan Godes; Greg Bak
Subject: Apartment Development

Dear All:

I hope that saw in today's paper that SkiCo is laying off 50 employees. It may not seem like many but how many of those employees were candidates for Glenwood's apartments? Did you read that SkiCo is not projecting a wonderful winter? Which means services associated with tourism will decline (which means jobs, wages, taxes etc.) Again, are these your tenants?

I do not think we have truly seen the fall-out from Covid. Even SkiCo is seeing it. Why do you think Glenwood is immune? Yes Aspen does have some growth but it is with the WEALTHY home buyers and clearly they will never be renting apartments in Glenwood. Maybe you think all those homeowners need babysitters and housekeepers? Should Glenwood's future be built on the backs of hourly employees? If you do, there is no future for this town.

I urge CAUTIOUS evaluation on ALL proposed mass housing projects. The numbers you are using are flawed and do not reflect our new landscape. THINK ABOUT what is truly needed and the goal of our community. Why is housing our problem? Engage Aspen, Basalt, El Jebel, Willetts, Carbondale and Eagle in this discussion. You are operating in a bubble that just might burst.

Thank you.

Ty Sparks

From: folo@sopris.net
To: [Gretchen E Ricehill](#)
Cc: folo@sopris.net; [Fran Orosz](#)
Subject: WGWS pasture development
Date: Monday, September 14, 2020 8:46:29 PM

Dear Gretchen,

My name is Lisa. I have lived on Chaparral Circle for 53 years. There are a few of us true locals that still live out here in what we feel is our slice of heaven. Slowly the city of Glenwood Spring has slithered their way out here. Most of us out here have enjoyed being in the county. As a child I spend many hours in the pasture exploring and learning about nature from Adolf Diemoz the original owner of the pasture. There are many reasons I am against this development. First problem, fire evacuation, has been brought front and center with the recent fire in south canyon. I called dispatch and requested that the roads to west Glenwood be closed to commuter traffic. That request fell on deaf ears. Our streets were bumper to bumper with cars. If we had been ordered to evacuate we could not even get out of our driveways. This new development would be adding approximately 800-1000 cars to our neighborhood. Traffic, what can I say about the hell that the roundabouts are in the morning and evenings. These new residents won't be getting on I-70 to head to work. They will be going right onto Hwy 82 causing even more problems for Glenwood Springs. Density of the project is another huge issue. We are a single family home neighborhood. The developer mentioned in a recent meeting that his original plan was 350 units and someone with the city told him that he could do 418. Who would do this to us? The Six Canyon monstrosity is a quarter of the size of this new planned development and it isn't even full of residents. The height of this development is of concern also. I know that the city of Glenwood allows four stories. I ask you to stand on Donegan and envision what the current residents will be looking at. Definitely not the beautiful scenery that they have had the pleasure of enjoying all these years. The city also only requires 1.5 parking places per unit. This is ridiculous. Where do you think all the excess cars are going to park? Glenwood already has a HUGE parking problem. The overflow parking on Center Drive is already outrageous! The developer says he has many studies to do. I don't believe that the studies will be accurate with Covid going on. Kids aren't in school so there are no parents driving them out here. Many people are still required to work from home. I know that many people want the pasture to stay open space. I realize that that is nothing but a dream. I just hope that we the residents in of west Glenwood have a say in what happens. Thank you for listening and hoping that we can have face to face meeting regarding this project.

Lisa Orosz
945-0452
0051 Chaparral Circle

From: [Stephanie Lemkau](#)
To: [Gretchen E Ricehill](#); paul.schirmer@cdsg-us.com
Subject: Proposed West Glenwood Pasture Development
Date: Thursday, September 17, 2020 9:47:20 PM

Dear City of Glenwood Springs Planning Office,

I am writing to you to let you know my concern over the Proposed West Glenwood Pasture Development. I live in West Glenwood at 580 Mel Ray Road.

The reason why I am concerned so much is for the amount of traffic in the 2 roundabouts in West Glenwood. The roundabout by the West Glenwood mall, Highway 6 and Mel Ray are extremely busy. At rush hour between 4-6:00pm it is particularly hard to enter the roundabout because there is so much traffic. Sometimes I have to "gun it" just to get in after waiting for several minutes. With a possible 1300 more people in West Glenwood using the same roundabout it will be next to impossible to enter it safely. I am wondering if the city has done a traffic count at this roundabout.

Another reason I am concerned is for evacuation purposes. During the 111 fire that happened in August I-70 westbound was closed. Traffic was backed up and stopped on I-70, Highway 6, Donegan, Midland, Devereaux and Wulfsohn Road for hours even after I-70 reopened. During this time I had to pick up my son from work on Devereaux Road. I needed to cross both roundabouts to go from Mel Ray to Devereaux and back again. There was no traffic control to go north/south. Police were not controlling the backed up east/west traffic. The roundabout were at a gridlock and stopped with traffic. It took about an hour to pick him up when typically it would take 10 minutes round trip. What if we truly needed to evacuate? Then you add 1300 more people with a possible 650 more cars. That is scary.

In conclusion, I am against the West Glenwood Pasture Development because of the extra traffic it will bring. It will be extremely hard to enter the roundabouts in West Glenwood with the additional people and cars. If we needed to evacuate it would be next to impossible.

Sincerely,
Stephanie Lemkau

From: [Jacque Mcmillan](#)
To: [Gretchen E Ricehill](#); paul.schirmer@cdsg-us.com
Subject: West Glenwood Pasture Development
Date: Wednesday, September 30, 2020 12:34:43 PM

I am writing in regard to the West Glenwood Pasture Development.

Safety is my number one concern. This proposed project lands right between two schools. This stretch of Donegan, between Two Rivers Community School and Glenwood Springs Middle School, is already scary enough to be a pedestrian on. During the bridge closure, I biked this stretch to and from work on a daily basis. Just a single car coming down this part of Donegan can force pedestrians/bicyclist off the paved road, as there are not bike lanes or sidewalks, like there are on the more eastern part of Donegan. Adding more traffic to this section of Glenwood could potentially be dangerous, especially when you consider school traffic. If we are being honest, Storm King isn't a breeze either. With the TRCS buses that are parked in the street, most hours of the day, this is a tight stretch of road, as well. Putting so many housing units right on the corner of the worst part of Donegan and Storm King seems to be very irresponsible.

Secondly, our roundabouts are already overwhelmed. We have so much traffic funneling from up and down the valley. People are only getting more and more selfish and impatient, driving recklessly to get to their destination. Living in West Glenwood, I use the roundabout multiple times a day. Multiple times a week I am cut off from drivers that are in the "I-70 only" lane. Sometimes you can tell they are just new to the area, or just unaware, and did not notice the **3 signs** that indicate what lane they are in. However, most of the time when you get cut off, it's from someone that just wants to bypass the line of cars that are waiting their turn to get into the roundabout. I truly feel adding more cars to this dynamic is only creating a more dangerous, daily situation.

What may be more frightening, is knowing that many impatient drivers will want to bypass the roundabout all together. This would only add that much more traffic to this stretch of Donegan. People looking for the quickest route, and overwhelming the pedestrians on this less than accommodating section of Donegan. Impatient and distracted drivers could be a very serious addition to our narrow, pedestrian filled West Glenwood.

Lastly, I'm sure you've heard plenty about the concerns on if or when West Glenwood would need to evacuate. Each time South Canyon shuts down, this part of the town (along with Blake Avenue) becomes a parking lot, with every selfish person looking to "get ahead," only to add to the congestion. The day to day safety, especially so close to schools, is higher on my list.

We need some one to say enough is enough in Glenwood. We have added two very large housing additions to Glenwood the past few years. Why do we need more tiny and unaffordable units? We have way too much traffic funneling through our tiny, narrow valley on a daily basis. Our current infrastructure can barely support the traffic between tourists and locals just trying to get to their up valley jobs. It takes very little to shut down our town, so adding more housing in a tight spot of Glenwood does not add up. Watching these housing units go up only makes it harder and harder to love the feeling of this small western slope town.

I just think the safety risk is much too high for our small community and would like these matters to be taken into full consideration when the final decision is made.

Thank you for your time,

Jacque McMillan
West Glenwood Springs Resident

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)

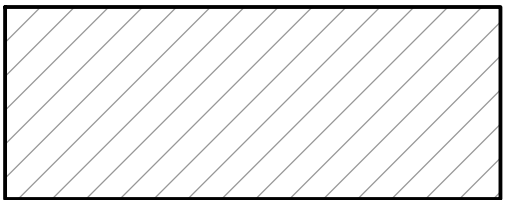
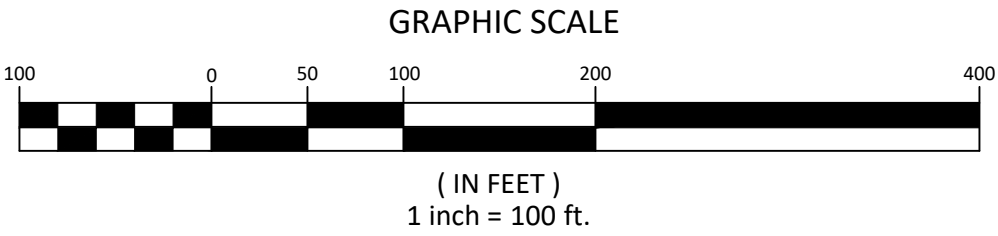
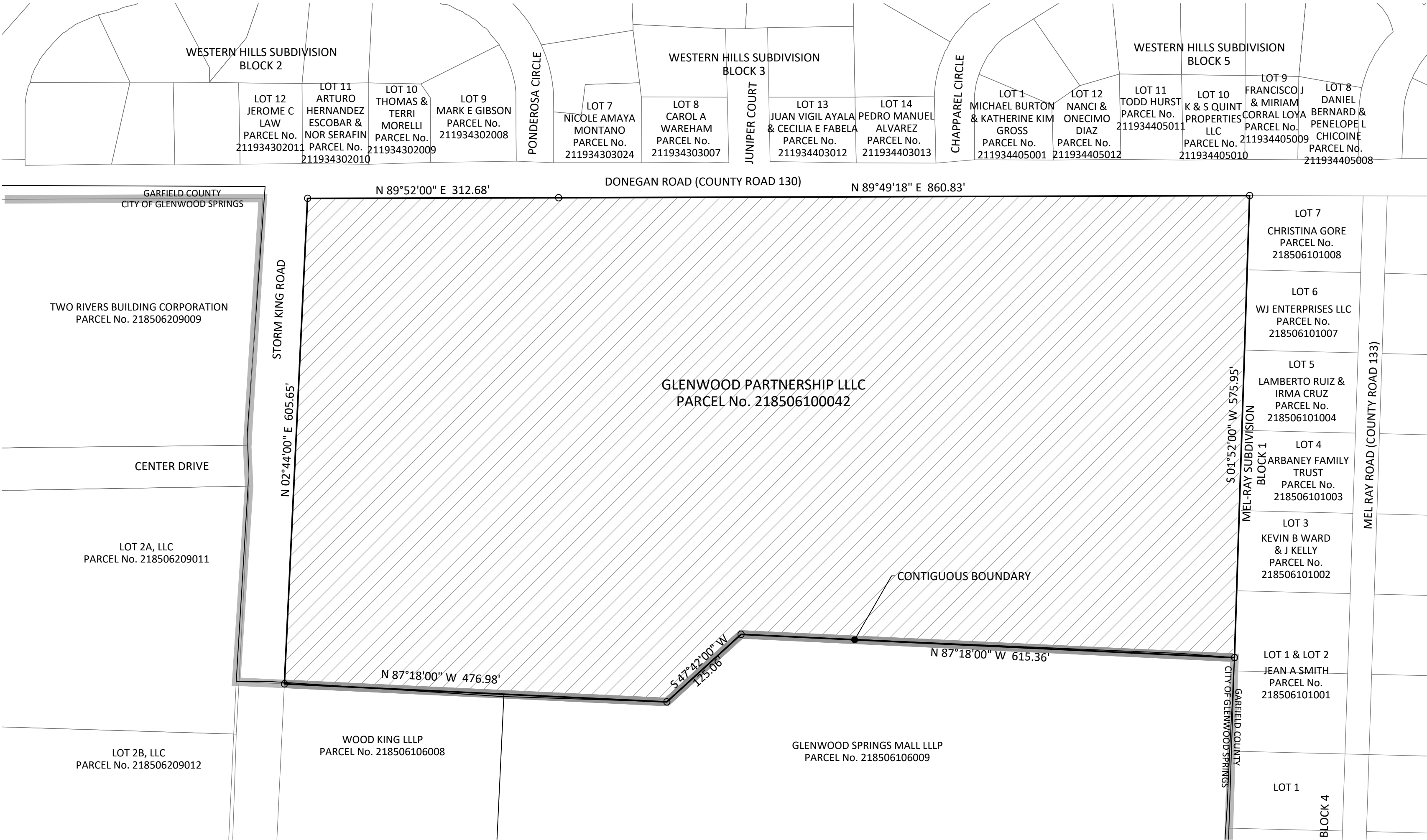
A TRACT OF LAND SITUATED IN SECTION 6, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE NORTH LINE OF THE GLENWOOD SPRINGS MALL SUBDIVISION WHENCE THE WITNESS CORNER TO THE 1/4 CORNER OF SECTION 34, TOWNSHIP 5 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEARS N 89° 13' 08" E 866.63 FEET (N 38° 40' 53" E 853.45 FEET FIELD) SAID POINT OF BEGINNING ALSO BEING THE SOUTHEAST CORNER OF THAT PARCEL DESCRIBED AS PARCEL C IN BOOK 1205 AT PAGE 589 IN THE OFFICE OF THE GARFIELD COUNTY CLERK AND RECORDER; THENCE ALONG THE EAST LINE OF SAID PARCEL C N 2° 44' 00" E 605.64 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF COUNTY ROAD NO. 130; THENCE ALONG SAID RIGHT-OF-WAY N 89° 52' 00" E 312.68 FEET; THENCE (CONTINUING ALONG SAID RIGHT-OF-WAY) N 89° 49' 18" E 860.83 FEET TO THE WEST LINE OF THE MEL-RAY SUBDIVISION; THENCE ALONG SAID WEST LINE S 1° 52' 00" W 575.96 FEET; THENCE DEPARTING SAID EAST (WEST) LINE AND ALONG THE NORTH LINE OF SAID GLENWOOD SPRINGS MALL N 87° 18' 00" W 615.36 FEET; THENCE (CONTINUING ALONG SAID NORTH LINE) S 47° 42' 00" W 125.06 FEET; THENCE (CONTINUING ALONG SAID NORTH LINE) N 87° 18' 00" W 476.98 FEET TO THE POINT OF BEGINNING.

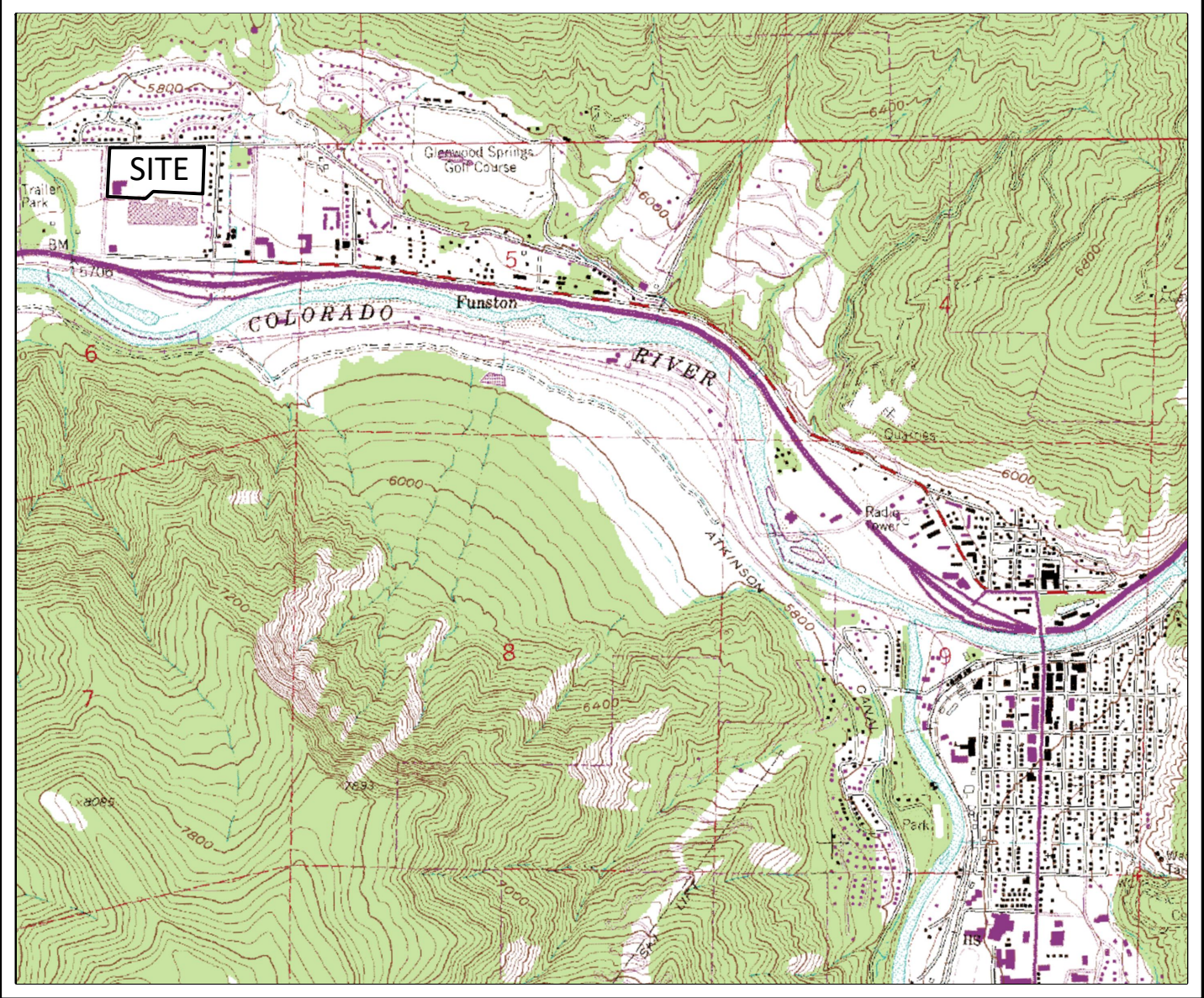
COUNTY OF GARFIELD
STATE OF COLORADO.

CONTIGUOUS BOUNDARY CALCULATION

TOTAL BOUNDARY	3572.51'
1/6TH CONTIGUITY (3572.51 x 1/6)	595.42'
CONTIGUOUS BOUNDARY	1217.40'



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)

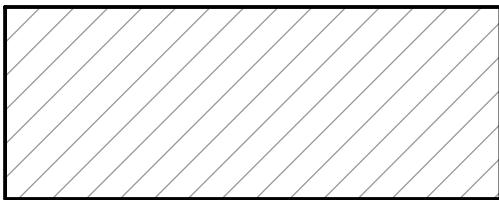
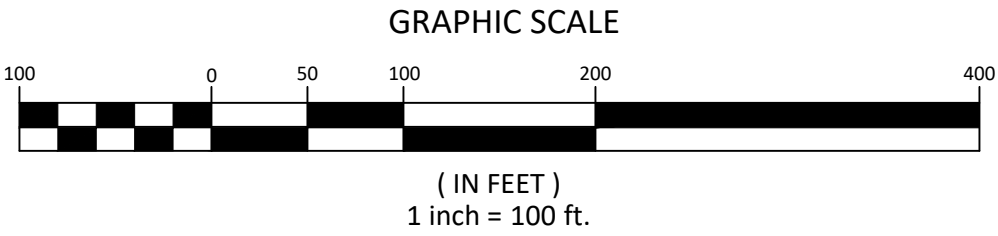
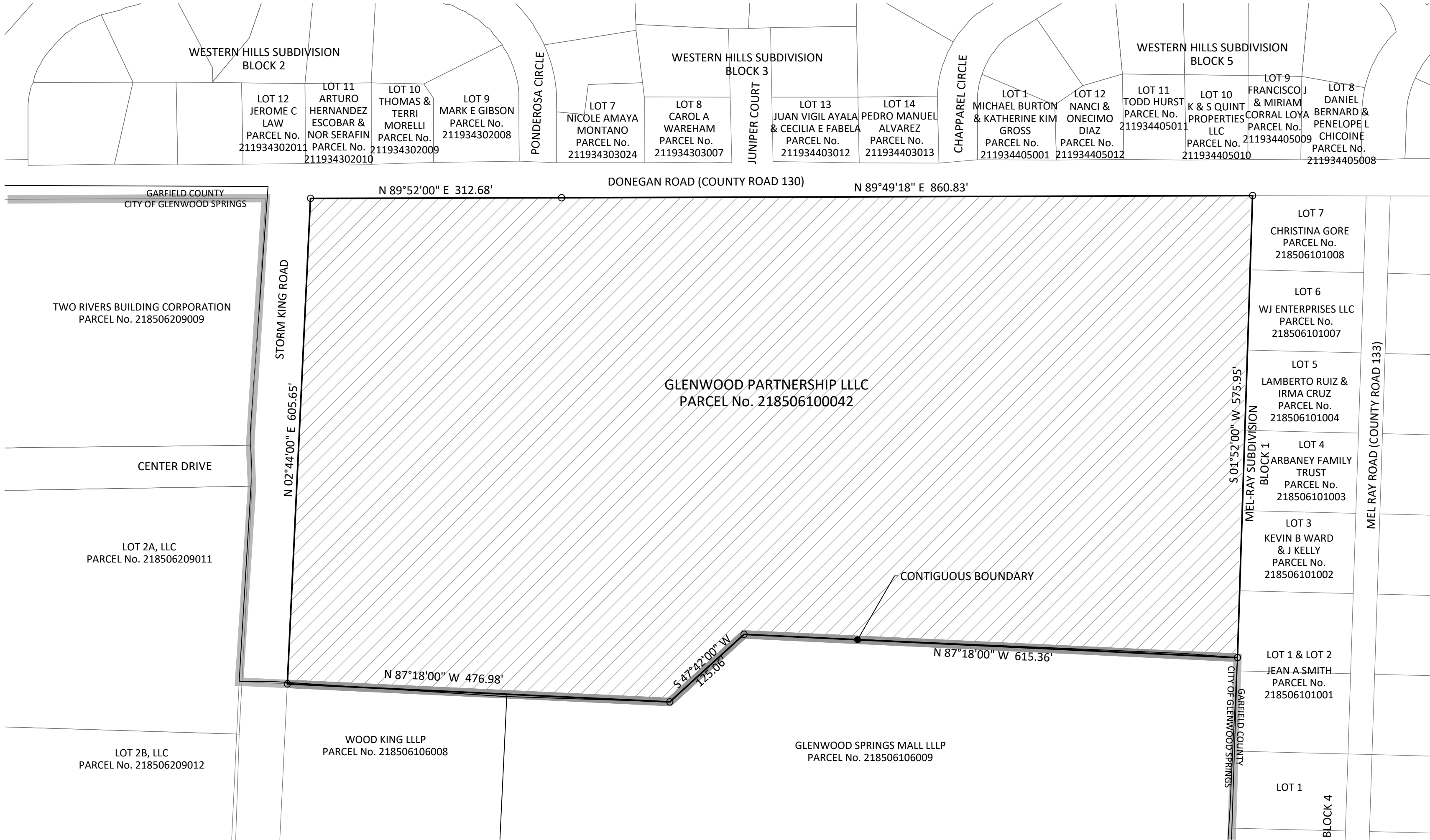
A TRACT OF LAND SITUATED IN SECTION 6, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE NORTH LINE OF THE GLENWOOD SPRINGS MALL SUBDIVISION WHENCE THE WITNESS CORNER TO THE 1/4 CORNER OF SECTION 34, TOWNSHIP 5 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEARS N 89° 13' 08" E 866.63 FEET (N 38° 40' 53" E 853.45 FEET FIELD) SAID POINT OF BEGINNING ALSO BEING THE SOUTHEAST CORNER OF THAT PARCEL DESCRIBED AS PARCEL C IN BOOK 1205 AT PAGE 589 IN THE OFFICE OF THE GARFIELD COUNTY CLERK AND RECORDER; THENCE ALONG THE EAST LINE OF SAID PARCEL C N 2° 44' 00" E 605.64 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF COUNTY ROAD NO. 130; THENCE ALONG SAID RIGHT-OF-WAY N 89° 52' 00" E 312.68 FEET; THENCE (CONTINUING ALONG SAID RIGHT-OF-WAY) N 89° 49' 18" E 860.83 FEET TO THE WEST LINE OF THE MEL-RAY SUBDIVISION; THENCE ALONG SAID WEST LINE S 1° 52' 00" W 575.96 FEET; THENCE DEPARTING SAID EAST (WEST) LINE AND ALONG THE NORTH LINE OF SAID GLENWOOD SPRINGS MALL N 87° 18' 00" W 615.36 FEET; THENCE (CONTINUING ALONG SAID NORTH LINE) S 47° 42' 00" W 125.06 FEET; THENCE (CONTINUING ALONG SAID NORTH LINE) N 87° 18' 00" W 476.98 FEET TO THE POINT OF BEGINNING.

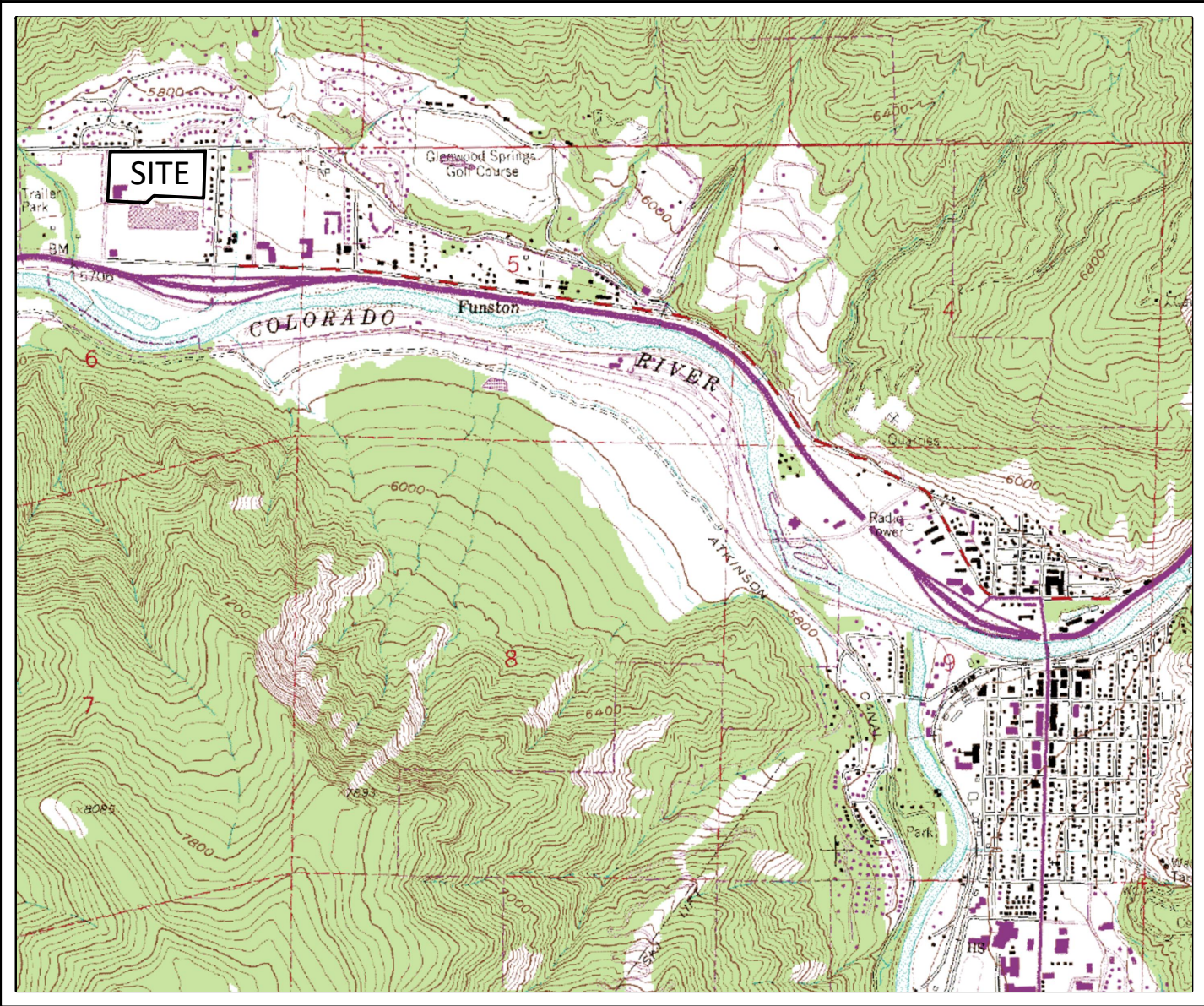
COUNTY OF GARFIELD
STATE OF COLORADO.

CONTIGUOUS BOUNDARY CALCULATION

TOTAL BOUNDARY	3572.51'
1/6TH CONTIGUITY (3572.51 x 1/6)	595.42'
CONTIGUOUS BOUNDARY	1217.40'



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

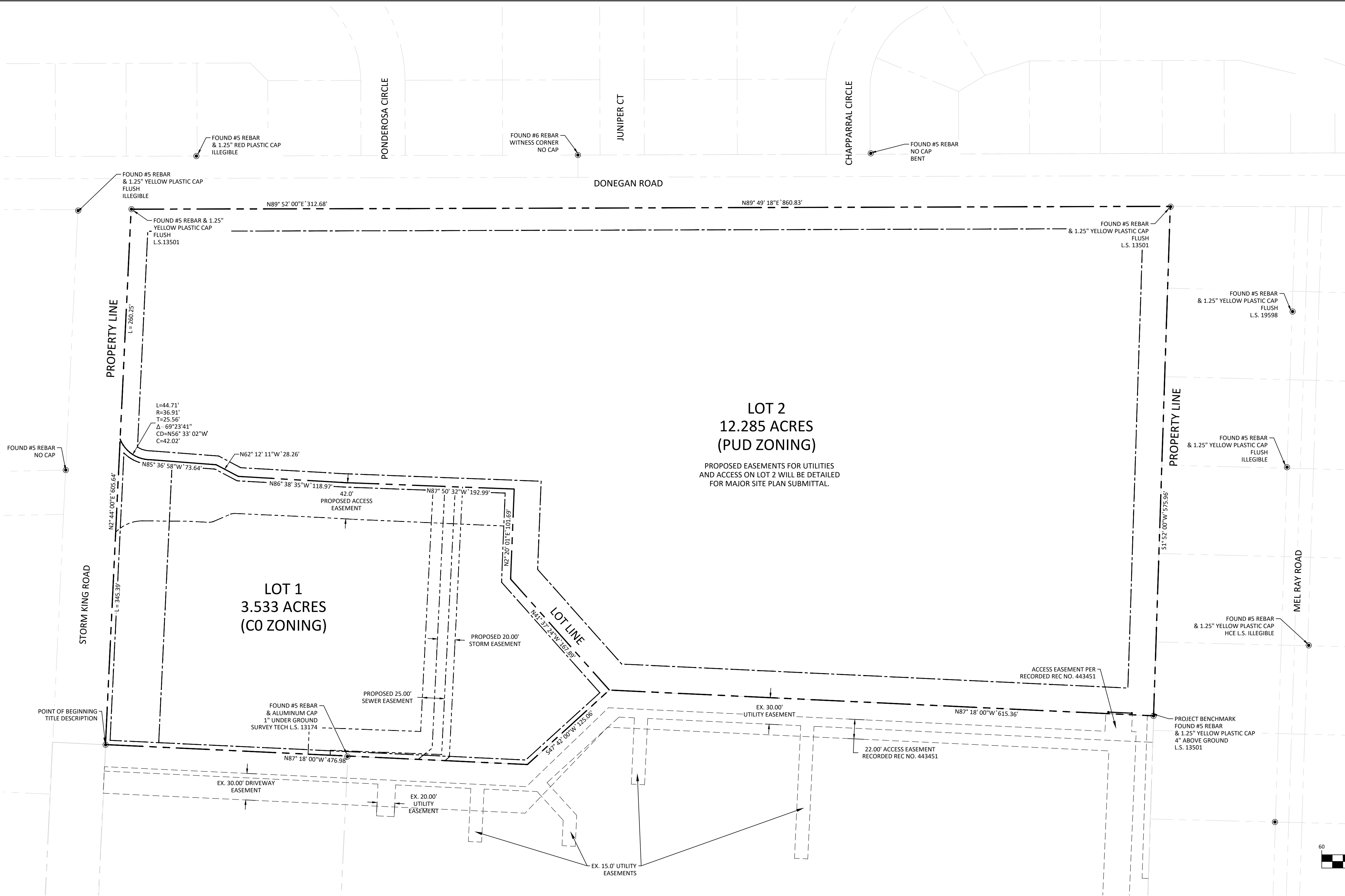
NOTICE: ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF CERTIFICATION SHOWN HEREON.

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

480 DONEGAN
GLENWOOD SPRINGS, COLORADO

ANNEXATION AND ZONING SUBMISSION

DATE	REVISION
TITLE	
CONCEPTUAL PLAT	
DRAWING NO.	
C-1.3	



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:

BE BEGINNING AT A POINT ON THE NORTH LINE OF THE GLENWOOD SPRINGS MALL SUBDIVISION
THENCE 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

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;

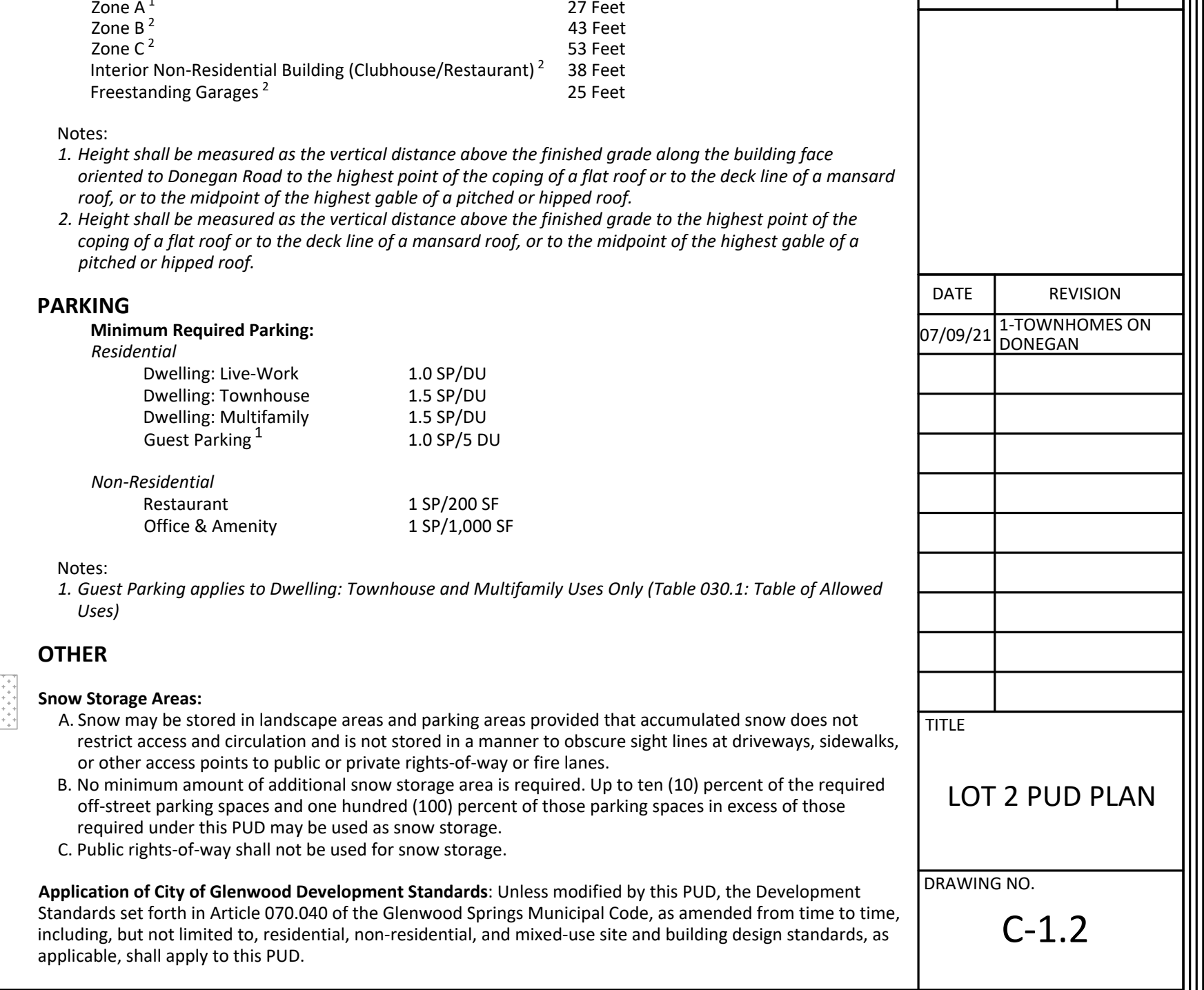
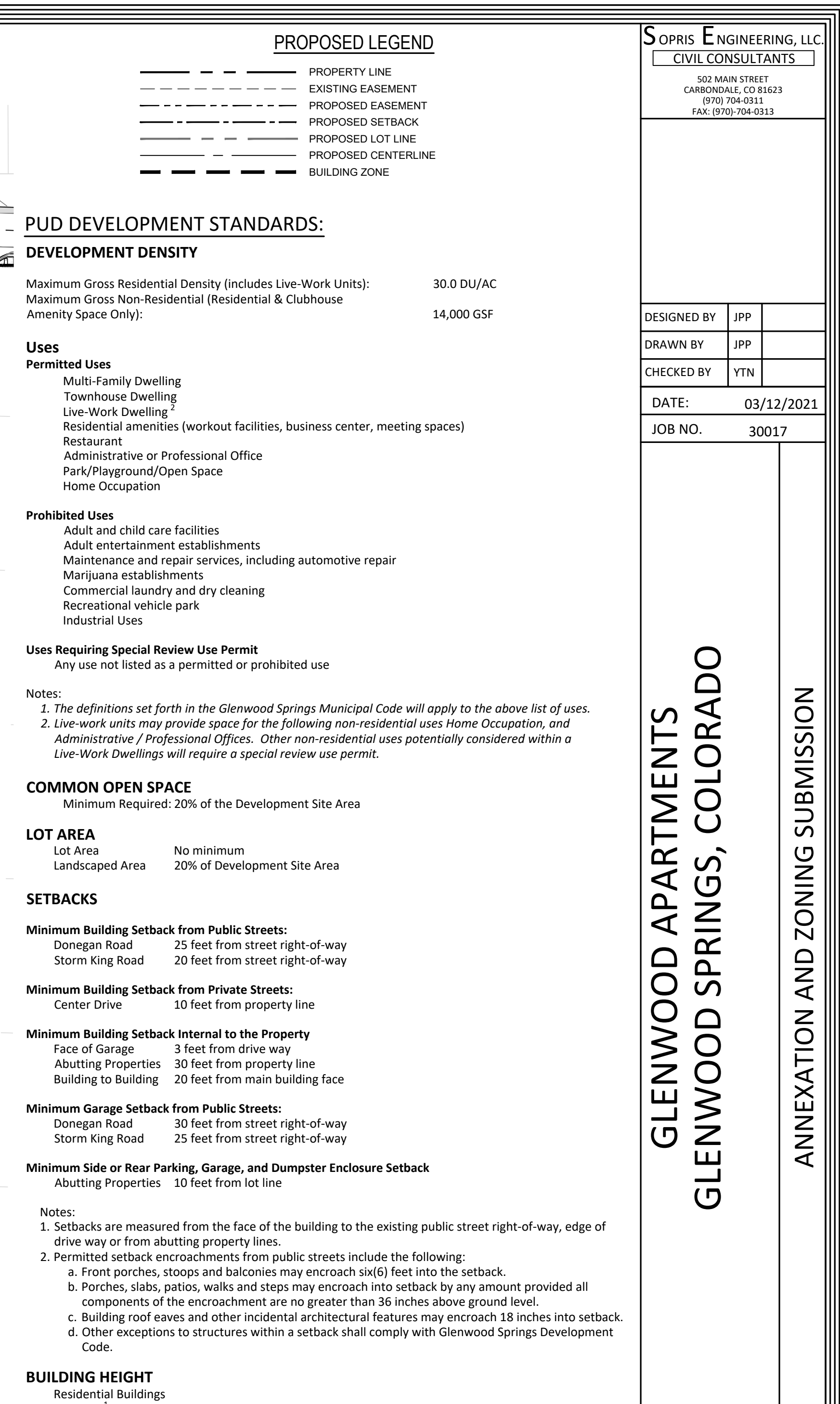
THENCE N 62° 12' 11" W 28.26 FEET;

THENCE N 85° 36' 58" W 73.64 FEET;

THENCE ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS 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.





City Council
STAFF REPORT
City of Glenwood Springs
October 21, 2021

Agenda Item: 2022 Budget Hearing

Action Requested: Public hearing and provide direction to staff on any changes Council would like made to the draft budget prior to the adoption vote on November 4th.

Department: City Administration

Presented By: Debra Figueroa, City Manager

Background Info: During the work sessions Council held between August and September each fund within the draft budget has been discussed. This is Council's opportunity to hear input from the public.

Issues: NA

Staff Recommendation: NA



2022

PROPOSED BUDGET

October 7, 2021

2022 Budget Table of Contents

<u>Fund</u>	<u>Department</u>	<u>Page #</u>
General Fund		3
	City Council	7
	Administration	8
	Recreation	9
	City Clerk	12
	Human Resources	13
	Finance	14
	Information Technology	15
	Municipal Court	16
	Legal	17
	Non-Departmental	18
	Facilities	19
	Recreation	20
	Police	22
	Community Development	24
	Engineering	26
	Building Inspection	27
	Streets and Alleys	28
	Parks and Cemetery	30
	Interfund Transfers Out	33
Tourism		34
Street Tax		37
Marijuana		40
Tobacco Tax		43
Bus Tax		46
Water/Wastewater		49
Broadband		64
Electric		68
Airport		76
Landfill		80
Capital Projects		85
A&I Fund		90
General Improvement District		95
Fire and EMS		98
V.A.L.E.		101
Conservation Trust		104
Cemetery		108
Fleet		109
Fire Equipment Replacement		115
DDA		118

General Fund

		2020 Actual	2021 Budget	2021 Revised Forecast	2022 Budget
Revenue	\$750,002	\$21,394,869	\$19,503,101	\$22,154,101	\$23,019,468
Expenditures		<u>(\$18,132,356)</u>	<u>(\$19,527,679)</u>	<u>(\$22,189,531)</u>	<u>(\$22,942,583)</u>
Change in Fund Balance		\$3,262,513	(\$24,578)	(\$35,430)	\$76,885
Beginning Fund Balance		\$6,475,416	\$9,737,929	\$9,737,929	\$9,702,499
Ending Fund Balance		\$9,737,929	\$9,713,351	\$9,702,499	\$9,779,384
Fund Balance Reserves:					
*Airport Road (Restricted)			(\$86,000)	(\$86,000)	(\$86,000)
*Affordable Housing (Restricted)			(\$26,984)	(\$26,984)	(\$26,984)
*In Lieu Housing Fee (Restricted)			(\$71,382)	(\$71,382)	(\$71,382)
*In Lieu Sidewalk Fee (Restricted)			\$0	\$0	(\$3,520)
Mine Expansion Opposition			(\$1,000,000)	(\$1,000,000)	(\$1,000,000)
Employee Retention Reserve			\$0	(\$450,000)	\$0
Leverage Reserve from stimulus			<u>\$0</u>	<u>(\$1,050,000)</u>	<u>(\$2,100,000)</u>
			(\$1,184,366)	(\$2,684,366)	(\$3,287,886)
Available Fund Balance			\$8,528,985	\$7,018,133	\$8,991,498
			43.7%	31.6%	39.2%
Cash Balance as of 6/30/21	\$10,624,032				

*Restricted Fund Balance means it is imposed externally - Council cannot reallocate

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
01 GENERAL FUND - 00						
0100020-41110	PROPERTY TAXES	\$1,932,535	\$2,158,786	\$2,170,498	\$2,272,234	8.603 mills plus abatements from consolidation of fire equipment replacement fund tax and fire operating tax.
0100020-41120	DELINQUENT PROPERTY TAXES	\$1,578	\$857	\$2,000	\$1,500	
0100020-41130	FIRE BOND TAXES	(\$831)	(\$93)	(\$0)	(\$0)	
0100020-41140	FIRE CAP. IMPR. TAXES	(\$612)	(\$69)	(\$0)	(\$0)	
0100020-41150	SPECIFIC OWNERSHIP	\$144,818	\$144,014	\$100,000	\$145,000	
0100020-41160	SPECIAL ASSESSMENTS	\$36,691	\$36,108	\$30,000	\$36,500	
0100020-41210	GENERAL SALES TAX	\$7,629,412	\$8,662,187	\$7,505,542	\$8,750,855	Assumes 0% growth over the 2021 amended budget.
0100020-41310	USE TAX	\$473,981	\$305,342	\$300,000	\$466,216	Assumes \$1,150,000 in total use tax.
0100020-41710	FRANCHISE FEES	\$178,566	\$165,025	\$214,000	\$180,000	
		<u>\$10,396,138</u>	<u>\$11,472,157</u>	<u>\$10,322,040</u>	<u>\$11,852,305</u>	
01 GENERAL FUND - 00						
0100060-41220	AUDIT REVENUE	\$51,651	\$95,583	\$40,000	\$100,000	
0100060-43510	INTEREST	\$152,643	\$153,345	\$85,000	\$165,000	
0100060-43520	POLICE CONFISCATED ASSETS	\$743	\$300	(\$0)	\$1,000	
0100060-43630	MINERAL LEASE	\$317,533	\$72,388	\$200,000	\$75,000	
0100060-43650	MISCELLANEOUS LEASE	\$58,959	\$46,106	\$40,000	\$60,000	
0100060-43710	CONTRIBUTIONS/DONATIONS	\$7,663	(\$0)	(\$0)	(\$0)	
0100060-43810	INTERFUND COST SERVICE	\$2,501,801	\$2,574,827	\$2,628,389	\$2,680,957	2% increase from 2021 Budget
0100060-43910	OTHER ENTITIES	\$27,116	\$56,328	\$40,000	\$50,000	
0100060-43920	INSURANCE REIMBURSEMENT	\$148,987	\$17,364	(\$0)	\$10,000	
0100060-44110	SALE OF ASSETS	\$8,693	\$3,525	\$10,000	\$10,000	
0100060-44120	CASH OVER/SHORT	(\$109)	\$18	(\$0)	(\$0)	
0100060-44130	MISCELLANEOUS	\$35,925	\$20,270	\$30,000	\$25,000	
		<u>\$3,311,604</u>	<u>\$3,040,055</u>	<u>\$3,073,389</u>	<u>\$3,176,957</u>	
01 GENERAL FUND - 00						
0100040-42210	STATE & COUNTY SALES TAX	\$332,227	\$370,161	\$330,000	\$365,000	
0100040-42220	CIGARETTE TAXES	\$58,274	\$72,235	(\$0)	(\$0)	
0100040-42230	HIGHWAY USE TAX	\$359,020	\$265,031	\$266,330	\$350,000	
0100040-42240	SEVERENCE TAX	\$162,497	\$79,312	\$60,000	\$20,000	
0100040-42310	GRANTS				\$1,350,000	Includes \$1,050,000 from Stimulus Pmt #2
		\$342,656	\$995,779	\$1,345,806	\$61,600	Micro Loan Program - assumes remaining \$78,000 is distributed this year.
Submitted 10/7/2021	TOTAL GRANTS	<u>\$342,656</u>	<u>\$995,779</u>	<u>\$1,345,806</u>	<u>\$1,411,600</u>	

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
---------	---------------------	-------------	-------------	---------------------	--------------	-------------

\$1,254,675	\$1,782,518	\$2,002,136	\$2,146,600
-------------	-------------	-------------	-------------

01 GENERAL FUND - 00

0100070-43840	ALLOCATED ORGANIZATIONAL COST	\$478,842	\$493,208	\$493,210	\$503,074	
0100070-43850	ALLOCATED ORGANIZATIONAL WA/W	\$189,020	\$194,690	\$194,690	\$241,809	3% of Sales
0100070-43860	INTERFUND FRANCHISE - ELECTRIC	\$478,842	\$493,208	\$493,210	\$503,074	
0100070-43870	INTERFUND FRANCHISE - WA/WW	\$189,020	\$194,690	\$194,690	\$241,809	
0100070-44315	TRANSFER FROM A & I	\$1,170,940	\$1,540,000	\$1,420,000	\$1,000,000	Community Center Subsidy
					\$120,000	EHOP
					\$100,000	Community Events
					\$200,000	Parks Maintenance
TOTAL TRANSFER FROM A & I		\$1,170,940	\$1,540,000	\$1,420,000	\$1,420,000	
0100070-44320	TRANSFER FROM DDA	(\$0)	(\$0)	(\$0)	\$100,000	Downtown Maintenance and Security
0100070-44350	TRANSFER FROM TOURISM FUND	\$50,000	(\$0)	(\$0)	\$50,000	Part of 7.5% revenue that goes to FAB grants for special events. Funds were not transferred in 2020 because COVID prevented the events from taking place. City invoiced the Tourism Fund directly for the \$50,000 in 2021.
0100070-44355	TRANSFER FROM MARIJUANA TAX FU	\$175,000	\$276,272	\$185,000	\$100,000	Public Safety
					\$100,000	Youth mental health services. May include passes to the Community Center and/or outsourced contracting for counseling related services.
TOTAL TRANSFER FROM MARIJUANA TAX FU		\$175,000	\$276,272	\$185,000	\$200,000	
0100070-44395	TRANSFER FROM TOBACCO TAX FUND	(\$0)	\$750,000	\$750,000	\$400,000	Reduced from \$750,000 in 2021. Funds contribute to increase in public safety and youth education.
		\$2,731,664	\$3,942,067	\$3,730,800	\$3,659,766	

01 GENERAL FUND - 10 GENERAL GOVERNMENT

0110030-42140	SALES TAX/BUSINESS LICENSES	\$96,900	\$43,800	\$50,000	\$40,000
0110030-42150	LIQUOR LICENSES	\$44,490	\$69,585	\$50,000	\$50,000
		\$141,390	\$113,385	\$100,000	\$90,000

01 GENERAL FUND - 10 GENERAL GOVERNMENT

0110050-42420	CREDIT CARD CONVENIENCE FEES	\$894	\$653	(\$0)	(\$0)
		\$894	\$653	(\$0)	(\$0)

01 GENERAL FUND - 20 PUBLIC SAFETY

0120030-42160	DOG LICENSES	\$105	\$45	\$150	\$50
---------------	--------------	-------	------	-------	------

Submitted 10/7/2021

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
		\$105	\$45	\$150	\$50	

01 GENERAL FUND - 20 PUBLIC SAFETY

0120050-42414	POLICE FINES	\$113,371	\$51,197	\$125,000	\$75,000	Increased from 2020 but less than 2019.
0120050-42415	VEHICLE INSPECTION FEES	\$800	\$795	\$800	\$800	
0120050-42416	COURT FEES	\$41,079	\$19,749	\$40,000	\$30,000	Increase from 2020, less than previous years.
0120050-42417	PARKING FEES & FINES	\$31,493	\$20,468	\$40,000	\$30,000	
0120050-42418	IMPOUND FEES	\$2,250	\$1,410	\$4,000	\$2,500	
		\$188,993	\$93,619	\$209,800	\$138,300	

01 GENERAL FUND - 25 COMMUNITY/ECONOMIC DEVELOPMENT

0125030-42110	BUILDING PERMITS	\$248,232	\$193,133	\$135,000	\$250,000	
0125030-42120	VENDOR PERMITS	\$1,540	\$1,200	\$1,000	\$1,500	
0125030-42170	CONTRACTOR'S LICENSES	\$28,815	\$20,862	\$20,000	\$20,000	
		\$278,587	\$215,194	\$156,000	\$271,500	

01 GENERAL FUND - 25 COMMUNITY/ECONOMIC DEVELOPMENT

0125050-42411	LEGAL FEES	(\$0)	(\$0)	\$10,000	(\$0)	
0125050-42412	PLAN CHECK AND RECORD FEE	\$94,944	\$105,048	\$75,000	\$100,000	
0125050-42430	PLANNING FEES	\$27,731	\$21,388	\$25,000	\$40,000	
0125050-42960	FEE IN LIEU - SIDEWALK	(\$0)	\$3,520	(\$0)	(\$0)	
		\$122,675	\$129,956	\$110,000	\$140,000	

01 GENERAL FUND - 30 PUBLIC WORKS

0130050-42410	ENGINEERING FEES	\$11,778	(\$0)	\$10,000	(\$0)	
0130050-42431	DOWNTOWN TRASH FEE	\$7,300	\$27,963	\$55,000	\$25,000	
		\$19,078	\$27,963	\$65,000	\$25,000	

01 GENERAL FUND - 35 CULTURE AND RECREATION

0135050-42413	CEMETERY FEES	\$13,843	\$8,119	\$10,000	\$8,000	
0135050-42419	PARK RENTALS/BOAT RAMP FEES	\$38,770	\$97,742	\$50,000	\$50,000	
0135050-42433	DOWNTOWN SNOW REMOVAL	(\$0)	(\$0)	(\$0)	\$25,000	
0135050-43210	RECREATION FEES	(\$0)	(\$0)	\$254,000	\$213,500	
0135050-43260	ART CENTER FEES	\$23,978	\$7,393	\$28,700	\$77,200	
0135050-43310	COMMUNITY CENTER FEES	\$1,346,646	\$467,522	\$995,000	\$1,145,290	
		\$1,423,237	\$580,776	\$1,337,700	\$1,518,990	

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
01 GENERAL FUND - 100 CITY COUNCIL						
01100-51110	REGULAR EMPLOYEES	\$0	\$74,585	\$96,720	\$86,400	Mayor (1) \$1,200 per month Councilors (6) \$1,000 per month each
01100-51250	FICA CONTRIBUTIONS	\$0	\$5,733	\$7,597	\$6,808	
01100-51270	UNEMPLOYMENT COMPENSATION	\$0	\$225	\$299	\$267	
01100-51280	WORKERS' COMPENSATION	\$0	\$81	\$72	\$90	
01100-51610	SUPPLIES	\$0	\$461	\$6,000	\$0	
01100-51710	PROFESSIONAL SERVICES	\$0	\$5,100	\$0	\$5,000	Facilitators and miscellaneous press events
01100-52210	PROFESSIONAL DEVELOPMENT	\$0	\$2,135	\$7,000	\$21,000	\$2,500 + \$500 per Councilor
					\$10,000	Professional development for Planning and Zoning Commissioners.
	TOTAL PROFESSIONAL DEVELOPMENT	\$0	\$2,135	\$7,000	\$31,000	
01100-52310	MISC. TRAVEL	\$0	\$744	\$4,000	\$0	
01100-52410	PROFESSIONAL DUES AND MEMBERSH	\$0	\$0	\$0	\$2,500	Colorado Municipal League (CML), Colorado Association of Ski Towns (CAST)
01100-52810	OTHER OPERATING EXPENSE	\$0	\$1,218	\$22,000	\$30,000	Council meetings; food, materials, broadcasting fees, translation.
	TOTAL 100 - CITY COUNCIL	\$0	\$90,282	\$143,688	\$162,065	

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
01 GENERAL FUND - 112 ADMINISTRATION						
01112-51110	REGULAR EMPLOYEES	\$525,081	\$436,038	\$519,214	\$513,468	City Manager Assistant City Manager (75%) Chief Operating Officer Public Information Officer (25%) Executive Assistant - City Manager (50%)
01112-51210	HEALTH INSURANCE PREMIUMS	\$65,481	\$79,155	\$75,098	\$73,484	
01112-51220	LONG TERM DISABILITY	\$24	\$1,078	\$1,161	\$1,191	
01112-51230	BASIC LIFE INSURANCE	\$56	\$1,145	\$1,174	\$1,243	
01112-51250	FICA CONTRIBUTIONS	\$36,294	\$30,455	\$39,720	\$39,281	
01112-51260	RETIREMENT CONTRIBUTIONS	\$28,553	\$21,461	\$36,345	\$35,942	
01112-51270	UNEMPLOYMENT COMPENSATION	\$1,526	\$1,252	\$1,558	\$1,541	
01112-51280	WORKERS' COMPENSATION	\$650	\$764	\$679	\$526	
01112-51360	EMPLOYEE ONBOARDING	\$0	\$34	\$0	\$0	
01112-51410	UTILITIES	\$215	\$0	\$0	\$0	
01112-51610	SUPPLIES	\$3,506	\$1,821	\$2,500	\$2,000	
01112-51710	PROFESSIONAL SERVICES	\$68,124	\$15,413	\$55,000	\$25,000	Facilitation, surveys, orientations, etc.
01112-51810	MAINTENANCE & REPAIR	\$1,199	\$0	\$0	\$0	
01112-51920	RENT/LEASE - EQUIPMENT	\$353	\$0	\$3,800	\$3,800	
01112-52110	PUBLIC NOTICES	\$0	\$0	\$2,000	\$0	
01112-52130	SPECIAL EVENT POSTING	\$0	\$0	\$0	\$2,500	
01112-52210	PROFESSIONAL DEVELOPMENT	\$12,836	\$1,070	\$10,000	\$6,000	Meetings, events, training and related travel.
01112-52310	MISC. TRAVEL	\$2,518	\$497	\$2,500	\$0	
01112-52410	PROFESSIONAL DUES AND MEMBERSH	\$395	\$2,381	\$0	\$0	
01112-52420	ORGANIZATIONAL DUES AND MEMBER	\$38,736	\$42,335	\$25,000	\$0	
01112-52440	PROFESSIONAL SUBSCRIPTION	\$0	\$75	\$0	\$0	
01112-52810	OTHER OPERATING EXPENSE	\$54,322	\$17,485	\$6,000	\$12,500	Ad hoc meetings, materials, costs associated with hosting miscellaneous events.
01112-59520	CAPITAL OUTLAY	\$1,589	\$0	\$0	\$0	
TOTAL 112 - ADMINISTRATION		\$841,459	\$652,459	\$781,749	\$718,476	

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
01 GENERAL FUND - 113 COMMUNITY CENTER						
01113-51110	REGULAR EMPLOYEES	\$706,118	\$719,201	\$807,171	\$615,340	Parks & Recreation Director Community Center Manager Parks & Rec Administrator Maintenance Tech Guest Services Supervisor Custodian I Fitness Coordinator Aquatics Supervisor Lifeguard (2)
01113-51120	PART-TIME EMPLOYEES	\$631,237	\$245,775	\$638,000	\$631,237	
01113-51130	SEASONAL EMPLOYEES	\$24	\$62	\$0	\$24	
01113-51140	OVERTIME	\$3,173	\$180	\$5,000	\$3,173	
01113-51210	HEALTH INSURANCE PREMIUMS	\$203,409	\$240,360	\$257,472	\$232,116	
01113-51220	LONG TERM DISABILITY	\$58	\$2,247	\$2,394	\$1,997	
01113-51230	BASIC LIFE INSURANCE	\$105	\$1,901	\$1,950	\$1,624	
01113-51250	FICA CONTRIBUTIONS	\$100,431	\$69,705	\$112,888	\$47,076	
01113-51260	RETIREMENT CONTRIBUTIONS	\$42,251	\$29,957	\$56,459	\$43,074	
01113-51270	UNEMPLOYMENT COMPENSATION	\$3,938	\$2,735	\$2,421	\$1,845	
01113-51280	WORKERS' COMPENSATION	\$34,903	\$39,309	\$31,103	\$21,884	
01113-51310	TUTITION REIMBURSEMENTS	\$1,500	\$0	\$0	\$0	
01113-51360	EMPLOYEE ONBOARDING	\$2,366	\$2,219	\$6,500	\$6,000	
01113-51410	UTILITIES	\$229,974	\$191,638	\$264,600	\$65,000	Natural Gas
					\$25,000	Water
					\$150,000	Electric
					\$10,000	Trash
					\$500	Landfill
					\$5,000	Telephone
					\$3,000	Mobile - 6 Phones @\$40/Month Each
					\$2,750	Satellite
	TOTAL UTILITIES	\$229,974	\$191,638	\$264,600	\$261,250	
01113-51610	SUPPLIES	\$63,839	\$31,393	\$52,000	\$46,500	Paper Goods, Equipment And Cleaning Supplies
					\$1,500	Office supplies
					\$2,000	Printing
					\$500	Small tools
					\$2,500	Lifeguard Shirts, New Staff Shirts
					\$5,000	Monthly Newsletter/Brochure
					\$1,000	PPE
					\$1,000	Copying
	TOTAL SUPPLIES	\$63,839	\$31,393	\$52,000	\$60,000	
01113-51710	PROFESSIONAL SERVICES	\$62,072	\$14,999	\$14,950	\$500	Community Center instruction

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
01113-51810	MAINTENANCE & REPAIR	\$109,842	\$70,660	\$96,000	\$90,000	Building Maintenance
					\$5,000	Landscaping
					\$3,000	Fuel
					\$5,000	Vehicle maintenance
	TOTAL MAINTENANCE & REPAIR	\$109,842	\$70,660	\$96,000	\$103,000	
01113-51920	RENT/LEASE - EQUIPMENT	\$4,451	\$4,900	\$4,000	\$4,000	Copier lease
01113-52120	EMPLOYMENT POSTING	\$1,334	\$662	\$1,000	\$1,000	
01113-52130	SPECIAL EVENT POSTING	\$281	\$0	\$0	\$0	
01113-52140	PROCUREMENT ADVERTISING	\$36	\$26	\$500	\$0	
01113-52210	PROFESSIONAL DEVELOPMENT	\$11,178	\$2,176	\$3,000	\$6,000	Afo Instructor For John, Troy Ice \$2500 (Training And Travel)
					\$2,000	Travel
	TOTAL PROFESSIONAL DEVELOPMENT	\$11,178	\$2,176	\$3,000	\$8,000	
01113-52310	MISC. TRAVEL	\$0	\$223	\$0	\$0	
01113-52410	PROFESSIONAL DUES AND MEMBERSH	\$3,988	\$4,772	\$1,000	\$2,000	NPRA (\$112.50/Person), CPRA (\$87/Person), USA Hockey (Troy's Membership)
01113-52420	ORGANIZATIONAL DUES AND MEMBER	\$130	\$175	\$0	\$0	
01113-52440	PROFESSIONAL SUBSCRIPTION	\$365	\$0	\$0	\$0	
01113-52510	GRANTS	\$0	\$48,510	\$0	\$0	
01113-52610	TECHNOLOGY	\$13,471	\$12,783	\$17,000	\$7,500	Rectrac, When I Work
					\$1,500	Software licenses
	TOTAL TECHNOLOGY	\$13,471	\$12,783	\$17,000	\$9,000	
01113-52710	CREDIT CARD FEES	\$45,783	\$0	\$8,000	\$0	
01113-52810	OTHER OPERATING EXPENSE	\$818	\$1,821	\$0	\$0	
01113-53310	COMMUNITY CENTER EXPENSE	\$120,875	\$39,347	\$96,105	\$150	Aquatics auxiliary programming
					\$20,000	Acid-rite, accu-tab, muriatic acid
					\$2,400	Hip packs, breathing barriers, backboards
					\$2,500	Public classes - WSI, LG, FA
					\$300	Annual ARC fee
					\$16,000	Includes Contingency For Unforeseen Maintenance (\$3K)
					\$3,500	Belay Certs, Harness, Ropes, Misc. Maint.
					\$3,000	Ribbon, Lanyards, Membership Cards
					\$7,500	Branded Items For Sale, Suits, Towels, Locks
					\$2,000	Fund With Corporate Challenge Type Fundraiser
					\$1,500	Prizes For Challenges, Senior Activities
					\$3,000	Equipment
					\$3,000	Health Fair
					\$4,000	Cardio Balcony Equip Maint, Small Replacements
					\$500	General programming

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
01113-53310	COMMUNITY CENTER EXPENSE				\$10,000	Ice rink maintenance
					\$7,000	Add Back In
					\$1,500	"Above And Beyond Just Care" Programs
					\$1,500	Arts & Crafts, Teaching Supplies
					\$1,500	Books, Mats, Sensory, Replacement Toys
					\$3,000	Tables Replacements, Table Clothes
					\$2,000	Coffee & Soda Carts
					\$800	Climbing wall general programming
					\$500	Climbing wall auxiliary programming
					\$10,000	Ddd, Halloween, Preschool Events, Dive In Movies
	TOTAL COMMUNITY CENTER EXPENSE	\$120,875	\$39,347	\$96,105	\$107,150	
TOTAL 113 - COMMUNITY CENTER		<u>\$2,397,948</u>	<u>\$1,777,736</u>	<u>\$2,479,514</u>	<u>\$2,161,290</u>	

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
01 GENERAL FUND - 114 CITY CLERK						
01114-51110	REGULAR EMPLOYEES	\$143,344	\$110,116	\$124,879	\$99,897	City Clerk Assistant To City Clerk/Muni Court (50%)
01114-51120	PART-TIME EMPLOYEES	\$0	\$1,040	\$0	\$0	
01114-51140	OVERTIME	\$747	\$0	\$1,000	\$1,000	
01114-51210	HEALTH INSURANCE PREMIUMS	\$10,928	\$4,309	\$14,561	\$20,856	
01114-51220	LONG TERM DISABILITY	\$12	\$319	\$398	\$339	
01114-51230	BASIC LIFE INSURANCE	\$21	\$257	\$305	\$254	
01114-51250	FICA CONTRIBUTIONS	\$11,058	\$8,527	\$9,546	\$7,642	
01114-51260	RETIREMENT CONTRIBUTIONS	\$8,667	\$5,569	\$8,713	\$6,993	
01114-51270	UNEMPLOYMENT COMPENSATION	\$434	\$334	\$375	\$300	
01114-51280	WORKERS' COMPENSATION	\$186	\$755	\$318	\$125	
01114-51360	EMPLOYEE ONBOARDING	\$21	\$10	\$0	\$0	
01114-51410	UTILITIES	\$480	\$480	\$600	\$480	Cell Phone
01114-51610	SUPPLIES	\$1,044	\$577	\$1,500	\$1,000	
01114-51710	PROFESSIONAL SERVICES	\$26,296	\$14,468	\$20,000	\$30,000	
01114-51810	MAINTENANCE & REPAIR	\$1,046	\$1,436	\$4,000	\$1,100	
01114-52110	PUBLIC NOTICES	\$11,154	\$13,503	\$10,000	\$15,000	
01114-52120	EMPLOYMENT POSTING	\$0	\$70	\$0	\$100	
01114-52140	PROCUREMENT ADVERTISING	\$360	\$171	\$0	\$0	
01114-52210	PROFESSIONAL DEVELOPMENT	\$2,373	\$551	\$2,500	\$2,500	
01114-52310	MISC. TRAVEL	\$398	\$0	\$0	\$0	
01114-52410	PROFESSIONAL DUES AND MEMBERSH	\$295	\$355	\$450	\$400	
01114-52810	OTHER OPERATING EXPENSE	\$3,923	\$3,914	\$5,000	\$4,000	
01114-53510	PROPERTY INSURANCE	\$55,215	\$84,156	\$101,660	\$90,000	
01114-53520	LIABILITY AND CASUALTY INSURA	\$129,348	\$135,094	\$150,000	\$150,000	
01114-53540	DEDUCTIBLES PAID	\$10,303	\$2,384	\$8,000	\$5,000	
01114-53550	OTHER INSURANCE	\$7,463	\$9,003	\$12,000	\$10,000	
01114-53610	ELECTIONS	\$15,279	\$18,665	\$10,000	\$15,000	
TOTAL 114 - CITY CLERK		\$440,394	\$416,064	\$485,806	\$461,986	

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
01 GENERAL FUND - 115 HUMAN RESOURCES						
01115-51110	REGULAR EMPLOYEES	\$170,795	\$194,620	\$216,150	\$193,368	Human Resources Manager Human Resources Generalist Admin Assistant II
01115-51140	OVERTIME	\$42	\$236	\$0	\$0	
01115-51210	HEALTH INSURANCE PREMIUMS	\$48,992	\$56,191	\$55,692	\$52,104	
01115-51220	LONG TERM DISABILITY	\$17	\$630	\$586	\$712	
01115-51230	BASIC LIFE INSURANCE	\$30	\$521	\$464	\$561	
01115-51250	FICA CONTRIBUTIONS	\$12,047	\$13,703	\$15,252	\$16,323	
01115-51260	RETIREMENT CONTRIBUTIONS	\$7,286	\$9,537	\$13,934	\$14,936	
01115-51270	UNEMPLOYMENT COMPENSATION	\$472	\$537	\$598	\$641	
01115-51280	WORKERS' COMPENSATION	\$831	\$314	\$280	\$234	Workers' Comp
01115-51290	OTHER EMPLOYEE BENEFITS	\$4,585	\$0	\$0	\$0	
01115-51320	AWARDS	\$1,611	\$388	\$0	\$400	
01115-51340	WELLNESS PROGRAM	\$94	\$69	\$500	\$100	
01115-51360	EMPLOYEE ONBOARDING	\$112	\$0	\$0	\$0	
01115-51410	UTILITIES	\$228	\$0	\$0	\$0	
01115-51610	SUPPLIES	\$1,718	\$126	\$500	\$200	
01115-51710	PROFESSIONAL SERVICES	\$32,870	\$37,719	\$51,520	\$38,000	Retirement Plan Admin Fees Flexible Spending Admin Fees
					\$30,000	Outsourced HR consulting, training, education, development.
	TOTAL PROFESSIONAL SERVICES	\$32,870	\$37,719	\$51,520	\$68,000	
01115-51810	MAINTENANCE & REPAIR	\$0	\$1,436	\$0	\$0	
01115-51920	RENT/LEASE - EQUIPMENT	\$1,046	\$0	\$1,000	\$1,100	Printer/copier shared with Clerk's office.
01115-52120	EMPLOYMENT POSTING	\$1,013	(\$582)	\$250	\$1,500	
01115-52210	PROFESSIONAL DEVELOPMENT	\$1,756	\$2,602	\$2,500	\$10,000	City-wide training and access to events, webinars and related materials.
01115-52410	PROFESSIONAL DUES AND MEMBERSH	\$284	\$438	\$1,500	\$400	
01115-52420	ORGANIZATIONAL DUES AND MEMBER	\$6,009	\$0	\$0	\$0	
01115-52810	OTHER OPERATING EXPENSE	\$2,542	\$2,695	\$2,000	\$2,500	
TOTAL 115 - HUMAN RESOURCES		\$294,379	\$321,181	\$362,726	\$363,079	

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
01 GENERAL FUND - 116 FINANCE						
01116-51110	REGULAR EMPLOYEES	\$540,254	\$514,915	\$597,235	\$524,150	Finance Director Controller Accounting Manager Accounting Specialist - Utilities and Tax Sr Accounting Technician -Utilities Utilities/Payroll Manager Accounting Specialist - A/P and Sales Tax Implementation Support Specialist
01116-51140	OVERTIME	\$91	\$0	\$1,000	\$0	
01116-51210	HEALTH INSURANCE PREMIUMS	\$135,107	\$141,745	\$179,464	\$161,172	
01116-51220	LONG TERM DISABILITY	\$41	\$1,491	\$1,722	\$1,677	
01116-51230	BASIC LIFE INSURANCE	\$74	\$1,275	\$1,401	\$1,372	
01116-51250	FICA CONTRIBUTIONS	\$39,407	\$37,072	\$45,016	\$40,099	
01116-51260	RETIREMENT CONTRIBUTIONS	\$32,813	\$23,619	\$41,221	\$36,690	
01116-51270	UNEMPLOYMENT COMPENSATION	\$1,545	\$1,454	\$1,767	\$1,572	
01116-51280	WORKERS' COMPENSATION	\$650	\$864	\$768	\$623	
01116-51360	EMPLOYEE ONBOARDING	\$80	\$630	\$0	\$500	
01116-51610	SUPPLIES	\$72,849	\$77,883	\$70,000	\$87,500	Includes paper and postage for City Hall.
01116-51710	PROFESSIONAL SERVICES	\$57,742	\$95,784	\$80,000	\$20,000	MuniRevs Support/Admin Fees
					\$63,000	Annual Financial Audit
					\$15,000	Compliance with Sales and Use Tax System (SUTS) from State Dept of Revenue.
	TOTAL PROFESSIONAL SERVICES	\$57,742	\$95,784	\$80,000	\$98,000	
01116-51810	MAINTENANCE & REPAIR	\$0	\$2,970	\$4,500	\$3,000	
01116-51920	RENT/LEASE - EQUIPMENT	\$11,492	\$12,657	\$12,000	\$13,000	
01116-52120	EMPLOYMENT POSTING	\$100	\$0	\$0	\$200	
01116-52210	PROFESSIONAL DEVELOPMENT	\$104	\$0	\$4,000	\$5,000	GFOA, CGFOA
01116-52410	PROFESSIONAL DUES AND MEMBERSH	\$492	\$85	\$1,000	\$500	
01116-52440	PROFESSIONAL SUBSCRIPTION	\$31	\$33	\$0	\$0	
01116-52710	CREDIT CARD FEES	\$2,495	\$2,886	\$0	\$3,000	
01116-52750	TREASURER'S FEES	\$38,797	\$43,730	\$40,000	\$45,000	
01116-52810	OTHER OPERATING EXPENSE	\$14,612	\$14,283	\$0	\$1,000	
01116-53910	PRINCIPAL - BONDS	\$240,000	\$250,000	\$0	\$0	
01116-53930	INTEREST - BONDS	\$10,731	\$5,475	\$0	\$0	
01116-59520	CAPITAL OUTLAY	\$485	\$0	\$2,500	\$15,000	Modifications to finance suite.
TOTAL 116 - FINANCE		\$1,199,992	\$1,228,850	\$1,083,593	\$1,039,055	

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
01 GENERAL FUND - 117 INFORMATION TECHNOLOGY						
01117-51110	REGULAR EMPLOYEES	\$322,131	\$374,786	\$431,494	\$422,131	IT Director Asst IT Director IT Support Specialist GIS Administrator (50%) Asset Mgmt/GIS Support Specialist (57%) System Administrator
01117-51140	OVERTIME	\$1,054	\$207	\$0	\$0	
01117-51150	STANDBY AND CALLBACK PAY	\$342	\$0	\$0	\$0	
01117-51210	HEALTH INSURANCE PREMIUMS	\$57,617	\$74,294	\$82,388	\$117,816	
01117-51220	LONG TERM DISABILITY	\$29	\$1,202	\$1,226	\$1,400	
01117-51230	BASIC LIFE INSURANCE	\$51	\$999	\$991	\$1,228	
01117-51250	FICA CONTRIBUTIONS	\$24,222	\$27,291	\$32,963	\$39,838	
01117-51260	RETIREMENT CONTRIBUTIONS	\$21,359	\$18,064	\$30,164	\$34,557	
01117-51270	UNEMPLOYMENT COMPENSATION	\$950	\$1,070	\$1,292	\$1,253	
01117-51280	WORKERS' COMPENSATION	\$464	\$570	\$507	\$462	
01117-51410	UTILITIES	\$122,491	\$114,220	\$70,000	\$140,000	Includes Communications: Microsoft, Teams, email and related licensing.
					\$6,000	Electronic recycling
	TOTAL UTILITIES	\$122,491	\$114,220	\$70,000	\$146,000	
01117-51610	SUPPLIES	\$22,853	\$19,148	\$16,000	\$21,000	Office, technology, reproduction.
01117-51710	PROFESSIONAL SERVICES	\$72,996	\$10,500	\$100,000	\$0	
01117-51810	MAINTENANCE & REPAIR	\$157	\$0	\$0	\$0	
01117-52120	EMPLOYMENT POSTING	\$0	\$0	\$0	\$500	
01117-52210	PROFESSIONAL DEVELOPMENT	\$10,957	\$702	\$10,000	\$28,000	
01117-52410	PROFESSIONAL DUES AND MEMBERSH	\$0	\$0	\$0	\$330	
01117-52420	ORGANIZATIONAL DUES AND MEMBER	\$0	\$330	\$0	\$0	
01117-52610	TECHNOLOGY	\$136,577	\$159,603	\$170,000	\$150,000	Annual recurring fees
					\$40,500	GIS software, ArcGIS user licenses
					\$17,000	Aerial photography
	TOTAL TECHNOLOGY	\$136,577	\$159,603	\$170,000	\$207,500	
01117-52810	OTHER OPERATING EXPENSE	\$297	\$1,129	\$0	\$0	
TOTAL 117 - INFORMATION TECHNOLOGY		\$794,547	\$804,115	\$947,026	\$1,022,015	

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
01 GENERAL FUND - 118 MUNICIPAL COURT						
01118-51110	REGULAR EMPLOYEES	\$65,978	\$61,070	\$64,986	\$91,555	Court Administrator Assistant To City Clerk/Muni Court (50%)
01118-51120	PART-TIME EMPLOYEES	\$0	\$0	\$0	\$10,000	Assistant Clerk covering during vacations and peak dockets.
01118-51210	HEALTH INSURANCE PREMIUMS	\$10,173	\$11,270	\$11,106	\$20,856	
01118-51220	LONG TERM DISABILITY	\$5	\$197	\$191	\$311	
01118-51230	BASIC LIFE INSURANCE	\$9	\$167	\$151	\$245	
01118-51250	FICA CONTRIBUTIONS	\$5,023	\$4,397	\$4,972	\$7,004	
01118-51260	RETIREMENT CONTRIBUTIONS	\$3,312	\$2,218	\$4,525	\$6,409	
01118-51270	UNEMPLOYMENT COMPENSATION	\$197	\$172	\$194	\$275	
01118-51280	WORKERS' COMPENSATION	\$93	\$105	\$94	\$73	
01118-51360	EMPLOYEE ONBOARDING	\$0	\$10	\$0	\$0	
01118-51610	SUPPLIES	\$2,844	\$1,032	\$4,000	\$1,000	
01118-51710	PROFESSIONAL SERVICES	\$66,657	\$129,339	\$115,000	\$145,000	Judge, Prosecutor, Interpreter, Security
01118-51810	MAINTENANCE & REPAIR	\$3,081	\$0	\$1,500	\$1,000	
01118-51920	RENT/LEASE - EQUIPMENT	\$441	\$603	\$0	\$650	
01118-52210	PROFESSIONAL DEVELOPMENT	\$350	\$0	\$0	\$3,250	Full Court software, open court and trial procedures, administration.
01118-52310	MISC. TRAVEL	\$401	\$0	\$0	\$0	
01118-52410	PROFESSIONAL DUES AND MEMBERSH	\$160	\$87	\$200	\$0	
01118-52710	CREDIT CARD FEES	\$894	\$0	\$0	\$0	
01118-52810	OTHER OPERATING EXPENSE	\$120	\$6,470	\$0	\$8,650	Fees for escorting, covering and delivering county defendants.
01118-52840	COURT SERVICES (YOUTH)	\$10,500	\$0	\$20,000	\$15,000	Increased requirements to fund youth services, courtroom advocates, ongoing obligations.
TOTAL 118 - MUNICIPAL COURT		\$170,240	\$217,138	\$226,919	\$311,278	

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
01 GENERAL FUND - 119 LEGAL						
01119-51710	PROFESSIONAL SERVICES	\$520,149	\$382,220	\$400,000	\$400,000	
TOTAL 119 - LEGAL		\$520,149	\$382,220	\$400,000	\$400,000	

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
01 GENERAL FUND - 120 NON-DEPARTMENTAL						
01120-51275	EMPLOYEE HOUSING GRANT	\$110,000	\$0	\$120,000	\$120,000	
01120-51410	UTILITIES	\$104,951	\$99,310	\$110,000	\$109,000	
01120-51710	PROFESSIONAL SERVICES	\$91,307	\$17,507	\$50,000	\$35,000	Written translation Interpretation Meeting facilitation Video captions and production Graphic design
					\$4,000	Archive Social
	TOTAL PROFESSIONAL SERVICES	\$91,307	\$17,507	\$50,000	\$39,000	
01120-51810	MAINTENANCE & REPAIR	\$798	\$1,445	\$1,000	\$3,000	
01120-52510	GRANTS	\$73,588	\$100,000	\$0	\$100,000	Miscellaneous grants, contributions.
01120-52810	OTHER OPERATING EXPENSE	\$76	\$11,981	\$0	\$1,000	Equipment for public information officer
01120-52815	SALES TAX REFUNDS	\$6,871	\$0	\$3,000	\$5,000	
01120-52820	TIF TO DDA	\$310,762	\$332,781	\$126,486	\$289,865	
01120-52825	ECONOMIC INCENTIVE REBATE	\$55,552	\$109,439	\$40,540	\$81,081	
01120-52845	MINE OPPOSITION	\$222,583	\$309,517	\$150,000	\$150,000	
01120-52850	GCID	\$3,130	\$0	\$0	\$0	
01120-52885	CITY MGR DISCRETIONARY	\$0	\$0	\$100,000	\$200,000	
01120-53720	YOUTH EDUCATIONAL PROGRAMMING	\$4,746	\$75,000	\$100,000	\$100,000	
01120-54110	BAD DEBTS	\$0	\$2,506	\$0	\$0	
01120-59998	BIW PERSONNEL	\$0	\$0	\$0	\$20,000	Placeholder for implementation of bonuses paid to employees that speak spanish.
TOTAL 120 - NON-DEPARTMENTAL		\$984,364	\$1,059,487	\$801,026	\$1,217,946	

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
01 GENERAL FUND - 121 FACILITIES						
01121-51110	REGULAR EMPLOYEES	\$83,019	\$81,499	\$112,411	\$337,829	Facilities Superintendent Custodial Supervisor Custodian II Custodian I Maintenance Tech (2)
01121-51140	OVERTIME	\$136	\$0	\$0	\$0	
01121-51210	HEALTH INSURANCE PREMIUMS	\$39,132	\$40,922	\$43,019	\$119,911	
01121-51220	LONG TERM DISABILITY	\$4	\$268	\$267	\$1,148	
01121-51230	BASIC LIFE INSURANCE	\$7	\$236	\$212	\$923	
01121-51250	FICA CONTRIBUTIONS	\$6,171	\$5,720	\$8,599	\$25,844	
01121-51260	RETIREMENT CONTRIBUTIONS	\$5,821	\$4,293	\$5,157	\$23,647	
01121-51270	UNEMPLOYMENT COMPENSATION	\$242	\$224	\$338	\$1,014	
01121-51280	WORKERS' COMPENSATION	\$3,065	\$3,810	\$3,387	\$3,052	
01121-51360	EMPLOYEE ONBOARDING	\$73	\$21	\$0	\$0	
01121-51410	UTILITIES	\$0	\$0	\$0	\$2,200	4 phones @\$40/month each
01121-51610	SUPPLIES	\$9,587	\$7,424	\$10,100	\$15,000	Includes downtown (\$5000), increased services
					\$750	Facilities Specific Apparel
					\$500	Puncture proof gloves
					\$750	Deicer
	TOTAL SUPPLIES	\$9,587	\$7,424	\$10,100	\$17,000	
01121-51710	PROFESSIONAL SERVICES	\$0	\$0	\$3,780	\$0	
01121-51810	MAINTENANCE & REPAIR	\$23,242	\$50,697	\$35,621	\$2,500	Monitor and maintenance contract, preventative maintenance
					\$30,000	LED Conversions/office remodel
					\$3,200	Contract and monitoring
					\$10,000	Cleaning (\$750), LED (\$2,500), crackseal (\$5,000), concrete evaluation/repair (\$1,350)
					\$2,000	Tools, salt spreader, weed whacker
					\$20,000	Monitor, and annual contract
	TOTAL MAINTENANCE & REPAIR	\$23,242	\$50,697	\$35,621	\$67,700	
01121-52210	PROFESSIONAL DEVELOPMENT	\$0	\$0	\$0	\$5,000	HVAC software training. City of Glenwood Springs BEST Cert
					\$2,000	Regional Opportunities for building management collective
	TOTAL PROFESSIONAL DEVELOPMENT	\$0	\$0	\$0	\$7,000	
01121-52410	PROFESSIONAL DUES AND MEMBERSH	\$0	\$0	\$0	\$500	Facilities Designation for potential accreditation
01121-52810	OTHER OPERATING EXPENSE	\$67	\$456	\$0	\$0	
	TOTAL 121 - FACILITIES	\$170,566	\$195,570	\$222,891	\$607,768	

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
01 GENERAL FUND - 122 RECREATION						
01122-51110	REGULAR EMPLOYEES	\$75,640	\$110,364	\$119,484	\$181,712	Recreation Manager Athletics Supervisor Community Recreation Supervisor
01122-51120	PART-TIME EMPLOYEES	\$46,689	\$10,364	\$27,500	\$77,500	
01122-51140	OVERTIME	\$1,240	\$45	\$0	\$0	
01122-51210	HEALTH INSURANCE PREMIUMS	\$20,618	\$38,647	\$41,211	\$51,948	
01122-51220	LONG TERM DISABILITY	\$9	\$362	\$364	\$618	
01122-51230	BASIC LIFE INSURANCE	\$15	\$292	\$287	\$471	
01122-51250	FICA CONTRIBUTIONS	\$9,404	\$8,559	\$9,141	\$13,901	
01122-51260	RETIREMENT CONTRIBUTIONS	\$2,529	\$3,307	\$8,340	\$12,720	
01122-51270	UNEMPLOYMENT COMPENSATION	\$369	\$336	\$359	\$545	
01122-51280	WORKERS' COMPENSATION	\$3,524	\$4,998	\$3,638	\$4,099	
01122-51360	EMPLOYEE ONBOARDING	\$62	\$0	\$0	\$0	
01122-51410	UTILITIES	\$7,929	\$7,594	\$4,960	\$3,000	Natural gas
					\$1,600	Water/Sewer
					\$3,500	Electric
					\$500	Trash
					\$3,000	1 Landline + 4 Lines At \$40/Phone/Month, Plus Replacement Costs
	TOTAL UTILITIES	\$7,929	\$7,594	\$4,960	\$11,600	
01122-51610	SUPPLIES	\$6,916	\$1,262	\$0	\$1,500	Add Second Floor And Additional Programming
					\$200	Office supplies
					\$2,000	Printing
					\$100	Copying
					\$500	Tool Box For Arts Center
					\$500	Staff Shirts
					\$2,000	Reach Media, Monthly Newsletters
	TOTAL SUPPLIES	\$6,916	\$1,262	\$0	\$6,800	
01122-51710	PROFESSIONAL SERVICES	\$7,000	\$11,115	\$48,125	\$78,700	Youth art camp (\$50K), Fencing (\$8K), Sewing (\$1,200), Tennis (\$15K), Golf (\$1,500), Learn-To-Skate (\$3K)
01122-51810	MAINTENANCE & REPAIR	\$17,108	\$329	\$0	\$5,000	Arts Center building maintenance
01122-52130	SPECIAL EVENT POSTING	\$4,446	\$105	\$0	\$0	
01122-52210	PROFESSIONAL DEVELOPMENT	\$0	\$141	\$0	\$2,000	Training, Certifications, Conferences
					\$1,000	Travel, Per Diem
	TOTAL PROFESSIONAL DEVELOPMENT	\$0	\$141	\$0	\$3,000	
01122-52410	PROFESSIONAL DUES AND MEMBERSH	\$0	\$88	\$0	\$400	CPRA \$87/Person NPRA \$112.50/Person
01122-52420	ORGANIZATIONAL DUES AND MEMBER	\$200	\$0	\$0	\$0	

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
01122-52610	TECHNOLOGY	\$0	\$0	\$0	\$7,250	Rectrac, When I Work, Music Licensing
					\$1,250	Office, Adobe
	TOTAL TECHNOLOGY	\$0	\$0	\$0	\$8,500	
01122-52810	OTHER OPERATING EXPENSE	\$159	\$19	\$0	\$0	
01122-52860	SPECIAL EVENTS	\$137,524	\$34,225	\$110,180	\$10,000	Marketing
					\$25,000	Rentals
					\$100,000	Services
					\$15,000	Supplies
	TOTAL SPECIAL EVENTS	\$137,524	\$34,225	\$110,180	\$150,000	
01122-53310	RECREATION PROGRAMMING				\$4,000	Softballs, Footballs, Flags, Pucks
					\$500	Pickleballs, Cornhole Bags, Shuffleboard Mats?
					\$5,500	Uniforms/Hats, Soccer Balls, Bitty Batter Equip (Tees), Trophies/Prizes
					\$425	Canning Classes, Hunter Safety, Concealed Carry
					\$15,000	Licensing, Background Checks, Supplies, Trips
					\$3,000	Congregate Meals, Movie Day, Game Day, Senior Prom
					\$4,000	School Days Off, Break Camps, Field Trips
					\$500	Supplies - Participation Certs, Cones, Push Carts
		\$0	\$0	\$0	\$1,500	Scholarships
	TOTAL RECREATION PROGRAMMING	\$0	\$0	\$0	\$34,425	
01122-53360	ART CENTER PROGRAMS	\$3,758	\$532	\$30,700	\$1,000	Snow Shoes, Paddles, Pumps, Fishing Line, Lures, Flyers
					\$1,500	Clay, Glazes, Art Supplies, Silks
					\$2,500	Clay, Glazes, Art Supplies
					\$4,800	Youth Clay, Dance Clothing, Art Supplies, Tech, Silks, Holiday Crafts
	TOTAL ART CENTER PROGRAMS	\$3,758	\$532	\$30,700	\$9,800	
01122-59520	CAPITAL OUTLAY	\$10,297	\$1,260	\$0	\$0	
	TOTAL 122 - RECREATION	\$355,435	\$233,945	\$404,289	\$651,739	

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
01 GENERAL FUND - 131 POLICE						
01131-51110	REGULAR EMPLOYEES	\$2,332,805	\$2,022,853	\$2,692,987	\$2,694,839	Chief Of Police Police Lieutenant (2) Patrol Sergeant (4) Police Sergeant Code Enforcement Officer (2) Police Officer I (11) Police Officer II (5) Police Officer III (5) Police Admin Assistant II Sr Police Records Technician Police Records Clerk (2) Parking Enforcement
01131-51140	OVERTIME	\$142,243	\$33,511	\$150,000	\$120,000	
01131-51150	STANDBY AND CALLBACK PAY	\$25,577	\$28,068	\$30,000	\$25,000	
01131-51210	HEALTH INSURANCE PREMIUMS	\$593,637	\$527,541	\$637,328	\$692,567	
01131-51220	LONG TERM DISABILITY	\$152	\$6,205	\$7,784	\$8,929	
01131-51230	BASIC LIFE INSURANCE	\$268	\$5,187	\$6,226	\$7,022	
01131-51240	FPPA DEATH AND DISABILITY INS	\$840	\$37,051	\$55,679	\$58,801	
01131-51250	FICA CONTRIBUTIONS	\$32,585	\$28,566	\$39,048	\$39,075	
01131-51260	RETIREMENT CONTRIBUTIONS	\$155,835	\$95,301	\$188,492	\$188,640	
01131-51265	POLICE/FIRE RETIREMENT CONTRIB	\$188,408	\$156,537	\$201,974	\$202,113	
01131-51270	UNEMPLOYMENT COMPENSATION	\$7,167	\$6,025	\$8,020	\$8,085	
01131-51280	WORKERS' COMPENSATION	\$73,560	\$94,315	\$78,179	\$55,178	
01131-51310	TUTITION REIMBURSEMENTS	\$1,828	\$0	\$0	\$0	
01131-51360	EMPLOYEE ONBOARDING	\$504	\$8,806	\$5,000	\$0	
01131-51410	UTILITIES	\$33,728	\$28,439	\$25,000	\$30,000	
01131-51610	SUPPLIES	\$46,958	\$72,723	\$46,000	\$48,000	Officer, safety, building.
01131-51710	PROFESSIONAL SERVICES				\$60,000	Security Downtown
					\$32,000	Body and Car Cameras - Software, storage and technology - move to tech
						May offset with grants by \$14k from Federal Funds
					\$33,000	Victims Rights Advocate (VRA) - Previously a County expense - paid to GarCo
					\$10,000	Speak Write - Officer dictation service
					\$5,000	Language Line Svc
					\$5,000	Towing services
		\$35,767	\$19,932	\$155,000	\$0	Department assessment of expected service delivery
	TOTAL PROFESSIONAL SERVICES	\$35,767	\$19,932	\$155,000	\$145,000	
01131-51810	MAINTENANCE & REPAIR	\$103,214	\$78,789	\$98,800	\$100,000	
01131-51920	RENT/LEASE - EQUIPMENT	\$5,462	\$5,229	\$6,300	\$0	
01131-52120	EMPLOYMENT POSTING	\$1,377	\$1,543	\$4,000	\$1,500	

Submitted 10/7/2021

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
01131-52210	PROFESSIONAL DEVELOPMENT	\$23,887	\$28,787	\$51,000	\$46,000	SWAT, Firearms, Use of Force, POST mandated training, travel to get there.
01131-52310	MISC. TRAVEL	\$11,142	\$1,344	\$5,000	\$0	
01131-52410	PROFESSIONAL DUES AND MEMBERSH	\$1,568	\$1,942	\$3,000	\$2,000	
01131-52420	ORGANIZATIONAL DUES AND MEMBER	\$444	\$2,918	\$1,000	\$1,000	Colorado Chiefs
01131-52440	PROFESSIONAL SUBSCRIPTION	\$1,591	\$3,526	\$4,000	\$1,500	FBINAA, IACP
01131-52510	GRANTS	\$86,662	\$70,437	\$84,566	\$90,000	HIDTA - Passthrough Grant (90K)
01131-52610	TECHNOLOGY	\$0	\$16,920	\$15,600	\$33,000	Garfield County Emergency Dispatch
01131-52810	OTHER OPERATING EXPENSE	\$18,918	\$36,049	\$15,000	\$17,000	Misc items w/o specific line items-coding
01131-52835	COMMUNITY OUTREACH	\$6,195	\$743	\$8,500	\$5,000	CPA, Explorers, Natl Night Out
01131-53240	LABORATORY	\$4,612	\$0	\$3,500	\$5,500	DUI, Narc blood draws
01131-53830	INVESTIGATIONS	\$3,920	\$3,178	\$15,000	\$4,000	
01131-53840	ANIMAL CONTROL	\$11,060	\$11,560	\$16,000	\$16,000	
01131-53850	CONFISCATED FUNDS EXPENDITURE	\$0	\$0	\$5,000	\$0	
01131-53860	FIREARMS	\$18,971	\$16,226	\$50,000	\$28,000	
TOTAL 131 - POLICE		\$3,970,884	\$3,450,251	\$4,712,981	\$4,673,749	

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
01 GENERAL FUND - 141 COMMUNITY DEVELOPMENT						
01141-51110	REGULAR EMPLOYEES	\$358,745	\$350,434	\$429,925	\$439,921	Assistant City Manager/CD Director (25%) Eco/Cd Assistant Director Long Range Senior Planner Econ Development Specialist Building Permit Technician (50%) Planner I Planner
01141-51120	PART-TIME EMPLOYEES	\$0	\$3,355	\$0	\$0	
01141-51140	OVERTIME	\$61	\$50	\$0	\$0	
01141-51210	HEALTH INSURANCE PREMIUMS	\$84,352	\$77,023	\$91,320	\$128,448	
01141-51220	LONG TERM DISABILITY	\$36	\$1,128	\$1,252	\$1,495	
01141-51230	BASIC LIFE INSURANCE	\$64	\$923	\$1,032	\$1,140	
01141-51250	FICA CONTRIBUTIONS	\$26,108	\$25,632	\$32,889	\$33,655	
01141-51260	RETIREMENT CONTRIBUTIONS	\$22,443	\$15,713	\$30,080	\$30,794	
01141-51270	UNEMPLOYMENT COMPENSATION	\$1,024	\$1,005	\$1,290	\$1,320	
01141-51280	WORKERS' COMPENSATION	\$848	\$574	\$561	\$856	
01141-51360	EMPLOYEE ONBOARDING	\$80	\$63	\$0	\$0	
01141-51410	UTILITIES	\$0	\$0	\$0	\$1,200	
01141-51610	SUPPLIES	\$7,091	\$9,000	\$8,000	\$5,000	Historic Preservation endeavors
					\$5,000	Office supplies
	TOTAL SUPPLIES	\$7,091	\$9,000	\$8,000	\$10,000	
01141-51710	PROFESSIONAL SERVICES				\$200,000	Comprehensive Plan
					\$10,000	Surveying, graphic and other design for misc. projects
		\$176,384	\$31,364	\$265,000	\$50,000	Economic Development Strategy Implementation
					\$20,000	System Improvement Fee Analysis
	TOTAL PROFESSIONAL SERVICES	\$176,384	\$31,364	\$265,000	\$280,000	
01141-51810	MAINTENANCE & REPAIR	\$293	\$453	\$2,500	\$5,000	Miscellaneous repairs in Comm Dev Suite.
01141-51920	RENT/LEASE - EQUIPMENT	\$333	\$48	\$0	\$3,000	
01141-52110	PUBLIC NOTICES	\$913	\$1,848	\$2,000	\$2,000	
01141-52120	EMPLOYMENT POSTING	\$1,260	\$0	\$300	\$1,000	
01141-52210	PROFESSIONAL DEVELOPMENT	\$3,354	\$2,801	\$1,000	\$12,500	
01141-52310	MISC. TRAVEL	\$3,553	\$981	\$500	\$0	
01141-52410	PROFESSIONAL DUES AND MEMBERSH	\$1,312	\$968	\$3,500	\$2,500	
01141-52510	GRANTS	\$6,265	\$2,542	\$118,000	\$78,000	USDA revolving loan fund
01141-52710	CREDIT CARD FEES	\$1,302	\$0	\$0	\$0	
01141-52810	OTHER OPERATING EXPENSE	\$13,298	\$2,759	\$5,000	\$20,000	Historic Preservation Printing and potential grant match for historic preservation grant
					\$7,500	General operating expenses including dinners for Planning and Zoning Commission
	TOTAL OTHER OPERATING EXPENSE	\$13,298	\$2,759	\$5,000	\$27,500	

Submitted 10/7/2021

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
01141-52855	AFFORDABLE HOUSING	\$0	\$0	\$0	\$50,000	Affordable Housing managing units, technical assistance with RFQ, and potential commitment to regional MOU
01141-59998	BIW PERSONNEL				\$70,000	Neighborhood Services and water enforcement
	TOTAL BIW PERSONNEL				\$70,000	
TOTAL 141 - COMMUNITY DEVELOPMENT		\$709,117	\$528,664	\$994,150	\$1,180,329	

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
01 GENERAL FUND - 144 ENGINEERING & ADMINISTRATION						
01144-51110	REGULAR EMPLOYEES	\$435,535	\$385,418	\$429,369	\$427,104	City Engineer Assistant City Engineer (2) Transit Planning And Development Lead
01144-51210	HEALTH INSURANCE PREMIUMS	\$73,126	\$84,346	\$107,746	\$86,203	
01144-51220	LONG TERM DISABILITY	\$28	\$1,202	\$1,388	\$1,357	
01144-51230	BASIC LIFE INSURANCE	\$52	\$1,006	\$1,020	\$1,104	
01144-51250	FICA CONTRIBUTIONS	\$31,676	\$27,731	\$33,068	\$32,674	
01144-51260	RETIREMENT CONTRIBUTIONS	\$22,051	\$14,214	\$30,799	\$29,897	
01144-51270	UNEMPLOYMENT COMPENSATION	\$1,242	\$1,082	\$1,316	\$1,280	
01144-51280	WORKERS' COMPENSATION	\$1,301	\$1,620	\$1,421	\$852	
01144-51360	EMPLOYEE ONBOARDING	\$146	\$2,373	\$200	\$2,000	Costs associated with new hire.
01144-51410	UTILITIES	\$1,742	\$3,292	\$3,500	\$4,200	
01144-51610	SUPPLIES	\$5,412	\$2,527	\$10,000	\$12,000	General supplies. Two digital levels- \$760.00 and one GIS data collector \$3,000
01144-51710	PROFESSIONAL SERVICES	\$1,365	\$8,263	\$352,606	\$0	Drainage survey project -100k
					\$20,000	Arterial Traffic Counting Project
					\$6,047	Completion of the LoVa Trail design contract.
					\$40,583	Completion of the Mitchell Creek flood plain analysis project from 2021.
					\$75,000	Pedestrian Bridge Survey and Maintenance Plan Development
	TOTAL PROFESSIONAL SERVICES	\$1,365	\$8,263	\$352,606	\$141,630	
01144-51810	MAINTENANCE & REPAIR	\$1,752	\$3,028	\$2,500	\$3,000	
01144-51920	RENT/LEASE - EQUIPMENT	\$333	\$48	\$500	\$500	
01144-52110	PUBLIC NOTICES	\$0	\$35	\$1,000	\$0	
01144-52120	EMPLOYMENT POSTING	\$330	\$0	\$500	\$200	
01144-52210	PROFESSIONAL DEVELOPMENT	\$5,991	\$286	\$10,000	\$6,000	
01144-52310	MISC. TRAVEL	\$722	\$0	\$5,000	\$3,000	
01144-52410	PROFESSIONAL DUES AND MEMBERSH	\$0	\$120	\$1,000	\$500	
01144-52440	PROFESSIONAL SUBSCRIPTION	\$0	\$0	\$500	\$0	
01144-52510	GRANTS	\$0	\$0	\$18,269	\$0	
01144-52610	TECHNOLOGY	\$16,569	\$3,313	\$31,000	\$6,000	
01144-52810	OTHER OPERATING EXPENSE	\$2,544	\$2,350	\$2,500	\$2,500	
01144-59520	CAPITAL OUTLAY	\$837	\$0	\$0	\$0	
01144-59998	BIW PERSONNEL	\$0	\$0	\$0	\$145,000	
TOTAL 144 - ENGINEERING & ADMINISTRATION		\$602,755	\$542,251	\$1,045,202	\$907,001	

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
01 GENERAL FUND - 145 BUILDING INSPECTION						
01145-51110	REGULAR EMPLOYEES	\$152,075	\$180,199	\$197,502	\$198,081	Building Official Building Inspector II Building Permit Technician (50%)
01145-51140	OVERTIME	\$4,613	\$312	\$0	\$500	
01145-51210	HEALTH INSURANCE PREMIUMS	\$41,961	\$49,049	\$49,525	\$50,877	
01145-51220	LONG TERM DISABILITY	\$16	\$580	\$586	\$669	
01145-51230	BASIC LIFE INSURANCE	\$28	\$485	\$464	\$524	
01145-51250	FICA CONTRIBUTIONS	\$11,331	\$12,886	\$15,109	\$15,153	
01145-51260	RETIREMENT CONTRIBUTIONS	\$7,587	\$7,014	\$13,788	\$13,865	
01145-51270	UNEMPLOYMENT COMPENSATION	\$444	\$505	\$593	\$594	
01145-51280	WORKERS' COMPENSATION	\$1,765	\$2,057	\$1,978	\$3,231	
01145-51360	EMPLOYEE ONBOARDING	\$52	\$0	\$0	\$0	
01145-51410	UTILITIES	\$201	\$599	\$0	\$600	Building Official cell phone
01145-51610	SUPPLIES	\$1,590	\$349	\$2,000	\$5,000	Includes additional 2021 Building Code books
01145-51710	PROFESSIONAL SERVICES	\$30,034	\$83	\$5,000	\$25,000	Process improvements for building department.
01145-51810	MAINTENANCE & REPAIR	\$2,451	\$2,275	\$5,500	\$2,500	
01145-52120	EMPLOYMENT POSTING	\$0	\$0	\$0	\$500	
01145-52210	PROFESSIONAL DEVELOPMENT	\$2,316	\$1,017	\$2,500	\$3,000	
01145-52310	MISC. TRAVEL	\$3,065	\$0	\$2,000	\$0	
01145-52410	PROFESSIONAL DUES AND MEMBERSH	\$190	\$503	\$1,000	\$1,000	
01145-52810	OTHER OPERATING EXPENSE	\$693	\$11	\$2,000	\$2,000	
TOTAL 145 - BUILDING INSPECTION		\$260,411	\$257,925	\$299,545	\$323,094	

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
01 GENERAL FUND - 153 STREETS & ALLEYS						
01153-51110	REGULAR EMPLOYEES	\$415,689	\$403,503	\$477,682	\$561,793	Streets Superintendent Assistant Street Superintendent Street Crew Leader (2) Sign Shop Technician II Street Maintenance Operator (4)
01153-51140	OVERTIME	\$7,851	\$4,021	\$7,000	\$2,000	
01153-51150	STANDBY AND CALLBACK PAY	\$22,157	\$14,368	\$23,000	\$20,000	
01153-51210	HEALTH INSURANCE PREMIUMS	\$129,203	\$135,483	\$135,902	\$141,667	
01153-51220	LONG TERM DISABILITY	\$36	\$1,300	\$1,298	\$1,909	
01153-51230	BASIC LIFE INSURANCE	\$63	\$1,103	\$1,028	\$1,485	
01153-51250	FICA CONTRIBUTIONS	\$33,054	\$30,918	\$36,543	\$42,977	
01153-51260	RETIREMENT CONTRIBUTIONS	\$26,365	\$20,811	\$33,423	\$39,325	
01153-51270	UNEMPLOYMENT COMPENSATION	\$1,296	\$1,187	\$1,434	\$1,686	
01153-51280	WORKERS' COMPENSATION	\$21,336	\$25,500	\$23,390	\$17,938	
01153-51360	EMPLOYEE ONBOARDING	\$106	\$0	\$0	\$0	
01153-51380	UNIFORM ALLOWANCE	\$438	\$2,800	\$1,350	\$7,400	
01153-51410	UTILITIES				\$130,000	Street Lights/Electric
		\$204,102	\$154,340	\$201,200	\$2,500	Landfill
					\$10,000	Natural Gas/Propane
					\$12,000	Telephones
					\$12,000	Communications
					\$5,500	Trash
					\$30,000	Water/Sewer
	TOTAL UTILITIES	\$204,102	\$154,340	\$201,200	\$202,000	
01153-51610	SUPPLIES	\$25,539	\$25,386	\$18,000	\$10,000	Small Tools and Equipment
					\$1,800	Office Supply
					\$7,500	Update Safety Equipment and Training
					\$2,500	Technology
	TOTAL SUPPLIES	\$25,539	\$25,386	\$18,000	\$21,800	
01153-51710	PROFESSIONAL SERVICES	\$3,223	\$4,886	\$1,500	\$5,000	Other professional services
01153-51810	MAINTENANCE & REPAIR	\$153,291	\$151,010	\$153,291	\$230,000	Increase for cost of parts
01153-51920	RENT/LEASE - EQUIPMENT	\$787	\$541	\$500	\$3,000	
01153-51930	RENT/LEASE - BUILDING	\$0	\$0	\$0	\$31,510	Payment on the Sign Shop Building - South Yard.
01153-52110	PUBLIC NOTICES	\$539	\$0	\$350	\$350	
01153-52120	EMPLOYMENT POSTING	\$490	\$0	\$200	\$1,000	
01153-52210	PROFESSIONAL DEVELOPMENT				\$5,000	Increase for 3rd party training
		\$4,727	\$412	\$800	\$2,000	Travel
	TOTAL PROFESSIONAL DEVELOPMENT	\$4,727	\$412	\$800	\$7,000	
01153-52310	MISC. TRAVEL	\$351	\$258	\$500	\$0	

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
01153-52410	PROFESSIONAL DUES AND MEMBERSH	\$0	\$392	\$0	\$500	
01153-52420	ORGANIZATIONAL DUES AND MEMBER	\$202	\$0	\$202	\$0	
01153-52610	TECHNOLOGY	\$3,802	\$625	\$1,500	\$3,500	Software licensing
					\$5,000	Additions and upgrades in workstations, systems, deployments, software, radio system and technology.
	TOTAL TECHNOLOGY	\$3,802	\$625	\$1,500	\$8,500	
01153-52810	OTHER OPERATING EXPENSE	\$20,031	\$15,426	\$15,000	\$25,000	
01153-52870	FLOOD CONTROL/HAZARDOUS WASTE	\$1,238	\$1,445	\$800	\$1,500	Flood Control/Hazardous Waste
01153-55110	SAFETY PROGRAMS	\$3,949	\$2,586	\$2,000	\$0	
01153-59520	CAPITAL OUTLAY	\$57,512	\$0	\$0	\$100,000	South Yard Improvements and Contingency for Streets Projects
TOTAL 153 - STREETS & ALLEYS		\$1,137,378	\$998,302	\$1,137,892	\$1,475,340	

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
01 GENERAL FUND - 154 PARKS & CEMETERY						
01154-51110	REGULAR EMPLOYEES	\$438,874	\$532,507	\$585,297	\$673,911	Parks Superintendent Crew Leader/Parks Trails & Open Space/Spec Projects Forestry & Gardens Supervisor Parks Supervisor Maintenance Worker II - Parks (5) Maintenance Worker III - Parks Maintenance Worker (2) Maintenance Worker I - Parks
01154-51120	PART-TIME EMPLOYEES	\$100,738	\$28,809	\$176,000	\$100,738	
01154-51140	OVERTIME	\$691	\$537	\$0	\$691	
01154-51150	STANDBY AND CALLBACK PAY	\$2,725	\$1,458	\$0	\$3,100	
01154-51210	HEALTH INSURANCE PREMIUMS	\$135,389	\$165,985	\$216,621	\$300,264	
01154-51220	LONG TERM DISABILITY	\$47	\$1,574	\$1,785	\$2,290	
01154-51230	BASIC LIFE INSURANCE	\$82	\$1,327	\$1,454	\$1,771	
01154-51250	FICA CONTRIBUTIONS	\$41,170	\$41,063	\$44,776	\$51,554	
01154-51260	RETIREMENT CONTRIBUTIONS	\$26,052	\$21,685	\$40,929	\$47,175	
01154-51270	UNEMPLOYMENT COMPENSATION	\$1,614	\$1,610	\$1,754	\$2,021	
01154-51280	WORKERS' COMPENSATION	\$15,885	\$26,866	\$17,622	\$23,439	
01154-51360	EMPLOYEE ONBOARDING	\$657	\$780	\$700	\$700	
01154-51380	UNIFORM ALLOWANCE	\$467	\$3,908	\$4,250	\$0	
01154-51410	UTILITIES	\$191,790	\$222,983	\$204,695	\$51,900	About \$4200/Month And \$500X3 For Power Washing
					\$110,500	Water/Sewer
					\$4,000	Natural Gas
					\$31,000	Electric
					\$20,000	Trash
					\$1,000	Landfill
					\$10,375	Communications
TOTAL UTILITIES		\$191,790	\$222,983	\$204,695	\$228,775	

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
01154-51610	SUPPLIES	\$40,184	\$26,240	\$22,800	\$800	Copy supplies
					\$18,000	Number Of Restrooms And Length Of Operation Has Increased. Parks Is Committed To More Environmentally Sound Practices That Slightly Raise Costs.
					\$750	Office supplies
					\$4,000	8 Staff, \$500 Each
					\$1,500	3 Staff, \$500 Each
					\$1,000	2 Staff, \$500 Each
					\$1,690	For Shirts And Uniforms Split From Uniform Allowance
					\$2,000	Division Is In Need Of Additional Ppe For Staff
					\$4,250	Deicer
	TOTAL SUPPLIES	\$40,184	\$26,240	\$22,800	\$33,990	
01154-51710	PROFESSIONAL SERVICES				\$22,650	Mosquito Abatement W/ Garco, Trees, I-Central
					\$25,500	Tree Lighting
					\$6,000	RFOV \$5000, RFMBA \$1000
		\$61,721	\$21,923	\$55,250	\$500	CDL/Random testing
	TOTAL PROFESSIONAL SERVICES	\$61,721	\$21,923	\$55,250	\$54,650	
01154-51810	MAINTENANCE & REPAIR	\$117,802	\$147,176	\$217,040	\$108,340	Vehicle Maintenance
					\$30,000	Number Of Facilities And Level Of Service Has Risen On A Yearly Basis
					\$25,000	Increase In Newly Landscaped Areas And Aging Landscaping Needs
					\$25,000	Aging Infrastructure Repair Costs Are Rising
					\$10,000	Level Of Service And Associated Costs. 6Th Street Renovation Will Require More Service
					\$25,000	To Be Offset By Business' Costs
					\$20,000	26 Pots, North landing, Sunflower Park Adding Smoke Ally Pots
					\$2,000	Small Increase For 6Th St
					\$12,000	Silver Sage, Midland, Devereux, 6Th St
					\$1,000	Row
					\$5,000	Parks building maintenance
	TOTAL MAINTENANCE & REPAIR	\$117,802	\$147,176	\$217,040	\$263,340	
01154-51910	RENT/LEASE - LAND	\$780	\$680	\$860	\$860	Boy Scout Trail And Union Pacific Area On 7Th
01154-51920	RENT/LEASE - EQUIPMENT	\$17,581	\$41,417	\$28,860	\$850	Equipment rental
					\$14,410	Portalets - Gregory, Whitewater, Two Rivers? \$12420, Rosebud \$1392, Commcenter \$510
					\$4,200	Portalets - Axtel Park
					\$8,400	Portalets - Archery range, Atkinson Trail
					\$1,000	Copier lease
	TOTAL RENT/LEASE - EQUIPMENT	\$17,581	\$41,417	\$28,860	\$28,860	
01154-52120	EMPLOYMENT POSTING	\$637	\$258	\$510	\$600	

Submitted 10/7/2021

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
01154-52140	PROCUREMENT ADVERTISING	\$487	\$91	\$0	\$0	
01154-52210	PROFESSIONAL DEVELOPMENT	\$3,664	\$1,754	\$1,500	\$2,500	Travel
					\$5,000	Backflow Cert, Playground Safety,
	TOTAL PROFESSIONAL DEVELOPMENT	\$3,664	\$1,754	\$1,500	\$7,500	
01154-52310	MISC. TRAVEL	\$368	\$0	\$0	\$0	
01154-52410	PROFESSIONAL DUES AND MEMBERSH	\$190	\$290	\$425	\$500	CPRA \$87/person NPRA \$112.50/person
01154-52610	TECHNOLOGY	\$0	\$512	\$2,750	\$5,600	\$5000 Vueworks, \$54/Yr Per Staff Timeclock/Scheduler
					\$500	\$392 Autocad
	TOTAL TECHNOLOGY	\$0	\$512	\$2,750	\$6,100	
01154-52810	OTHER OPERATING EXPENSE	\$9,034	\$19,885	\$0	\$0	
01154-52875	AGRICULTURAL/HORTICULTURAL	\$9,147	\$11,342	\$0	\$0	
01154-56210	REPURCHASE OF CEMETERY PLOTS	\$0	\$850	\$5,000	\$5,000	
	TOTAL 154 - PARKS & CEMETERY	\$1,217,776	\$1,323,510	\$1,630,877	\$1,837,829	

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
01 GENERAL FUND - 999 INTERFUND TRANSFERS						
01999-55920	TRANSFER TO A&I	\$0	\$100,000	\$100,000	\$0	
01999-55930	TRANSFER TO CAPITAL PROJECTS	\$1,646,053	\$0	\$1,377,040	\$0	
01999-55960	TRANSFER TO FIRE & EMS				\$1,612,797	\$2,272,374 *6.113 mills / 8.613 mills
		\$2,871,209	\$2,485,460	\$2,805,904	\$1,156,169	Fire Dept Contribution
	TOTAL TRANSFER TO FIRE & EMS	\$2,871,209	\$2,485,460	\$2,805,904	\$2,768,966	
01999-55970	TRANSFER TO EMERG SVCS	\$543,580	\$370,635	\$623,706	\$659,577	Equipment Replacement Fund transfer \$2,272,374 *2.5 mills / 8.613 mills
TOTAL 999 - INTERFUND TRANSFERS		\$5,060,842	\$2,956,095	\$4,906,650	\$3,428,543	
		\$21,128,635	\$17,436,046	\$23,066,524	\$22,942,583	

TOURISM PROMOTION FUND

	2020 Actual	2021 Budget	2021 Revised Forecast	2022 Budget
Revenue	\$846,812	\$952,926	\$1,304,725	\$1,355,337
Expenditures	<u>(\$1,127,323)</u>	<u>(\$1,034,753)</u>	<u>(\$1,034,753)</u>	<u>(\$1,390,988)</u>
Change in Fund Balance	(\$280,511)	(\$81,827)	\$269,972	(\$35,651)
Beginning Fund Balance	\$495,905	\$215,394	\$215,394	\$485,366
Ending Fund Balance	\$215,394	\$133,567	\$485,366	\$449,715
Reserves:				
15% of Revenue	(\$179,018)	(\$155,213)	(\$155,213)	(\$208,648)
Available Fund Balance	\$36,376	(\$21,646)	\$330,153	\$241,067
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
05 TOURISM PROMOTION - 00						
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>	
05 TOURISM PROMOTION - 00						
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
05 TOURISM PROMOTION - 111 TOURISM PROMOTION FUND						
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	Miscellaneous
					\$25,000	Trolley Feasibility Study
	TOTAL CONSULTANTS	\$450	\$0	\$0	\$30,000	
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.
TOTAL 111 - TOURISM PROMOTION FUND		\$1,446,295	\$1,127,323	\$1,034,753	\$1,390,988	
		\$1,446,295	\$1,127,323	\$1,034,753	\$1,390,988	

Street Tax Fund

	2020 Actual	2021 Budget	2021 Revised Forecast	2022 Budget
Revenue	\$2,799,508	\$2,409,145	\$2,611,848	\$3,122,357
Expenditures	<u>(\$3,463,192)</u>	<u>(\$2,424,528)</u>	<u>(\$3,066,014)</u>	<u>(\$3,256,959)</u>
Change in Fund Balance	(\$663,684)	(\$15,383)	(\$454,166)	(\$134,602)
Beginning Fund Balance	\$1,777,000	\$1,113,316	\$1,113,316	\$659,150
Ending Fund Balance	\$1,113,316	\$1,097,933	\$659,150	\$524,548
Reserves:				
Developer Contributions	(\$25,000)	(\$25,000)	(\$25,000)	
Springridge Traffic Fees	(\$249,941)	(\$249,941)	(\$249,941)	
Available Fund Balance	\$838,375	\$822,992	\$384,209	\$524,548
Cash Balance as of 6/30/21	\$2,540,153			

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
---------	---------------------	-------------	-------------	---------------------	--------------	-------------

13 STREET TAX FUND - 00

1300020-41210	GENERAL SALES TAX	\$2,543,106	\$2,420,711	\$2,582,929	\$2,916,952	
1300020-41310	USE TAX	\$157,992	\$91,018	\$100,000	\$155,405	
		<u>\$2,701,097</u>	<u>\$2,511,729</u>	<u>\$2,682,929</u>	<u>\$3,072,357</u>	

13 STREET TAX FUND - 15 PUBLIC TRANSPORTATION

1315060-41220	AUDIT REVENUE	\$17,217	\$31,861	\$10,000	\$25,000	
1315060-42310	GRANTS	(\$0)	\$200,000	(\$0)	(\$0)	
1315060-42420	CREDIT CARD CONVENIENCE FEES	\$298	\$197	(\$0)	(\$0)	
1315060-42930	TRAFFIC IMPACT - SPRINGRIDGE	\$15,871	\$16,218	(\$0)	(\$0)	
1315060-43510	INTEREST	\$75,480	\$25,760	(\$0)	\$25,000	
		<u>\$108,866</u>	<u>\$274,036</u>	<u>\$10,000</u>	<u>\$50,000</u>	
		\$2,809,963	\$2,785,765	\$2,692,929	\$3,122,357	

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
---------	---------------------	-------------	-------------	---------------------	--------------	-------------

13 STREET TAX FUND - 000

1330-54710	ROUTINE MAINTENANCE	\$513,643	\$0	\$0	\$0	
1330-60000	PROJECT	\$76,000	\$2,176,166	\$1,535,000	\$100,000	Devereux Bridge Repairs
					\$160,000	Blake Avenue - 23rd to 26th
					\$25,000	Centennial Street - Mill and overlay
					\$55,000	Storm Water Soccer field
					\$65,000	Vista and Sunny Acres Intersection
					\$80,000	21st (Blake to Palmer) Repave
					\$1,200,000	Red Mountain South Phase II
					\$25,000	Lincolnwood Drainage and Pavement
TOTAL PROJECT		\$76,000	\$2,176,166	\$1,535,000	\$1,710,000	
TOTAL 000 -		\$589,643	\$2,176,166	\$1,535,000	\$1,710,000	

13 STREET TAX FUND - 253 STREET TAX FUND

13253-51610	SUPPLIES	\$82,605	\$80,995	\$97,500	\$89,500	Purchase additional traffic control devices, new small VMS 2023, contracted flaggers for various projects
13253-51710	PROFESSIONAL SERVICES	\$16,221	\$25,133	\$110,000	\$86,500	Testing Requirements, rebuild planning around South Grand.
13253-51810	MAINTENANCE & REPAIR	\$120,637	\$155,891	\$0	\$615,000	Includes chip seal, crack seal, street striping, traffic signal maintenance, snow removal contract, misc. equipment rentals, traffic calming program, 8th St temporary sidewalk, roadside sign replacement, storm water system maintenance, guardrail replacement, alleyway maintenance, safe routes to school, sidewalk panel, and ADA ramp, ROW concrete
13253-51920	RENT/LEASE - EQUIPMENT	\$32,186	\$0	\$0	\$0	
13253-52510	GRANTS	\$0	\$0	\$24,000	\$0	
13253-52610	TECHNOLOGY	\$0	\$0	\$7,500	\$0	
13253-52710	CREDIT CARD FEES	\$832	\$883	\$0	\$0	
13253-52810	OTHER OPERATING EXPENSE	\$4,572	\$10,826	\$0	\$0	
13253-52820	TIF TO DDA	\$103,586	\$110,926	\$42,162	\$96,621	
13253-52825	ECONOMIC INCENTIVE REBATE	\$18,517	\$34,343	\$13,513	\$27,027	
13253-53910	PRINCIPAL - BONDS	\$265,000	\$275,000	\$275,000	\$255,000	
13253-53930	INTEREST - BONDS	\$52,554	\$46,512	\$46,512	\$64,296	
13253-53950	ISSUANCE COSTS	\$300	\$300	\$0	\$300	
13253-54310	INTERFUND COST OF SERVICE	\$291,818	\$300,573	\$306,584	\$312,715	
13253-54710	ROUTINE MAINTENANCE	\$388,606	\$245,644	\$580,000	\$0	
13253-55920	TRANSFER TO A&I	\$74,000	\$0	\$0	\$0	
TOTAL 253 - STREET TAX FUND		\$1,451,433	\$1,287,026	\$1,502,771	\$1,546,959	

\$2,041,076 \$3,463,192 \$3,037,771 \$3,256,959

MARIJUANA TAX FUND

	2020 Actual	2021 Budget	2021 Revised Forecast	2022 Budget
Revenue	\$458,236	\$295,000	\$360,000	\$450,000
Expenditures	<u>(\$326,998)</u>	<u>(\$285,000)</u>	<u>(\$488,150)</u>	<u>(\$286,000)</u>
Change in Fund Balance	\$131,238	\$10,000	(\$128,150)	\$164,000
Beginning Fund Balance	\$177,388	\$308,626	\$308,626	\$180,476
Ending Fund Balance	\$308,626	\$318,626	\$180,476	\$344,476
Reserves:				
Detox Center				(\$50,000)
Available Fund Balance	\$308,626	\$318,626	\$180,476	\$294,476
Cash Balance as of 6/30/21	\$313,920			

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
15 MARIJUANA TAX FUND - 00						
1500020-41510	MARIJUANA SALES TAX	\$286,724	\$390,044	\$250,000	\$375,000	
1500020-41520	MARIJUANA EXCISE TAX	\$50,714	\$68,193	\$45,000	\$75,000	
		<u>\$337,438</u>	<u>\$458,237</u>	<u>\$295,000</u>	<u>\$450,000</u>	
15 MARIJUANA TAX FUND - 00						
1500060-43510	INTEREST	\$577	(\$0)	(\$0)	(\$0)	
		<u>\$577</u>	<u>(\$0)</u>	<u>(\$0)</u>	<u>(\$0)</u>	
		\$338,015	\$458,237	\$295,000	\$450,000	

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
15 MARIJUANA TAX FUND - 510 MARIJUANA TAX FUND						
15510-51710	PROFESSIONAL SERVICES	\$502	\$726	\$0	\$1,000	
15510-53710	CONTRIBUTIONS/DONATIONS	\$0	\$50,000	\$0	\$0	
15510-55950	TRANSFER TO GENERAL FUND				\$100,000	Police and security
		\$166,833	\$276,272	\$185,000	\$100,000	Youth mental health
	TOTAL TRANSFER TO GENERAL FUND	\$166,833	\$276,272	\$185,000	\$200,000	
15510-55960	TRANSFER TO FIRE & EMS	\$83,167	\$0	\$100,000	\$85,000	Public safety
TOTAL 510 - MARIJUANA TAX FUND		\$250,502	\$326,998	\$285,000	\$286,000	
		\$250,502	\$326,998	\$285,000	\$286,000	

TOBACCO TAX FUND

	2020 Actual	2021 Budget	2021 Revised Forecast	2022 Budget
Revenue	\$949,717	\$901,000	\$901,000	\$805,000
Expenditures	<u>(\$751,617)</u>	<u>(\$751,500)</u>	<u>(\$931,500)</u>	<u>(\$402,000)</u>
Change in Fund Balance	\$198,100	\$149,500	(\$30,500)	\$403,000
Beginning Fund Balance	\$0	\$198,100	\$198,100	\$167,600
Ending Fund Balance	\$198,100	\$347,600	\$167,600	\$570,600
Reserves:				
Youth Mental Health Reserve				(\$200,000)
Social Services				(\$200,000)
Available Fund Balance	\$198,100	\$347,600	\$167,600	\$170,600
Cash Balance as of 6/30/21	\$109,347			

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
16 TOBACCO TAX - 00						
1600020-41530	TOBACCO SALES TAX	(\$0)	\$939,141	\$900,000	\$800,000	
		(\$0)	\$939,141	\$900,000	\$800,000	
16 TOBACCO TAX - 00						
1600030-42140	SALES TAX/BUSINESS LICENSES	(\$0)	\$17,500	(\$0)	\$5,000	
		(\$0)	\$17,500	(\$0)	\$5,000	
16 TOBACCO TAX - 00						
1600060-43510	INTEREST	(\$0)	(\$0)	\$1,000	(\$0)	
		(\$0)	(\$0)	\$1,000	(\$0)	
		(\$0)	\$956,641	\$901,000	\$805,000	

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
16 TOBACCO TAX - 520 TOBACCO TAX						
16520-51710	PROFESSIONAL SERVICES	\$0	\$1,617	\$1,500	\$2,000	
16520-52510	GRANTS	\$0	\$0	\$353,150	\$0	
16520-52810	OTHER OPERATING EXPENSE	\$0	\$0	\$30,000	\$0	
TOTAL 520 - TOBACCO TAX		\$0	\$1,617	\$384,650	\$2,000	
16 TOBACCO TAX - 999 INTERFUND TRANSFERS						
16999-55950	TRANSFER TO GENERAL FUND	\$0	\$750,000	\$750,000	\$400,000	Down from \$750k in 2021
TOTAL 999 - INTERFUND TRANSFERS		\$0	\$750,000	\$750,000	\$400,000	
		\$0	\$751,617	\$1,134,650	\$402,000	

BUS TAX FUND

	2020 Actual	2021 Budget	2021 Revised Forecast	2022 Budget
Revenue	\$2,182,204	\$1,808,314	\$1,889,395	\$2,374,043
Expenditures	<u>(\$1,937,744)</u>	<u>(\$2,126,849)</u>	<u>(\$2,212,077)</u>	<u>(\$1,757,973)</u>
Change in Fund Balance	\$244,460	(\$318,535)	(\$322,682)	\$616,070
Beginning Fund Balance	\$813,783	\$1,058,243	\$1,058,243	\$735,561
Ending Fund Balance	\$1,058,243	\$739,708	\$735,561	\$1,351,631
Reserves:				
Bike Path Reserve				(\$50,000)
Available Fund Balance	\$1,058,243	\$739,708	\$735,561	\$1,301,631
Cash Balance as of 6/30/21	\$1,313,816			

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
---------	---------------------	-------------	-------------	---------------------	--------------	-------------

18 BUS TAX FUND - 00

1800020-41210	GENERAL SALES TAX	\$1,017,167	\$968,213	\$919,789	\$1,166,781	
1800020-41310	USE TAX	\$63,192	\$36,405	\$40,000	\$62,162	
		<u>\$1,080,359</u>	<u>\$1,004,617</u>	<u>\$959,789</u>	<u>\$1,228,943</u>	

18 BUS TAX FUND - 00

1800040-42310	GRANTS	\$728,117	\$1,131,492	\$764,405	\$300,000	This is a grant from the State to offset operating costs of the RGS system during 2021 and 2022. The grant will only reimburse operating costs.
					\$750,000	Standard FTA 5311 grant for system operations. This has not been guaranteed yet, but is likely. This grant is a 50% reimbursement on operating costs up to \$316,716 (Total cost, revenue plus expenditure \$633,432.)
	TOTAL GRANTS	<u>\$728,117</u>	<u>\$1,131,492</u>	<u>\$764,405</u>	<u>\$1,050,000</u>	
		<u>\$728,117</u>	<u>\$1,131,492</u>	<u>\$764,405</u>	<u>\$1,050,000</u>	

18 BUS TAX FUND - 15 PUBLIC TRANSPORTATION

1815060-41220	AUDIT REVENUE	\$6,886	\$12,743	\$2,000	\$10,000	
1815060-42420	CREDIT CARD CONVENIENCE FEES	\$119	\$79	\$120	\$100	
1815060-43510	INTEREST	\$5,533	\$378	\$1,000	\$5,000	
1815060-43920	INSURANCE REIMBURSEMENT	(\$0)	\$43,445	(\$0)	(\$0)	
1815060-44130	MISCELLANEOUS	\$1,450	\$28,694	\$1,000	(\$0)	
		<u>\$13,988</u>	<u>\$85,339</u>	<u>\$4,120</u>	<u>\$15,100</u>	

18 BUS TAX FUND - 15 PUBLIC TRANSPORTATION

1815050-42421	ADVERTISING FEES	\$10,850	\$1,001	\$5,000	\$5,000	
1815050-42422	BUS FARES	\$98,959	\$42,037	\$75,000	\$75,000	
		<u>\$109,809</u>	<u>\$43,037</u>	<u>\$80,000</u>	<u>\$80,000</u>	
		<u>\$1,932,274</u>	<u>\$2,264,485</u>	<u>\$1,808,314</u>	<u>\$2,374,043</u>	

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
18 BUS TAX FUND - 170 BUS TAX FUND						
18170-51410	UTILITIES	\$12,260	\$11,700	\$13,000	\$12,500	
18170-51710	PROFESSIONAL SERVICES				\$100,000	Ride Glenwood Expansion and On-demand Transit Study
					\$65,000	First and Last Mile Connection Design; Midland to 27th Street Underpasses
		\$8,380	\$7,790	\$128,363	\$75,000	Identification of BRT extension preferred route through Glenwood Springs.
	TOTAL PROFESSIONAL SERVICES	\$8,380	\$7,790	\$128,363	\$240,000	
18170-52210	PROFESSIONAL DEVELOPMENT	\$2,072	\$0	\$2,000	\$3,000	
18170-52510	GRANTS	\$543,184	\$555,109	\$629,432	\$0	
18170-52710	CREDIT CARD FEES	\$333	\$353	\$300	\$5,000	
18170-52810	OTHER OPERATING EXPENSE	\$10,816	\$125,063	\$20,000	\$20,000	
18170-52815	SALES TAX REFUNDS	\$0	\$0	\$1,050	\$0	
18170-52820	TIF TO DDA	\$41,431	\$44,367	\$16,865	\$38,649	
18170-52825	ECONOMIC INCENTIVE REBATE	\$7,494	\$13,737	\$6,000	\$10,811	
18170-53510	PROPERTY INSURANCE	\$6,900	\$7,900	\$7,000	\$7,100	
18170-54310	INTERFUND COST OF SERVICE	\$127,773	\$131,606	\$134,238	\$136,922	
18170-56510	FIXED LABOR COSTS	\$381,409	\$341,045	\$406,140	\$429,073	
18170-56515	DIRECT LABOR COSTS	\$390,631	\$341,309	\$425,464	\$427,452	
18170-56520	EMPLOYEE BUS PASSES	\$1,067	\$292	\$1,000	\$500	
18170-56525	TDM PROGRAM EXPENSE	\$3,963	\$0	\$5,000	\$5,000	
18170-56530	DIRECT MILEAGE COSTS	\$200,858	\$190,043	\$242,760	\$241,620	
18170-56535	ALLOCATED TRAINING & OTHER COS	\$68,785	\$57,866	\$80,640	\$94,470	
18170-56540	VAN MAINTENANCE	\$4,315	\$872	\$3,500	\$0	
18170-56545	PARA-TRANSTI SERVICE	\$30,000	\$30,000	\$30,000	\$30,000	
18170-56550	TRANSIT OPERATIONS PLAN	\$20,737	\$0	\$0	\$0	
18170-56555	ALLOCATED CAPITAL COSTS	\$52,383	\$47,677	\$59,325	\$55,876	
18170-56560	BUS WRAPS	\$15,652	\$14,155	\$0	\$0	
18170-56565	RIDE HAILING PILOT	\$0	\$16,861	\$0	\$0	
18170-60000	PROJECTS	\$0	\$46,637	\$0	\$0	
	TOTAL 170 - BUS TAX FUND	\$1,930,442	\$1,984,381	\$2,212,077	\$1,757,973	
		\$1,930,442	\$1,984,381	\$2,212,077	\$1,757,973	

WATER AND WASTEWATER FUND

	2020 Actual	2021 Budget	2021 Revised Forecast	2022 Budget
Revenue	\$7,003,480	\$6,473,500	\$7,273,500	\$11,846,039
Expenditures	<u>(\$11,402,151)</u>	<u>(\$11,793,007)</u>	<u>(\$15,611,610)</u>	<u>(\$12,792,769)</u>
Change in Fund Balance	<u>(\$4,398,671)</u>	<u>(\$5,319,507)</u>	<u>(\$8,338,110)</u>	<u>(\$946,730)</u>
Beginning Fund Balance	\$31,535,248	\$27,136,577	\$27,136,577	\$18,798,467
Ending Fund Balance	\$27,136,577	\$21,817,070	\$18,798,467	\$17,851,737
Reserves:				
Restricted Water Fees			<u>(\$2,753,726)</u>	<u>(\$2,753,726)</u>
Restricted Sewer Fees			<u>(\$1,625,448)</u>	<u>(\$1,625,448)</u>
Available Fund Balance	\$27,136,577	\$21,817,070	\$14,419,293	\$13,472,563
Cash Balance as of 6/30/21	\$674,766			

**Does not include debt raised in 2021*

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
---------	---------------------	-------------	-------------	---------------------	--------------	-------------

21 WATER, SEWER AND SANITATION - 45 WATER

2145060-42310	GRANTS	(\$0)	\$198,278	\$800,000	(\$0)	
2145060-43510	INTEREST	\$139,353	\$50,358	\$60,000	\$100,000	
2145060-43910	COST REIMBURSEMENTS	(\$0)	\$10,837	(\$0)	(\$0)	
2145060-44130	MISCELLANEOUS	\$1,191	\$3,983	(\$0)	\$3,502,000	Includes \$3.5 million in loans and grants
		\$140,543	\$263,456	\$860,000	\$3,602,000	

21 WATER, SEWER AND SANITATION - 45 WATER

2146050-42520	SEWER USER FEES	\$3,354,836	\$3,271,097	\$3,450,000	\$4,051,496	
2146050-42580	SEWER IMPROVEMENT FEES	\$316,908	\$267,726	\$50,000	\$100,000	
		\$3,671,744	\$3,538,823	\$3,500,000	\$4,151,496	

21 WATER, SEWER AND SANITATION - 46 WASTEWATER

2145050-42510	WATER USER FEES	\$2,795,662	\$2,926,465	\$2,850,000	\$3,991,793	
2145050-42530	WATER TAP FEES	(\$0)	\$2,122	(\$0)	\$2,000	
2145050-42550	METER SALES	\$14,211	\$15,861	\$10,000	\$15,000	
2145050-42560	SERVICE CONNECT FEES	\$3,747	\$3,750	\$3,500	\$3,750	
2145050-42570	WATER IMPROVEMENT FEES	\$191,102	\$253,497	\$50,000	\$80,000	
		\$3,004,722	\$3,201,695	\$2,913,500	\$4,092,543	

\$6,817,009 \$7,003,974 \$7,273,500 \$11,846,039

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
---------	---------------------	-------------	-------------	---------------------	--------------	-------------

21 WATER, SEWER AND SANITATION - 000

2146-60000	PROJECTS	\$974,843	\$16,098	\$1,507,300	\$100,000	Sewer Program - Pipe Lining and Manhole Rehabilitation
					\$80,000	Starbucks/Safeway Sewer Main Replacement
					\$10,000	Generator Trailer and System Wiring
					\$75,000	System Improvements/Repairs Yearly
					\$500,000	Wastewater Plant 10 Year Maintenance Program
					\$60,000	WWTP Bio-Growth Removal and Control Program
					\$45,000	Digester Air Balance Rrepair
					\$75,000	Lift Station 11,000 Design and Permitting
					\$30,000	Vehicle Replacement
TOTAL PROJECTS		\$974,843	\$16,098	\$1,507,300	\$975,000	

TOTAL 000 -	\$974,843	\$16,098	\$1,507,300	\$975,000
--------------------	-----------	----------	-------------	-----------

21 WATER, SEWER AND SANITATION - 000

2145-60000	PROJECTS	\$597,406	\$81,861	\$5,912,642	\$100,000	North Glenwood Water System Design - Water Tank and Pump Station Upgrades
					\$60,000	Flouride System Upgrade
					\$75,000	System Improvements/Yearly Upgrades
					\$150,000	21st Street Waterline Replacement
					\$50,000	Yearly Field Telemetry and SCADA Upgrades
					\$812,500	Red Mountain South - Phase 2
					\$40,000	Replace and Repair WTP Filter Building Exterior Insulation
					\$75,000	Blake Avenue Waterline Replacement Phase 2 - Walmart to Blake Gate
					\$20,000	2022 Comprehensive Tank Inspection
					\$10,000	Generator Trailer and System Wiring
					\$3,500,000	Roaring Fork pump station line and mixing vault
					\$50,000	Raw Water System Expansion Planning and Designs
					\$65,000	Equipment Replacement
TOTAL PROJECTS		\$597,406	\$81,861	\$5,912,642	\$5,007,500	

TOTAL 000 -	\$597,406	\$81,861	\$5,912,642	\$5,007,500
--------------------	-----------	----------	-------------	-------------

21 WATER, SEWER AND SANITATION - 211 WATER & SEWER ADMINISTRATION

21211-51110	REGULAR EMPLOYEES	\$250,260	\$362,520	\$429,527	\$328,306	Public Works Director (50%) WA/WW Plant Ops Superintendent WA/WW Field Ops Superintendent GIS Administrator Asset Mgmt/GIS Support Specialist (29%) Public Information Officer (25%)
21211-51210	HEALTH INSURANCE PREMIUMS	\$40,196	\$49,925	\$56,864	\$91,116	
21211-51220	LONG-TERM DISABILITY	\$29	\$1,042	\$1,144	\$1,105	

Submitted: 10/7/2021

51

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
21211-51230	BASIC LIFE INSURANCE	\$51	\$857	\$909	\$863	
21211-51250	FICA CONTRIBUTIONS	\$22,489	\$27,600	\$31,023	\$25,114	
21211-51260	RETIREMENT CONTRIBUTIONS	\$20,539	\$19,323	\$28,387	\$22,982	
21211-51270	UNEMPLOYMENT COMPENSATION	\$889	\$956	\$1,217	\$985	
21211-51280	WORKERS' COMPENSATION	\$7,663	\$13,163	\$7,256	\$8,656	
21211-51310	TUTITION REIMBURSEMENTS	\$390	\$0	\$0	\$0	
21211-51380	UNIFORM ALLOWANCE	\$0	\$1,050	\$700	\$0	
21211-51410	UTILITIES	\$672	\$1,383	\$1,320	\$1,500	Mobile phones (2)
21211-51610	SUPPLIES	\$1,467	\$989	\$1,000	\$1,000	Plan Printing for Construction Jobs and Reviews
					\$100	
					\$500	Office Supply
					\$1,000	Misc. material
					\$1,000	Uniforms
	TOTAL SUPPLIES	\$1,467	\$989	\$1,000	\$3,600	
21211-51710	PROFESSIONAL SERVICES	\$47,838	\$43,045	\$45,000	\$500	
					\$30,000	Consultants
					\$5,000	
					\$5,000	
					\$20,000	Water Model Yearly Updates
	TOTAL PROFESSIONAL SERVICES	\$47,838	\$43,045	\$45,000	\$60,500	
21211-51810	MAINTENANCE & REPAIR				\$2,000	General Supplies
		\$8,449	\$11,124	\$13,500	\$100	Fire extinguishers for cars and buildings
					\$1,000	Equipment for Trucks
					\$5,000	Fuel for Mike and Warren's Vehicles
					\$1,000	Upkeep on the Vehicles through Fleet - Mike and Warren Trucks
	TOTAL MAINTENANCE & REPAIR	\$8,449	\$11,124	\$13,500	\$9,100	
21211-52110	PUBLIC NOTICES	\$902	\$0	\$0	\$0	
21211-52120	EMPLOYMENT POSTING	\$0	\$1,247	\$1,000	\$250	
21211-52140	PROCUREMENT ADVERTISING	\$46	\$140	\$200	\$0	
21211-52210	PROFESSIONAL DEVELOPMENT				\$2,500	Registration - Training Opportunities and Conference Attendance
		\$115	\$300	\$4,000	\$1,500	Air - Training Opportunities and Conference Attendance
					\$1,000	Hotel - Training Opportunities and Conference Attendance
					\$250	Mileage - Training Opportunities and Conference Attendance
					\$500	Per Diem - Training Opportunities and Conference Attendance
					\$250	Other - Training Opportunities and Conference Attendance
	TOTAL PROFESSIONAL DEVELOPMENT	\$115	\$300	\$4,000	\$6,000	

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
21211-52410	PROFESSIONAL DUES AND MEMBERSH	\$324	\$1,218	\$0	\$3,500	
21211-52420	ORGANIZATIONAL DUES AND MEMBER	\$550	\$50	\$2,400	\$0	
21211-52440	PROFESSIONAL SUBSCRIPTION	\$0	\$0	\$350	\$500	RMWEA Membership
21211-52510	GRANTS	\$0	\$9,606	\$830,000	\$15,000	Sustainable Strategies
21211-52610	TECHNOLOGY	\$0	\$0	\$0	\$10,500	Software licensing
21211-52710	CREDIT CARD FEES	\$5,888	\$0	\$0	\$0	
21211-52810	OTHER OPERATING EXPENSE	\$1,117	\$7,108	\$24,500	\$0	
21211-53510	PROPERTY INSURANCE	\$75,133	\$89,387	\$80,000	\$90,000	
21211-53520	LIABILITY AND CASUALTY INSURA	\$8,741	\$10,014	\$16,626	\$10,000	
21211-54310	INTERFUND COST OF SERVICE	\$386,258	\$397,846	\$405,803	\$413,919	
21211-54610	ENERGY CONSERVATION	\$2,209	\$0	\$0	\$0	
21211-54810	WATER ASSESMENTS	\$29,530	\$13,865	\$33,000	\$15,000	
21211-55110	SAFETY PROGRAMS	\$0	\$102	\$200	\$0	

TOTAL 211 - WATER & SEWER ADMINISTRATION

\$911,745 \$1,063,859 \$2,015,926 \$1,118,496

21 WATER, SEWER AND SANITATION - 240 CUSTOMER ACCOUNTS WATER

21240-51710	PROFESSIONAL SERVICES	\$995	\$0	\$0	\$0
21240-54110	BAD DEBTS	\$0	\$2,925	\$0	\$0
21240-54310	INTERFUND COST OF SERVICE	\$173,776	\$178,989	\$182,569	\$186,220

TOTAL 240 - CUSTOMER ACCOUNTS WATER

\$174,771 \$181,915 \$182,569 \$186,220

21 WATER, SEWER AND SANITATION - 260 WATER INTERFUND

21260-55710	ALLOCATED ORGANIZATION COST	\$85,516	\$88,081	\$95,000	\$120,264	3% of Sales
21260-55810	INTERFUND FRANCHISE FEE	\$85,516	\$88,081	\$95,000	\$120,264	3% of Sales

TOTAL 260 - WATER INTERFUND

\$171,032 \$176,163 \$190,000 \$240,528

21 WATER, SEWER AND SANITATION - 261 WASTEWATER INTERFUND

21261-55710	ALLOCATED ORGANIZATION COST	\$103,504	\$106,609	\$95,000	\$120,264
21261-55810	INTERFUND FRANCHISE FEE	\$103,504	\$106,609	\$95,000	\$120,264

TOTAL 261 - WASTEWATER INTERFUND

\$207,008 \$213,218 \$190,000 \$240,528

21 WATER, SEWER AND SANITATION - 270 INTEREST

21270-53930	INTEREST - BONDS	\$658,236	\$609,178	\$580,069	\$0
-------------	------------------	-----------	-----------	-----------	-----

TOTAL 270 - INTEREST

\$658,236 \$609,178 \$580,069 \$0

21 WATER, SEWER AND SANITATION - 275 DEPRECIATION/AMORTIZATION

Submitted 10/7/2021

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
21275-55610	DEPRECIATION	\$616,164	\$655,106	\$658,533	\$645,000	
21275-59599	CAPITALIZED ASSETS	(\$746,999)	\$0	\$0	\$0	

TOTAL 275 - DEPRECIATION/AMORTIZATION		(\$130,835)	\$655,106	\$658,533	\$645,000	
--	--	-------------	-----------	-----------	-----------	--

21 WATER, SEWER AND SANITATION - 276 DEPRECIATION/AMORTIZATION - WA

21276-55610	DEPRECIATION	\$1,106,414	\$1,106,427	\$1,131,735	\$1,100,000	
-------------	--------------	-------------	-------------	-------------	-------------	--

TOTAL 276 - DEPRECIATION/AMORTIZATION - WA		\$1,106,414	\$1,106,427	\$1,131,735	\$1,100,000	
---	--	-------------	-------------	-------------	-------------	--

21 WATER, SEWER AND SANITATION - 410 WATER TREATMENT

21410-51110	REGULAR EMPLOYEES	\$252,139	\$194,066	\$283,394	\$265,563	Chief Operator Water Treatment Water Treatment Operator II B (2) WA/WW Treatment Operator I D Plus Water Treatment Operation I D
21410-51140	OVERTIME	\$6,512	\$3,359	\$8,000	\$4,400	
21410-51150	STANDBY AND CALLBACK PAY	\$18,490	\$18,881	\$20,000	\$20,000	
21410-51210	HEALTH INSURANCE PREMIUMS	\$48,833	\$41,852	\$42,304	\$60,432	
21410-51220	LONG TERM DISABILITY	\$23	\$683	\$698	\$903	
21410-51230	BASIC LIFE INSURANCE	\$40	\$537	\$554	\$702	
21410-51250	FICA CONTRIBUTIONS	\$20,055	\$17,679	\$18,236	\$20,316	
21410-51260	RETIREMENT CONTRIBUTIONS	\$17,782	\$11,133	\$16,688	\$18,589	
21410-51270	UNEMPLOYMENT COMPENSATION	\$786	\$693	\$715	\$796	
21410-51280	WORKERS' COMPENSATION	\$7,896	\$4,217	\$9,000	\$8,461	
21410-51290	OTHER EMPLOYEE BENEFITS	\$0	\$125	\$0	\$6,000	
21410-51360	EMPLOYEE ONBOARDING	\$0	\$20	\$0	\$0	
21410-51380	UNIFORM ALLOWANCE	\$29	\$1,677	\$1,400	\$0	
21410-51410	UTILITIES	\$122,108	\$124,425	\$138,000	\$60,000	Electric
					\$22,500	Natural gas
					\$18,100	Tele/Mobile/Radio Tower
					\$950	Trash
					\$11,000	Bumped up to accommodate for W/WW rate increase
TOTAL UTILITIES		\$122,108	\$124,425	\$138,000	\$112,550	

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
21410-51610	SUPPLIES				\$2,000	Copy and Printing Services Billed Here
		\$5,801	\$5,454	\$6,680	\$3,500	Combined Profserv Cleaning
					\$800	Postage
					\$500	Office consumables
					\$500	Misc. material
					\$2,000	Tools for the Plants
					\$2,000	Uniforms/Shirts/Hats/ETC for the Team
	TOTAL SUPPLIES	\$5,801	\$5,454	\$6,680	\$11,300	
21410-51710	PROFESSIONAL SERVICES	\$20,978	\$61,011	\$46,200	\$2,500	Consultants
					\$3,000	
					\$400	CDL Testing
					\$35,000	Others/ SCADA / Control Work
	TOTAL PROFESSIONAL SERVICES	\$20,978	\$61,011	\$46,200	\$40,900	
21410-51810	MAINTENANCE & REPAIR				\$30,000	
		\$57,432	\$42,432	\$79,000	\$250	Fire extinguishers for cars and buildings
					\$45,000	Equipment maintenance and repair
					\$3,000	Fuel for Treatment Plant Vehicles and Equipment
					\$10,000	Upkeep on the Vehicles through Fleet
	TOTAL MAINTENANCE & REPAIR	\$57,432	\$42,432	\$79,000	\$88,250	
21410-51920	RENT/LEASE - EQUIPMENT	\$0	\$221	\$1,000	\$1,000	
21410-52210	PROFESSIONAL DEVELOPMENT	\$815	\$2,246	\$6,000	\$500	Ed Supplies - Training Opportunities and Conference Attendance
					\$1,500	Registration - Training Opportunities and Conference Attendance
					\$1,000	Hotel - Training Opportunities and Conference Attendance
					\$350	Mileage - Training Opportunities and Conference Attendance
					\$250	Per Diem - Training Opportunities and Conference Attendance
					\$1,500	Other - Training Opportunities and Conference Attendance
	TOTAL PROFESSIONAL DEVELOPMENT	\$815	\$2,246	\$6,000	\$5,100	
21410-52410	PROFESSIONAL DUES AND MEMBERSH	\$0	\$503	\$0	\$0	
21410-52420	ORGANIZATIONAL DUES AND MEMBER	\$0	\$400	\$0	\$0	
21410-52610	TECHNOLOGY	\$0	\$0	\$0	\$3,500	Software licensing
21410-52810	OTHER OPERATING EXPENSE	\$2,608	\$4,696	\$5,000	\$5,000	

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
21410-53230	OTHER CHEMICALS	\$145,713	\$156,521	\$157,000	\$210,000	Polymer (Coagulant/Filter Aid) Caustic Soda (pH adjustment) Chlorine (disinfection) Fluoride Salt for OSHG System 12% Sodium hypochlorite (Emergency feed system) WTP primary coagulant (poly aluminum chloride)
21410-53240	LABORATORY	\$6,870	\$3,370	\$7,000	\$7,000	TOC monitoring, inorganics, VOCs, bacteriological samples, miscellaneous analytical samples
21410-54820	LAB SUPPLIES	\$2,322	\$9,333	\$8,000	\$10,000	
21410-55110	SAFETY PROGRAMS	\$519	\$631	\$5,000	\$3,000	Added budget for additional PPE
21410-59520	CAPITAL OUTLAY	\$0	\$2,392	\$8,500	\$15,000	OSHG spare motors/Titrator
TOTAL 410 - WATER TREATMENT		\$737,750	\$708,558	\$868,369	\$918,762	
21 WATER, SEWER AND SANITATION - 420 WATER TRANSMISSION & DISTRIBUTION						
21420-51110	REGULAR EMPLOYEES	\$255,956	\$235,356	\$260,522	\$286,996	Water Utility Worker IV Water Util Maint Coord II Water/WW Equipment Operator III (50%) Water Utility Worker I (2)
21420-51120	PART-TIME EMPLOYEES	\$0	(\$23)	\$0	\$0	
21420-51140	OVERTIME	\$6,648	\$5,274	\$9,000	\$6,000	
21420-51150	STANDBY AND CALLBACK PAY	\$8,711	\$11,249	\$13,000	\$12,000	
21420-51210	HEALTH INSURANCE PREMIUMS	\$55,950	\$59,225	\$67,767	\$99,312	
21420-51220	LONG TERM DISABILITY	\$14	\$682	\$696	\$975	
21420-51230	BASIC LIFE INSURANCE	\$24	\$546	\$551	\$756	
21420-51250	FICA CONTRIBUTIONS	\$20,118	\$17,239	\$19,929	\$21,955	
21420-51260	RETIREMENT CONTRIBUTIONS	\$14,511	\$8,603	\$18,237	\$20,089	
21420-51270	UNEMPLOYMENT COMPENSATION	\$789	\$676	\$782	\$861	
21420-51280	WORKERS' COMPENSATION	\$9,176	\$5,630	\$9,963	\$7,558	
21420-51290	OTHER EMPLOYEE BENEFITS	\$0	\$0	\$0	\$6,000	
21420-51360	EMPLOYEE ONBOARDING	\$141	\$26	\$0	\$0	
21420-51380	UNIFORM ALLOWANCE	\$335	\$1,378	\$1,750	\$0	
21420-51410	UTILITIES	\$6,322	\$8,054	\$11,000	\$20,000	Tanks/Stations/Heat Tape/Maint Shop
					\$1,000	Maintenance Building
					\$4,500	Mobile and telephone
					\$500	Dump/Trash Services
	TOTAL UTILITIES	\$6,322	\$8,054	\$11,000	\$26,000	

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
21420-51610	SUPPLIES	\$5,011	\$4,427	\$7,775	\$1,000	Copy and Printing Services Billed Here
					\$2,500	Combined Profserv Cleaning
					\$500	Misc Office Supplies
					\$2,000	Misc. Materials
					\$1,000	Tools for the trucks/stations
					\$250	Equipment, not tools
					\$2,000	Uniforms/Shirts/Hats/ETC for the Team
	TOTAL SUPPLIES	\$5,011	\$4,427	\$7,775	\$9,250	
21420-51710	PROFESSIONAL SERVICES	\$12,044	\$14,208	\$28,200	\$8,000	Yearly As-Builts
					\$1,750	
					\$500	CDL Testing
					\$5,000	Other Professional Services
	TOTAL PROFESSIONAL SERVICES	\$12,044	\$14,208	\$28,200	\$15,250	
21420-51810	MAINTENANCE & REPAIR				\$2,500	Water/WW Maintenance Shop
		\$80,111	\$101,883	\$93,300	\$250	Fire extinguishers for cars and buildings
					\$4,400	Fuel for Treatment Plant Vehicles and Equipment
					\$20,000	Fire Hydrant Upkeep Program
					\$12,000	Upkeep on the Vehicles through Fleet
					\$60,000	Supplies
	TOTAL MAINTENANCE & REPAIR	\$80,111	\$101,883	\$93,300	\$99,150	
21420-51920	RENT/LEASE - EQUIPMENT	\$0	\$1,213	\$4,000	\$2,000	Miscellaneous equipment rental for non-routine work (e.g., vacuum trailer, track hoe rental)
21420-52210	PROFESSIONAL DEVELOPMENT	\$2,387	\$150	\$7,500	\$500	Ed Supplies - Training Opportunities and Conference Attendance
					\$3,500	Registration - Training Opportunities and Conference Attendance
					\$750	Hotel - Training Opportunities and Conference Attendance
					\$750	Hotel - Training Opportunities and Conference Attendance
					\$500	Mileage - Training Opportunities and Conference Attendance
					\$500	Per Diem - Training Opportunities and Conference Attendance
					\$1,000	Other - Training Opportunities and Conference Attendance
	TOTAL PROFESSIONAL DEVELOPMENT	\$2,387	\$150	\$7,500	\$7,500	
21420-52420	ORGANIZATIONAL DUES AND MEMBER	\$53	\$0	\$0	\$0	
21420-52610	TECHNOLOGY	\$0	\$0	\$0	\$3,500	VUE Works/GIS/XC2/Innovyze
21420-52810	OTHER OPERATING EXPENSE	\$83	\$1,143	\$1,200	\$1,200	
21420-53240	LABORATORY	\$0	\$4,263	\$6,600	\$5,500	Contract Lab Services
21420-53530	DAMAGE CLAIMS	\$0	\$0	\$3,000	\$3,000	
21420-54330	FORCE CONSTRUCTION	\$23,292	\$23,758	\$23,292	\$50,000	

Submitted 10/7/2021

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
21420-55110	SAFETY PROGRAMS	\$3,223	\$2,500	\$5,000	\$4,000	PPE (fall protection equipment, hard hats, safety vests, harnesses) Annual safety equipment inspections/certification Traffic Safety (traffic cones, signage, etc.) First Aid Kits Shoring Box Repair (split w/ collections) Respirators (\$250/respirator x 4 respirators) Respiratory Physicals & Fit Testing (\$100/test x 4 staff) Calibration Gas for confined space gas meters Safety Videos
21420-55210	FIRE HYDRANT REPLACEMENT	\$42	\$0	\$28,000	\$0	
21420-55220	METERS	\$24,401	\$11,165	\$50,000	\$25,000	Existing AMR/repair parts AMR system-wide replacement program (\$70K equipment remaining)
21420-55230	LEAK DETECTION	\$6,463	\$4,862	\$8,500	\$7,500	Routine leak detection (1/3 of system/year) Emergency leak detection
21420-59520	CAPITAL OUTLAY	\$11,924	\$6,919	\$15,000	\$20,000	Shoring (Split with Collections) Job site work lighting (Split with Collections) Steel plates (Split with Collections) Chipping hammers PSI Testing Pump and Equipment GPS Collector Inspection camera (split with sewer)(from 2020)

TOTAL 420 - WATER TRANSMISSION & DISTRIBUTION

\$547,730 \$530,405 \$694,564 \$741,352

21 WATER, SEWER AND SANITATION - 430 WASTEWATER TREATMENT

21430-51110	REGULAR EMPLOYEES	\$193,272	\$188,245	\$278,144	\$258,947	Chief Operator WW Treatment WW Treatment Operator II B (2) WA/WW Treatment Operator I D Plus (50%) WW Treatment Operator I D
21430-51140	OVERTIME	\$5,682	\$2,598	\$10,000	\$4,000	
21430-51150	STANDBY AND CALLBACK PAY	\$13,674	\$18,611	\$19,398	\$20,000	
21430-51210	HEALTH INSURANCE PREMIUMS	\$48,669	\$38,194	\$50,530	\$85,452	
21430-51220	LONG TERM DISABILITY	\$17	\$560	\$682	\$881	
21430-51230	BASIC LIFE INSURANCE	\$30	\$453	\$541	\$671	
21430-51250	FICA CONTRIBUTIONS	\$15,771	\$15,382	\$17,835	\$19,810	
21430-51260	RETIREMENT CONTRIBUTIONS	\$12,679	\$10,417	\$16,320	\$18,127	
21430-51270	UNEMPLOYMENT COMPENSATION	\$618	\$603	\$699	\$777	
21430-51280	WORKERS' COMPENSATION	\$10,759	\$10,327	\$6,381	\$6,062	
21430-51290	OTHER EMPLOYEE BENEFITS	\$0	\$0	\$0	\$4,000	
21430-51310	TUTORIAL REIMBURSEMENTS	\$434	\$0	\$0	\$0	
21430-51360	EMPLOYEE ONBOARDING	\$89	\$20	\$0	\$100	
21430-51380	UNIFORM ALLOWANCE	\$0	\$1,444	\$1,400	\$0	

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
21430-51410	UTILITIES	\$263,452	\$243,354	\$300,000	\$160,000	
					\$42,000	Natural gas
					\$6,000	Mobile and telephone
					\$4,000	Trash
					\$21,000	Bumped up to accommodate for W/WW rate increase
	TOTAL UTILITIES	\$263,452	\$243,354	\$300,000	\$233,000	
21430-51610	SUPPLIES	\$9,772	\$9,954	\$10,000	\$2,000	Copy and Printing Services Billed Here
					\$7,000	Combined Profserv Cleaning
					\$1,750	Postage
					\$750	Office supply
					\$2,500	Tools for the Plants
					\$250	Equipment, not Tools
					\$2,000	Uniforms/Shirts/Hats/ETC for the Team
	TOTAL SUPPLIES	\$9,772	\$9,954	\$10,000	\$16,250	
21430-51710	PROFESSIONAL SERVICES	\$20,757	\$44,834	\$56,000	\$2,500	
					\$250	Consultants
					\$500	CDL Testing
					\$40,000	Others/ SCADA / Control Work
	TOTAL PROFESSIONAL SERVICES	\$20,757	\$44,834	\$56,000	\$43,250	
21430-51810	MAINTENANCE & REPAIR	\$146,577	\$118,171	\$110,000	\$40,000	Waste Water Plant
					\$10,000	
					\$5,000	LS13000
					\$20,000	LS13000
					\$250	Fire extinguishers for cars and buildings
					\$50,000	Equipment maintenance and repair
					\$6,600	Fuel for Treatment Plant Vehicles and Equipment
					\$500	Parts
					\$10,000	Upkeep on the Vehicles through Fleet
					\$2,000	Supplies
	TOTAL MAINTENANCE & REPAIR	\$146,577	\$118,171	\$110,000	\$144,350	
21430-51920	RENT/LEASE - EQUIPMENT	\$0	\$0	\$1,500	\$1,500	Rental of equipment for non-routine tasks or emergencies

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
21430-52210	PROFESSIONAL DEVELOPMENT				\$250	Ed Supplies - Training Opportunities and Conference Attendance
		\$1,551	\$1,079	\$7,000	\$2,500	Registration - Training Opportunities and Conference Attendance
					\$1,500	Air - Training Opportunities and Conference Attendance
					\$1,000	Hotel - Training Opportunities and Conference Attendance
					\$500	Mileage - Training Opportunities and Conference Attendance
					\$750	Per Diem - Training Opportunities and Conference Attendance
	TOTAL PROFESSIONAL DEVELOPMENT	\$1,551	\$1,079	\$7,000	\$6,500	
21430-52310	MISC. TRAVEL	\$78	\$39	\$0	\$0	
21430-52420	ORGANIZATIONAL DUES AND MEMBER	\$35	\$0	\$0	\$0	
21430-52610	TECHNOLOGY	\$0	\$0	\$0	\$3,500	Software licensing
21430-52810	OTHER OPERATING EXPENSE	\$16,325	\$9,413	\$10,000	\$1,500	
21430-53230	OTHER CHEMICALS	\$21,434	\$19,744	\$35,000	\$30,000	Polymer (Clarification Aid) Misc Chemicals - Chlorine, Ferric, Caustic, Algae Control
21430-53240	LABORATORY	\$11,591	\$9,053	\$13,000	\$11,500	Contract Labs for Biosolids Testing: *CSU Labs - Sludge Screening Analysis *Colorado Analytical - FecalColi ACZ Testing for Reg 85 and Discharge Permit: *Nutrients (Up & Downstream & Eff) *Annual Industrial Pollutant Monitoring *Arsenic Toxicity Testing Lab retest contingency
21430-54820	LAB SUPPLIES	\$13,972	\$14,546	\$17,500	\$15,000	BOD Reagent Dextrose and Gultamic Reagents IDEX Reagents QC Reagents QA 38 ERA Reagents Spectrophotometer Reagents: *TNT Ammonia *TNT Nitrates *TNT P04 *TNT COD *TNT Volatile Acids *TNT Hydrogen Sulfide Fisher Scientific (Glass Filter, membrane kit, membranes) Calibrate Analytical Balance "still" maintenance Staining Supplies Microscope Service Turbidity Standards Misc Supplies and Re-Tests BOD bottle and crucible/evap dish replacement Latex/Nitrile Gloves ORP Calibration Solution
21430-55110	SAFETY PROGRAMS	\$294	\$1,448	\$4,000	\$4,000	Safety Supplies (gloves, hearing protection, safety vests, etc.) Gas Detector Sensors First Aid Kit Calibration gases Fall Protection

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
21430-59520	CAPITAL OUTLAY	\$0	\$0	\$8,000	\$14,000	Noise controllers for digester probes
TOTAL 430 - WASTEWATER TREATMENT		\$807,532	\$758,486	\$973,930	\$943,177	
21 WATER, SEWER AND SANITATION - 440 WASTEWATER COLLECTION & TRANSMISSION						
21440-51110	REGULAR EMPLOYEES	\$157,138	\$170,529	\$216,531	\$251,657	Wastewater Utility Worker II WW Utility Maint Coord I Water/WW Equipment Operator III (50%) WW Utility Worker (2)
21440-51120	PART-TIME EMPLOYEES	\$0	(\$23)	\$0	\$0	
21440-51140	OVERTIME	\$7,942	\$3,830	\$4,000	\$4,000	
21440-51150	STANDBY AND CALLBACK PAY	\$8,437	\$6,491	\$9,699	\$7,500	
21440-51210	HEALTH INSURANCE PREMIUMS	\$51,891	\$49,246	\$63,333	\$94,956	
21440-51220	LONG TERM DISABILITY	\$12	\$516	\$615	\$856	
21440-51230	BASIC LIFE INSURANCE	\$22	\$439	\$487	\$656	
21440-51250	FICA CONTRIBUTIONS	\$13,262	\$13,240	\$16,565	\$19,252	
21440-51260	RETIREMENT CONTRIBUTIONS	\$7,646	\$5,516	\$15,118	\$17,616	
21440-51270	UNEMPLOYMENT COMPENSATION	\$520	\$519	\$650	\$753	
21440-51280	WORKERS' COMPENSATION	\$5,574	\$12,688	\$6,175	\$4,309	
21440-51290	OTHER EMPLOYEE BENEFITS	\$0	\$0	\$0	\$4,000	
21440-51360	EMPLOYEE ONBOARDING	\$47	\$2,040	\$0	\$2,000	
21440-51380	UNIFORM ALLOWANCE	\$1,473	\$1,626	\$1,400	\$0	
21440-51410	UTILITIES	\$3,310	\$9,742	\$16,000	\$12,500	Lift Stations/Maint Shop
					\$1,000	Maint Shop
					\$2,500	Mobile and telephone
					\$7,000	Bumped up to accommodate for W/WW rate increase
	TOTAL UTILITIES	\$3,310	\$9,742	\$16,000	\$23,000	
21440-51610	SUPPLIES				\$500	Vests, Cones, etc. for the Field Personnel
		\$5,467	\$2,521	\$6,000	\$2,500	Profserv Cleaning
					\$500	Pens/Notebooks, Etc.
					\$1,200	Vests, Cones, etc. for the Field Personnel
					\$1,250	Tools for the Plants
					\$250	Equipment, not Tools
					\$2,000	Uniforms/Shirts/Hats/ETC for the Team
	TOTAL SUPPLIES	\$5,467	\$2,521	\$6,000	\$8,200	
21440-51710	PROFESSIONAL SERVICES				\$250	Parts and Supplies
		\$9,378	\$9,621	\$17,000	\$250	Parts and Supplies
					\$250	Parts and Supplies
					\$250	Parts and Supplies
					\$250	Parts and Supplies
Submitted 10/7/2021					\$250	Parts and Supplies

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
21440-51710	PROFESSIONAL SERVICES				\$250	Parts and Supplies
					\$250	Parts and Supplies
					\$1,000	Emergency Engineer Service
					\$2,500	Support services
					\$500	CDL Testing
					\$10,000	Others Services
	TOTAL PROFESSIONAL SERVICES	\$9,378	\$9,621	\$17,000	\$15,750	
21440-51810	MAINTENANCE & REPAIR				\$2,000	W/WW Maintenance Shop
		\$68,679	\$80,831	\$85,500	\$500	Parts and Supplies
					\$500	Parts and Supplies
					\$500	Parts and Supplies
					\$500	Parts and Supplies
					\$500	Parts and Supplies
					\$500	Parts and Supplies
					\$500	Parts and Supplies
					\$250	Fire extinguishers for cars and buildings
					\$7,500	Parts for Hydrovac trucks/Camera Van
					\$4,400	Fuel for Treatment Plant Vehicles and Equipment
					\$15,000	Upkeep on the Vehicles through Fleet
					\$40,000	Supplies
	TOTAL MAINTENANCE & REPAIR	\$68,679	\$80,831	\$85,500	\$72,650	
21440-51920	RENT/LEASE - EQUIPMENT	\$0	\$1,213	\$1,500	\$1,500	Miscellaneous equipment for non-routine work (e.g., track hoe rental)
21440-52210	PROFESSIONAL DEVELOPMENT	\$592	\$350	\$4,000	\$2,500	Registration - Training Opportunities and Conference Attendance
					\$750	Hotel - Training Opportunities and Conference Attendance
					\$500	Mileage - Training Opportunities and Conference Attendance
					\$500	Per Diem - Training Opportunities and Conference Attendance
					\$1,000	Other - Training Opportunities and Conference Attendance
	TOTAL PROFESSIONAL DEVELOPMENT	\$592	\$350	\$4,000	\$5,250	
21440-52420	ORGANIZATIONAL DUES AND MEMBER	\$53	\$0	\$0	\$0	
21440-52610	TECHNOLOGY	\$0	\$0	\$0	\$3,500	Software licensing
21440-52810	OTHER OPERATING EXPENSE	\$70	\$1,143	\$1,200	\$1,000	
21440-53530	DAMAGE CLAIMS	\$0	\$2,000	\$1,000	\$1,000	
21440-54330	FORCE CONSTRUCTION	\$300	\$300	\$300	\$300	Interfund force construction
21440-54510	LOSS ON ASSET DISPOSITION	\$0	\$0	\$2,000	\$0	
21440-54910	ROOT CONTROL	\$6,458	\$10,551	\$10,000	\$10,000	Preventive root maintenance
21440-54920	BACKFLOW DEVICE	\$0	\$0	\$2,500	\$0	

Submitted 10/7/2021

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
21440-55110	SAFETY PROGRAMS	\$3,832	\$3,329	\$3,400	\$4,000	PPE (fall protection equipment, hard hats, safety vests, harnesses) Respiratory Physicals & Fit Testing Annual safety equipment inspections/certification Shoring Box Repairs (split w/ Dist) First aid kits Respirators Traffic Safety (traffic cones, signage, etc.) Calibration Gas for confined space gas meters Safety Videos
21440-59520	CAPITAL OUTLAY	\$12,601	\$4,885	\$15,000	\$22,500	Shoring (Split with Collections) Job site work lighting (Split with Collections) Steel plates (Split with Collections) Chipping hammers PSI Testing Pump and Equipment GPS Collector Inspection camera (split with sewer)(from 2020)
TOTAL 440 - WASTWATER COLLECTION & TRANSMISSION		\$364,703	\$393,142	\$499,973	\$576,205	
21 WATER, SEWER AND SANITATION - 999 INTERFUND TRANSFERS						
21999-55910	TRANSFER TO FLEET SERVICE	\$0	\$0	\$0	\$100,000	
21999-55980	TRANSFER TO OTHER FUNDS	\$1,013,000	\$100,000	\$206,000	\$0	
TOTAL 999 - INTERFUND TRANSFERS		\$1,013,000	\$100,000	\$206,000	\$100,000	
		\$8,141,334	\$6,594,416	\$15,611,610	\$12,792,769	

Broadband

	2020 Actual	2021 Budget	2021 Revised Forecast	2022 Budget
Revenue	\$0	\$10,173,682	\$10,173,682	\$1,851,226
Expenditures	<u>\$0</u>	<u>(\$5,598,758)</u>	<u>(\$5,715,320)</u>	<u>(\$2,725,921)</u>
Change in Fund Balance	\$0	\$4,574,924	\$4,458,362	(\$874,695)
Beginning Fund Balance	\$0	\$0	\$0	\$4,458,362
Ending Fund Balance	\$0	\$4,574,924	\$4,458,362	\$3,583,667
Available Fund Balance	\$0	\$4,574,924	\$4,458,362	\$3,583,667

Cash Balance as of 6/30/2022 \$8,708,290

**Cash balance includes \$9 million in debt financing from an interfund loan with Electric*

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
---------	---------------------	-------------	-------------	---------------------	--------------	-------------

22 BROADBAND - 51 BROADBAND

2251050-43410	BANDWIDTH - ENTERPRISE	(\$0)	(\$0)	\$1,173,682	\$1,851,226	
		(\$0)	(\$0)	\$1,173,682	\$1,851,226	
		(\$0)	(\$0)	\$1,173,682	\$1,851,226	

DRAFT

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
22 BROADBAND - 227 BROADBAND						
22227-51110	REGULAR EMPLOYEES	\$0	\$0	\$720,725	\$481,075	Customer Service Representative/Team Lead Broadband Fiber Plant Technician Broadband Superintendent Broadband Service Technician Broadband Commercial Acct Rep/Marketing Utility Line Locator Broadband Systems Technician
22227-51120	PART-TIME EMPLOYEES	\$0	\$0	\$85,000	\$30,000	
22227-51140	OVERTIME	\$0	\$0	\$0	\$1,500	
22227-51150	STANDBY AND CALLBACK PAY	\$0	\$0	\$0	\$15,000	
22227-51210	HEALTH INSURANCE PREMIUMS	\$0	\$0	\$142,653	\$115,800	
22227-51220	LONG TERM DISABILITY	\$0	\$0	\$3,175	\$1,565	
22227-51230	BASIC LIFE INSURANCE	\$0	\$0	\$2,476	\$1,237	
22227-51250	FICA CONTRIBUTIONS	\$0	\$0	\$77,732	\$36,801	
22227-51260	RETIREMENT CONTRIBUTIONS	\$0	\$0	\$68,198	\$33,674	
22227-51270	UNEMPLOYMENT COMPENSATION	\$0	\$0	\$2,824	\$1,445	
22227-51280	WORKERS' COMPENSATION	\$0	\$0	\$733	\$1,500	
22227-51410	UTILITIES	\$0	\$0	\$18,100	\$170,000	
22227-51610	SUPPLIES	\$0	\$0	\$15,000	\$30,100	
22227-51710	PROFESSIONAL SERVICES	\$0	\$0	\$330,217	\$290,000	Includes \$50,000 in consultants for build-out
22227-51810	MAINTENANCE & REPAIR	\$0	\$0	\$30,450	\$40,000	
22227-51930	RENT/LEASE - BUILDING	\$0	\$0	\$0	\$50,000	
22227-52210	PROFESSIONAL DEVELOPMENT	\$0	\$0	\$10,000	\$2,500	
22227-52510	GRANTS	\$0	\$0	\$15,000	\$15,000	
22227-52610	TECHNOLOGY	\$0	\$0	\$55,000	\$94,000	
22227-52810	OTHER OPERATING EXPENSE	\$0	\$0	\$0	\$8,500	Includes \$6,500 in insurance premiums
22227-53520	LIABILITY AND CASUALTY INSURANCE	\$0	\$0	\$0	\$35,554	
22227-53940	INTEREST - OTHER DEBT	\$0	\$0	\$181,528	\$269,100	
22227-54110	BAD DEBTS	\$0	\$0	\$35,210	\$35,200	
22227-54310	INTERFUND COST OF SERVICE	\$0	\$0	\$16,049	\$16,370	
22227-55910	TRANSFER TO FLEET SERVICE	\$0	\$0	\$0	\$100,000	Overhead allocation
					\$200,000	Bucket Truck
	TOTAL TRANSFER TO FLEET SERVICE	\$0	\$0	\$0	\$300,000	
22227-60000	PROJECTS	\$0	\$0	\$3,884,544	\$75,000	Core and Miscellaneous Capital projects
					\$75,000	Network equipment, In and Outside Plants
					\$500,000	Lightworks Construction Contract
	TOTAL PROJECTS	\$0	\$0	\$3,884,544	\$650,000	
	TOTAL 227 - BROADBAND	\$0	\$0	\$5,694,614	\$2,725,921	

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
		\$0	\$0	\$5,694,614	\$2,725,921	

DRAFT

ELECTRIC FUND

	2020 Actual	2021 Budget	2021 Revised Forecast	2022 Budget
Revenue	\$14,796,322	\$15,530,596	\$15,530,596	\$19,819,400
Expenditures	<u>(\$18,220,598)</u>	<u>(\$19,030,363)</u>	<u>(\$19,146,925)</u>	<u>(\$21,396,811)</u>
Change in Fund Balance	<u>(\$3,424,276)</u>	<u>(\$3,499,767)</u>	<u>(\$3,616,329)</u>	<u>(\$1,577,411)</u>
Beginning Fund Balance	\$31,535,247	\$28,110,971	\$28,110,971	\$24,494,642
Ending Fund Balance	\$28,110,971	\$24,611,204	\$24,494,642	\$22,917,231

Available Fund Balance	\$28,110,971	\$24,611,204	\$24,494,642	\$22,917,231
------------------------	--------------	--------------	--------------	--------------

Cash Balance as of 6/30/21	\$3,418,663
----------------------------	-------------

**2022 Budget revenue includes \$4.5 million in debt financing for the Electric Operations Building*

***Cash Balance does not include \$8,981,224 for Broadband that was raised here but will be serviced by Broadband*

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
---------	---------------------	-------------	-------------	---------------------	--------------	-------------

24 ELECTRIC UTILITY - 50 ELECTRIC

2450060-42310	GRANTS	(\$0)	\$27,000	(\$0)	(\$0)	
2450060-42560	SERVICE CONNECT FEES	\$17,345	\$14,255	\$13,954	\$14,000	
2450060-42650	VENDORS FEE	\$8,078	\$7,526	\$8,160	\$8,000	
2450060-42660	JOINT POLE USE	\$2,832	(\$0)	\$2,889	\$2,900	
2450060-43510	INTEREST	\$72,109	\$42,608	\$25,000	\$50,000	
2450060-43710	DEVELOPER CONTRIBUTIONS	\$206,551	\$99,045	(\$0)	\$100,000	
2450060-44110	SALE OF ASSETS	\$7,855	\$5,194	(\$0)	\$5,000	
2450060-44130	MISCELLANEOUS	\$426,606	\$158,381	\$20,000	(\$0)	
2450060-44140	BAD DEBT RECOVERY	\$1,565	\$2,631	(\$0)	\$2,000	
		\$742,942	\$356,641	\$70,003	\$181,900	

24 ELECTRIC UTILITY - 50 ELECTRIC

2450050-42610	COMMERCIAL	\$9,640,020	\$9,102,541	\$10,908,260	\$10,000,000	
2450050-42620	RESIDENTIAL	\$4,511,382	\$4,795,965	\$4,396,598	\$5,000,000	
2450050-42630	MUNICIPAL	\$134,830	\$117,695	\$141,500	\$125,000	
2450050-42640	SECURITY LIGHTING	\$12,596	\$12,508	\$14,235	\$12,500	
2450050-43410	BANDWIDTH - ENTERPRISE	\$664,357	\$637,464	(\$0)	(\$0)	
		\$14,963,185	\$14,666,173	\$15,460,593	\$15,137,500	
		\$15,706,127	\$15,022,814	\$15,530,596	\$15,319,400	

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
---------	---------------------	-------------	-------------	---------------------	--------------	-------------

24 ELECTRIC UTILITY - 000

2451-60000	PROJECTS	\$0	\$1,020,759	\$0	\$0	
------------	----------	-----	-------------	-----	-----	--

TOTAL 000 -		\$0	\$1,020,759	\$0	\$0	
--------------------	--	-----	-------------	-----	-----	--

24 ELECTRIC UTILITY - 000

2450-60000	PROJECTS	\$266,573	\$1,690,266	\$4,026,741	\$50,000	General Capital System Upgrades
					\$180,000	Mitchell Creek Re-closures
					\$150,000	South Midland - 2021 Carry Over
					\$20,000	Red Mountain South Phase 2
					\$4,500,000	New Electric Department Facilities
					\$135,000	Cable and Conduit for Cardnell Substation Connection to Wulfsohn
					\$1,200,000	Cardnell Substation - 2021 Carry Over
					\$50,000	Midland Center Loop

TOTAL PROJECTS	\$266,573	\$1,690,266	\$4,026,741	\$6,285,000	
----------------	-----------	-------------	-------------	-------------	--

TOTAL 000 -	\$266,573	\$1,690,266	\$4,026,741	\$6,285,000	
--------------------	-----------	-------------	-------------	-------------	--

24 ELECTRIC UTILITY - 220 ELECTRIC ADMINISTRATION

24220-51110	REGULAR EMPLOYEES	\$131,278	\$151,695	\$177,714	\$163,986	Public Works Director Asset Mgmt/GIS Support Specialist (14%) Electric Administrative Assistant GIS Administrator Public Information Officer (25%)
24220-51150	STANDBY AND CALLBACK PAY	\$0	\$0	\$25,000	\$0	
24220-51210	HEALTH INSURANCE PREMIUMS	\$15,780	\$20,702	\$22,746	\$58,548	
24220-51220	LONG TERM DISABILITY	\$21	\$463	\$533	\$557	
24220-51230	BASIC LIFE INSURANCE	\$39	\$386	\$425	\$426	
24220-51250	FICA CONTRIBUTIONS	\$14,352	\$11,131	\$13,595	\$9,919	
24220-51260	RETIREMENT CONTRIBUTIONS	\$10,728	\$7,495	\$12,440	\$11,479	
24220-51270	UNEMPLOYMENT COMPENSATION	\$570	\$437	\$534	\$493	
24220-51280	WORKERS' COMPENSATION	\$279	\$397	\$353	\$2,566	
24220-51410	UTILITIES	\$20,063	\$17,925	\$50,000	\$10,000	Electirc
					\$3,000	Natural gas
					\$4,500	This is Mobile and Telephone Combined
					\$2,500	Trash
					\$250	Accommodate for W/WW rate increase
TOTAL UTILITIES		\$20,063	\$17,925	\$50,000	\$20,250	

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
24220-51610	SUPPLIES	\$5,398	\$1,803	\$6,000	\$500	Copy and Printing Services
					\$100	Postage
					\$1,500	Office Supplies
					\$250	Misc
	TOTAL SUPPLIES	\$5,398	\$1,803	\$6,000	\$2,350	
24220-51710	PROFESSIONAL SERVICES	\$27,769	\$18,425	\$70,000	\$5,000	ESC and misc.
					\$1,000	GIS Services and Others
	TOTAL PROFESSIONAL SERVICES	\$27,769	\$18,425	\$70,000	\$6,000	
24220-51810	MAINTENANCE & REPAIR	\$9,290	\$250	\$0	\$250	Fire extinguishers for cars and buildings
24220-51920	RENT/LEASE - EQUIPMENT	\$749	\$27,529	\$28,000	\$28,000	Temporary Electric Building
24220-52110	PUBLIC NOTICES	\$364	\$0	\$2,000	\$0	
24220-52120	EMPLOYMENT POSTING	\$0	\$0	\$500	\$0	
24220-52140	PROCUREMENT ADVERTISING	\$107	\$0	\$480	\$0	
24220-52210	PROFESSIONAL DEVELOPMENT				\$400	Training Opportunities and Conference Attendance
		\$2,038	\$0	\$11,200	\$2,000	Air - Training Opportunities and Conference Attendance
					\$2,000	Hotel - Training Opportunities and Conference Attendance
					\$100	Mileage - Training Opportunities and Conference Attendance
					\$600	Per Diem - Training Opportunities and Conference Attendance
	TOTAL PROFESSIONAL DEVELOPMENT	\$2,038	\$0	\$11,200	\$5,100	
24220-52310	MISC. TRAVEL	\$3,857	\$383	\$5,000	\$0	
24220-52410	PROFESSIONAL DUES AND MEMBERSH	\$13,654	\$8,971	\$30,000	\$15,000	Subscriptions Fees and Organization Fees
24220-52420	ORGANIZATIONAL DUES AND MEMBER	\$0	\$3,960	\$2,500	\$0	
24220-52510	GRANTS	\$0	\$0	\$15,000	\$10,000	Sustainable Strategies
24220-52610	TECHNOLOGY	\$0	\$0	\$0	\$3,500	Software licensing
24220-52710	CREDIT CARD FEES	\$11,048	\$0	\$0	\$0	
24220-52810	OTHER OPERATING EXPENSE	\$978	\$670	\$0	\$0	
24220-53510	PROPERTY INSURANCE	\$59,052	\$72,237	\$55,000	\$67,000	
24220-53520	LIABILITY AND CASUALTY INSURA	\$8,580	\$9,638	\$16,000	\$9,000	
24220-53950	ISSUANCE COSTS	\$0	\$121,110	\$0	\$0	
24220-54310	INTERFUND COST OF SERVICE	\$320,000	\$329,600	\$336,192	\$342,915	
24220-54330	FORCE CONSTRUCTION	\$3,500	\$0	\$0	\$0	
24220-54410	REGULATORY EXPENSE	\$8,323	\$4,193	\$10,000	\$10,000	
24220-54510	LOSS ON ASSET DISPOSITION	\$49,275	\$1,412,796	\$0	\$0	
24220-54610	ENERGY CONSERVATION	\$168,538	\$68,981	\$210,000	\$125,000	
24220-54750	PURCHASED POWER	\$9,869,566	\$9,813,427	\$9,900,000	\$10,000,000	

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
TOTAL 220 - ELECTRIC ADMINISTRATION		\$10,755,196	\$12,104,604	\$11,001,212	\$10,892,339	

24 ELECTRIC UTILITY - 227 BROADBAND

24227-51110	REGULAR EMPLOYEES	\$173,915	\$229,977	\$0	\$0
24227-51140	OVERTIME	\$71	\$306	\$0	\$0
24227-51150	STANDBY AND CALLBACK PAY	\$31,656	\$38,306	\$0	\$0
24227-51210	HEALTH INSURANCE PREMIUMS	\$27,368	\$31,164	\$0	\$0
24227-51220	LONG TERM DISABILITY	\$14	\$720	\$0	\$0
24227-51230	BASIC LIFE INSURANCE	\$24	\$573	\$0	\$0
24227-51250	FICA CONTRIBUTIONS	\$15,287	\$19,692	\$0	\$0
24227-51260	RETIREMENT CONTRIBUTIONS	\$11,970	\$8,588	\$0	\$0
24227-51270	UNEMPLOYMENT COMPENSATION	\$599	\$772	\$0	\$0
24227-51280	WORKERS' COMPENSATION	\$389	\$1,490	\$0	\$302
24227-51310	TUTION REIMBURSEMENTS	\$1,500	\$0	\$0	\$0
24227-51360	EMPLOYEE ONBOARDING	\$0	\$285	\$0	\$0
24227-51410	UTILITIES	\$135,064	\$161,372	\$0	\$0
24227-51610	SUPPLIES	\$42,921	\$58,591	\$0	\$0
24227-51710	PROFESSIONAL SERVICES	\$174,305	\$269,102	\$0	\$0
24227-51810	MAINTENANCE & REPAIR	\$4,152	\$6,744	\$0	\$0
24227-51920	RENT/LEASE - EQUIPMENT	\$0	\$20,800	\$0	\$0
24227-52120	EMPLOYMENT POSTING	\$0	\$395	\$0	\$0
24227-52140	PROCUREMENT ADVERTISING	\$0	\$216	\$0	\$0
24227-52210	PROFESSIONAL DEVELOPMENT	\$795	\$595	\$0	\$0
24227-52310	MISC. TRAVEL	\$221	\$0	\$0	\$0
24227-52610	TECHNOLOGY	\$23,306	\$90,317	\$0	\$0
24227-52810	OTHER OPERATING EXPENSE	\$649	\$10,815	\$0	\$0
24227-54310	INTERFUND COST OF SERVICE	\$15,276	\$15,734	\$0	\$0
24227-54710	ROUTINE MAINTENANCE	\$37	\$180	\$0	\$0
24227-59520	CAPITAL OUTLAY	\$70,422	\$0	\$0	\$0
TOTAL 227 - BROADBAND		\$729,943	\$966,735	\$0	\$302

24 ELECTRIC UTILITY - 245 CUSTOMER ACCOUNTS ELECTRIC

24245-51110	REGULAR EMPLOYEES	\$104,131	\$120,045	\$145,721	\$140,907	Electric Meter Technician - Journeyman Electric Meter Technician
24245-51140	OVERTIME	\$190	\$0	\$650	\$0	
24245-51210	HEALTH INSURANCE PREMIUMS	\$47,620	\$43,221	\$42,426	\$42,996	
24245-51220	LONG TERM DISABILITY	\$0	\$375	\$371	\$479	
24245-51230	BASIC LIFE INSURANCE	\$0	\$336	\$294	\$380	

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
24245-51250	FICA CONTRIBUTIONS	\$7,740	\$7,972	\$10,574	\$10,780	
24245-51260	RETIREMENT CONTRIBUTIONS	\$6,328	\$5,314	\$9,676	\$9,863	
24245-51270	UNEMPLOYMENT COMPENSATION	\$303	\$313	\$415	\$423	
24245-51280	WORKERS' COMPENSATION	\$1,609	\$1,650	\$1,563	\$1,221	
24245-51380	UNIFORM ALLOWANCE	\$0	\$300	\$1,400	\$0	
24245-51610	SUPPLIES	\$300	\$0	\$0	\$2,000	PPE/FR
					\$300	Uniforms/Shirts/Hats/ETC for the Team
	TOTAL SUPPLIES	\$300	\$0	\$0	\$2,300	
24245-51710	PROFESSIONAL SERVICES	\$128	\$0	\$0	\$0	
24245-52210	PROFESSIONAL DEVELOPMENT	\$0	\$0	\$0	\$650	Training
24245-52610	TECHNOLOGY	\$25,740	\$27,622	\$0	\$52,600	SCADA Maintenance Agreement
24245-54110	BAD DEBTS	\$3,872	\$3,067	\$0	\$0	
24245-54320	INTERFUND BILLING	\$325,334	\$335,094	\$341,796	\$348,632	
24245-54340	NONRECIPROCAL INTERFUND ACTIVI	\$478,842	\$493,207	\$503,071	\$513,132	
24245-54760	CUSTOMER DEPOSIT INTEREST	\$936	\$1,206	\$0	\$1,500	
24245-55810	INTERFUND FRANCHISE FEE	\$478,842	\$493,207	\$503,071	\$513,132	
24245-59520	CAPITAL OUTLAY	\$0	\$0	\$50,000	\$0	
TOTAL 245 - CUSTOMER ACCOUNTS ELECTRIC		\$1,481,916	\$1,532,927	\$1,611,028	\$1,638,995	
24 ELECTRIC UTILITY - 270 INTEREST						
24270-53930	INTEREST - BONDS	\$0	\$81,183	\$0	\$0	
	TOTAL 270 - INTEREST	\$0	\$81,183	\$0	\$0	
24 ELECTRIC UTILITY - 275 DEPRECIATION/AMORTIZATION						
24275-55610	DEPRECIATION	\$1,023,831	\$1,027,479	\$997,000	\$1,027,794	
24275-59599	CAPITALIZED ASSETS	(\$516,519)	(\$2,720,955)	\$0	\$0	
	TOTAL 275 - DEPRECIATION/AMORTIZATION	\$507,312	(\$1,693,476)	\$997,000	\$1,027,794	
24 ELECTRIC UTILITY - 380 MAINTENANCE & DISTRIBUTION						
24380-51110	REGULAR EMPLOYEES	\$494,844	\$505,977	\$750,653	\$736,898	Electric Line Superintendent Electric Crew Leader (3) Electric Apprentice Lineman (4)
24380-51140	OVERTIME	\$8,674	\$1,727	\$6,000	\$2,500	
24380-51150	STANDBY AND CALLBACK PAY	\$56,546	\$60,372	\$57,500	\$60,000	
24380-51160	PROJECT ALLOCATION WAGES	(\$46,455)	(\$61,903)	\$0	\$0	
24380-51210	HEALTH INSURANCE PREMIUMS	\$103,367	\$108,905	\$110,690	\$121,320	
24380-51220	LONG TERM DISABILITY	\$55	\$2,081	\$2,090	\$2,326	

Submitted 10/7/2021

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
24380-51230	BASIC LIFE INSURANCE	\$103	\$1,816	\$1,771	\$1,922	
24380-51250	FICA CONTRIBUTIONS	\$53,744	\$57,440	\$55,130	\$56,372	
24380-51260	RETIREMENT CONTRIBUTIONS	\$42,663	\$38,263	\$50,446	\$51,584	
24380-51270	UNEMPLOYMENT COMPENSATION	\$2,108	\$2,253	\$2,161	\$2,210	
24380-51280	WORKERS' COMPENSATION	\$18,938	\$12,010	\$11,299	\$10,200	
24380-51350	OTHER EMPLOYEE BENEFITS	\$0	\$0	\$0	\$12,500	
24380-51360	EMPLOYEE ONBOARDING	\$100	\$0	\$0	\$0	
24380-51380	UNIFORM ALLOWANCE	\$4,315	\$1,200	\$1,400	\$0	
24380-51410	UTILITIES	\$6,529	\$1,542	\$750	\$1,000	Mobile and telephone
					\$750	Landfill
	TOTAL UTILITIES	\$6,529	\$1,542	\$750	\$1,750	
24380-51610	SUPPLIES				\$1,000	Copy and Printing Services Billed Here
		\$66,263	\$17,476	\$25,000	\$1,000	Combined Profserv Cleaning into this line item
					\$1,000	Office supply
					\$5,000	Misc. material
					\$7,500	Vests, Cones, etc. for the Field Personnel
					\$12,000	Tools for the Plants
					\$1,200	Uniforms/Shirts/Hats/FR
	TOTAL SUPPLIES	\$66,263	\$17,476	\$25,000	\$28,700	
24380-51710	PROFESSIONAL SERVICES	\$121,903	\$12,234	\$30,000	\$100,000	System Design-5 Year Capital Planning
					\$5,000	Miscellaneous
					\$500	CDL Testing
					\$30,000	GIS Services/misc.
	TOTAL PROFESSIONAL SERVICES	\$121,903	\$12,234	\$30,000	\$135,500	
24380-51810	MAINTENANCE & REPAIR	\$39,729	\$32,726	\$90,000	\$500	Fire extinguishers for cars and buildings
					\$250	
					\$10,000	New Equipment/Equipment Repair and Testing
					\$50,000	Upkeep on the Vehicles through Fleet
					\$500	Supplies
					\$5,000	Meters
					\$75,000	Tree Trimming
					\$10,000	SCADA
					\$5,000	City Wide
					\$5,000	Substation Specific
					\$25,000	Street Lights
					\$25,000	Underground Line Maintenance
	TOTAL MAINTENANCE & REPAIR	\$39,729	\$32,726	\$90,000	\$211,250	
24380-52140	PROCUREMENT ADVERTISING	\$72	\$80	\$240	\$0	
Submitted 10/7/2021						

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
24380-52210	PROFESSIONAL DEVELOPMENT	\$7,431	\$3,966	\$5,800	\$1,000	Registration - Training Opportunities and Conference Attendance
					\$1,000	Air - Training Opportunities and Conference Attendance
					\$1,500	Hotel - Training Opportunities and Conference Attendance
					\$350	Mileage - Training Opportunities and Conference Attendance
					\$500	Per Diem
					\$6,000	Development/Training
TOTAL PROFESSIONAL DEVELOPMENT		\$7,431	\$3,966	\$5,800	\$10,350	
24380-52310	MISC. TRAVEL	\$263	\$198	\$500	\$0	
24380-52610	TECHNOLOGY	\$0	\$0	\$0	\$3,500	SAAS Fees
24380-52810	OTHER OPERATING EXPENSE	\$5,195	\$1,249	\$5,000	\$2,500	Other Operating Expense
24380-53530	DAMAGE CLAIMS	\$0	\$0	\$1,000	\$1,000	
24380-54710	ROUTINE MAINTENANCE	\$75,116	\$93,558	\$150,000	\$0	
24380-59520	CAPITAL OUTLAY	\$113,174	\$5,953	\$0	\$0	
TOTAL 380 - MAINTENANCE & DISTRIBUTION		\$1,174,679	\$899,121	\$1,357,430	\$1,452,382	
24 ELECTRIC UTILITY - 999 INTERFUND TRANSFERS						
24999-55910	TRANSFER TO FLEET SERVICES	\$133,000	\$155,372	\$115,000	\$100,000	Overhead Allocation
24999-55920	TRANSFER TO A&I	\$130,000	\$0	\$0	\$0	
24999-55930	TRANSFER TO CAPITAL PROJECTS	\$25,000	\$25,000	\$50,000	\$0	
TOTAL 999 - INTERFUND TRANSFERS		\$288,000	\$180,372	\$165,000	\$100,000	
		\$15,203,619	\$16,782,491	\$19,158,411	\$21,396,811	

AIRPORT FUND

	2020 Actual	2021 Budget	2021 Revised Forecast	2022 Budget
Revenue	\$314,437	\$191,900	\$191,900	\$449,424
Expenditures	<u>(\$174,994)</u>	<u>(\$227,432)</u>	<u>(\$243,932)</u>	<u>(\$621,116)</u>
Change in Fund Balance	\$139,443	(\$35,532)	(\$52,032)	(\$171,692)
Beginning Fund Balance	\$504,822	\$644,265	\$644,265	\$592,233
Ending Fund Balance	\$644,265	\$608,733	\$592,233	\$420,541
Reserves				
Loan to Capital Projects Fund				(\$200,000)
Available Fund Balance	\$644,265	\$608,733	\$592,233	\$220,541
Cash Balance as of 6/30/21	\$280,655			

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
27 AIRPORT ENTERPRISE FUND - 55 AIRPORT						
2755040-42250	STATE AVIATION FUEL TAX REFUND	\$459	\$3,416	\$500	\$500	
		\$459	\$3,416	\$500	\$500	
27 AIRPORT ENTERPRISE FUND - 55 AIRPORT						
2755060-42423	LATE FEE	\$80	(\$0)	(\$0)	(\$0)	
2755060-43510	INTEREST	\$789	(\$0)	\$200	\$200	
2755060-44110	SALE OF ASSETS	(\$0)	\$15,000	(\$0)	(\$0)	
2755060-44130	MISCELLANEOUS	\$2,242	\$626	(\$0)	\$200,000	Loan from Capital Projects Fund to provide sufficient liquidity to fund needed improvements to the Jet A fuel system
		\$3,110	\$15,626	\$200	\$200,200	
27 AIRPORT ENTERPRISE FUND - 55 AIRPORT						
2755050-42710	RUNWAY USER FEES	\$1,500	(\$0)	\$3,000	\$3,000	
2755050-42720	LONG TERM TIE DOWNS	\$11,865	\$9,980	\$12,000	\$15,000	
2755050-42730	TRANSIENT TIE DOWN FEES	\$2,400	\$1,730	\$2,000	\$3,000	
2755050-42740	FUEL SALES	\$151,812	\$157,035	\$150,000	\$164,000	
		\$167,577	\$168,745	\$167,000	\$185,000	
27 AIRPORT ENTERPRISE FUND - 55 AIRPORT						
2755055-43610	BUILDING LEASE	\$9,200	\$29,150	\$9,200	\$15,000	
2755055-43620	LAND LEASES	\$18,295	\$97,500	\$15,000	\$48,724	
		\$27,495	\$126,650	\$24,200	\$63,724	
		\$198,642	\$314,437	\$191,900	\$449,424	

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
27 AIRPORT ENTERPRISE FUND - 450 AIRPORT ADMINISTRATION						
27450-51110	REGULAR EMPLOYEES	\$17,796	\$0	\$17,510	\$0	
27450-51120	PART-TIME EMPLOYEES	\$179	\$20,821	\$5,000	\$43,000	
27450-51250	FICA CONTRIBUTIONS	\$1,375	\$1,593	\$1,339	\$3,320	
27450-51270	UNEMPLOYMENT COMPENSATION	\$54	\$62	\$52	\$129	
27450-51280	WORKERS' COMPENSATION	\$0	\$0	\$10	\$25	
27450-51360	EMPLOYEE ONBOARDING	\$193	\$0	\$0	\$0	
27450-51410	UTILITIES	\$4,708	\$4,647	\$5,000	\$2,500	Communications
					\$2,000	Electric
					\$600	Trash
	TOTAL UTILITIES	\$4,708	\$4,647	\$5,000	\$5,100	
27450-51610	SUPPLIES	\$104	\$210	\$400	\$650	
27450-51710	PROFESSIONAL SERVICES	\$2,498	\$2,798	\$0	\$0	
27450-51810	MAINTENANCE & REPAIR	\$8,981	\$11,367	\$5,000	\$5,000	Inspections, fire extinguishers, equipment repair
					\$1,000	Landscaping
					\$5,000	Crack seal, striping
					\$1,000	Vehicle maintenance
	TOTAL MAINTENANCE & REPAIR	\$8,981	\$11,367	\$5,000	\$12,000	
27450-51930	RENT/LEASE - BUILDING	\$4,440	\$6,790	\$6,600	\$6,600	
27450-52110	PUBLIC NOTICES	\$0	\$51	\$0	\$0	
27450-52130	SPECIAL EVENT POSTING	\$51	\$0	\$800	\$0	
27450-52150	ADVERTISING	\$392	\$0	\$0	\$0	
27450-52210	PROFESSIONAL DEVELOPMENT	\$293	\$1,348	\$1,600	\$1,000	Training and dues
27450-52310	MISC. TRAVEL	\$0	\$98	\$0	\$0	
27450-52440	PROFESSIONAL SUBSCRIPTION	\$200	\$99	\$0	\$300	
27450-52610	TECHNOLOGY	\$0	\$0	\$0	\$950	Maintenance agreement
					\$500	Software license
	TOTAL TECHNOLOGY	\$0	\$0	\$0	\$1,450	
27450-52710	CREDIT CARD FEES	\$2,814	\$2,990	\$3,000	\$3,000	
27450-52810	OTHER OPERATING EXPENSE	\$3,037	\$4,857	\$3,000	\$5,500	Special events, miscellaneous
27450-53520	LIABILITY AND CASUALTY INSURA	\$6,541	\$4,984	\$6,500	\$7,370	
27450-54310	INTERFUND COST OF SERVICE	\$2,400	\$2,472	\$2,521	\$2,572	
27450-55610	DEPRECIATION	\$9,099	\$9,099	\$9,100	\$9,100	
27450-56110	AVIATION FUEL	\$110,871	\$100,708	\$135,000	\$120,000	
27450-59520	CAPITAL OUTLAY				\$100,000	Communication system (may be accelerated to 2021)
		\$0	\$0	\$41,500	\$300,000	Jet A Fuel System
	TOTAL CAPITAL OUTLAY	\$0	\$0	\$41,500	\$400,000	

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
TOTAL 450 - AIRPORT ADMINISTRATION		\$176,026	\$174,994	\$243,932	\$621,116	
		\$176,026	\$174,994	\$243,932	\$621,116	

DRAFT

LANDFILL FUND

	2020 Actual	2021 Budget	2021 Revised Forecast	2022 Budget
Revenue	\$2,876,395	\$2,812,500	\$2,812,500	\$2,991,000
Expenditures	<u>(\$3,553,522)</u>	<u>(\$3,022,024)</u>	<u>(\$3,047,072)</u>	<u>(\$3,042,725)</u>
Change in Fund Balance	(\$677,127)	(\$209,524)	(\$234,572)	(\$51,725)
Beginning Fund Balance	\$2,989,453	\$2,312,326	\$2,312,326	\$2,077,754
Ending Fund Balance	\$2,312,326	\$2,102,802	\$2,077,754	\$2,026,029
Available Fund Balance	\$2,312,326	\$2,102,802	\$2,077,754	\$2,026,029
Cash Balance as of 6/30/21	\$1,611,887			

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
---------	---------------------	-------------	-------------	---------------------	--------------	-------------

29 LANDFILL ENTERPRISE FUND - 60 LANDFILL

2960060-42310	GRANTS	(\$0)	\$141,370	(\$0)	\$50,000	
2960060-42650	VENDORS FEE	\$1,694	\$2,010	(\$0)	\$2,000	
2960060-43510	INTEREST	\$89,211	\$54,767	\$50,000	\$55,000	
2960060-43920	INSURANCE REIMBURSEMENT	(\$0)	\$6,190	(\$0)	(\$0)	
2960060-44130	MISCELLANEOUS	\$24,633	\$34,310	\$10,000	\$40,000	Includes wood chips
2960060-44150	FINANCE CHARGES	\$4,189	\$1,088	(\$0)	\$1,500	

\$119,727	\$239,735	\$60,000	\$148,500
-----------	-----------	----------	-----------

29 LANDFILL ENTERPRISE FUND - 60 LANDFILL

2960050-42810	CONCRETE	\$220,230	\$70,856	\$150,000	\$200,000	
2960050-42811	OTHER RECYCLABLE METALS	\$3,653	\$3,555	\$2,200	\$3,000	
2960050-42812	ANIMALS	\$1,354	\$1,026	\$1,200	\$1,000	
2960050-42813	NON-FRIABLE ASBESTOS	\$898	\$432	\$600	\$500	
2960050-42814	APPLIANCES	\$9,555	\$11,595	\$9,000	\$13,500	
2960050-42815	BRUSH & WOOD	\$48,406	\$180,656	\$55,000	\$140,000	
2960050-42816	CITY OF GLENWOOD	\$21,952	\$19,701	\$48,000	\$20,000	
2960050-42817	CONSTRUCTION WASTE MIXED	\$742,930	\$668,827	\$650,000	\$750,000	
2960050-42818	CONTAMINATED SOIL	\$69,559	\$24,611	\$10,000	(\$0)	
2960050-42819	MUNICIPAL WASTE	\$1,024,077	\$1,045,981	\$1,100,000	\$1,100,000	
2960050-42820	RESIDENTIAL/MIXED	\$74,534	\$91,314	\$45,000	\$85,000	
2960050-42821	SLUDGE	\$27,133	\$18,451	\$20,000	\$17,500	
2960050-42822	CAR WASH SLUDGE	\$107,576	\$70,470	\$80,000	\$100,000	
2960050-42823	SEPTIC SLUDGE	\$305,616	\$283,509	\$450,000	\$232,500	
2960050-42824	TIRES - PASSENGER/LT TRUCK	\$18,834	\$21,855	\$17,000	\$18,500	
2960050-42825	TIRES - LARGE TRUCK	\$2,905	\$2,330	\$2,000	\$4,000	
2960050-42826	TIRES - EQUIPMENT	\$105	\$630	\$200	\$500	
2960050-42827	COMPOST FEE	\$76,942	\$58,389	\$60,000	\$105,000	
2960050-42828	SCRAP METAL/RECYCLE FEES	(\$0)	\$6,025	\$3,000	\$6,500	
2960050-42829	CLEAN OUT FEE	\$2,250	\$1,650	\$1,300	\$2,000	
2960050-42830	ELECTRONICS	\$43,398	\$52,459	\$48,000	\$43,000	

\$2,801,906	\$2,634,322	\$2,752,500	\$2,842,500
-------------	-------------	-------------	-------------

\$2,921,633	\$2,874,058	\$2,812,500	\$2,991,000
-------------	-------------	-------------	-------------

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
---------	---------------------	-------------	-------------	---------------------	--------------	-------------

29 LANDFILL ENTERPRISE FUND - 000

2960-60000	PROJECTS	\$0	\$685,966	\$600,000	\$120,000	Complete scale replacement
					\$75,000	Grader (1/2)
					\$160,000	Compactor replacement savings fund
					\$300,000	TR626 Trommel screen
	TOTAL PROJECTS	\$0	\$685,966	\$600,000	\$655,000	
	TOTAL 000 -	\$0	\$685,966	\$600,000	\$655,000	

29 LANDFILL ENTERPRISE FUND - 610 LANDFILL ADMINISTRATION

29610-51110	REGULAR EMPLOYEES	\$416,457	\$591,729	\$670,442	\$584,626	Landfill Manager Crew Leader - Landfill Accounting Technician/Cashier Landfill Recycling Technician Equipment Operator III - Landfill (3) Equipment Operator II - Landfill Equipment Operator I - Landfill Public Information Officer (25%)
29610-51120	PART-TIME EMPLOYEES	\$20,861	\$18,232	\$75,000	\$0	
29610-51140	OVERTIME	\$58,537	\$35,656	\$30,600	\$0	
29610-51210	HEALTH INSURANCE PREMIUMS	\$104,683	\$145,672	\$176,494	\$151,020	
29610-51220	LONG TERM DISABILITY	\$41	\$1,605	\$1,805	\$1,973	
29610-51230	BASIC LIFE INSURANCE	\$73	\$1,348	\$1,433	\$1,533	
29610-51250	FICA CONTRIBUTIONS	\$36,493	\$46,451	\$48,228	\$44,724	
29610-51260	RETIREMENT CONTRIBUTIONS	\$16,674	\$25,379	\$44,084	\$40,923	
29610-51270	UNEMPLOYMENT COMPENSATION	\$1,431	\$1,821	\$1,892	\$1,755	
29610-51280	WORKERS' COMPENSATION	\$7,803	\$17,626	\$8,609	\$23,401	
29610-51360	EMPLOYEE ONBOARDING	\$536	\$70	\$0	\$400	
29610-51380	UNIFORM ALLOWANCE	\$3,116	\$3,617	\$3,600	\$3,960	
29610-51410	UTILITIES	\$8,510	\$9,422	\$10,000	\$7,300	Electric
					\$200	Natural gas
					\$5,000	Communications
					\$1,700	Includes portapotty at landfill
	TOTAL UTILITIES	\$8,510	\$9,422	\$10,000	\$14,200	

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
29610-51610	SUPPLIES	\$16,732	\$11,851	\$5,000	\$2,500	Janitorial
					\$4,000	Misc. materials
					\$2,500	Office supply
					\$3,200	Ship samples, UPS geotech equipment
					\$2,500	PPE
					\$3,000	Small tools
					\$500	Printing
					\$4,000	Uniforms
	TOTAL SUPPLIES	\$16,732	\$11,851	\$5,000	\$22,200	
29610-51710	PROFESSIONAL SERVICES				\$3,000	CDL/Randon
					\$110,000	All engineering services including groundwater
					\$11,000	APEN fees, WQD permit fees
					\$30,000	Compost, septic, pond, stormwater testing, geotech
		\$150,355	\$271,646	\$125,000	\$43,000	Bluestar E-waste removal & recycling
	TOTAL PROFESSIONAL SERVICES	\$150,355	\$271,646	\$125,000	\$197,000	
29610-51810	MAINTENANCE & REPAIR	\$325,462	\$191,422	\$250,000	\$5,300	Storms crew trailer rental
					\$45,000	Small equip, possible glass pulverizer purchase
					\$120,000	Fuel for all equipment and def
					\$2,000	Hardware
					\$2,500	Supplies
					\$10,000	Routine and maintenance
					\$180,000	Heavy equipment and repairs, lube, parts, etc.
					\$2,500	Litter pickers
					\$20,000	Parts
	TOTAL MAINTENANCE & REPAIR	\$325,462	\$191,422	\$250,000	\$387,300	
29610-51920	RENT/LEASE - EQUIPMENT	\$275,370	\$384,022	\$425,000	\$84,000	Grinder
					\$42,900	25 ton truck
					\$52,800	938 Loader
					\$42,000	950 Loader
					\$85,200	D6 Dozer
	TOTAL RENT/LEASE - EQUIPMENT	\$275,370	\$384,022	\$425,000	\$306,900	
29610-52110	PUBLIC NOTICES	\$720	\$0	\$1,500	\$1,000	
29610-52120	EMPLOYMENT POSTING	\$409	\$45	\$1,000	\$150	
29610-52130	SPECIAL EVENT POSTING	\$0	\$0	\$2,000	\$0	
29610-52140	PROCUREMENT ADVERTISING	\$0	\$31	\$2,000	\$0	
29610-52210	PROFESSIONAL DEVELOPMENT	\$25,758	\$634	\$7,500	\$1,400	Ground
					\$2,000	Hotel
	TOTAL PROFESSIONAL DEVELOPMENT	\$25,758	\$634	\$7,500	\$3,400	

Submitted 10/7/2021

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
29610-52310	MISC. TRAVEL	\$398	\$1,245	\$1,000	\$3,400	
29610-52410	PROFESSIONAL DUES AND MEMBERSH	\$838	\$861	\$800	\$2,000	
29610-52420	ORGANIZATIONAL DUES AND MEMBER	\$0	\$250	\$1,500	\$2,000	
29610-52610	TECHNOLOGY	\$200	\$800	\$1,000	\$2,000	
29610-52810	OTHER OPERATING EXPENSE	\$16,839	\$26,604	\$25,000	\$0	
29610-53510	PROPERTY INSURANCE	\$418	\$3,061	\$300	\$0	
29610-53520	LIABILITY AND CASUALTY INSURA	\$45,162	\$45,864	\$50,000	\$16,500	
29610-54110	BAD DEBTS	\$0	\$2,925	\$5,000	\$2,500	
29610-54310	INTERFUND COST OF SERVICE	\$135,900	\$139,977	\$142,777	\$145,632	
29610-54320	INTERFUND BILLING	\$4,500	\$4,635	\$4,728	\$4,728	
29610-55110	SAFETY PROGRAMS	\$0	\$0	\$15,000	\$0	
29610-55310	MANAGEMENT FEES	\$496,251	\$0	\$0	\$0	
29610-55320	SEPTIC AND CAR WASH	\$47,518	\$0	\$3,000	\$3,500	
29610-55340	TIRE DISPOSAL	\$17,191	\$0	\$25,000	\$22,000	
29610-55350	CONCRETE CRUSHING AND RECYCLIN	\$0	\$0	\$45,000	\$0	
29610-55360	LANDFILL CLOSURE COSTS	\$210,228	\$240,157	\$39,000	\$40,000	
29610-55370	LANDFILL POSTCLOSURE COSTS	\$34,370	\$215,788	\$30,000	\$32,000	
29610-55380	WEED CONTROL	\$3,950	\$5,250	\$6,000	\$5,000	
29610-55390	RECYCLING PROGRAM	\$77,645	\$78,285	\$90,000	\$90,000	
29610-55510	HOUSEHOLD HAZARDOUS WASTE	\$20,322	\$8,171	\$30,000	\$21,000	
29610-55610	DEPRECIATION	\$96,596	\$108,926	\$45,000	\$109,000	
29610-55910	TRANSFER TO FLEET SERVICE	\$0	\$25,000	\$25,000	\$100,000	
29610-59520	CAPITAL OUTLAY	\$457,876	\$52,653	\$0	\$0	
29610-59599	CAPITALIZED ASSETS	(\$450,311)	(\$738,619)	\$18,000	\$0	

TOTAL 610 - LANDFILL ADMINISTRATION	\$2,685,913	\$1,980,111	\$2,494,292	\$2,387,725
--	--------------------	--------------------	--------------------	--------------------

29 LANDFILL ENTERPRISE FUND - 999 INTERFUND TRANSFERS

29999-55930	TRANSFER TO CAPITAL PROJECTS	\$25,000	\$25,000	\$25,000	\$0
TOTAL 999 - INTERFUND TRANSFERS		\$25,000	\$25,000	\$25,000	\$0
		\$2,710,913	\$2,691,077	\$3,119,292	\$3,042,725

CAPITAL PROJECTS FUND

	2020 Actual	2021 Budget	2021 Revised Forecast	2022 Budget
Revenue	\$1,291,957	\$2,759,145	\$4,823,888	\$3,237,357
Expenditures	<u>(\$3,149,845)</u>	<u>(\$3,164,684)</u>	<u>(\$4,460,048)</u>	<u>(\$3,486,017)</u>
Change in Fund Balance	<u>(\$1,857,888)</u>	<u>(\$405,539)</u>	\$363,840	<u>(\$248,660)</u>
Beginning Fund Balance	\$4,962,401	\$3,104,513	\$3,104,513	\$3,468,353
Ending Fund Balance	\$3,104,513	\$2,698,974	\$3,468,353	\$3,219,693
Available Fund Balance	\$3,104,513	\$2,698,974	\$3,468,353	\$3,219,693
Reserves				
Parkland Fees		(\$632,324)	(\$1,078,547)	(\$842,547)
Water Storage Fees		(\$2,290)	(\$2,290)	(\$2,290)
Springridge		(\$322,324)	(\$271,263)	\$0
Glenwood Park Fees		(\$3,375)	(\$3,375)	(\$3,375)
Employee Retention Reserve		\$0	(\$45,000)	\$0
Loan Due from Airport Fund				\$200,000
Contingency		<u>(\$2,000,000)</u>	<u>(\$2,000,000)</u>	<u>(\$2,000,000)</u>
Available Reserves		<u>(\$261,340)</u>	\$67,878	\$571,481
Cash Balance as of 6/30/21	\$3,357,765			

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
---------	---------------------	-------------	-------------	---------------------	--------------	-------------

31 CAPITAL PROJECTS - 00

3100020-41210	GENERAL SALES TAX	\$2,543,106	\$1,020,746	\$2,501,848	\$2,916,952	
3100020-41310	USE TAX	\$157,992	\$58,734	\$100,000	\$155,405	
		\$2,701,097	\$1,079,480	\$2,601,848	\$3,072,357	

31 CAPITAL PROJECTS - 00

3100060-41220	AUDIT REVENUE	\$17,217	\$31,861	\$10,000	\$15,000	
3100060-42420	CREDIT CARD CONVENIENCE FEES	\$298	\$133	(\$0)	(\$0)	
3100060-43510	INTEREST	\$87,886	\$47,871	\$50,000	\$50,000	
3100060-43710	CONTRIBUTIONS/DONATIONS	(\$0)	\$5,065	(\$0)	(\$0)	
3100060-43920	INSURANCE REIMBURSEMENT	\$2,516	(\$0)	(\$0)	(\$0)	
3100060-44130	MISCELLANEOUS	\$150	(\$0)	(\$0)	(\$0)	
3100060-44325	TRANSFER FROM LANDFILL	\$25,000	\$25,000	\$25,000	\$25,000	
3100060-44385	TRANSFER FROM WA/SW	\$50,000	\$50,000	\$50,000	\$50,000	
3100060-44390	TRANSFER FROM ELECTRIC	\$25,000	\$25,000	\$25,000	\$25,000	
		\$208,066	\$184,930	\$160,000	\$165,000	

31 CAPITAL PROJECTS - 00

3100040-42310	GRANTS	\$30,000	(\$0)	(\$0)	(\$0)	
		\$30,000	(\$0)	(\$0)	(\$0)	

31 CAPITAL PROJECTS - 00

3100070-44315	TRANSFER FROM A & I	\$1,974,283	(\$0)	(\$0)	(\$0)	
3100070-44370	TRANSFER FROM GENERAL FUND	\$1,646,053	(\$0)	\$1,587,040	(\$0)	
		\$3,620,336	(\$0)	\$1,587,040	(\$0)	

31 CAPITAL PROJECTS - 30 PUBLIC WORKS

3130030-42424	PARKLAND FEES - SPRINGRIDGE	\$17,324	\$17,324	(\$0)	(\$0)	
3130030-42425	PARK LAND FEES	\$17,324	\$7,453	\$200,000	(\$0)	
		\$34,649	\$24,777	\$200,000	(\$0)	
		\$6,594,149	\$1,289,187	\$4,548,888	\$3,237,357	

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
---------	---------------------	-------------	-------------	---------------------	--------------	-------------

31 CAPITAL PROJECTS - 000

3110-60000	PROJECTS	\$510,608	\$591,164	\$812,195	\$315,000	ERP Project
					\$100,000	Computer replacement cycle
					\$200,000	Wireless Controller/Backup Device/Service, Backhaul
					\$25,000	Security upgrades
					\$7,500	Switch and AC upgrades - Community Center

TOTAL PROJECTS \$510,608 \$591,164 \$812,195 \$647,500

3110-61000	DEPARTMENTAL	\$140,572	\$234,277	\$0	\$0	
------------	--------------	-----------	-----------	-----	-----	--

TOTAL 000 - \$651,180 \$825,440 \$812,195 \$647,500

31 CAPITAL PROJECTS - 000

3120-60000	PROJECTS	\$0	\$0	\$0	\$17,000	Police K-9
3120-61000	DEPARTMENTAL	\$0	\$49,875	\$21,805	\$0	

TOTAL 000 - \$0 \$49,875 \$21,805 \$17,000

31 CAPITAL PROJECTS - 000

3135-60000	PROJECTS	(\$9,102)	\$76,786	\$1,876,716	\$150,000	3 Mile Park completion of Phase 1
					\$8,000	Arts Center Restrooms ADA compliance
					\$60,500	Arts Center offices and FFE
					\$408,562	9th and Cooper parking garage repairs
					\$353,158	Community Center generator
					\$63,000	Lone Pine project
					\$80,000	Axtel Park Improvements - County to cover 1/2 (\$40,000)
					\$10,000	Two Rivers Park Staircase at Crows Nest

TOTAL PROJECTS (\$9,102) \$76,786 \$1,876,716 \$1,133,220

3135-61000	DEPARTMENTAL	\$655,248	\$50,002	\$0	\$0	
------------	--------------	-----------	----------	-----	-----	--

TOTAL 000 - \$646,146 \$126,787 \$1,876,716 \$1,133,220

31 CAPITAL PROJECTS - 000

3130-60000	PROJECTS	\$3,746,701	\$418,574	\$340,000	\$48,000	EMS I-70 Access Line Breaks
					\$8,810	11th Street Trees, Irrigation and Sod - Construction
					\$200,000	Project and SWAT contingency

TOTAL PROJECTS \$3,746,701 \$418,574 \$340,000 \$256,810

3130-61000	DEPARTMENTAL	\$81,471	\$43,486	\$0	\$0	
------------	--------------	----------	----------	-----	-----	--

TOTAL 000 - \$3,828,172 \$462,060 \$340,000 \$256,810

31 CAPITAL PROJECTS - 000

3125-61000	DEPARTMENTAL	\$0	(\$1,292)	(\$62,636)	\$0	
------------	--------------	-----	-----------	------------	-----	--

Submitted 10/7/2021

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
TOTAL 000 -		\$0	(\$1,292)	(\$62,636)	\$0	
31 CAPITAL PROJECTS - 390 SPECIAL WORKS ACTIVITIES TEAM						
31390-51110	REGULAR EMPLOYEES	\$169,386	\$221,435	\$240,036	\$192,928	Swat Crew Lead Swat Maintenance Specialist (2)
31390-51140	OVERTIME	\$1,508	\$2,995	\$2,000	\$2,000	
31390-51150	STANDBY AND CALLBACK PAY	\$2,493	\$9,342	\$2,000	\$2,000	
31390-51210	HEALTH INSURANCE PREMIUMS	\$39,269	\$46,209	\$46,103	\$43,932	
31390-51220	LONG TERM DISABILITY	\$18	\$710	\$703	\$656	
31390-51230	BASIC LIFE INSURANCE	\$32	\$578	\$556	\$499	
31390-51250	FICA CONTRIBUTIONS	\$13,123	\$17,487	\$18,363	\$14,759	
31390-51260	RETIREMENT CONTRIBUTIONS	\$7,995	\$9,877	\$16,762	\$13,505	
31390-51270	UNEMPLOYMENT COMPENSATION	\$515	\$686	\$720	\$579	
31390-51280	WORKERS' COMPENSATION	\$6,608	\$7,913	\$7,000	\$2,523	
31390-51360	EMPLOYEE ONBOARDING	\$21	\$0	\$0	\$0	
31390-51380	UNIFORM ALLOWANCE	\$1,283	\$1,400	\$450	\$7,000	
31390-51410	UTILITIES				\$3,200	Electric
		\$9,308	\$6,224	\$9,500	\$8,000	Landfill
					\$2,000	Natural gas
					\$20,000	Communications
					\$2,500	Water/Sewer
	TOTAL UTILITIES	\$9,308	\$6,224	\$9,500	\$35,700	
31390-51610	SUPPLIES	\$53,778	\$60,246	\$50,000	\$30,000	Welding
					\$8,500	Small Tools
					\$15,000	Misc Materials - Asphalt, Steel, Landscaping, Block, etc.
					\$4,500	Concrete materials
					\$2,500	FR
	TOTAL SUPPLIES	\$53,778	\$60,246	\$50,000	\$60,500	
31390-51710	PROFESSIONAL SERVICES	\$37,564	\$31,057	\$130,012	\$750	CDL/RANDOM
31390-51810	MAINTENANCE & REPAIR	\$16,390	\$23,498	\$15,500	\$28,000	Equipment
					\$5,000	Buildings
	TOTAL MAINTENANCE & REPAIR	\$16,390	\$23,498	\$15,500	\$33,000	
31390-51920	RENT/LEASE - EQUIPMENT	\$1,137	\$541	\$1,500	\$3,000	Equipment Rentals
31390-51930	RENT/LEASE - BUILDING	\$0	\$76,226	\$45,000	\$44,716	Public Works - Building and improvements at boneyard
31390-52210	PROFESSIONAL DEVELOPMENT	\$584	\$0	\$500	\$2,000	Training
					\$1,500	Safety Program
					\$1,500	Misc. Travel
	TOTAL PROFESSIONAL DEVELOPMENT	\$584	\$0	\$500	\$5,000	

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
31390-52310	MISC TRAVEL	\$0	\$0	\$300	\$0	
31390-52510	GRANTS	\$0	\$9,606	\$210,000	\$0	
31390-52610	TECHNOLOGY	\$0	\$0	\$0	\$5,000	Radio Upgrades and Computers
31390-52710	CREDIT CARD FEES	\$832	\$645	\$0	\$0	
31390-52810	OTHER OPERATING EXPENSE	\$2,184	\$7,319	\$5,000	\$10,000	
31390-52820	TIF TO DDA	\$103,586	\$110,926	\$42,162	\$96,622	
31390-52825	ECONOMIC INCENTIVE REBATE	\$18,517	\$27,934	\$13,513	\$27,027	
31390-53520	LIABILITY AND CASUALTY INSURA	\$1,662	\$1,386	\$2,500	\$0	
31390-54310	INTERFUND COST OF SERVICE	\$82,147	\$86,304	\$88,031	\$89,791	
31390-55910	TRANSFER TO FLEET SERVICE	\$447,000	\$841,500	\$617,000	\$515,000	Fleet catch up
31390-59520	CAPITAL OUTLAY	\$4,389	\$7,875	\$150,000	\$25,000	Improvements to Facilities at South Yard
TOTAL 390 - SPECIAL WORKS ACTIVITIES TEAM		\$1,021,330	\$1,609,916	\$1,715,211	\$1,231,487	
31 CAPITAL PROJECTS - 999 INTERFUND TRANSFERS						
31999-55980	TRANSFER TO OTHER FUNDS	\$400,000	\$68,000	\$0	\$200,000	This is an interfund transfer from Capital Projects to the Airport to enable the enterprise fund to acquire a compliant fuel system for Jet-A fuel. Terms of repayment are not yet established.
TOTAL 999 - INTERFUND TRANSFERS		\$400,000	\$68,000	\$0	\$200,000	
		\$6,546,828	\$3,140,786	\$4,703,291	\$3,486,017	

A&I FUND

	2020 Actual	2021 Budget	2021 Revised Forecast	2022 Budget
Revenue	\$9,229,465	\$13,732,394	\$13,932,394	\$9,934,485
Expenditures	<u>(\$11,654,145)</u>	<u>(\$18,487,415)</u>	<u>(\$18,403,159)</u>	<u>(\$13,200,637)</u>
Change in Fund Balance	<u>(\$2,424,680)</u>	<u>(\$4,755,021)</u>	<u>(\$4,470,765)</u>	<u>(\$3,266,152)</u>
Beginning Fund Balance	\$17,253,650	\$14,828,970	\$14,828,970	\$10,358,205
Ending Fund Balance	\$14,828,970	\$10,073,949	\$10,358,205	\$7,092,053
Reserves:				
Bond Reserve	<u>(\$1,980,388)</u>	<u>(\$1,980,388)</u>	<u>(\$1,980,388)</u>	<u>(\$1,980,388)</u>
South Bridge	<u>(\$250,000)</u>	<u>(\$500,000)</u>	<u>(\$750,000)</u>	<u>(\$1,000,000)</u>
27th Street Underpass			<u>(\$750,000)</u>	\$0
6th Street Reserve	\$0	<u>(\$1,750,000)</u>	<u>(\$1,750,000)</u>	\$0
Theatre Reserve	<u>(\$704,112)</u>	<u>(\$704,112)</u>	<u>(\$704,112)</u>	<u>(\$704,112)</u>
FAB Grant Reserve	\$0	<u>(\$10,307)</u>	<u>(\$86,037)</u>	<u>(\$86,037)</u>
A&I Contingency	<u>(\$3,000,000)</u>	<u>(\$3,000,000)</u>	<u>(\$3,000,000)</u>	<u>(\$3,000,000)</u>
Available Fund Balance	\$8,894,470	\$2,129,142	\$1,337,668	\$321,516
Cash Balance as of 6/30/21	\$11,590,929			

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
---------	---------------------	-------------	-------------	---------------------	--------------	-------------

33 ACQUISITION & IMPROVEMENTS - 00

3300020-41210	GENERAL SALES TAX	\$5,086,212	\$4,841,422	\$5,004,349	\$5,833,903	
3300020-41310	USE TAX	\$315,983	\$182,036	\$200,000	\$310,812	
		\$5,402,195	\$5,023,458	\$5,204,349	\$6,144,715	

33 ACQUISITION & IMPROVEMENTS - 00

3300060-41220	AUDIT REVENUE	\$34,434	\$63,721	\$20,000	\$30,000	
3300060-42310	GRANTS	\$3,787,147	\$2,400,384	\$8,763,450	\$2,169,770	Remaining BUILD Grant Reimbursement
					\$1,040,000	LoVa Extension Grants
					\$150,000	CDOT Main Street Grant
TOTAL GRANTS		\$3,787,147	\$2,400,384	\$8,763,450	\$3,359,770	
3300060-42420	CREDIT CARD CONVENIENCE FEES	\$596	\$393	(\$0)	(\$0)	
3300060-43510	INTEREST	\$505,990	\$200,578	\$150,000	\$100,000	
3300060-43650	MISCELLANEOUS LEASE	\$500	(\$0)	(\$0)	(\$0)	
3300060-43710	CONTRIBUTIONS/DONATIONS	\$3,410	\$60,700	(\$0)	(\$0)	
3300060-43910	COST REIMBURSEMENTS	\$850,000	\$3,632	\$200,000	\$300,000	Contribution to project from Iron Mountain Hot Springs
3300060-44110	SALE OF ASSETS	(\$0)	\$1,206,813	(\$0)	(\$0)	
3300060-44130	MISCELLANEOUS	\$30	\$35	(\$0)	(\$0)	
3300060-44210	BOND PROCEEDS	\$12,200,000	(\$0)	(\$0)	(\$0)	
		\$17,382,106	\$3,936,256	\$9,133,450	\$3,789,770	

33 ACQUISITION & IMPROVEMENTS - 00

3300070-44310	TRANSFER FROM CAPITAL PROJECTS	(\$0)	\$68,000	(\$0)	(\$0)	
3300070-44330	TRANSFER FROM OTHER FUNDS	\$134,000	\$200,000	(\$0)	(\$0)	
3300070-44385	TRANSFER FROM WA/SW	\$725,000	(\$0)	(\$0)	(\$0)	
3300070-44390	TRANSFER FROM ELECTRIC	\$130,000	(\$0)	(\$0)	(\$0)	
		\$989,000	\$268,000	(\$0)	(\$0)	
		\$23,773,301	\$9,227,714	\$14,337,799	\$9,934,485	

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
---------	---------------------	-------------	-------------	---------------------	--------------	-------------

33 ACQUISITION & IMPROVEMENTS - 000

3310-60000	PROJECTS	\$40	\$0	\$0	\$0	
------------	----------	------	-----	-----	-----	--

TOTAL 000 -		\$40	\$0	\$0	\$0	
--------------------	--	------	-----	-----	-----	--

33 ACQUISITION & IMPROVEMENTS - 000

3330-60000	PROJECTS	\$14,851,322	\$4,556,344	\$16,626,724	\$3,485,233	South Midland Construction This includes remaining contract balances over three separate contracts: Gould Construction \$3,126,312.70 SGM (construction management) \$312,331.50 Public information contract \$30,089.60 Total of \$3,468,733.80 \$16,500 is added for miscellaneous project closeout and requirements from CDOT and FHWA. \$1,750,000 6th Street Improvements from Laurel to Pine - Construction \$800,000 Devereux Trail Extension Current funding: \$300,000 from Iron Mtn Hot Springs \$150,000 CDOT Main streets Grant City contribution is \$350,000 \$750,000 27th Street Underpass Contribution to Construction \$6,047 Complete LoVa design in 2022 \$1,150,000 Build LoVa Extension -Grant funded project Total project cost \$1,150,000 Town of New castle Match \$650,000 RFTA Match funds \$175,000 Garfield County Match funds \$150,000 Town of New Castle Match Funds \$15,000 City of Glenwood Match Funds \$ 160,000 \$50,000 6th Street Bike Path Rebuild In house design for the reconstruction of the bike path from Linden to Donegan. 50k will allow for survey, geotechnical engineering and the subsurface utility mapping. \$500,000 A&I Project Contingency
TOTAL PROJECTS		\$14,851,322	\$4,556,344	\$16,626,724	\$8,491,280	

TOTAL 000 -		\$14,851,322	\$4,556,344	\$16,626,724	\$8,491,280	
--------------------	--	--------------	-------------	--------------	-------------	--

33 ACQUISITION & IMPROVEMENTS - 000

3335-60000	PROJECTS	\$1,164,576	\$2,624,225	\$270,000	\$60,000	Raising per Tree City USA designations, \$2 per capita minimum. \$200,000 Retaining Wall Repairs on Rio Grande Trail at 8th Street. Reimbursed by RFTA.
TOTAL PROJECTS		\$1,164,576	\$2,624,225	\$270,000	\$260,000	

3335-61000	DEPARTMENT PROJECTS	\$0	\$0	\$34,460	\$0	
------------	---------------------	-----	-----	----------	-----	--

Submitted 10/7/2021

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
TOTAL 000 -		\$1,164,576	\$2,624,225	\$304,460	\$260,000	
33 ACQUISITION & IMPROVEMENTS - 300 A&I GENERAL GOVERNMENT						
33300-51410	UTILITIES	\$27,842	\$29,671	\$0	\$35,000	
33300-51710	PROFESSIONAL SERVICES	\$88,024	\$49,838	\$0	\$50,000	
33300-52510	GRANTS	\$164,672	\$143,121	\$181,991	\$180,000	
33300-52710	CREDIT CARD FEES	\$1,663	\$1,766	\$0	\$1,700	
33300-52820	TIF TO DDA	\$207,172	\$221,851	\$84,324	\$193,243	
33300-52825	ECONOMIC INCENTIVE REBATE	\$37,034	\$68,686	\$27,028	\$54,054	
33300-53710	CONTRIBUTIONS/DONATIONS	\$12,500	\$97,500	\$97,500	\$25,000	LoVa Operations
					\$60,000	Historical Museum
					\$12,500	Reudi Aquatics
TOTAL CONTRIBUTIONS/DONATIONS		\$12,500	\$97,500	\$97,500	\$97,500	
33300-54310	INTERFUND COST OF SERVICE	\$305,392	\$314,554	\$320,845	\$327,262	
33300-54710	ROUTINE MAINTENANCE	\$22,990	\$0	\$0	\$0	
TOTAL 300 - A&I GENERAL GOVERNMENT		\$867,290	\$926,987	\$711,688	\$938,759	
33 ACQUISITION & IMPROVEMENTS - 301 A&I PUBLIC WORKS						
33301-54710	ROUTINE MAINTENANCE	\$20,076	\$16,845	\$0	\$0	
TOTAL 301 - A&I PUBLIC WORKS		\$20,076	\$16,845	\$0	\$0	
33 ACQUISITION & IMPROVEMENTS - 302 A&I CULTURE & RECREATION						
33302-51810	MAINTENANCE & REPAIR	\$0	\$0	\$0	\$50,000	Trail maintenance
					\$4,000	River clean-up, Riverfest
					\$50,000	ROW tree maintenance - Tree City USA designation
					\$10,000	Fire mitigation
TOTAL MAINTENANCE & REPAIR		\$0	\$0	\$0	\$114,000	
33302-54710	ROUTINE MAINTENANCE	\$90,846	\$10,705	\$0	\$0	
TOTAL 302 - A&I CULTURE & RECREATION		\$90,846	\$10,705	\$0	\$114,000	
33 ACQUISITION & IMPROVEMENTS - 303 A&I DEBT SERVICE						
33303-53910	PRINCIPAL - BONDS	\$0	\$1,295,000	\$1,335,000	\$620,000	Series of 2018
					\$755,000	Series of 2019
TOTAL PRINCIPAL - BONDS		\$0	\$1,295,000	\$1,335,000	\$1,375,000	
33303-53930	INTEREST - BONDS	\$638,013	\$682,440	\$642,635	\$276,948	Series of 2018
					\$324,650	Series of 2019
TOTAL INTEREST - BONDS		\$638,013	\$682,440	\$642,635	\$601,598	
33303-53950	ISSUANCE COSTS	\$94,317	\$0	\$0	\$0	
33303-53960	ADMIN SERVICE FEES	\$1,200	\$1,600	\$0	\$0	

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
TOTAL 303 - A&I DEBT SERVICE		\$733,530	\$1,979,040	\$1,977,635	\$1,976,598	
33 ACQUISITION & IMPROVEMENTS - 999 INTERFUND TRANSFERS						
33999-55980	TRANSFER TO OTHER FUNDS	\$3,145,223	\$1,540,000	\$1,420,000	\$1,000,000	Community Center
					\$200,000	Parks Maintenance Transfer
					\$120,000	Employee Housing
					\$100,000	Special Events
TOTAL TRANSFER TO OTHER FUNDS		\$3,145,223	\$1,540,000	\$1,420,000	\$1,420,000	
TOTAL 999 - INTERFUND TRANSFERS		\$3,145,223	\$1,540,000	\$1,420,000	\$1,420,000	
		\$20,872,902	\$11,654,145	\$21,040,508	\$13,200,637	

General Improvement District

	2020 Actual	2021 Budget	2021 Revised Forecast	2022 Budget
Revenue	\$44,949	\$42,900	\$42,900	\$42,669
Expenditures	<u>(\$63,053)</u>	<u>(\$13,314)</u>	<u>(\$49,989)</u>	<u>(\$14,580)</u>
Change in Fund Balance	(\$18,104)	\$29,586	(\$7,089)	\$28,089
Beginning Fund Balance		\$113,867	\$113,867	\$106,778
Ending Fund Balance	\$113,867	\$143,453	\$106,778	\$134,867
Reserves				
Parking Garage				(\$100,000)
Available Fund Balance	\$113,867	\$143,453	\$106,778	\$34,867
Cash Balance as of 6/30/21	\$141,366			

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
---------	---------------------	-------------	-------------	---------------------	--------------	-------------

37 GENERAL IMPROVEMENT DISTRICT - 00

3700020-41110	PROPERTY TAXES	\$40,143	\$60,456	\$40,000	\$42,669	
3700020-41120	DELINQUENT PROPERTY TAXES	\$15	\$2	(\$0)	(\$0)	
3700020-41150	SPECIFIC OWNERSHIP	\$2,955	\$2,822	\$2,900	(\$0)	
		\$43,113	\$63,280	\$42,900	\$42,669	

37 GENERAL IMPROVEMENT DISTRICT - 00

3700060-43510	INTEREST	\$602	\$154	(\$0)	(\$0)	
		\$602	\$154	(\$0)	(\$0)	
		\$43,715	\$63,433	\$42,900	\$42,669	

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
37 GENERAL IMPROVEMENT DISTRICT - 282 GENERAL IMPROVEMENT DISTRICT #						
37282-51710	PROFESSIONAL SERVICES	\$0	\$0	\$36,675	\$0	
37282-52750	TREASURER'S FEES	\$806	\$843	\$0	\$1,000	
37282-54310	INTERFUND COST OF SERVICE	\$12,763	\$13,053	\$13,314	\$13,580	
37282-60000	PROJECTS	\$0	\$13,325	\$0	\$0	
TOTAL 282 - GENERAL IMPROVEMENT DISTRICT #		\$13,569	\$27,221	\$49,989	\$14,580	
		\$13,569	\$27,221	\$49,989	\$14,580	

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
43 FIRE & EMS FUND - 00						
4300070-44355	TRANSFER FROM MARIJUANA TAX FU	\$75,000	(\$0)	\$100,000	\$85,000	Public safety
4300070-44370	TRANSFERS FROM GENERAL FUND	\$2,871,209	\$2,485,460	\$2,805,904	\$2,768,966	
4300070-44380	TRANSFER FROM RURAL FIRE DISTR	\$756,876	\$810,463	\$857,939	\$983,456	
		\$3,703,085	\$3,295,923	\$3,763,843	\$3,837,422	
43 FIRE & EMS FUND - 20 PUBLIC SAFETY						
4320030-42130	FIRE PERMITS	\$16,065	\$9,450	\$15,000	\$20,000	
		\$16,065	\$9,450	\$15,000	\$20,000	
43 FIRE & EMS FUND - 20 PUBLIC SAFETY						
4320040-42310	GRANTS	\$57,627	\$202,782	(\$0)	\$50,000	
		\$57,627	\$202,782	(\$0)	\$50,000	
43 FIRE & EMS FUND - 20 PUBLIC SAFETY						
4320050-42428	AMBULANCE FEES	\$701,175	\$875,306	\$550,000	\$850,000	
4320050-42429	MEDICARE/MEDICAID ADJUSTMENT	(\$245,175)	(\$302,837)	(\$0)	(\$300,000)	
		\$456,001	\$572,469	\$550,000	\$550,000	
43 FIRE & EMS FUND - 20 PUBLIC SAFETY						
4320060-43510	INTEREST	(\$760)	(\$0)	\$300	\$1,100	
4320060-43710	CONTRIBUTIONS/DONATIONS	\$200	\$200	(\$0)	\$200	
4320060-43910	COST REIMBURSEMENTS	(\$0)	\$2,250	(\$0)	(\$0)	
4320060-44130	MISCELLANEOUS	\$9,669	\$178	\$5,000	\$5,000	
4320060-44140	BAD DEBT RECOVERY	\$19,299	\$24,194	\$20,000	\$25,000	
		\$28,408	\$26,822	\$25,300	\$31,300	
		\$4,261,186	\$4,107,446	\$4,354,143	\$4,488,722	

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
43 FIRE & EMS FUND - 133 FIRE & EMS						
43133-51110	REGULAR EMPLOYEES	\$2,004,138	\$2,095,238	\$2,340,673	\$2,261,170	Fire Chief Deputy Fire Chief Fire Marshall Emergency Services Coordinator Battalion Chief (3) Fire Lieutenant (3) Firefighter II/EMT Paramedic (5) Firefighter II/Engineer (6) Firefighter II/EMT Basic (3) Firefighter I/EMT Paramedic (2) Firefighter I/EMT Basic (2)
43133-51120	PART-TIME EMPLOYEES	\$196,160	\$198,334	\$208,813	\$200,000	
43133-51140	OVERTIME	\$139,955	\$36,015	\$138,000	\$125,000	
43133-51210	HEALTH INSURANCE PREMIUMS	\$510,057	\$490,889	\$529,844	\$531,756	
43133-51220	LONG TERM DISABILITY	\$162	\$6,018	\$6,172	\$7,483	
43133-51230	BASIC LIFE INSURANCE	\$289	\$5,074	\$5,006	\$5,918	
43133-51240	FPPA DEATH AND DISABILITY INS	\$1,319	\$48,386	\$8,831	\$63,482	
43133-51250	FICA CONTRIBUTIONS	\$44,972	\$44,703	\$52,708	\$32,786	
43133-51260	RETIREMENT CONTRIBUTIONS	\$138,035	\$105,496	\$157,643	\$158,280	
43133-51265	POLICE/FIRE RETIREMENT CONTRIB	\$160,807	\$159,928	\$164,468	\$169,589	
43133-51270	UNEMPLOYMENT COMPENSATION	\$6,825	\$6,692	\$6,769	\$6,783	
43133-51280	WORKERS' COMPENSATION	\$84,082	\$102,185	\$84,461	\$80,235	
43133-51360	EMPLOYEE ONBOARDING	\$2,788	\$0	\$3,500	\$0	
43133-51410	UTILITIES	\$46,239	\$42,439	\$46,500	\$48,000	
43133-51610	SUPPLIES	\$50,700	\$28,819	\$71,000	\$40,000	
43133-51710	PROFESSIONAL SERVICES	\$53,268	\$22,800	\$33,100	\$22,500	Sustainable Strategies
					\$10,000	Medical Advisor
					\$3,100	Hope Center
	TOTAL PROFESSIONAL SERVICES	\$53,268	\$22,800	\$33,100	\$35,600	
43133-51810	MAINTENANCE & REPAIR	\$125,377	\$111,701	\$150,000	\$120,000	
43133-51920	RENT/LEASE - EQUIPMENT	\$790	\$1,915	\$1,900	\$1,200	
43133-52110	PUBLIC NOTICES	\$0	\$0	\$250	\$0	
43133-52120	EMPLOYMENT POSTING	\$229	\$0	\$250	\$0	
43133-52130	SPECIAL EVENT POSTING	\$0	\$0	\$250	\$0	
43133-52140	PROCUREMENT ADVERTISING	\$0	\$0	\$250	\$0	
43133-52210	PROFESSIONAL DEVELOPMENT	\$40,437	\$16,675	\$40,000	\$30,000	Paramedic School Officer Development Training Conferences
43133-52310	MISC. TRAVEL	\$3,303	\$2,591	\$2,500	\$0	
43133-52410	PROFESSIONAL DUES AND MEMBERSH	\$2,347	\$830	\$3,000	\$1,500	
43133-52420	ORGANIZATIONAL DUES AND	\$636	\$0	\$1,200	\$0	

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
43133-52510	GRANTS	\$27,194	\$30,906	\$15,000	\$20,000	
43133-52610	TECHNOLOGY	\$0	\$0	\$4,000	\$0	
43133-52810	OTHER OPERATING EXPENSE	\$7,862	\$4,422	\$15,000	\$7,500	
43133-53230	OTHER CHEMICALS	\$0	\$2,840	\$1,500	\$0	
43133-53510	PROPERTY INSURANCE	\$8,252	\$11,615	\$8,500	\$12,400	
43133-53520	LIABILITY AND CASUALTY INSURA	\$16,088	\$17,044	\$22,000	\$18,000	
43133-53710	CONTRIBUTIONS/DONATIONS	\$30,000	\$34,643	\$0	\$30,000	
43133-53820	MEDICAL SUPPLIES	\$30,885	\$37,600	\$38,000	\$32,000	
43133-54110	BAD DEBTS	\$294,892	\$200,704	\$250,000	\$200,000	
43133-54210	COLLECTION EXPENSE	\$20,296	\$21,760	\$25,000	\$22,000	
43133-54310	INTERFUND COST OF SERVICE	\$212,801	\$219,185	\$223,569	\$228,040	
TOTAL 133 - FIRE & EMS		<u>\$4,261,186</u>	<u>\$4,107,446</u>	<u>\$4,659,658</u>	<u>\$4,488,722</u>	
		\$4,261,186	\$4,107,446	\$4,659,658	\$4,488,722	

VALE

	2020 Actual	2021 Budget	2021 Revised Forecast	2022 Budget
Revenue	\$12,851	\$20,000	\$20,000	\$26,000
Expenditures	<u>(\$16,573)</u>	<u>(\$19,000)</u>	<u>(\$19,000)</u>	<u>(\$25,000)</u>
Change in Fund Balance	(\$3,722)	\$1,000	\$1,000	\$1,000
Beginning Fund Balance	\$36,383	\$32,661	\$32,661	\$33,661
Ending Fund Balance	\$32,661	\$33,661	\$33,661	\$34,661
Available Fund Balance	\$32,661	\$33,661	\$33,661	\$34,661
Cash Balance as of 6/30/21	\$17,264			

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
45 V.A.L.E. FUND - 10 GENERAL GOVERNMENT						
4510050-42426	V.A.L.E. ASSESSMENT	\$24,983	\$11,972	\$25,000	\$25,000	
		\$24,983	\$11,972	\$25,000	\$25,000	
45 V.A.L.E. FUND - 10 GENERAL GOVERNMENT						
4510060-43510	INTEREST	\$646	\$873	\$1,000	\$1,000	
4510060-44130	MISCELLANEOUS	(\$0)	\$6	(\$0)	(\$0)	
		\$646	\$879	\$1,000	\$1,000	
		\$25,629	\$12,851	\$26,000	\$26,000	

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
45 V.A.L.E. FUND - 132 V.A.L.E. FUND						
45132-56310	VICTIM/WITNESS ASSISTANCE	\$23,060	\$16,574	\$20,000	\$25,000	
45132-59520	CAPITAL OUTLAY	\$0	\$0	\$5,000	\$0	
TOTAL 132 - V.A.L.E. FUND		\$23,060	\$16,574	\$25,000	\$25,000	
		\$23,060	\$16,574	\$25,000	\$25,000	

CONSERVATION TRUST

	2020 Actual	2021 Budget	2021 Revised Forecast	2022 Budget
Revenue	\$105,205	\$113,200	\$113,200	\$112,250
Expenditures	<u>\$0</u>	<u>(\$218,500)</u>	<u>\$0</u>	<u>(\$425,000)</u>
Change in Fund Balance	\$105,205	(\$105,300)	\$113,200	(\$312,750)
Beginning Fund Balance	\$235,274	\$340,479	\$340,479	\$453,679
Ending Fund Balance	\$340,479	\$235,179	\$453,679	\$140,929
Reserves:				
Water Park		(\$100,000)	\$0	\$0
LoVa Trail Match		(\$100,000)	\$0	\$0
Available Fund Balance	\$340,479	\$35,179	\$453,679	\$140,929
Cash Balance as of 6/30/21	\$406,675			

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
48 CONSERVATION TRUST - 35 CULTURE AND RECREATION						
4835040-42260	LOTTERY FUNDS	\$114,298	\$103,519	\$112,200	\$110,000	
		\$114,298	\$103,519	\$112,200	\$110,000	
48 CONSERVATION TRUST - 35 CULTURE AND RECREATION						
4835060-43510	INTEREST	\$1,581	\$2,214	\$1,000	\$2,250	
		\$1,581	\$2,214	\$1,000	\$2,250	
		\$115,878	\$105,733	\$113,200	\$112,250	

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
48 CONSERVATION TRUST - 000						
4835-60000	PROJECTS	\$1,123	\$0	\$368,500	\$425,000	Tennis Court Resurface. This releases reserves for whitewater wave park and LoVa Trail.
TOTAL 000 -		\$1,123	\$0	\$368,500	\$425,000	
		\$1,123	\$0	\$368,500	\$425,000	

DRAFT

CEMETERY FUND

	2020 Actual	2021 Budget	2021 Revised Forecast	2022 Budget
Revenue	\$750	\$1,050	\$1,050	\$0
Expenditures	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
Change in Fund Balance	\$750	\$1,050	\$1,050	\$0
Beginning Fund Balance	\$52,088	\$52,838	\$52,838	\$53,888
Ending Fund Balance	\$52,838	\$53,888	\$53,888	\$53,888
Available Fund Balance	\$52,838	\$53,888	\$53,888	\$53,888
Cash Balance as of 6/30/21	\$52,838			

FLEET FUND

	2020 Actual	2021 Budget	2021 Revised Forecast	2022 Budget
Revenue	\$1,607,236	\$2,060,450	\$2,060,450	\$2,277,840
Expenditures	<u>(\$1,784,721)</u>	<u>(\$2,107,397)</u>	<u>(\$2,111,603)</u>	<u>(\$2,395,137)</u>
Change in Fund Balance	(\$177,485)	(\$46,947)	(\$51,153)	(\$117,297)
Beginning Fund Balance	\$4,728,182	\$4,550,697	\$4,550,697	\$4,499,544
Ending Fund Balance	\$4,550,697	\$4,503,750	\$4,499,544	\$4,382,247
Available Fund Balance	\$4,550,697	\$4,503,750	\$4,499,544	\$4,382,247
Cash Balance as of 6/30/21	\$64,211			

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
64 FLEET SERVICE FUND - 00						
6400060-43510	INTEREST	\$23,490	\$4,555	\$10,000	\$15,000	
6400060-43920	INSURANCE REIMBURSEMENT	\$18,092	\$21,967	\$40,000	\$30,000	
6400060-44110	SALE OF ASSETS	(\$0)	\$9,000	\$75,000	\$165,000	
6400060-44130	MISCELLANEOUS	\$16	(\$0)	\$1,000	(\$0)	
		\$41,598	\$35,522	\$126,000	\$210,000	
64 FLEET SERVICE FUND - 10 GENERAL GOVERNMENT						
6410050-43110	SERVICE GENERAL GOVERNMENT	\$1,997	\$589	\$2,750	\$5,000	
		\$1,997	\$589	\$2,750	\$5,000	
64 FLEET SERVICE FUND - 10 GENERAL GOVERNMENT						
6410070-44410	FUNDING GENERAL GOVERNMENT	\$100,000	\$636,500	(\$0)	\$12,500	Facilities purchases
		\$100,000	\$636,500	(\$0)	\$12,500	
64 FLEET SERVICE FUND - 15 PUBLIC TRANSPORTATION						
6415050-43115	SERVICE PUBLIC TRANSPORTATION	\$4,315	\$872	\$6,500	\$5,000	
		\$4,315	\$872	\$6,500	\$5,000	
64 FLEET SERVICE FUND - 20 PUBLIC SAFETY						
6420050-43120	SERVICE PUBLIC SAFETY	\$165,965	\$154,234	\$250,000	\$225,000	
		\$165,965	\$154,234	\$250,000	\$225,000	
64 FLEET SERVICE FUND - 20 PUBLIC SAFETY						
6420070-44310	TRANSFER FROM CAPITAL PROJECTS	(\$0)	(\$0)	\$617,000	(\$0)	
6420070-44420	FUNDING PUBLIC SAFETY	\$258,000	(\$0)	(\$0)	(\$0)	
		\$258,000	(\$0)	\$617,000	(\$0)	
64 FLEET SERVICE FUND - 25 COMMUNITY/ECONOMIC DEVELOPMENT						
6425050-43125	SERVICE COM DEVELOPMENT	\$2,451	\$2,275	\$8,000	\$2,500	
		\$2,451	\$2,275	\$8,000	\$2,500	
64 FLEET SERVICE FUND - 30 PUBLIC WORKS						
6430050-43130	SERVICE PUBLIC WORKS	\$146,646	\$127,876	\$125,000	\$175,000	
		\$146,646	\$127,876	\$125,000	\$175,000	

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
6430070-44310	TRANSFER FROM CAPITAL PROJECTS	\$150,000	\$205,000	(\$0)	\$200,000	Police vehicles (3)
					\$315,000	Fleet overhead
	TOTAL TRANSFER FROM CAPITAL PROJECTS	\$150,000	\$205,000	(\$0)	\$515,000	
6430070-44430	FUNDING PUBLIC WORKS	\$189,000	(\$0)	(\$0)	(\$0)	
		\$339,000	\$205,000	(\$0)	\$515,000	
64 FLEET SERVICE FUND - 35 CULTURE AND RECREATION						
6435050-43135	SERVICE CULTURE & RECREATION	\$76,150	\$61,001	\$76,000	\$98,340	Parks work orders
		\$76,150	\$61,001	\$76,000	\$98,340	
64 FLEET SERVICE FUND - 35 CULTURE AND RECREATION						
6435070-44435	FUNDING CULTURE & RECREATION	\$150,000	(\$0)	(\$0)	\$106,500	Parks purchases
		\$150,000	(\$0)	(\$0)	\$106,500	
64 FLEET SERVICE FUND - 45 WATER						
6445050-43140	SERVICE WATER & SEWER	\$99,608	\$83,615	\$295,800	\$95,000	Work orders
		\$99,608	\$83,615	\$295,800	\$95,000	
64 FLEET SERVICE FUND - 45 WATER						
6445070-44385	TRANSFER FROM WA/SW	(\$0)	(\$0)	\$226,000	(\$0)	
6445070-44440	FUNDING WATER & SEWER	\$238,000	\$50,000	(\$0)	\$95,000	Water truck and skidster
					\$100,000	Overhead
	TOTAL FUNDING WATER & SEWER	\$238,000	\$50,000	(\$0)	\$195,000	
		\$238,000	\$50,000	\$226,000	\$195,000	
64 FLEET SERVICE FUND - 50 ELECTRIC						
6450050-43145	SERVICE ELECTRIC	\$43,067	\$36,031	\$100,000	\$50,000	Work orders
		\$43,067	\$36,031	\$100,000	\$50,000	
64 FLEET SERVICE FUND - 50 ELECTRIC						
6450070-44390	TRANSFER FROM ELECTRIC	(\$0)	(\$0)	\$160,900	(\$0)	
6450070-44445	FUNDING ELECTRIC	\$133,000	\$155,372	(\$0)	\$100,000	Overhead
		\$133,000	\$155,372	\$160,900	\$100,000	
64 FLEET SERVICE FUND - 51 BROADBAND						
6451050-43160	SERVICE BROADBAND	(\$0)	(\$0)	(\$0)	\$40,000	Work orders
		(\$0)	(\$0)	(\$0)	\$40,000	

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
64 FLEET SERVICE FUND - 51 BROADBAND						
6451070-44460	FUNDING BROADBAND	(\$0)	(\$0)	(\$0)	\$200,000	Bucket truck
					\$100,000	Overhead
	TOTAL FUNDING BROADBAND	(\$0)	(\$0)	(\$0)	\$300,000	
		(\$0)	(\$0)	(\$0)	\$300,000	
64 FLEET SERVICE FUND - 55 AIRPORT						
6455050-43150	SERVICE AIRPORT	\$1,363	\$2,813	\$1,500	\$3,000	
		\$1,363	\$2,813	\$1,500	\$3,000	
64 FLEET SERVICE FUND - 60 LANDFILL						
6460050-43155	SERVICE LANDFILL	\$29,871	\$26,914	\$40,000	\$40,000	
		\$29,871	\$26,914	\$40,000	\$40,000	
64 FLEET SERVICE FUND - 60 LANDFILL						
6460070-44455	FUNDING LANDFILL	(\$0)	\$25,000	\$25,000	\$100,000	Overhead
		(\$0)	\$25,000	\$25,000	\$100,000	
		\$1,831,031	\$1,603,614	\$2,060,450	\$2,277,840	

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
64 FLEET SERVICE FUND - 110 FLEET MAINTENANCE						
64110-51110	REGULAR EMPLOYEES	\$264,673	\$276,674	\$306,816	\$303,134	Technician/Welder III -Fleet Technician/Welder II - Fleet Technician/Welder III -Fleet Fleet Maintenance Superintendent
64110-51140	OVERTIME	\$91	\$0	\$0	\$0	
64110-51210	HEALTH INSURANCE PREMIUMS	\$60,070	\$60,427	\$61,764	\$62,376	
64110-51220	LONG TERM DISABILITY	\$22	\$842	\$876	\$1,031	
64110-51230	BASIC LIFE INSURANCE	\$39	\$690	\$692	\$789	
64110-51250	FICA CONTRIBUTIONS	\$19,654	\$19,963	\$23,472	\$23,189	
64110-51260	RETIREMENT CONTRIBUTIONS	\$13,726	\$12,753	\$21,448	\$21,218	
64110-51270	UNEMPLOYMENT COMPENSATION	\$771	\$783	\$921	\$909	
64110-51280	WORKERS' COMPENSATION	\$9,923	\$7,579	\$5,600	\$6,353	
64110-51380	UNIFORM ALLOWANCE	\$0	\$1,400	\$1,400	\$0	
64110-51410	UTILITIES				\$6,000	Electric
		\$13,827	\$21,285	\$11,000	\$7,000	Natural gas
					\$2,000	Communications
					\$3,500	Trash
					\$3,500	Water/sewer
	TOTAL UTILITIES	\$13,827	\$21,285	\$11,000	\$22,000	
64110-51610	SUPPLIES				\$100	Computer supplies
		\$14,362	\$11,742	\$45,000	\$2,500	Janitorial
					\$350	Misc. materials
					\$250	Office Supply
					\$150	Postage
					\$2,000	Gloves/Glasses/Earplugs/HI-VIS
					\$5,000	Small tools
					\$3,000	Uniform/Hats/Sweatshirts
	TOTAL SUPPLIES	\$14,362	\$11,742	\$45,000	\$13,350	
64110-51710	PROFESSIONAL SERVICES				\$600	CDL/Randon
		\$12,206	\$11,340	\$10,500	\$10,000	Consulting
					\$1,000	Other
	TOTAL PROFESSIONAL SERVICES	\$12,206	\$11,340	\$10,500	\$11,600	

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
64110-51810	MAINTENANCE & REPAIR				\$30,000	Fix roof, fix waterproofing issues, boiler for snow melt system
		\$262,632	\$204,113	\$70,000	\$400	Fire extinguishers for trucks
					\$3,500	Supplies
					\$2,500	Equipment
					\$4,500	Fuel for Fleet Equipment/Vehicles
					\$200,000	All Fleet Shop Supplies
	TOTAL MAINTENANCE & REPAIR	\$262,632	\$204,113	\$70,000	\$240,900	
64110-52110	PUBLIC NOTICES	\$39	\$0	\$0	\$0	
64110-52210	PROFESSIONAL DEVELOPMENT				\$2,000	Air
		\$9,036	\$315	\$15,000	\$1,500	Hotel
					\$1,500	Other
	TOTAL PROFESSIONAL DEVELOPMENT	\$9,036	\$315	\$15,000	\$5,000	
64110-52310	MISC. TRAVEL	\$1,571	(\$533)	\$2,500	\$0	
64110-52410	PROFESSIONAL DUES AND MEMBERSH	\$180	\$26	\$500	\$500	
64110-52440	PROFESSIONAL SUBSCRIPTION	\$1,094	\$2,614	\$3,600	\$2,750	Amazon Account, ProLink Software, Motologic
64110-52810	OTHER OPERATING EXPENSE	\$1,417	\$1,000	\$2,000	\$1,000	
64110-52880	FREIGHT	\$3,111	\$3,389	\$2,000	\$3,250	
64110-53510	PROPERTY INSURANCE	\$8,471	\$11,053	\$6,500	\$14,000	
64110-53520	LIABILITY AND CASUALTY INSURA	\$3,931	\$2,108	\$4,000	\$2,600	
64110-53540	DEDUCTIBLES PAID	\$6,616	\$6,000	\$0	\$5,000	
64110-54310	INTERFUND COST OF SERVICE	\$46,834	\$48,239	\$49,204	\$50,188	
64110-54710	ROUTINE MAINTENANCE	\$169,438	\$156,562	\$358,000	\$0	
64110-55610	DEPRECIATION	\$837,040	\$924,356	\$525,000	\$925,000	
64110-59520	CAPITAL OUTLAY	\$868,010	\$0	\$0	\$30,000	Water Treatment Truck
					\$65,000	Skidster for Water Plant Deliveries
					\$200,000	Broadband New bucket truck
					\$200,000	Police vehicles (3)
					\$56,000	Parks Trucks (2) - Chevy Colorados
					\$32,500	Parks van - replacement - Ford Connect
					\$18,000	Parks irrigation compressor
					\$7,500	Facilities skid steer
					\$5,000	Facilities Implement
					\$65,000	Tire Alignment Machine
	TOTAL CAPITAL OUTLAY	\$868,010	\$0	\$0	\$679,000	
64110-59599	CAPITALIZED ASSETS	(\$916,631)	\$0	\$0	\$0	
TOTAL 110 - FLEET MAINTENANCE		\$1,712,153	\$1,784,721	\$1,527,793	\$2,395,137	

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
		\$1,712,153	\$1,784,721	\$1,527,793	\$2,395,137	

FIRE EQUIPMENT REPLACEMENT

	2020 Actual	2021 Budget	2021 Revised Forecast	2022 Budget
Revenue	\$1,552,824	\$936,340	\$936,340	\$995,120
Expenditures	<u>(\$1,287,703)</u>	<u>(\$326,000)</u>	<u>(\$326,000)</u>	<u>(\$1,035,000)</u>
Change in Fund Balance	\$265,121	\$610,340	\$610,340	(\$39,880)
Beginning Fund Balance	\$1,898,764	\$2,163,885	\$2,163,885	\$2,774,225
Ending Fund Balance	\$2,163,885	\$2,774,225	\$2,774,225	\$2,734,345
Reserves:				
Station Replacement				(\$2,000,000)
Available Fund Balance	\$2,163,885	\$2,774,225	\$2,774,225	\$734,345
Cash Balance as of 6/30/21	\$2,612,213			

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
70 EMERGENCY SERVICES & EQUIPMENT - 00						
7020040-42310	GRANTS	(\$0)	\$918,214	(\$0)	(\$0)	
		(\$0)	\$918,214	(\$0)	(\$0)	
70 EMERGENCY SERVICES & EQUIPMENT - 00						
7000070-44370	TRANSFER FROM GENERAL FUND	\$543,580	\$370,635	\$623,706	\$659,577	
7000070-44380	TRANSFER FROM RURAL FIRE DISTR	\$272,181	\$202,070	\$212,634	\$240,543	\$1,187,222 * 2.5 mills / 12.339 mills
		\$815,761	\$572,705	\$836,340	\$900,120	
70 EMERGENCY SERVICES & EQUIPMENT - 20 PUBLIC SAFETY						
7020030-42950	FIRE IMPACT FEES	\$103,185	\$57,632	\$100,000	\$85,000	
		\$103,185	\$57,632	\$100,000	\$85,000	
70 EMERGENCY SERVICES & EQUIPMENT - 20 PUBLIC SAFETY						
7020060-43510	INTEREST	\$27,000	\$2,090	(\$0)	\$10,000	
		\$27,000	\$2,090	(\$0)	\$10,000	
		\$945,946	\$1,550,641	\$936,340	\$995,120	

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
70 EMERGENCY SERVICES & EQUIPMENT - 134 FIRE EQUIP REPLACEMENT						
70134-52510	GRANTS	\$0	\$918,214	\$0	\$0	
70134-59520	CAPITAL OUTLAY	\$61,880	\$362,190	\$326,000	\$200,000	Station Improvements/acquisition
					\$15,000	Mobile Data Technology
					\$20,000	Rescue Air Bags
					\$800,000	Replacement fire engine
	TOTAL CAPITAL OUTLAY	\$61,880	\$362,190	\$326,000	\$1,035,000	
70134-59525	LAND ACQUISITION	\$0	\$7,300	\$0	\$0	
TOTAL 134 - FIRE EQUIP REPLACEMENT		\$61,880	\$1,287,703	\$326,000	\$1,035,000	
		\$61,880	\$1,287,703	\$326,000	\$1,035,000	

DDA FUND BUDGET

	2020 Actual	2021 Budget	2021 Revised Forecast	2022 Budget
Revenue	\$930,796	\$228,000	\$437,000	\$790,000
Expenditures	<u>(\$463,693)</u>	<u>(\$315,143)</u>	<u>(\$565,143)</u>	<u>(\$807,286)</u>
Change in Fund Balance	\$467,103	(\$87,143)	(\$128,143)	(\$17,286)
Beginning Fund Balance	\$563,414	\$1,030,517	\$1,030,517	\$902,374
Ending Fund Balance	\$1,030,517	\$943,374	\$902,374	\$885,088
Reserves:				
Project Reserves				(\$550,000)
Available Fund Balance		\$943,374	\$902,374	\$335,088
Cash Balance as of 6/30/21	\$1,348,898			

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
86 DOWNTOWN DEVELOPMENT AUTHORITY - 00						
8600020-41610	TIF PROPERTY TAXES	\$116,126	\$98,261	\$115,000	\$75,000	
8600020-41620	TIF SALES TAX	\$766,538	\$820,851	\$312,000	\$715,000	
		\$882,664	\$919,112	\$427,000	\$790,000	
86 DOWNTOWN DEVELOPMENT AUTHORITY - 10 GENERAL GOVERNMENT						
8600060-43510	INTEREST	\$26,138	\$8,634	\$10,000	(\$0)	
8600060-43650	MISCELLANEOUS LEASE	\$4,000	\$3,050	(\$0)	(\$0)	
		\$30,138	\$11,684	\$10,000	(\$0)	
		\$912,802	\$930,796	\$437,000	\$790,000	

2022 DRAFT BUDGET

Account	Account Description	2019 Actual	2020 Actual	2021 Revised Budget	2022 Request	Description
---------	---------------------	-------------	-------------	---------------------	--------------	-------------

86 DOWNTOWN DEVELOPMENT AUTHORITY - 000

8610-60000	PROJECTS	\$138,060	\$44,010	\$155,000	\$0	
------------	----------	-----------	----------	-----------	-----	--

TOTAL 000 -		\$138,060	\$44,010	\$155,000	\$0	
--------------------	--	-----------	----------	-----------	-----	--

86 DOWNTOWN DEVELOPMENT AUTHORITY - 000

8630-60000	PROJECTS	\$306,165	\$4,925	\$0	\$0	
------------	----------	-----------	---------	-----	-----	--

TOTAL 000 -		\$306,165	\$4,925	\$0	\$0	
--------------------	--	-----------	---------	-----	-----	--

86 DOWNTOWN DEVELOPMENT AUTHORITY - 180 DOWNTOWN DEVELOPMENT AUTHORITY

86180-51610	SUPPLIES	\$20	\$0	\$0	\$4,650	Office and miscellaneous supplies
-------------	----------	------	-----	-----	---------	-----------------------------------

86180-51710	PROFESSIONAL SERVICES	\$90,272	\$124,690	\$370,000	\$135,000	Exec Director and Mgmt, Legal, Meeting Minutes
-------------	-----------------------	----------	-----------	-----------	-----------	--

86180-52310	MISC. TRAVEL	\$0	\$0	\$2,400	\$5,000	
-------------	--------------	-----	-----	---------	---------	--

86180-52510	GRANTS	\$720	\$156,000	\$0	\$150,000	
-------------	--------	-------	-----------	-----	-----------	--

86180-52750	TREASURER'S FEES	\$2,323	\$929	\$1,400	\$1,200	
-------------	------------------	---------	-------	---------	---------	--

86180-52810	OTHER OPERATING EXPENSE	\$653	\$2,000	\$0	\$50,000	Economic Development
-------------	-------------------------	-------	---------	-----	----------	----------------------

\$50,000 DDA Contingency

TOTAL OTHER OPERATING EXPENSE		\$653	\$2,000	\$0	\$100,000	
--------------------------------------	--	-------	---------	-----	-----------	--

86180-53520	LIABILITY AND CASUALTY INSURA	\$0	\$813	\$1,450	\$1,350	
-------------	-------------------------------	-----	-------	---------	---------	--

86180-53940	INTEREST - OTHER DEBT	\$10,584	\$8,617	\$12,750	\$87,500	
-------------	-----------------------	----------	---------	----------	----------	--

86180-54310	INTERFUND COST OF SERVICE	\$21,077	\$21,709	\$22,143	\$22,586	
-------------	---------------------------	----------	----------	----------	----------	--

86180-55920	TRANSFER TO A&I				\$175,000	DDA Contribution to 6th Street Construction
-------------	-----------------	--	--	--	-----------	---

		\$0	\$100,000	\$0	\$100,000	Downtown Maintenance
--	--	-----	-----------	-----	-----------	----------------------

TOTAL TRANSFER TO A&I		\$0	\$100,000	\$0	\$275,000	
----------------------------------	--	-----	-----------	-----	-----------	--

TOTAL 180 - DOWNTOWN DEVELOPMENT AUTHORITY		\$125,649	\$414,759	\$410,143	\$782,286	
---	--	-----------	-----------	-----------	-----------	--

		\$569,874	\$463,694	\$565,143	\$782,286	
--	--	-----------	-----------	-----------	-----------	--



City Council
STAFF REPORT
City of Glenwood Springs
October 21, 2021

Agenda Item: 85/15 Split in Accommodation Tax

Action Requested: Provide further direction to staff on the 2022 Budget.

Department: City Administration

Presented By: Debra Figueroa, City Manager

Background Info: At the last two work sessions, staff was asked to make changes or issues were not fully resolved. Staff needs direction on to make sure we are fully capturing Council's intent in the 2022 Budget on whether the Accommodations Tax should be divided between the General Fund and Tourism Promotion at a 15/85 split. As indicated by Council, this would not reduce the 7.5% dedicated to FAB grants of which \$50,000 is set aside for the 4th of July event.

Issues: NA

Staff Recommendation: Staff defers to Council.

TOURISM FUND / GENERAL FUND SPLIT SCENARIOS

<u>85/15 Split with 7.5% Taken First</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021 Forecast</u>
Revenue	\$ 1,033,152	\$ 1,067,693	\$ 1,159,071	\$ 1,210,149	\$ 841,037	\$ 1,391,671
7.5% FAB Grants	\$ 77,486	\$ 80,077	\$ 86,930	\$ 90,761	\$ 63,078	\$ 104,375
Tourism Revenue After FAB	\$ 955,666	\$ 987,616	\$ 1,072,141	\$ 1,119,388	\$ 777,959	\$ 1,287,296
15% to General Fund	\$ 143,350	\$ 148,142	\$ 160,821	\$ 167,908	\$ 116,694	\$ 193,094
Net Tourism Revenue	\$ 812,316	\$ 839,474	\$ 911,320	\$ 951,480	\$ 661,265	\$ 1,094,201
% of Revenue Kept in Tourism Fund	78.6%	78.6%	78.6%	78.6%	78.6%	78.6%

<u>85/15 Split with 7.5% Taken After</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021 Forecast</u>
Revenue	\$ 1,033,152	\$ 1,067,693	\$ 1,159,071	\$ 1,210,149	\$ 841,037	\$ 1,391,671
15% to General Fund	\$ 154,973	\$ 160,154	\$ 173,861	\$ 181,522	\$ 126,156	\$ 208,751
Tourism Revenue Before FAB	\$ 878,179	\$ 907,539	\$ 985,210	\$ 1,028,627	\$ 714,881	\$ 1,182,920
7.5% FAB Grants	\$ 65,863	\$ 68,065	\$ 73,891	\$ 77,147	\$ 53,616	\$ 88,719
Net Tourism Revenue	\$ 812,316	\$ 839,474	\$ 911,320	\$ 951,480	\$ 661,265	\$ 1,094,201
% of Revenue Kept in Tourism Fund	78.6%	78.6%	78.6%	78.6%	78.6%	78.6%

<u>80/20 Split with 7.5% Taken First</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021 Forecast</u>
Revenue	\$ 1,033,152	\$ 1,067,693	\$ 1,159,071	\$ 1,210,149	\$ 841,037	\$ 1,391,671
7.5% FAB Grants	\$ 77,486	\$ 80,077	\$ 86,930	\$ 90,761	\$ 63,078	\$ 104,375
Tourism Revenue After FAB	\$ 955,666	\$ 987,616	\$ 1,072,141	\$ 1,119,388	\$ 777,959	\$ 1,287,296
20% to General Fund	\$ 191,133	\$ 197,523	\$ 214,428	\$ 223,878	\$ 155,592	\$ 257,459
Net Tourism Revenue	\$ 764,532	\$ 790,093	\$ 857,713	\$ 895,510	\$ 622,367	\$ 1,029,837
% of Revenue Kept in Tourism Fund	74.0%	74.0%	74.0%	74.0%	74.0%	74.0%

<u>80/20 Split with 7.5% Taken After</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021 Forecast</u>
Revenue	\$ 1,033,152	\$ 1,067,693	\$ 1,159,071	\$ 1,210,149	\$ 841,037	\$ 1,391,671
20% to General Fund	\$ 206,630	\$ 213,539	\$ 231,814	\$ 242,030	\$ 168,207	\$ 278,334
Tourism Revenue Before FAB	\$ 826,522	\$ 854,154	\$ 927,257	\$ 968,119	\$ 672,830	\$ 1,113,337
7.5% FAB Grants	\$ 61,989	\$ 64,062	\$ 69,544	\$ 72,609	\$ 50,462	\$ 83,500
Net Tourism Revenue	\$ 764,532	\$ 790,093	\$ 857,713	\$ 895,510	\$ 622,367	\$ 1,029,837
% of Revenue Kept in Tourism Fund	74.0%	74.0%	74.0%	74.0%	74.0%	74.0%

2021 Forecast assumes 15% over 2019 Actuals



City Council
STAFF REPORT
City of Glenwood Springs
October 21, 2021

Agenda Item: Tourism Management Study

Action Requested: Provide further direction to staff on the 2022 Budget.

Department: City Administration

Presented By: Debra Figueroa, City Manager

Background Info: At the last two work sessions, staff was asked to make changes or issues were not fully resolved. Staff needs direction on to make sure we are fully capturing Council's intent in the 2022 Budget on whether \$100,000 from the Hotel Accommodations Tax should be used for a Tourism Management Study.

Issues: NA

Staff Recommendation: Staff defers to Council.



City Council
STAFF REPORT
City of Glenwood Springs
October 21, 2021

Agenda Item: Circulator Bus

Action Requested: Provide further direction to staff on the 2022 Budget.

Department: City Administration

Presented By: Debra Figueroa, City Manager

Background Info: At the last two work sessions, staff was asked to make changes or issues were not fully resolved. Staff needs direction on to make sure we are fully capturing Council's intent in the 2022 Budget on whether \$25,000 should be used from the DDA Budget and \$25,000 from the Accommodations Tax for a study on a circulator bus dedicated to a transportation system for tourists in the DDA boundaries.

Issues: NA

Staff Recommendation: Staff defers to Council.



City Council
STAFF REPORT
City of Glenwood Springs
October 21, 2021

Agenda Item: Public Hearing

Action Requested: Accept public comment on the 2022 Budget.

Department: City Administration

Presented By:

Background Info: During the work sessions Council held between August and September each fund within the draft budget has been discussed. This is Council' s opportunity to hear input from the public.

Issues: NA

Staff Recommendation: NA



City Council
STAFF REPORT
City of Glenwood Springs
October 21, 2021

Agenda Item:	Lodging and Attractions Tax Ad Hoc Committee Revised
Action Requested:	Approval of revised Ad Hoc Committee make up and scope of work.
Department:	Economic and Community Development
Presented By:	Hannah Klausman, Assistant Director, Economic & Community Development
Background Info:	At the September 2, 2021 meeting, City Council approved the formation of an Ad-Hoc Committee to review and recommend policies for an Accommodations Tax Increase and Attraction Tax. The committee organization was tasked to the Housing Commission with Staff support. Housing Commission reviewed the approved committee list and proposes revisions to the makeup and scope of work identified. The Commission, lead by proposed Ad Hoc Committee Chair Sumner Schachter, has drafted a new Ad Hoc Committee proposal for review and approval by Council.
Issues:	Revisions include a reduction in the size of committee from 15 members to 7 as well as a refined scope of work. The revised proposal from Housing Commission as well as previously approved scopes are attached to this staff report for comparison. The Housing Commission discussed the revised committee makeup at their regularly scheduled October 14, 2021 meetings. The majority of commission members voiced a desire to add an additional committee member from the Restaurant industry to the revised list, bringing the committee to 8 members.
Staff Recommendation:	Staff recommends approval of the revised Ad Hoc Committee proposal for the Lodging and Attractions Tax item, with the additional Restaurant Industry representative as recommended by Housing Commission.

Considerations for 'revised' Ad Hoc Study Committee scope and sequence

The Goal of the committee will be to make recommendations to council on:

- Priorities, opportunities and implementation of an attractions tax and increased accommodations tax for ballot consideration. The purpose of such taxes will be to provide a dedicated source of funding for increasing inventory and availability of affordable/workforce housing.

The committee will provide a 'toolbox' of applications and uses of funding for support of affordable/workforce housing. Examples include but are not limited to:

- Funding to preserve/protect current MHP and conversion to owner coop
- Contributions to infrastructure and/or acquisition costs for employer build employee/deed restricted housing
- Technical support for housing grants/proposals; acquisition of land or units
- Contributions to partnered affordable/workforce housing projects
- Grants for ADU additions with deed restrictions
- Down payment assistance for 'qualified' applicants and housing
- Provide matching funds for housing grants/projects when applicable

The committee will explore and provide the council with recommendations on:

- Tax levels/proposed revenue stream
- Proposed definitions as to 'attractions' and businesses targeted for tax collection.
- Types and parameters of housing including occupancy type and income-based affordability levels by Area Median Income.

Guidance Documents: Greater Roaring Fork Regional Housing Study completed in 2018
 2010 Strategic Housing Plan

In order to be both representative and still efficient a committee of seven members is proposed.

1. Chairperson (and housing commission representative)
2. Representative from the accommodations industry.
3. Representative from the attractions industry.
4. Technical/Funding/Housing expert (CHAFA/ GCHA)
5. Finance/Banker representative
6. Latinx Community Representative
7. Chamber/Community on the Move Representative

Candidates:
Sumner Schachter

These members will be responsible for reaching out to their peers/interest groups/community for broader based input.

Tentative schedule:

<u>October:</u>	initial meeting and goals and 'ground rules'
<u>November - February:</u>	Two meetings per month (schedule allowing for Holidays)
<u>March</u>	Prep for final recommendations for council presentation
<u>April</u>	Final recommendation to Council

Meetings will invite/use city staff and regional experts as needed and available for guidance and technical assistance.

Proposed Ad Hoc Study Committee for tourist revenue to support affordable workforce housing

Goals

- Clarify the specific community gaps and barriers in housing the employees of Glenwood Springs businesses
- Determine best practices of a community workforce housing plan
- Make recommendations on priorities, opportunities and implementation strategies for the recently passed Accommodations/Attractions tax

Guidance Document

- Greater Roaring Fork Regional Housing Study

Makeup of Committee

- Organized and lead by our Housing Commission, supported by City Staff

One representative each from the following areas

Organizations that have expertise in affordable workforce housing

- School District superintend/board member
- Garfield County Housing Authority Director
- Habitat for Humanity
- APCA

Businesses, workers and community members that are impacted by the housing crisis

- School District teacher/staff
- Valley View nurse/staff
- Mountain Family staff
- Retail staff
- Restaurant industry staff

Organization/people that are subject matter experts

- Debbie Wilde (homeless expert)
- Faith community (Catholic Charities?)
- Voces Unidas/Mountain Voices
- Kathryn Grosscup of CHFA

Businesses that are impacted by the recently passed tax

- Lodging
- Attractions

Schedule

- Start by November 5th
- Recommendation to Council by 2nd meeting in April
- Expected commitment of 1-2 meetings a month



City Council
STAFF REPORT
City of Glenwood Springs
October 21, 2021

Agenda Item: Housing Manager Discussion

Action Requested: City Council asked staff to bring forward a list of job functions for a future position to advance the city's strategic goal of addressing affordable housing.

Department: Economic and Community Development

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

Background Info: Please find a list of job function areas that the city either currently provides or has identified as a need in service to affordable housing. The position that is needed for the city is beyond the existing duties already being addressed by staff members -- more in the realm of understanding specific revenue structures and affordable housing development strategies. HR benchmarked these types of duties, in addition to the existing job functions, and believes that the midpoint for this position would be at \$149,000 (including salary and benefits). At this price point, staff firmly believes we would need an additional funding source such as a dedicated tax for housing to hire a qualified candidate. This position would also need a revenue source to accomplish the goals of the work.

Issues: Staff has concern regarding hiring a position that does not have a revenue stream.

Staff Recommendation: Staff is in favor of the position once there is a revenue stream to support the employee into the future.

Housing Catalyst Position Discussion

Areas that have been identified by either Council or Housing Commission that staff does not currently have capacity to pursue include the following:

1. Mobile Home Park Preservation
2. Incentivizing Modular Housing (Code Changes)
3. Affordable Housing Funding Sources
4. ADU template creation
5. Density Bonus Policy recommendation

Additional primary role and experience for a Housing Catalyst position:

Lead Policy Advisor for the City on Innovative Approaches to developing additional affordable housing

- a. Experience in structuring financing packages, utilizing public dollars for construction or rehabilitation of property for affordable housing, and experience creatively combining financing tools to leverage housing funds for public-private partnerships
- b. Ability to develop financing strategies for creation of City of Glenwood Springs employee housing
- c. Developing a target number of affordable housing units within the city
- d. Structure and negotiate real estate development scenarios for affordable housing projects

Currently staff provides the following services for Glenwood Springs Housing policies and procedures. These duties would likely transfer to a Housing Manager Position if created:

2. Housing Commission
 - a. Monthly Meeting
 - b. Joint Work Sessions with P&Z and Council
 - c. Recommendations to Council
3. Voluntary Deed Restriction Program and Compliance
 - a. New Applicant Processing
 - b. Deed Restriction Document Processing and Recording
 - c. Amortization tracking
 - d. Exit Documentation Processing
 - e. Annual Reporting Period Compliance
4. Inclusionary Housing Program
 - a. Assisting Developers understand program requirements
 - b. Updating and Informing on rent and income limits
 - c. Processing Deed Restriction documentation
 - d. Tracking project duration
5. Code Drafting and Recommendations for Housing
 - a. Accessory Dwelling Unit Regulations (2019)
 - b. Inclusionary Housing Ordinance (2021)
 - c. Housing Guidelines (2021)

- d. Vacation Rental Standards (2018)
 - e. Density Bonus Work Session (2019)
- 6. Affordable Housing Development Technical Assistance
 - a. Property analysis
 - b. RFQ and proposal drafting
 - c. Entitlement process
 - d. Grant applications
 - e. Developer contact lead
- 7. Current RFQ City Property Project
 - a. Contract Technical Assistance funds from Council 10k
 - b. Select/recruit appropriate firm
 - c. Recommend property transfer process to Council
- 8. Regional Housing Task Force Liaison
 - a. Extensive meetings for Regional Housing Study (2018)
 - b. Ongoing collaborative meetings, public work sessions
 - c. Future representation on regional housing authority



City Council
STAFF REPORT
City of Glenwood Springs
October 21, 2021

Agenda Item: Ordinance #12 - Series of 2021 Enabling ballot measures and setting forth authorized uses of tax proceeds.

Action Requested: Pass Ordinance

Department: Attorney

Presented By: Glenwood Springs Legal, Legal

Background Info: This Ordinance outlines the use of tax proceeds related to the mill levy supporting the airport.

Issues: NA

Staff Recommendation: Staff defers to Council.

Glenwood Springs – Main Office

201 14th Street, Suite 200
P. O. Drawer 2030
Glenwood Springs, CO 81602

Aspen

323 W. Main Street
Suite 301
Aspen, CO 81611

Montrose

1544 Oxbow Drive
Suite 224
Montrose, CO 81402

Office: 970.945.2261

Fax: 970.945.7336

**Direct Mail to Glenwood Springs*

DATE: October 15, 2021
TO: Glenwood Springs Mayor and Council
FROM: Karp Neu Hanlon, P.C.
RE: Ordinance No. 12 – Airport Mill Levy Implementation

Under cover of this memo is an ordinance to amend Article 040.010 of the Glenwood Springs Municipal Code to provide for the implementation of the Airport Mill Levy question on this November's ballot. The ordinance is self-executing such that it will only go into effect if question 2A is approved by the electorate. In that event, it is necessary to have this ordinance adopted now to go into effect on January 1, 2022.

ORDINANCE NO. 12

Series of 2021

AN ORDINANCE OF THE CITY OF GLENWOOD SPRINGS, COLORADO, AMENDING TITLE 040 OF THE GLENWOOD SPRINGS MUNICIPAL CODE TO PROVIDE FOR THE IMPLEMENTATION OF THE PROPOSED TAXING MEASURE REFERRED TO THE CITY'S ELECTORS.

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 (the "Charter"); and

WHEREAS, 11.1 of the Charter provides for the levy of new taxes for municipal purposes; and

WHEREAS, Article X, Section 20 of the Colorado Constitution requires that any new tax be submitted to the electors of the district proposing the levy; and

WHEREAS, By Resolution No. 22, Series 2021, the Glenwood Springs City Council (the "City Council") referred to the City's electorate a ballot question to enact a property tax of 4 mills for the purposes of meeting operational and capital costs of providing a municipal airport including but not limited to maintaining and expanding current facilities, constructing a tunnel under the airport to provide emergency egress from South Glenwood while maintaining the length of the runway, personnel, payment of debt or lease-purchase obligations and such other costs as may be required; and

WHEREAS, the City Council finds and declares that the adoption of and amendment to Title 040 of the Glenwood Springs Municipal Code (the "Code") set forth herein to implement the will of the City's electors by providing for the levy of such taxes in the event that the electors approve, is in the best interests of the City.

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

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

Section 2. **Amendment of Article 040.010.** Article 040.010 of the Glenwood Springs Municipal Code is hereby amended by the adoption of a new section 120 as set forth in double underline below.

Sec. 040.010.120 – Mill Levy.

- (a) Airport Mill Levy. There is hereby levied an ad valorem property tax at a rate of four (4) mills in order to meet operational and capital costs of providing a municipal airport including but not limited to maintaining and expanding current facilities, constructing a tunnel under the airport to provide emergency egress from South Glenwood while maintaining the length of the runway, personnel, payment of debt or lease-purchase obligations and such other costs as may be required.

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

Section 4. Approval of Ballot Issues. If a majority of the votes cast on any or all of the ballot issues submitted at the election shall be in favor of such ballot issues, the City acting through the City Council shall be authorized to proceed with the necessary actions in accordance with the ballot issue or ballot issues which have been so approved.

Section 5. Effective Date. Upon passage of this Ordinance, the provisions hereof shall be effective ten days following the date of second publication; provided however, subject to the approval of Ballot Issue 2A at the election to be held on November 2, 2021, the provisions of Section 2 of this Ordinance shall become effective on January 1, 2022.

INTRODUCED, READ ON FIRST READING, PASSED AND ORDERED
PUBLISHED BY TITLE ONLY THIS ____ DAY OF OCTOBER 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



City Council
STAFF REPORT
City of Glenwood Springs
October 21, 2021

Agenda Item:	Approval to Construct the Devereux Trail Section in Two Rivers Park
Action Requested:	Approval to contract with Gould Construction to build a section of trail in Two Rivers Park adjacent to Devereux Road
Department:	Engineering
Presented By:	Jessica Bowser, Assistant City Engineer
Background Info:	The project was determined to be a need at the time of the construction of the Iron Mountain Hot Springs. People visiting the Hot Springs, Two Rivers Park and the Glenwood Caverns are likely to avoid walking out of direction into the park, and instead walk in the road. The road is a safety hazard for pedestrians due to having no shoulders, poor sight distance and heavy use by large trucks and the Colorado State Patrol. The City bid this project in August of this year. Four bids were received for the project, however all three bids were over \$1,000,000 for the work. Gould Construction was the lowest of the three bids received. Since August, City staff has been working with Gould Construction to redesign the project to lower the project cost to \$849,034, including adding a lighting system for the trail.
Issues:	The trail construction is funded by the following funds/entities: • \$300,000 as part of a Developer Improvement Agreement for the Iron Mountain hot Springs • \$150,000 from a CDOT Main Streets Grant received for the project • \$350,000 from the A&I Fund The current draft budget only has \$300,000 allocated to this project, so \$50,000 is needed in additional A&I Funding which would result in a forecast of available reserves at the end of 2022 of \$271,516 in the A&I Fund. The cost of the improved lightening is \$96,441 and is included the total price of \$849,034. Staff feels this is an important safety improvement for pedestrians.
Staff Recommendation:	Approve the construction of the Devereux Road Trail with Gould Construction in the amount of \$849,034.

Devereux Trail Phase 1 Value Engineering Proposal



P.O. Box 130, Glenwood Springs, CO 81602
6874 HWY 82, Glenwood Springs, CO 81601
Contact: Dale Merrill
Phone: 970-945-7291
Fax: 970-945-8371

<u>Quote To:</u>	City of Glenwood Springs	<u>Job Name:</u>	Devereux Trail Phase 1 Value Engineerir
<u>Attn:</u>	Terri Partch	<u>Date of Plans:</u>	7/22/2021
<u>Address:</u>		<u>Proposal Date:</u>	9/23/2021
<u>Phone:</u>			
<u>Email:</u>	Terri.partch@cogs.us		

Civil Drawings will be by SGM per our Alignment.
 Wall Design/PE Stamp Drawings by Gould Const.

ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	AMOUNT
3	Design (Consultant) (As-Built Drawings)	1.00	LS	2,550.00	2,550.00
4	Design Consultant (Value Engineering	1.00	LS	12,400.00	12,400.00
5	Clear & Grubbing	1.00	LS	1,725.00	1,725.00
6	Rem Concrete Pvm't @ Skate Park/End of Trail	450.00	SF	6.50	2,925.00
7	Reset Skate Park Benches	2.00	EA	80.00	160.00
8	Reset/Remove Wood Fence @ Trail End	1.00	LS	730.00	730.00
9	Adjust Existing Sewer MH Lid	1.00	EA	475.00	475.00
10	Tree Removal	3.00	EA	1,164.00	3,492.00
11	Tree Trimming	4.00	EA	128.00	512.00
12	Removal of Pedestrian Rail	16.00	LF	37.00	592.00
15	Structure Excavation	590.00	CY	47.00	27,730.00
20	Structure Backfill (Class 1)	515.00	CY	106.00	54,590.00
25	Instl Filter Material, Drain & Fabric	168.00	CY	121.00	20,328.00
35	Topsoil	125.00	CY	50.00	6,250.00
36	Instl 6" Rip Rap	1.00	CY	335.00	335.00
40	Erosion Control Management	1.00	LS	5,265.00	5,265.00
42	Reset Pipe Railing	6.00	LF	150.00	900.00
45	Reset Ground Sign	2.00	EA	90.00	180.00
48	Soil Conditioning	0.39	AC	7,400.00	2,886.00
50	Seeding (Native)(Hydraulic)	0.39	AC	13,900.00	5,421.00
60	Compost (Mechanically Applied)	25.00	CY	110.00	2,750.00
65	Humate	78.00	LB	4.50	351.00
68	Spray On Mulch Blanket	0.39	AC	4,500.00	1,755.00
70	Deciduous Tree (2.5") Emerald Queen Maple	1.00	EA	862.00	862.00
71	Deciduous Tree (2.5") Sensation Maple	2.00	EA	680.00	1,360.00
74	Deciduous Tree (2.5") Burr Oak	1.00	EA	855.00	855.00
78	Soil Retention Blanket (Staw Coconut) (Bio Cl 1)	125.00	SY	9.00	1,125.00
80	Aggregate Base Course (CClass 5)	105.00	TON	175.00	18,375.00

ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	AMOUNT
85	Aggregate Base Course (Class 6)	135.00	TON	50.00	6,750.00
90	Redi-Block Facing	3,283.00	SF	63.00	206,829.00
92	Pedestrial Railing (Steel) (Perferred)	460.00	LF	300.00	138,000.00
96	Trail Signage	2.00	EA	265.00	530.00
107	Plastic Fence	225.00	LF	5.00	1,125.00
110	Concrete Trail (8.2')	505.00	SY	82.00	41,410.00
115	Sanitary Facilities	2.00	EA	690.00	1,380.00
120	Construction Surveying	1.00	LS	12,775.00	12,775.00
125	Mobilization	1.00	LS	133,000.00	133,000.00
130	Traffic Control	1.00	LS	23,915.00	23,915.00
135	F/A Pothole Utilities	1.00	FA	5,000.00	5,000.00
140	F/A Sewer Lines	1.00	FA	5,000.00	5,000.00
	Base Trail Subtotal				752,593.00
205	Instl 1" Electrical Conduit @ Trail	560.00	LF	16.35	9,156.00
215	Instl Pedestrian Recess Lighting	64.00	EA	1,215.00	77,760.00
220	Instl Meter & Wiring	1.00	LS	9,525.00	9,525.00
	Electrical Lighting Subtotal				96,441.00
245	Option B Str Excavation	55.00	CY	47.00	2,585.00
250	Option B Redi-Block Facing	942.00	SF	63.00	59,346.00
255	Structural Bkfl (Class 1)	585.00	CY	106.00	62,010.00
260	Instl Filter Material, Drain & Fabric	52.00	CY	121.00	6,292.00
265	Aggregate Base Course (Class 5)	-5.00	CY	175.00	-875.00
	Option B: ADA Slope Trail Added Amount				129,358.00
280	Delete Wall Stain @ Base Bid	3,283.00	SF	-3.80	-12,475.40
285	Delete Wall Stain @ Option B	942.00	SF	-3.80	-3,579.60
	Wall Staining Savings Total				-16,055.00
GRAND TOTAL					962,337.00

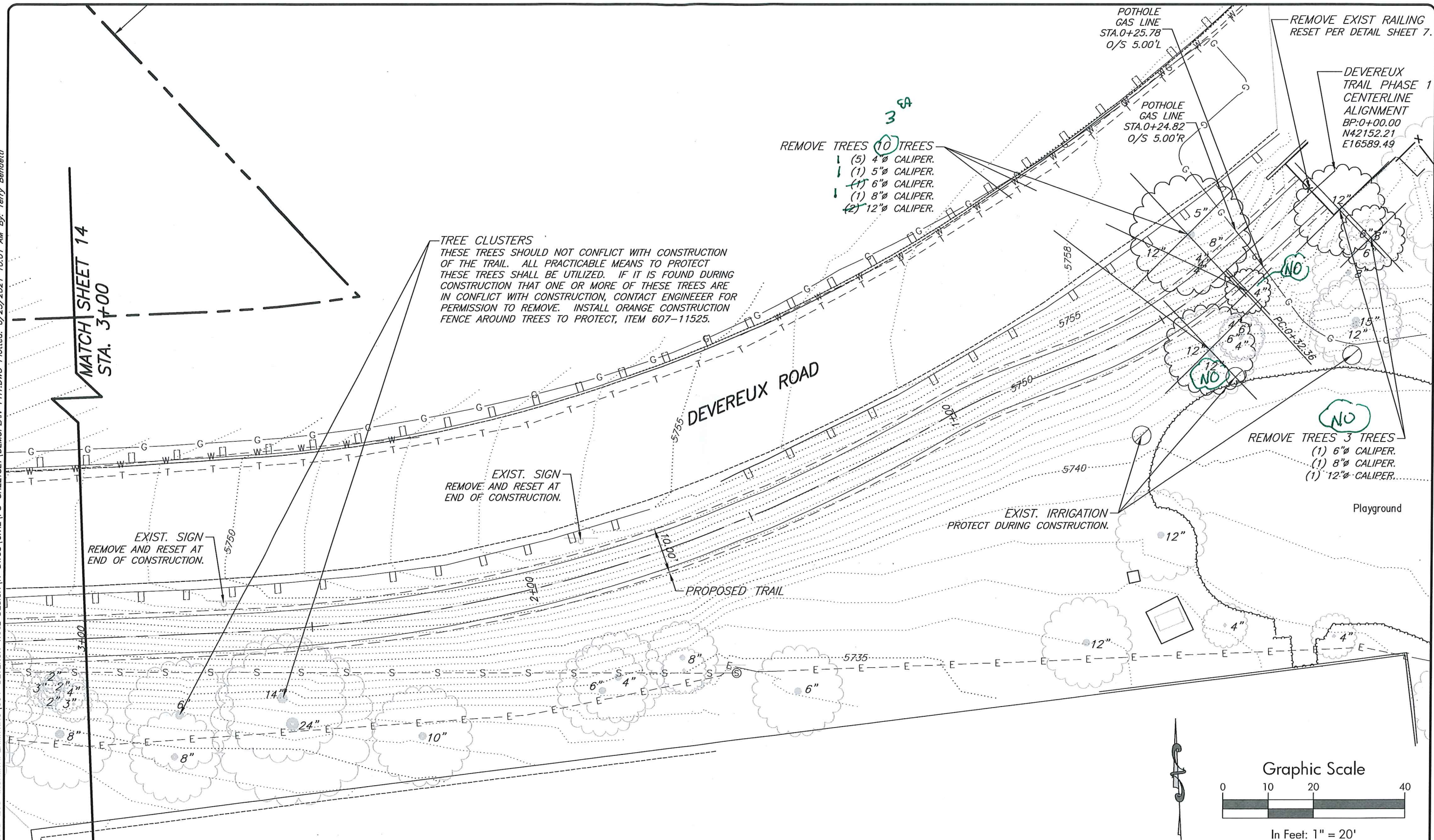
NOTES:

Qualifications/Notes:

1. Proposal is valid for (30) calendar days.
2. Davis-Bacon and/or prevailing wages are excluded.
3. Any item not specifically mentioned in the scope of work is excluded.
4. Survey/Staking/Engineering is included.
5. Material/Soils testing is excluded.
6. Special Insurance (Can be provided at additional cost).
7. Shoring is excluded. None required.
8. Purchase of construction water is included.
9. Due to market volatility, we reserve the right to adjust pricing for fuel increases.
10. This is a Concept proposal. Final proposal will be determined by construction drawings if different.
11. Permits/Fees are excluded.
12. Electrical Lighting is based on \$ 500/unit material allowance price.
13. Progress billings net 30 days and due 30 days after. A finance charge of 1.5%/month (18%APR) will be charged on unpaid balances.
14. 5% retention is to be held unless agreed upon in writing.
15. Bond is included in proposal.
16. All Taxes are excluded.
17. Boulders/Rock Shelves that can not be excavated with conventional equipment will be billed on a T&M basis.
18. Traffic Control is included.
19. Dewatering is excluded.

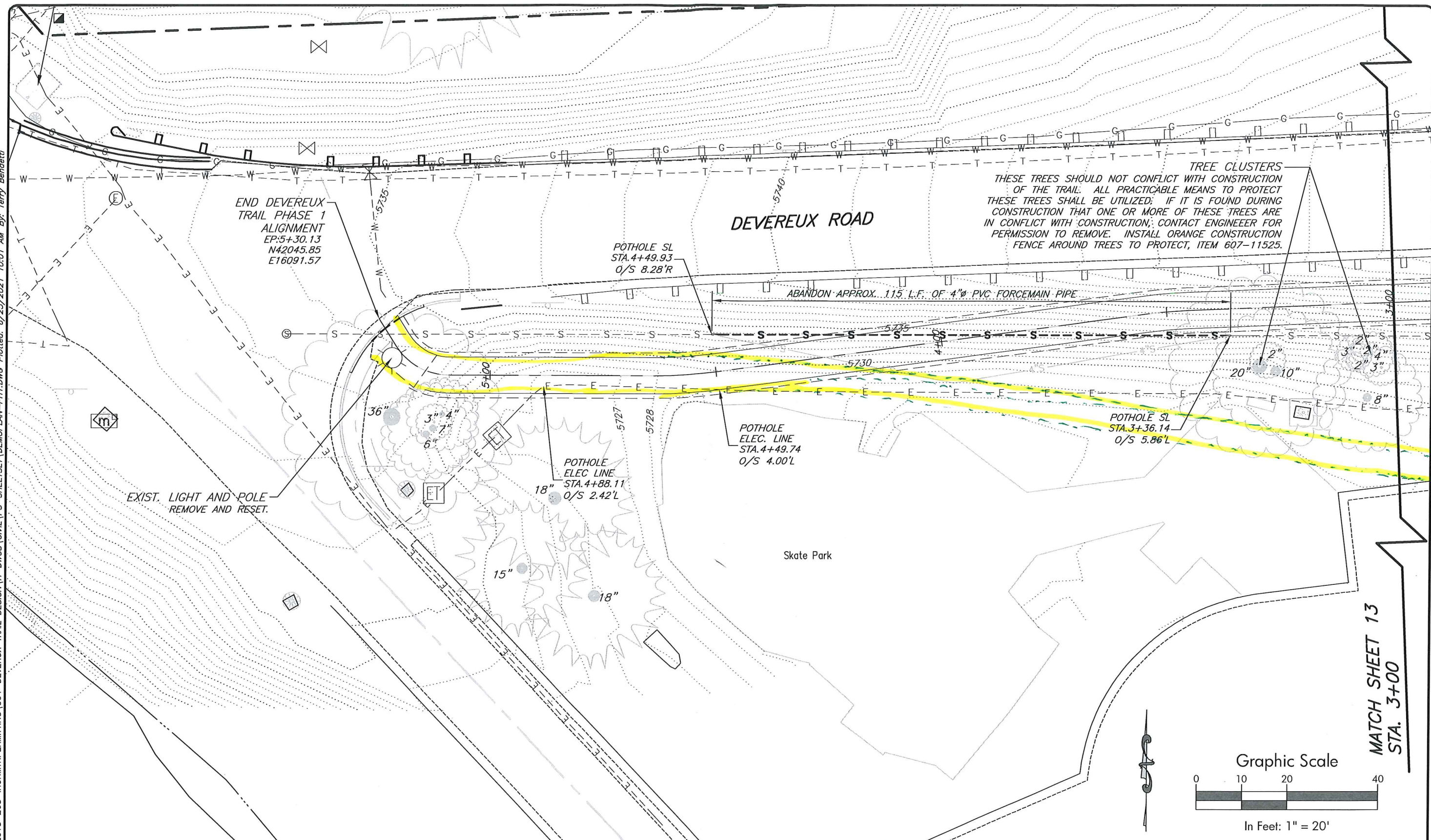
20. Subexcavation/stabilization of soft areas is excluded.
21. Gould Construction reserves the right to postpone work progress for ANY unsafe conditions.
22. This proposal is submitted as a package. Any scope shall not be removed without permission of Gould Construction.
23. These bid conditions in their entirety shall become a governing part of any contract or subcontract agreement. This will be accomplished by including a copy of this proposal in the contract.

D:\PROJECTS\2018-208-IRONMOUNTAIN\PERMITTING\004-DEVEREUX TRAIL DESIGN\H-DWG\PS-SHEETSET\DEMOPLAN-PH1.DWG Plotted: 6/25/2021 10:01 AM By: Terry Bendetti



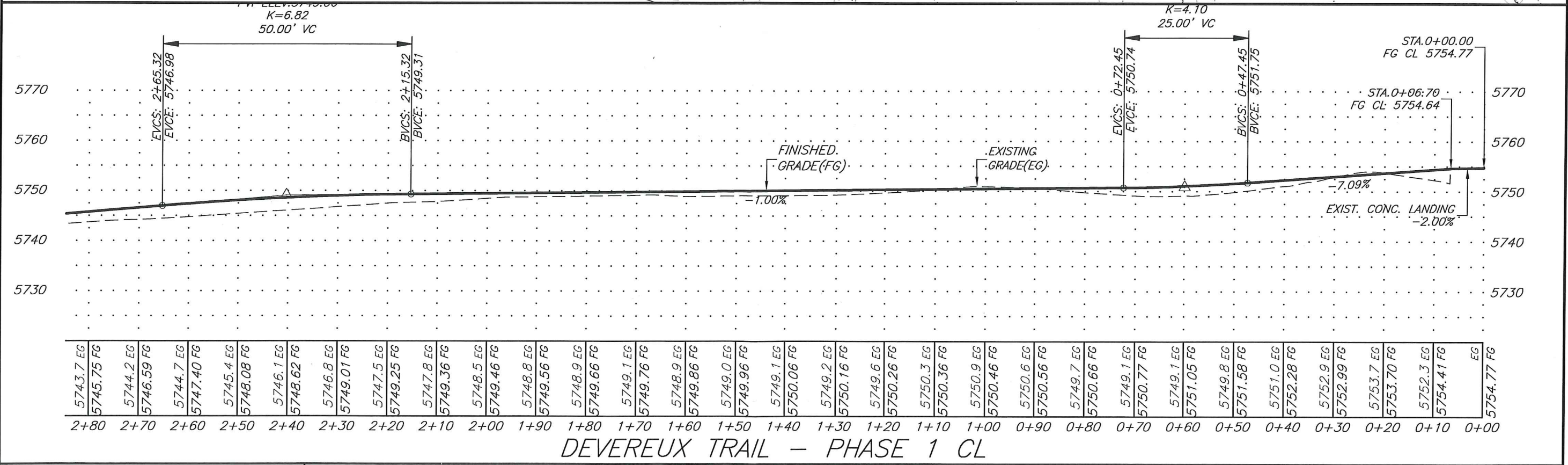
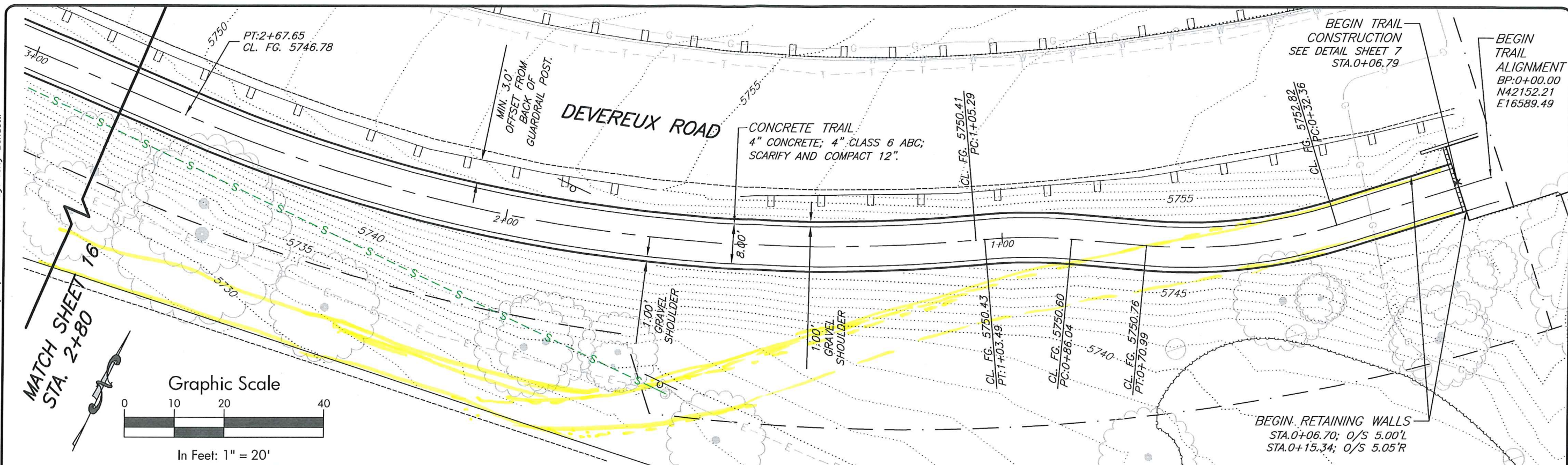
Computer File Information				Sheet Revisions			Init.	GLENWOOD SPRINGS COLORADO	SGM	118 West Sixth Street, Suite 200 Glenwood Springs, CO 81601 970.945.1004 www.sgm-inc.com	Final Review		Devereux Trail - Phase 1 Demo Plan Sheet 1		Project No./Code
Print Date: 6/25/2021	Last Modification Date: 06/23/2021	Drawing File Name: DemoPlan-Ph1	Autocad Ver. 2018	Scale: As Shown	Units: English	SGM Project No.: 2018-208.004	Quality Control: DC				No Revisions:	-	Engineer: JS	Structure	No.: -
											Revised:	-	Drawn By: TLB	Numbers	Code: -
											Void:	-	Sheet Subset:	Subset Sheets: - of -	Sheet Number: 13

D:\PROJECTS\2018-208-IRONMOUNTAIN\004-DEVERUX TRAIL DESIGN\H-DWG\PS-SHEETSET\DEMOPLAN-PH1.DWG Plotted: 6/25/2021 10:01 AM By: Terry Benedetti



Computer File Information		Sheet Revisions					 118 West Sixth Street, Suite 200 Glenwood Springs, CO 81601 970.945.1004 www.sgm-inc.com	Final Review		Devereux Trail - Phase 1 Demo Plan Sheet 2			Project No./Code	
Print Date: 6/25/2021		Rev.	Date	Comments	Init.			No Revisions:	-				No.: -	
Last Modification Date: 06/23/2021		1												
Drawing File Name: DemoPlan-Ph1														
Autocad Ver. 2018 Scale: As Shown Units: English														
SGM Project No.: 2018-208.004 Quality Control: DC								Revised:	-	Engineer:	JS	Structure	-	Code: -
								Void:	-	Drawn By:	TLB	Numbers	-	
										Sheet Subset:	-	Subset Sheets:	- of -	Sheet Number: 14

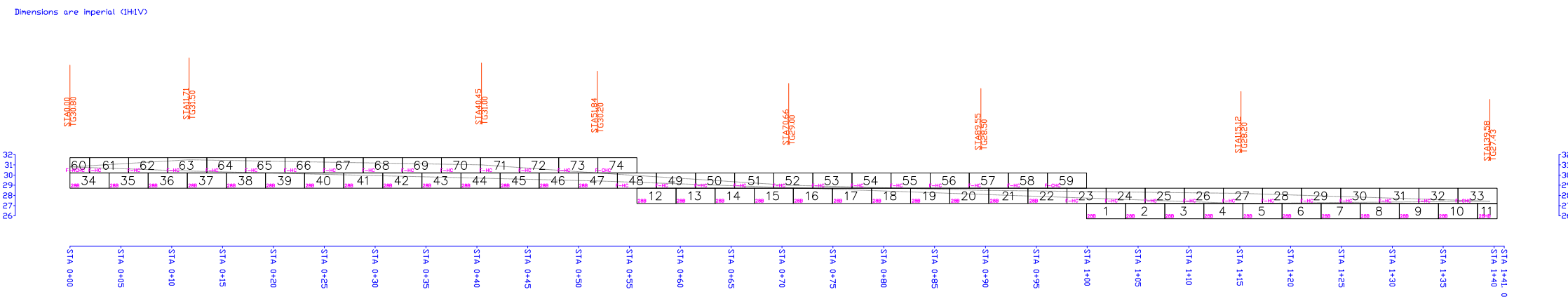
D:\PROJECTS\2018-208-IRONMOUNTAIN\PERMITTING\004-DEVEREUX TRAIL DESIGN\H-DWG\PS-SHEETSET\PLAN-PROFILES-PH-1-FM.DWG Plotted: 6/25/2021 10:01 AM By: Terry Bendetti



Computer File Information		Sheet Revisions			Init.	GLENWOOD SPRINGS COLORADO	SGM	FINAL REVIEW		Devereux Road Trail - Phase 1 Plan and Profile Sheet 1			Project No./Code	
Print Date: 6/25/2021	Last Modification Date: 06/23/2021	Rev.	Date	Comments				No Revisions:	-	Engineer:	JS	Structure	No.:	-
Drawing File Name: Plan-Profiles-PH-1-FM	Autocad Ver. 2018 Scale: As Shown Units: English	1						Revised:	-	Drawn By:	TLB	Numbers	Code:	-
SGM Project No.: 2018-208.004	Quality Control: DC							Void:	-	Sheet Subset:	-	Subset Sheets:	Sheet Number:	15

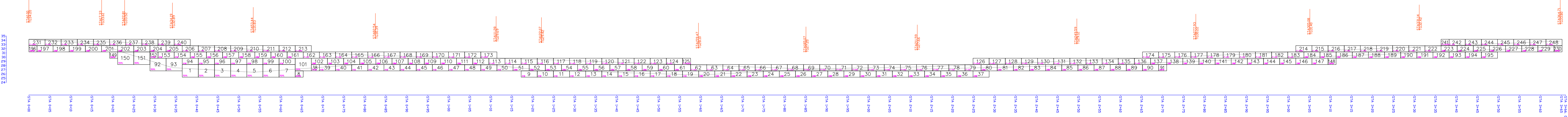


UPPER WALL 1



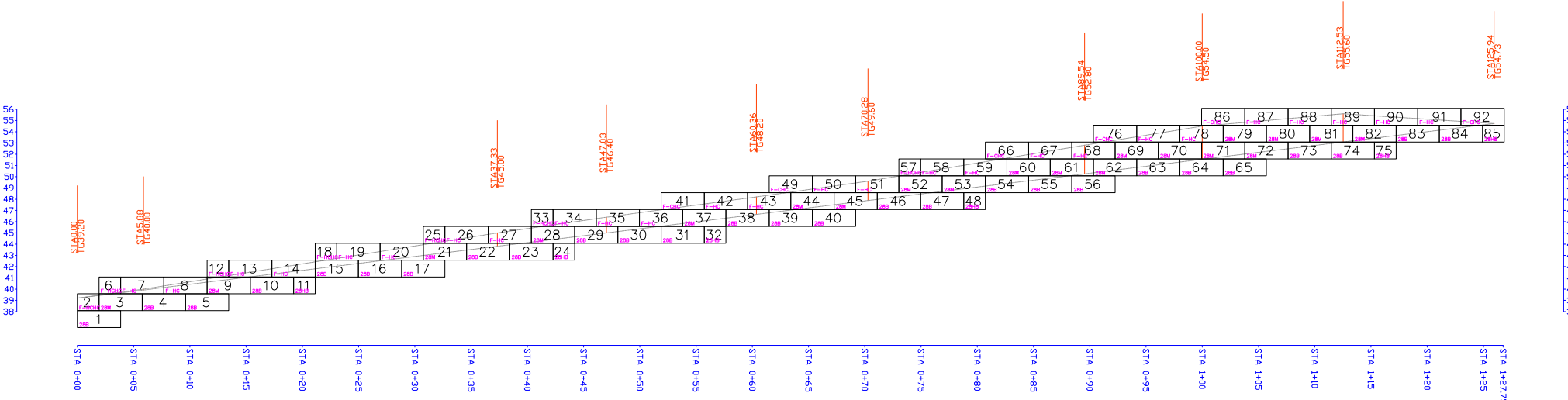
QTY	BLOCK TYPE	BLOCK NUMBERS
35	28B	28-INCH BOTTOM UNIT
1	28HB	28-INCH HALF BOTTOM UNIT
1	F-TT	FREE STANDING TOP UNIT
2	F-FC	FREE STANDING CORNER TOP UNIT
35	F-FHCT	FREE STANDING HALF CORNER TOP UNIT

LOWER WALL 1



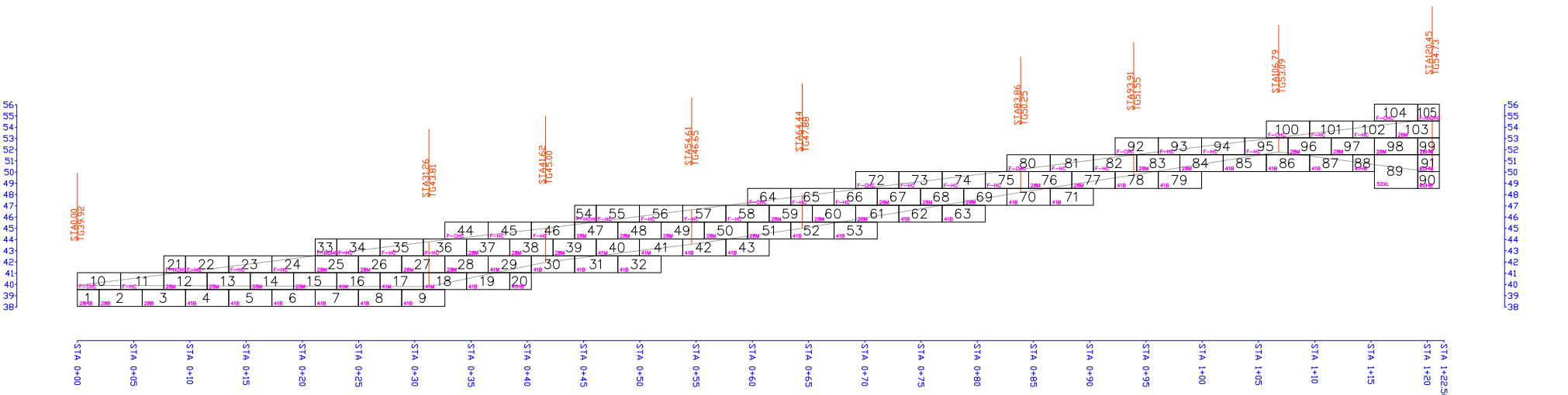
QTY	BLOCK TYPE	BLOCK NUMBERS
12	52XL	52-INCH XL HOLLOW-CORE BOTTOM UNIT
1	60HB	60-INCH HALF BOTTOM UNIT
26	41HB	41-INCH HALF BOTTOM UNIT
2	41WB	41-INCH HALF MIDDLE UNIT
9	41HM	41-INCH HALF MIDDLE UNIT
52	28B	28-INCH BOTTOM UNIT
4	28HB	28-INCH HALF BOTTOM UNIT
42	28M	28-INCH MIDDLE UNIT
91	F-TT	FREE STANDING TOP UNIT
6	F-FC	FREE STANDING CORNER TOP UNIT
2	F-FHCT	FREE STANDING HALF CORNER TOP UNIT

UPHILL WALL 2



QTY	BLOCK TYPE	BLOCK NUMBERS
27	28B	28-INCH BOTTOM UNIT
6	28HB	28-INCH HALF BOTTOM UNIT
20	28M	28-INCH MIDDLE UNIT
26	F-TT	FREE STANDING TOP UNIT
6	F-FC	FREE STANDING CORNER TOP UNIT
7	F-FHCT	FREE STANDING HALF CORNER TOP UNIT

DOWNHILL WALL 3



QTY	BLOCK TYPE	BLOCK NUMBERS
1	52XL	52-INCH XL HOLLOW-CORE BOTTOM UNIT
1	60HB	60-INCH HALF BOTTOM UNIT
1	60HM	60-INCH HALF MIDDLE UNIT
23	41B	41-INCH BOTTOM UNIT
2	41HB	41-INCH HALF BOTTOM UNIT
6	41M	41-INCH MIDDLE UNIT
2	28B	28-INCH BOTTOM UNIT
1	28HB	28-INCH HALF BOTTOM UNIT
30	28M	28-INCH MIDDLE UNIT
1	28HM	28-INCH HALF MIDDLE UNIT
25	F-TT	FREE STANDING TOP UNIT
8	F-FC	FREE STANDING CORNER TOP UNIT
4	F-FHCT	FREE STANDING HALF CORNER TOP UNIT



City Council
STAFF REPORT
City of Glenwood Springs
October 21, 2021

Agenda Item: Signatures for Thank You Cards

Action Requested: Signatures for Thank You Cards

Department: City Administration

Presented By: Debra Figueroa, City Manager

Background Info: City Council has requested that thank you cards are provided to Board and Commission members leaving their positions. Staff would like to have City Council provide their signatures for this purpose.

Issues: NA

Staff Recommendation: Staff requests that Council provide electronic signatures for the requested thank you cards.