



AGENDA
CITY OF GLENWOOD SPRINGS
REGULAR CITY COUNCIL MEETING
JUNE 16, 2022
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. on the day before City Council meetings. Comments may be submitted to ryan.muse@cogs.us. 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

You are invited to a Zoom webinar.

When: Jun 16, 2022 06:15 PM Mountain Time (US and Canada)

Topic: 2022/06/16 Regular Council Meeting

Please click the link below to join the

webinar: <https://us02web.zoom.us/j/88091118915?pwd=Ty84bGJ5VkrJdWNNODhlcmNNS0o0Zz09> Passcode: 860594

Or One tap mobile : US: +12532158782,,88091118915# or +13462487799,,88091118915#

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

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

Webinar ID: 880 9111 8915International numbers available: <https://us02web.zoom.us/j/88091118915?pwd=Ty84bGJ5VkrJdWNNODhlcmNNS0o0Zz09>

WORK SESSION

4:00	1. Watering Schedule and Efficiencies	Information/Discussion
4:30	2. Long Term Cemetery Planning	Information/Discussion
5:00	3. South Bridge Noise Wall Color and Finish	Information/Discussion

REGULAR SESSION

6:15	4. Roll Call	
	5. Pledge of Allegiance	
	6. Agenda Changes & Conflicts	
6:20	7. Citizens Appearing Before Council (for items not on the Agenda-comments limited to 3 minutes)	
6:30	8. Consent Agenda	Discussion and/or Action
	A. Resolution 2022-24 Adopting Minimum Standards and Fees for the Municipal Airport	
	B. Resolution 2022-21 Electric Rates	
	C. 2022 Grant Awards Recommendations from the Financial Advisory Board	
	D. Resolution 2022-25 - Support of a Department of Local Affairs Innovative Affordable Housing Strategies Grant	
	E. June 2, 2022 City Council Minutes	

ACTIONS AND/OR PRESENTATIONS

6:30	9. Interstate 70 Coalition Update	Discussion and/or Action
6:45	10. Historic Preservation Commission Appointment	Discussion and/or Action
6:50	11. Parks and Recreation Commission Appointment	Discussion and/or Action

6:55	12. Request For Proposal 2022-07P Tennis Court Restoration Award	Discussion and/or Action
	13. The Aspen International Mountain Foundation Request	Discussion and/or Action
7:10	14. South Bridge Noise Wall Color and Finish	Discussion and/or Action
7:20	15. Request for Easement Access Across Gun Range in South Canyon	Discussion and/or Action
7:40	16. EVOLIS Speed Radar Signs -Transportation Commission Recommendation	Discussion and/or Action
7:55	17. Potential Parking on Maple for the 6th Street Project	Discussion and/or Action
8:25	18. Resolution 2022-26 Colorado's Family and Medical Leave Insurance (FAMLI) Program Opt-out	Discussion and/or Action
8:35	19. Council Comments	
8:45	20. Report from City Administration	
	A. City Manager	
	B. City Attorney	
	C. Correspondence Incoming/Outgoing	
	21. Adjournment	



City Council
STAFF REPORT
City of Glenwood Springs
June 16, 2022

Agenda Item: Watering Schedule and Efficiencies

Action Requested: None at this time.

Department: Public Works

Presented By: Matthew Langhorst, Warren Hays, Mike Hoffman

Strategic Goals: Protect and Preserve our Quality of Life
Preserve and Improve Infrastructure

Background Info: The City of Glenwood Springs Water Department is always looking for ways to educate the public about water scheduling and water efficiency. The department sends out a flyer usually in the May bills to remind people of all the ways they can help save water and be more efficient with their use of it.

The last few years, we have implemented and retained the alternating days of the week water schedule based on a resident or businesses address. If your address ends in an odd number, you water on odd days, and if it ends in an even number, you water on even days. This watering schedule helps our water treatment plant and operators efficiently manage production levels by minimizing large spikes in demand and prevents water from being wasted. The schedule also restricts people from water between 10am and 6pm each day. This is the heat of the day when the water hitting the lawn is more likely to evaporate than soak into the soil where the roots want it to be. This timing also means that the spike in irrigation consumption happens mainly during the late evening and very early morning hours when there is not an operator at the plant to adjust the plant to large changes in use. The evening and early morning hours are when we see the highest turbidity levels coming into the plant, because that is when the melted snow on the top of the basin has finally reached the intake, and these raised levels mean that the plant has to run slower to keep up with sediment removal.

Why we schedule addresses: From a production standpoint, constant, large changes in the amount of water being “demanded” throughout the day adds complexity to the already complex treatment process. This is especially true this time of year when our water usage is three to four times greater than winter numbers due to outdoor irrigation and with spring run-off causing elevated levels of sediment in our raw water. The new upgrades at the plant are performing exactly as they are supposed to, but the higher sediment levels still mean that the water takes more time to treat.

The water department also wants to treat the right amount of water to have plenty of storage in the tanks in case of fire and to serve indoor needs of customers. By keeping the watering schedule, the peak demand is more predictable and makes it so we can keep production going at a more consistent pace and have a process that is less burdensome on equipment and operators. The term flattening the curve comes to mind here, something we have all heard and understand over the last two years.

The Water Department also has multiple water conservation brochures and guides on the City’s website for review by the public and we send out the Water Guide each year as noted above in the May billings. These documents are available in Spanish and English on the website. The Water Guide describes:

- The watering schedule.
- Water use regulations and fines.
- The free irrigation controller swap program that was started this year.
- How water emergencies work and what to expect if one were to happen.
- Water wise landscaping tips.

- And how to apply for a Landscaping Establishment Permit.

The Conservation brochure available on the website is set up more as a water review checklist and a "did you know" document. Indoor and outdoor conservation ideas are included along with pertinent facts to help people understand what water waste really is and how much water a small leak can cost you.

Staff will bring these documents up during the discussion so we can all review content and discuss other ways to get this information out to the public so they can start to implement it. We will also discuss what a Sustainability Program could accomplish and what may be included in that program.

Issues:	Discussion on a Sustainability Program.
Fiscal Impact:	Water Conservation can save users money on their water billings and reduction in water use can save the Water Department O&M money in some cases.
Legal Review:	Legal has reviewed flyers for ADA compliance.
Staff Recommendation:	Staff will be recommending a Sustainability Program for the Water Department in this upcoming budget cycle.

YOUR WATER USE

Your outdoor water usage will be most efficient after 6 p.m. and before 10 a.m. because there is less evaporation during cooler temperatures and typically there is less wind.

Sticking to the schedule can:

- Help plants have the best chance at absorbing the water
- Save you from paying for water that will literally disappear into the air

➤ The watering schedule helps our Water Treatment plant and operators manage production levels by minimizing very large spikes in demand. It also prevents water from being wasted.

Water Use Regulations

Flagrant waste or runoff, plus other violations of the Water Use Regulations, results in the following citations and fines.

Penalty assessment fines.

- (1) First offense: \$50.00 fine.
- (2) Second offense: \$100.00 fine.
- (3) Third offense: \$250.00 fine.
- (4) Subsequent offense: The Municipal Court may impose such fines and penalties as it is authorized pursuant to Municipal Code Section 010.020.080.



Outdoor WATERING SCHEDULE

(Ordinance No. 22-2020)

➤ Follow the odd/even watering schedule based on the last digit in your street address.

- Odd-numbered addresses can water on odd days of the month.
- Even-numbered addresses can water on even days of the month.
- Lawn watering is allowed before 10 a.m. and after 6 p.m. on your designated watering days.
- Most irrigation systems are programmable. Need to upgrade? check out our **Free Irrigation Controller Swap initiative**.
- Some large water users may have City-established watering schedules that are different from residential users.

➤ Hoses must have water-saving shutoff nozzles to prevent free-running water.

➤ Swimming pools are limited to one filling per year, unless draining for repairs is necessary.

Free Irrigation Controller Swap

Call 970-384-6343 to swap your inefficient irrigation controllers for a free irrigation controller and rain sensor.



Water Production Emergencies

A water emergency may occur due to natural conditions (such as debris flows) or with serious operational challenges (such as pump failures or main breaks).

Water emergencies may affect the entire water system or be limited to a specific area; they are temporary, lasting for a period of hours or days.

When a water emergency notice is issued, the city may prohibit outdoor water use and increase fines for violations of the Water Use Regulations with no warning letter issued.

Register for Emergency Alerts

Register today for emergency alerts at www.GarCo911.com.



If you already have an account, check that your contact information is up to date.

Please sign up to receive City of Glenwood Springs news and alerts via email or text at www.cogs.us/info.

Notices are also posted online at www.cogs.us and on the City's Facebook, NextDoor and Twitter pages.



Water Wise Landscaping

1. Prevent water waste

- Use a shutoff nozzle on hoses.
- Minimize evaporation by watering when winds are calm and temperatures are cool – typically early morning and evening.
- Adjust irrigation schedules at least monthly, based upon weather and plant needs.
- Add a rain sensor to your system to avoid waste on rainy days

2. Ensure irrigation systems are efficient

- Check lines and sprinkler heads for breaks, blockages, and leaks.
- Adjust sprinkler heads to avoid watering pavement or structures.
- Check system settings after power outages.

3. Get the most from water used

- Limit turf area by incorporating native or adapted water-wise plants.
- Keep soil healthy and aerate lawns.
- Use non-combustible mulch to retain moisture.
- Consider installing Xeriscaping

Your landscaping choices are directly connected to local stream water quality. Reduce outdoor water waste to leave more flow in the streams and prevent runoff from carrying pollutants into waterways.

- Call 970-384-6344 to report Water Use Regulations violations.



Landscaping Establishment Permit

➤ The Landscaping Establishment Permit allows customers who plan to install new landscaping with inground/overhead irrigation and require more watering time than allowed per requirements of the current Municipal Code. When available, permits are issued for newly-seeded areas and newly-planted sod and woody plants.

➤ Download and apply for a Landscaping Establishment Permit online at www.cogs.us/water. The application must be received at least two business days prior to the date the permit is needed.

➤ During a water system emergency, all permits become invalid and outdoor water use must stop.



Read our **Riparian Zone Planting Guide** to learn how to plan and landscape to prevent runoff, erosion, and pollution.

Call 811 Before You Dig

Call 811 before every digging project. Whether planting trees or shrubs, building a deck or fence, or installing a mailbox; don't make a judgment call, make a phone call. Call 811 two to three business days before digging to have underground utilities marked.

Packet Page 6



← Escanee este código con la cámara de su teléfono inteligente para leer la guía del agua en español o visite www.cogs.us/agua.



Residential WATER GUIDE

www.cogs.us/water
970-384-6344

101 W. 8th Street,
Glenwood Springs, CO 81601

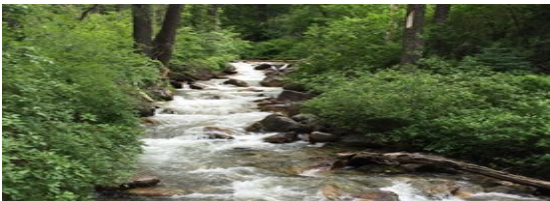
What Can You Do To Conserve Our Drinking Water?

Indoor Conservation Ideas

- ☑ **Check for and repair leaks.**
- ☑ **Don't use your toilet as a trash can.**
- ☑ Install a high efficiency toilet.
- ☑ Take showers instead of baths.
- ☑ Use water-saving showerheads, toilets, faucets, and high efficiency appliances such as dishwashers and washing machines.
- ☑ Keep a pitcher of water in your refrigerator instead of running the tap for cold drinks, so that every drop goes down **YOU** and not your drain.
- ☑ Wash your produce in a sink or a pan that is partially filled with water instead of running water from the tap.
- ☑ Plug the bath tub before turning the water on, and then adjust the temperature as the tub fills up.

Outdoor Conservation Ideas

- ☑ Water only when necessary and preferably in the mornings or evenings to avoid evaporation losses (up to 50%) from hot and windy weather conditions.
- ☑ Install Xeriscape landscaping.
- ☑ Encourage landscapes that maximize water efficiency.
- ☑ Plant during the spring or fall when the watering requirements are lower.
- ☑ Adjust your lawn mower to cut grass high to hold moisture.
- ☑ Use the sprinkler for larger areas of grass. Water small patches by hand to avoid waste.



Did You Know?

- It's okay to report significant water losses from broken pipes or water wasting activities. Call 970-384-6344.
- Installing newer appliances is an easy way to conserve water. For example, new washing machines can save up to 20 gallons per load!
- If you time your shower to keep it under 5 minutes, you could save up to 1,000 gallons a month! That could add up to big savings on your monthly water bill.
- Leaking toilets waste a lot of water, resulting in high water bills. You can detect a leak by putting a few drops of food coloring in your toilet tank. If the color seeps into the toilet bowl, have a leak. Its easy to fix, and you could save more than 7,000 gallons a year!
- Spreading a layer of organic mulch around your outdoor plants reduces evaporation and can save hundreds of gallons of water a year.
- If you use a broom instead of a hose to clean your driveway or sidewalk, you could save up to 80 gallons every time.
- If you run your dishwasher only when its full you can save as much as 400 gallons a month!
- If you insulate your hot water lines within the house it takes less time for the water to warm up in the kitchen and bathroom and you conserve water.
- If you turn off water while brushing your teeth, you can save approximately 3 gallons per minute. That could be as much as 1,000 gallons a year!
- You can install an automatic shut-off device on your irrigation system that will stop outdoor watering after a recent rainstorm.

Contact Us

- The City of Glenwood Springs Water Department can be reached at 970-384-6344.
- View our department webpage at: www.cogs.us/water

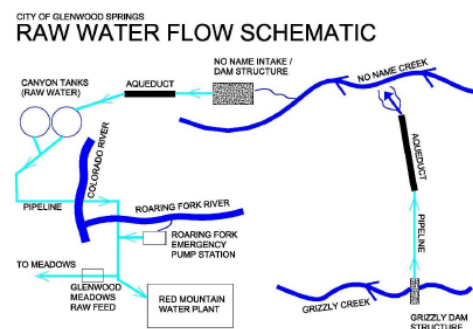
City of Glenwood Springs Water Conservation Program



Committed to
Conserving Our
Community's Water
Supplies!

Water Sources

Glenwood Springs is fortunate to have physically abundant, high quality water sources that primarily drain a pristine, protected watershed. **No Name** and **Grizzly** Creeks provide source diversity and redundancy in the primary supply with the **Roaring Fork River** as a reliable backup. The City's water rights are senior and are likely to be sufficient to meet the supply needs of the community as projected through 2050. The City continues to monitor and evaluate the communities growth and needs annually. The City's raw water system is largely gravity fed, which reduces the need for costly pumping. Only two areas of the City require pumping for treated water service.



*Figure not to scale and has been reoriented for formatting purposes

Population Growth

The City is expanding slowly and anticipates growth between 1 and 2 percent per year through 2050. It is forecasted that the population of Glenwood Springs will increase from 10,581 in 2013 to approximately 14,800 by 2035 and 18,800 by 2050. This represents a 77% increase in the population, or approximately 1.6% per year.

Water Demand

The maximum annual water use in Glenwood Springs over the past 10 years was 2,357 AF (768.03 MG) in 2007, and the range of forecast future demands in the year 2050 are from 2,837 AF (924.44 MG) to a maximum of 3,541 AF (1,153.84 MG).

City of Glenwood Springs Water Conservation Program

USING WATER WISELY—USE IT SPARINGLY!



The City of Glenwood Springs' water supply is likely to be sufficient to meet our community's demand as projected through 2050. The City continues to monitor and evaluate the communities growth and needs annually. However, our sources are not immune to drought conditions or seasonal streamflow variability. The City is committed to conservation programs aimed at improving our system reliability, improving water efficiency, and preserving water resources for other downstream water users.

What is the City of Glenwood Springs doing to conserve our drinking water sources?

- **WATER EFFICIENCY PLANNING.** The City has developed a formal Water Efficiency Plan that outlines our **short and long term** conservation goals. For more information, you can download the plan from the City's website at <http://www.cogs.us/DocumentCenter/View/1199>.
- **PUBLIC INFORMATION AND OUTREACH.** The City of Glenwood Springs is a regional leader in source water protection and water conservation efforts. We are also committed to educating our community about our water and wastewater systems. If you are interested in touring our water or wastewater treatment facilities, please contact the water department.
- **AUTOMATED WATER METERING.** The City requires all water services connected to the system to be metered. In addition, we are working to install automated meter reading equipment throughout the entire water distribution system. Most of these new meters have the ability to detect leaks on the customer side of the water service shut off valve.
- **TIERED RATE STRUCTURE.** The City has implemented a tiered water rate structure to encourage water conservation. The current water rate structure for residential users is shown below:

Fixed Monthly Customer Service Fee	\$20.88
<u>Usage Rate</u>	<u>Water Rate Per 1,000 gallons</u>
Up to 5,500 gallons	\$3.59
From 5,500 gallons to 17,500 gallons	\$4.77
Over 17,500 gallons	\$6.34

- **LEAK DETECTION PROGRAMS.** The City has implemented a comprehensive leak detection program aimed at identifying and locating leaks within the water distribution system. The program involves testing 25% of the system annually. Any leaks that are detected are investigated and repaired.
- **LOW WATER LANDSCAPING.** The City Parks Department has implemented many water saving devices to manage the Parks Systems including installation of rain sensors and computerized monitoring.
- **DROUGHT/WATER EMERGENCY PLANNING.** The City has developed a drought and water emergency plan that outlines actions the City takes to respond to water supply emergencies.
- **WATER-WASTING ENFORCEMENT.** The City has a "Water Wasting" Ordinance which outlines penalties for users that waste water. To report water wasting, contact the water department at 384-6344.

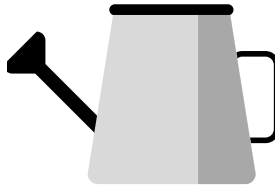
City of Glenwood Springs

Water Conservation Tips

Short Term Conservation

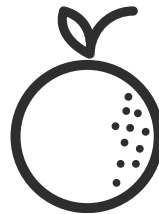


Take
shorter
showers



Conduct outdoor irrigation
from 6 p.m. to 10 a.m. and
limit to the odd/even day
watering schedule

Wash produce in a sink or pan
instead of running the tap



Keep a water pitcher
in your fridge for cool
drinks instead of
running the tap



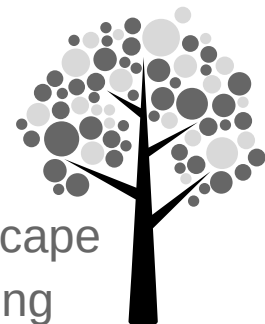
Adjust your lawn
mower to cut grass
higher



Long Term Conservation



Install water-saving
shower heads, faucets,
and appliances

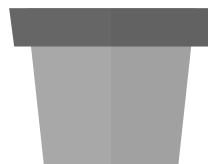


Install Xeriscape
landscaping



(970) 384-6344

www.cogs.us/water



Plant during the
spring and fall



City Council
STAFF REPORT
City of Glenwood Springs
June 16, 2022

Agenda Item: Long Term Cemetery Planning

Action Requested: Long Term Cemetery Planning

Department: Parks & Recreation

Presented By: Brian Smith

Strategic Goals: Preserve and Improve Infrastructure

Background Info: Rosebud Cemetery was established in 1899 and became city-owned property in 1929. No information relating to original capacity but we estimate about 3,000 plots. Cemetery land was divided up for sale in the early 1900's and plots sold.

As fewer vacant spaces were available, access roads through the cemetery were closed off and used for burial plots to increase inventory. Sometime in the 1990's the issue of the cemetery's capacity was investigated and the decision was made to purchase an 80 space, above ground, columbarium for cremation interment by the then in place Cemetery Advisory Board (dissolved by Council in mid-2000's).

In the late 2000's, City Council member Larry Emery led an inquiry into the future needs of the community and Rosebud Cemetery. Some locations were assessed in partnership with surrounding communities, but nothing was found suitable for a new municipally owned and maintained cemetery. No additional plans exist addressing the intent to handle the community's needs for burials in the future.

In 2017, Parks & Recreation Director Brian Smith addressed the approaching end of service of the cemetery with 98% (7,542) of the plots sold and 83% (6,357) occupied, leaving only 2% (21 grave sites, and 60 columbarium niches) of inventory remaining. Options presented include expanding with an additional 4 crew allocation, installing a new cremation garden, or turning future services over to the private industry with potential talks with local funeral homes. The Parks & Recreation commission recommended end of service once Rosebud Cemetery hit its capacity. Council removed Cemetery oversight from the Parks & Recreation Commission's powers and duties. Council indicated at the time they would like to start moving away from running cemetery services. However, no specific directions were given to staff other than to look at possible incentives for a private business to purchase land to run any future cemetery site.

Since that time, the remaining plots have all been sold.

Issues: **Work Session Items:**

- Existing conditions and costs of perpetual maintenance
- Future cemetery needs of the community and options
- Increased interest in memorials and naming rights
- Online genealogical program

Fiscal Impact: Unknown at this time

Legal Review: NA

Staff Recommendation: Staff Defers to Council. The Parks & Recreation Commission recommends exploring independent operations or partnerships with the County.



City Council
STAFF REPORT
City of Glenwood Springs
June 16, 2022

Agenda Item:	South Bridge Noise Wall Color and Finish
Action Requested:	Decision regarding the final finish aesthetics for the noise wall.
Department:	Engineering
Presented By:	Terri Partch
Strategic Goals:	Protect and Preserve our Quality of Life
Background Info:	Federally and state funded projects require a National Environmental Policy Act (NEPA) analysis for projects. With any new facility construction, a noise analysis must be preformed to determine if a noise impact exists, and if so, mitigation must be offered. A noise impact was determined to exist for eleven residents immediately adjacent to the road in the Cardiff Glen neighborhood. The noise engineer determined that if a sound wall were constructed between the new road and the existing eleven residents, the overall noise could be lowered by five decibels. The impacted residents were sent ballots to determine their preference for a noise wall or not. A neighborhood meeting was held to discuss the noise wall. Questions regarding the noise reduction, wall placement, sidewalk placement and options for a berm or a tree wall were asked during the meeting, and during the voting process. Ballots were sent and returned three different times to ensure that all questions were answered. The final ballot determined that almost all of the affected residents prefer a noise wall to be constructed. The city is obligated under the Federal NEPA process to construct a noise wall if a majority of the residents would like it to be placed. In the ballot, the residents were provided sample wall finishes. Generally, the residents preferred a simulated stone formliner. All residents asked that the project replace trees that are removed, which will be done.
Issues:	None at this time.
Fiscal Impact:	Final pricing is unknown at this time, but the resident's preference for a simulated stone formliner is one of the most reasonable options.
Legal Review:	
Staff Recommendation:	Approve the simulated stone formliner for the noise wall finish.



101 West 8th Street
Glenwood Springs, CO 81601
(970) 384-6400

December 15, 2021

Dear Property Owner or Tenant,

Since the last noise wall ballot the City received a number of questions and a request to redo the ballot.

As you are aware from the second ballot, multiple fiber optic lines have been found in the previous location of the wall. In order to avoid moving the lines and some of the utility boxes, the City is proposing to move the wall east of the lines resulting in a noise barrier location change ranging from 5 feet to 38 feet. One of the questions we received was a request to see the utility conflicts. Those lines are shown on the attachments to this ballot. Some residents requested a diagram showing how close the wall would be to the homes. This is also in the ballot attachments.

As a reminder of previous information provided on the wall, the noise wall was identified in the project Environmental Assessment as a measure that would reduce the impact of future traffic noise. The installation of the wall is a choice being offered to eleven of the properties that would benefit from a noise wall by reducing noise level five decibels or more. The decision to build the wall or not will be made by a majority vote of the eleven benefitted tenants and owners. The proposed wall location and the eleven benefitted properties are shown in the attachments. A portion of the wall is now designed to be within a proposed easement within a common parcel owned by the subdivision. As designed, the wall is 10 feet tall and 781 feet long. One person asked whether it would be possible to place the sidewalk on the east side of the noise wall, inside of the wall. We can't do this due to the same utility conflicts described above, as well as some concerns about sidewalk security behind the wall.

If the benefitted residents again choose a noise wall, the City Council will decide the wall treatment based on aesthetics and cost. Sample treatments are within the attachments. I have also included a graphic showing a "tree screen". A tree screen would not offer noise reduction benefits, but may be more aesthetically pleasing than a wall. A few residents asked if I could include a box on the ballot to vote for the tree wall. That has been included. Trees within the tree screen would be between 6'-12' tall. Any trees removed for the project will be replaced at a 1:1 ratio.

A ballot is included in this document. Please indicate your vote for or against having the noise wall constructed, if you are for a tree screen instead, as well as any comments you have about materials preference. If a noise wall is preferred by the majority of the eleven owners and tenants (one vote per owner and tenant-maximum two votes per unit) that are directly benefitted, the choice for the noise wall material will go to the City Council for a decision, along with your indication of material preference. You are welcome to participate in that meeting to express your preferences directly.

A ballot will also go to the two adjacent homeowners association groups for their input on material preference only.

Please return the ballot by Monday, January 10, 2022 in the enclosed stamped envelope. Ballots can also be returned by email to terri.partch@cogs.us. We really appreciate your help with this. Please contact me directly with any questions at terri.partch@cogs.us or 970- 384-6413.

Thank you,

Terri Partch



Exhibit showing distance from the homes to the proposed new location of the wall.

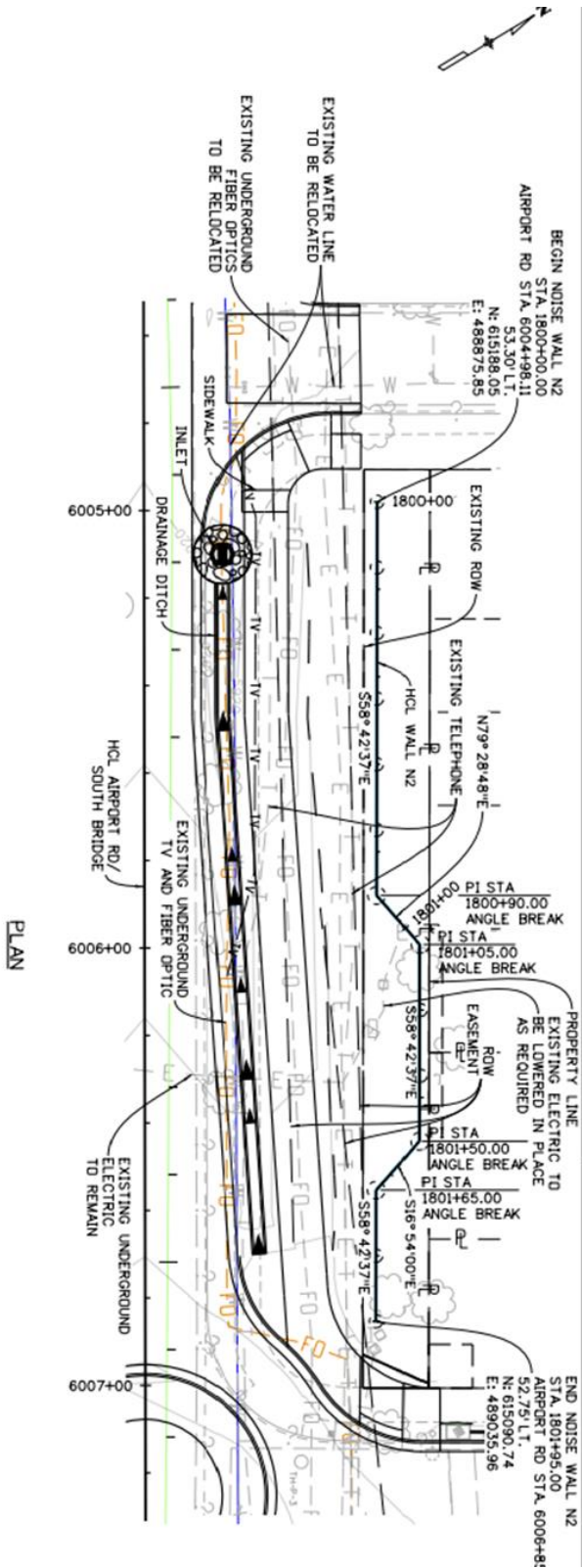


Exhibit showing utilities in the area that would need to be relocated to construct the noise wall.



Exhibit showing the tree screen



Exhibit showing the proposed location of the noise wall in the block between Clark and Morgan streets

photo #1325



Figure 139. Noise wall horizontal cap

photo #2434



Figure 140. Noise wall horizontal cap

photo #1731



Figure 156. View from the road: pattern

photo #1122

photo #2296



Figure 158. View from the road: pattern

photo #2296

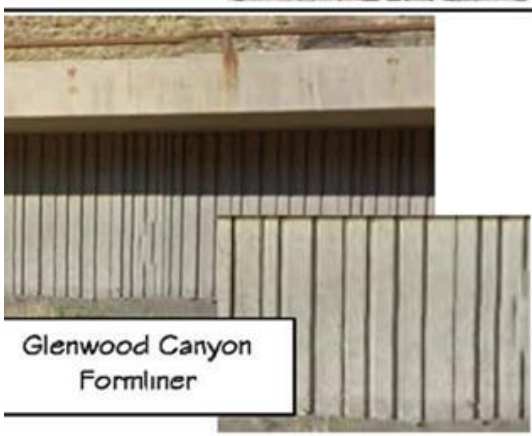
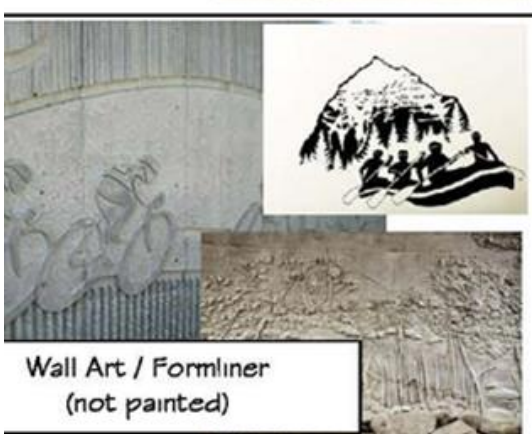
 Formliner and Colored Concrete	\$41.00
 Painted (Simulated) Stone	\$40.00
 Glenwood Canyon Formliner	\$30.00
 Wall Art / Formliner (not painted)	\$48.00



Exhibit showing the benefitted receptors and the tree removal that will be needed for the construction of the noise wall.



Noise Wall Stated Preference Survey

Thank you for participating in this stated preference survey for the noise wall being proposed along Airport Road adjacent to the Cardiff Glen neighborhood in Glenwood Springs, Colorado. You are being asked to participate because you are a benefited receptor, meaning you will receive a 5-decibel reduction in noise from the wall. You are one of 11 properties that meet this designation in your neighborhood.

Please fill out this form in its entirety and clearly mark your stated preference for the noise wall. Please use the enclosed self-addressed/stamped envelope to return your response to the City of Glenwood Springs. You may also email the completed form to terri.partch@cogs.us. Please send back your response no later than Monday, January 10, 2022.

NAME (Owner or Tenant): _____

ADDRESS _____

Noise Wall Stated Preference (check only one)

I would like the noise wall to be constructed ☐

I would prefer the noise wall to not be constructed ☐

I would prefer a tree screen to be constructed. ☐

EMAIL _____

PHONE _____

OTHER COMMENTS OR QUESTIONS

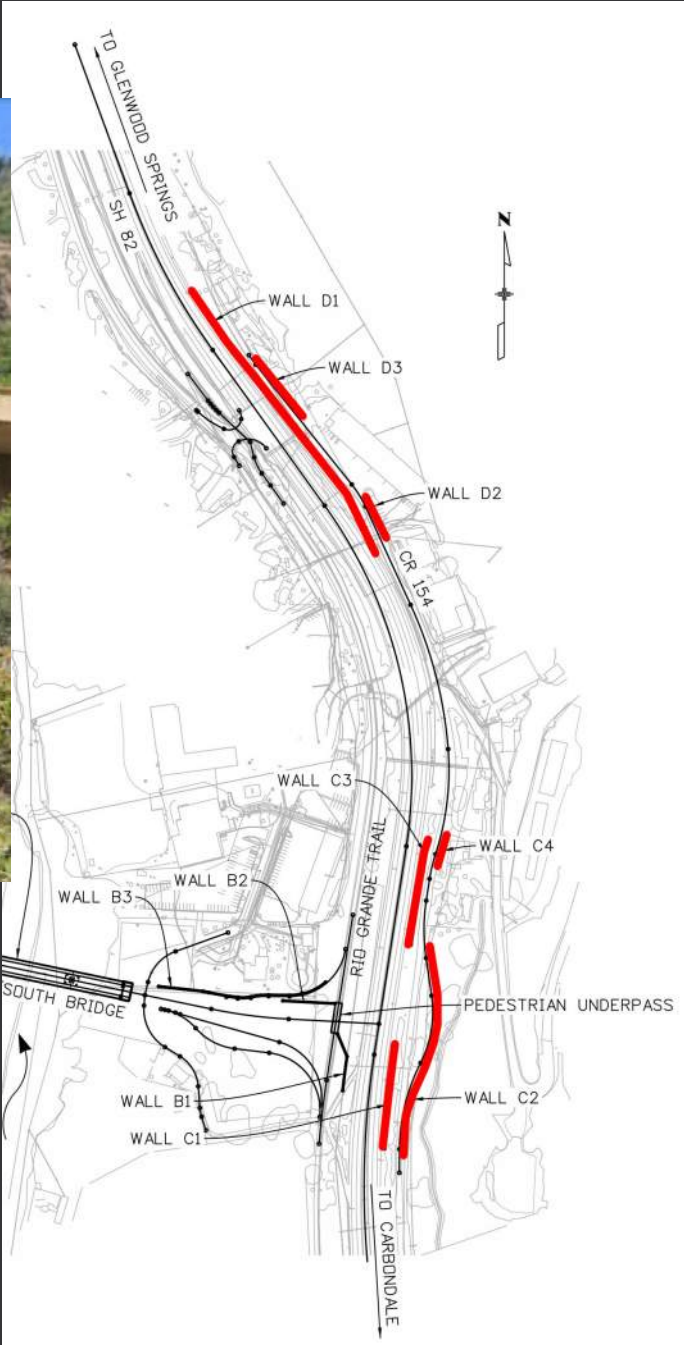
SouthBridge

Aesthetics

CDOT Colorado Random Formliner

Use on SH82 per CDOT

- Cast in place retaining walls
- MSE panels
- Regional aesthetic continuity
- Cost Effective (\$\$)



Wall	SF	Unit Cost	Wall Cost (60% plans)
C1	2511	88	\$126,720
C2	2747	88	\$727,320
C3	1050	88	\$92,400
C4	594	88	\$52,272
D1	5255	120	\$1,185,600
D2	740	88	\$95,840
D3	1455	88	\$144,240

Boardform Liner

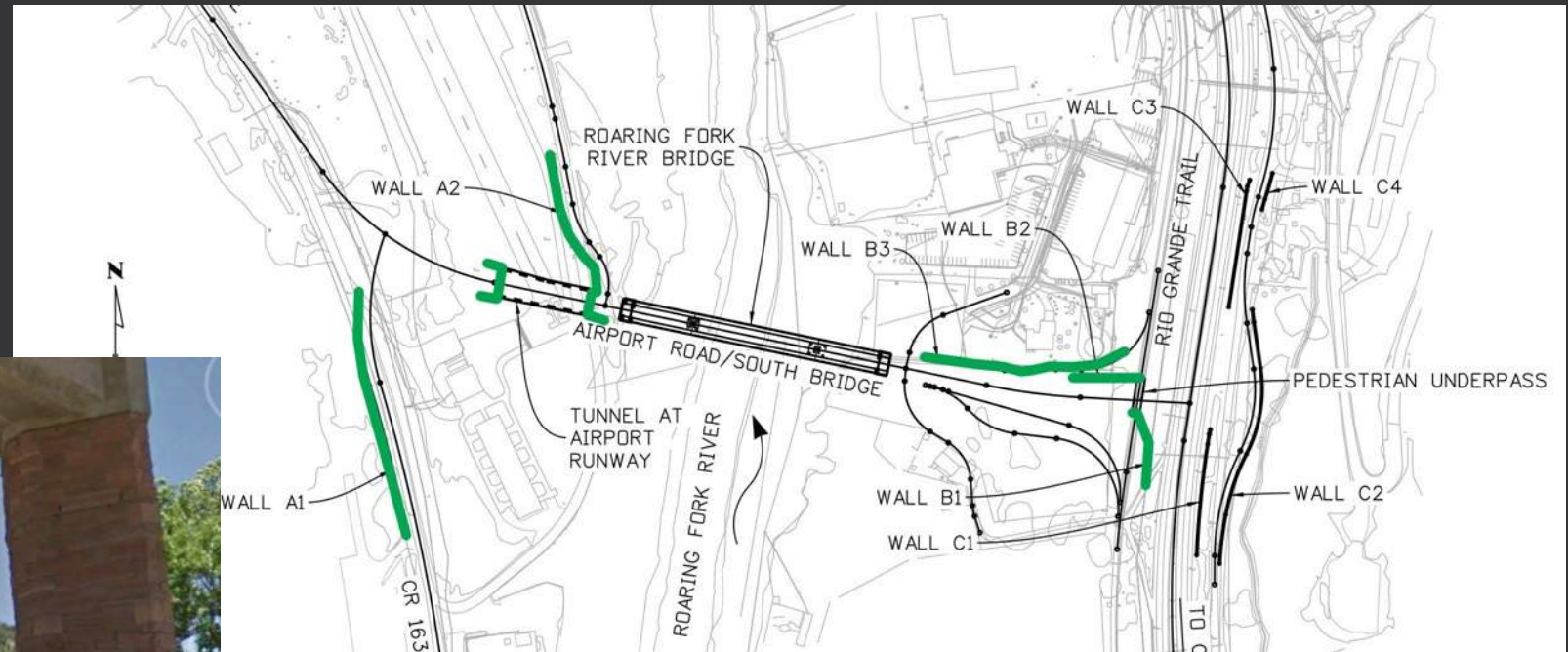
- Cast in place retaining walls
- Tunnel Headwall
- Local aesthetic continuity (27th St.)
- Good Human scale texture
- Cost Effective (\$\$)



Wall	SF	Unit Cost	Wall Cost (60% plans)	Wall w/ stain (+\$5/sf)	Wall w/stone veneer (+\$65/sf)
A1	7412	80	\$592,960	\$630,020	\$1,074,740
A2	4866	80	\$389,280	\$413,610	\$705,570
B1	2511	95	\$238,545	\$251,100	\$401,760
B2	2747	95	\$260,965	\$274,700	\$439,520
B3	9111	95	\$865,545	\$911,100	\$1,457,760

Stone Veneer

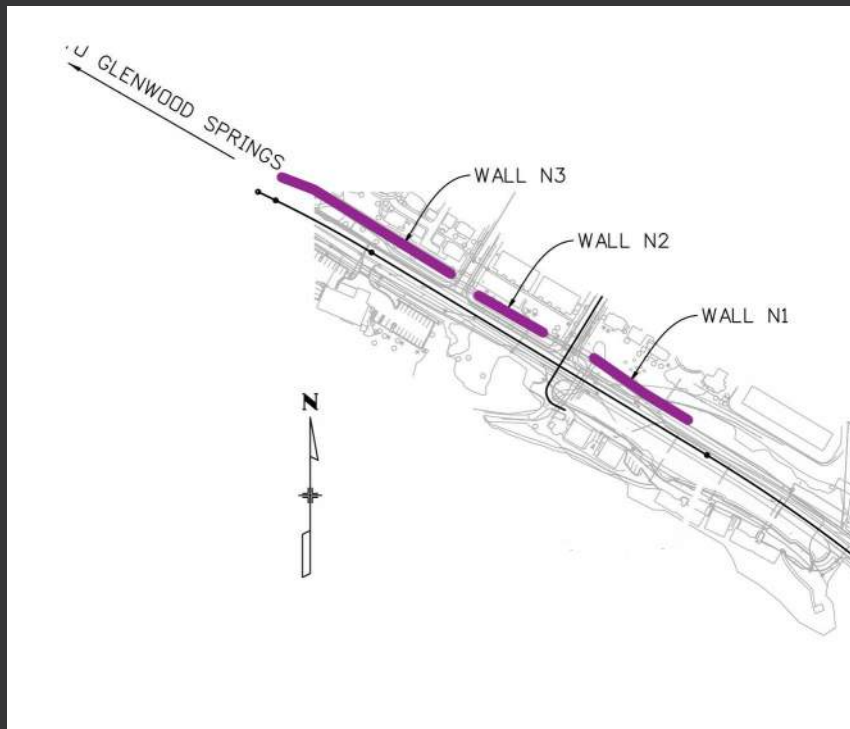
- Veneer cast in place retaining walls
- Local aesthetic continuity
- Good Human scale texture
- Cost (\$\$\$\$)



Wall	SF	Unit Cost	Wall Cost (60% plans)	Wall w/ stain (+\$5/sf)	Wall w/stone veneer (+\$65/sf)
A1	7412	80	\$592,960	\$630,020	\$1,074,740
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B2	2747	95	\$260,965	\$274,700	\$439,520
B3	9111	95	\$865,545	\$911,100	\$1,457,760

Soundwalls

- Pre-cast Post and Panel
 - Lessens existing tree root system
- Mimics stone or wood
- Custom option available (Cost increase determined by complexity 1-2x)



Wall	SF	Unit Cost	Wall Cost (60% plans)
N1	3176	90	\$285,840
N2	2136	90	\$192,240
N3	6247	90	\$562,230

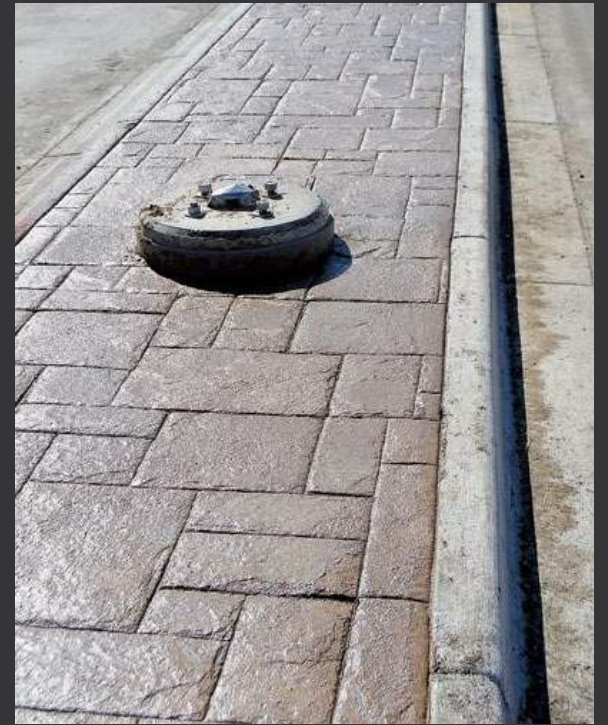
Railings

- Pedestrian railings atop retaining walls adjacent to walks and trails
- Styles can match precedent projects in the area
- Multiple colors available



Special Pavement

- Stamped and colored concrete to provide interest in medians, roundabout apron, crosswalks or accent banding in trails and sidewalks.



RFTA Trail Underpass



Airport Underpass



Soundwalls





City Council
STAFF REPORT
City of Glenwood Springs
June 16, 2022

Agenda Item: Resolution 2022-24 Adopting Minimum Standards and Fees for the Municipal Airport

Action Requested: Adoption of Resolution 2022-24

Department: Parks & Recreation

Presented By: Brian Smith

Strategic Goals: Ensure Public Safety
Preserve and Improve Infrastructure

Background Info: A resolution adopting Airport Minimum Standards for the Glenwood Springs Municipal Airport. These documents provide rules and regulations applicable to all users based at the airport and are supplemental to Municipal Code 090.010. The Airport Board and staff worked through these documents during four board meetings and additional staff meetings from January through April, when they received final recommendation for approval by Council.

These rules are typical to find at airports across the country. These include rules relating to required agreements for use of airport property, safety, security, required licenses and certifications, maintenance, insurance, and the various types of operations occurring at the airport. While some uses may not regularly occur at this time, these are drafted with future uses and business development at the airport in mind.

A major point of discussion at the Airport Board was insurance requirements that are attached as Exhibit A. Staff worked with the City's insurance providers, CIRSA for general liability, and Assured Partners Aviation (APA) for the airport specific liability. In addition to providing insurance to airport operators, APA is also one of the leading providers of private aircraft insurance and the preferred partner for the Aircraft Owners and Pilots Association. APA's representative provided a template for the insurance exhibit and agreed that the amounts and types listed on the final insurance exhibit are appropriate for the size and types of operations occurring at the airport.

Of particular note are two types of insurance that almost all users will be required to procure. First is automobile liability insurance at minimum \$250,000. According to APA's representative, the top cause of loss on airports is automobile involved incidents, which can be significant when involving aircraft. The second is an aircraft premises and passenger liability policy that covers the aircraft, its passengers, and any damage caused in relation to its maintenance or operations. This is a standard policy that all aircraft owners should procure. The remaining types and levels of insurance are more applicable to commercial operators and are standard levels to protect the City and those operations. Some of the commercial operations contemplated are not currently occurring at the airport, but may in the future as further business development is pursued.

Issues: Minimum Standards are essentially rules and regulations for all operators – commercial, resident, non-commercial, and transients – who use the airport. Adopting Minimum Standards will assist the Airport Manager in operating the airport in a professional and businesslike manner by ensuring that all airport users are subject to the same rules and expectations. Many airports have more lengthy Minimum Standards documents that are oftentimes informed by FAA regulations and the wide variety of operations that may occur. Because the airport is not federally obligated and only accommodates a narrower assortment of operations, staff has attempted to strike a balance tailored to the airport as it currently exists and is envisioned to evolve.

There are other mechanisms for the City to regulate the airport and its users, such as leases, licenses,

operating agreements, and through the fence agreements. Some operators have leases, the terms of which will prevail over minimum standards in the event of a conflict relating to the leased premises. Insurance requirements are an important component due to the high-risk nature of aviation, which will be enforced through existing leases and the Minimum Standards. Staff has attempted to tailor insurance provisions to the activities currently occurring at the airport, but the Airport Manager retains discretion to require insurance for any activities that are not specifically addressed.

Enforcement of the Minimum Standards will be through suspension or revocation of airport use privileges as well as monetary penalties, subject to opportunities to cure and appeal any decisions. Most Airport Commission recommendations have been incorporated into this revision.

Fiscal Impact:

NA

Legal Review:

Legal drafted the resolution

Staff Recommendation:

Approve Resolution 2022-24 adopting Airport Minimum Standards and Fees

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: June 9, 2022
TO: Glenwood Springs Mayor and Council
FROM: Karp Neu Hanlon, P.C.
RE: Airport Minimum Standards

Under cover of this memo is a resolution adopting Airport Minimum Standards for the Glenwood Springs Municipal Airport. These documents provide rules and regulations applicable to all users based at the airport and are supplemental to Municipal Code 090.010. The Airport Board and staff worked through these documents during four board meetings and additional staff meetings from January through April, when they received final recommendation for approval by Council.

These rules are typical to find at airports across the country. These include rules relating to required agreements for use of airport property, safety, security, required licenses and certifications, maintenance, insurance, and the various types of operations occurring at the airport. While some uses may not regularly occur at this time, these are drafted with future uses and business development at the airport in mind.

A major point of discussion at the Airport Board was insurance requirements that are attached as Exhibit A. Staff worked with the City's insurance providers, CIRSA for general liability, and Assured Partners Aviation (APA) for the airport specific liability. In addition to providing insurance to airport operators, APA is also one of the leading providers of private aircraft insurance and the preferred partner for the Aircraft Owners and Pilots Association. APA's representative provided a template for the insurance exhibit and agreed that the amounts and types listed on the final insurance exhibit there are appropriate for the size and types of operations occurring at the airport.

Of particular note are two types of insurance that almost all users will be required to procure. First is the requirement to procure automobile liability insurance for at minimum \$250,000. According to APA's representative, the top cause of loss on airports is automobile involved incidents, which can be significant when involving aircraft. The second is an aircraft premises and passenger liability policy that covers the aircraft, its passengers, and any damage caused in relation to its maintenance or operations. This is a standard policy that all aircraft owners should procure. The remaining types and levels of insurance are more applicable to commercial operators and are standard levels to protect the City and those operations. Some of the commercial operations contemplated are not currently occurring at the airport, but may in the future as further business development is pursued.

Subsequent to the June 2 work session, we have made two ministerial changes to definitions to align with the relevant definitions in Code Sec. 090.010.010.

Consolidated Fee Schedule



Department	Service Type	Service	Description	Current Fee	2022 Proposed Fee
Airport	Airport Fee	Annual Hangar Lease	For Hangars on City Property	\$600.00	\$660.00 per plane that fits in space
Airport	Airport Fee	Annual Tie Down Fee	Fee for Aircraft stored on City Property	\$600.00	\$700.00 per plane
Airport	Airport Fee	Annual Airport User Fee	Fee for Aircraft stored off City Property	\$500.00	\$600.00 per plane
Airport	Airport Fee	Monthly Tie Down Fee	Tie Down Fee for 7 days - 1 month	\$70.00	\$75.00 per plane
Airport	Airport Fee	Nightly Tie Down Fee	Overnight tie down fee	\$10.00	\$10.00 per plane
Airport	Airport Fee	Late Fee	Charged for annual fees not paid by March 31 of calendar year	\$50.00	\$50.00
Airport	Airport Fee	Tanker / Heli Overnight Parking			\$50.00 per vehicle
			Cost of Goods Sold (COGS) - The actual cost of the fuel product delivered to the Airport. Taxes and Expenses (TAX) – Direct passthrough costs of applicable taxes and fuel operational costs. Margin Cost Recovery (MCR) – Set fee established for Airport cost recovery. The current margin for Jet A is \$1.50 per gallon minimum.	\$1.50 over cost minimum	Fuel Retail \$ = COGS + EXP + MCR
Airport	Airport Fee	Jet A Fuel			
			Cost of Goods Sold (COGS) - The actual cost of the fuel product delivered to the Airport. Taxes and Expenses (TAX) – Direct passthrough costs of applicable taxes and fuel operational costs. Margin Cost Recovery (MCR) – Set fee established for Airport cost recovery. The current margin for AvGas is \$1.00 per gallon minimum.	\$1 over cost minimum	Fuel Retail \$ = COGS + EXP + MCR
Airport	Airport Fee	LL100			

REVISED 03/17/2022

KGWS MINIMUM STANDARDS - INSURANCE REQUIREMENTS

Please highlight or circle all applicable insurance requirements (activity/services provided, type of automobile liability, and largest aircraft)

	Base Operator (FBO)	Maintenance Services Operator (MSO)	Avionics Instruments Services Operator (AISO)	Aircraft Rental Services Operator (ARSO) Flight Training Services Operator (FTSO)	Aircraft Management Services Operator (AMSO) Aircraft Charter Services Operator (ACSO)	Aircraft Storage Services Operator (AST)	Other Aeronautical Services Operator (OASO)	Temporary Specialized Aviation Service Operator (TSASO)	Non-Commercial Lessee or Tie- Down	Self-Fueling Activities
GENERAL LIABILITY (Combined Single Limit)										
Each Occurrence	\$2,000,000 Premises, Products,& Completed Operations	\$1,000,000 Premises, Products,& Completed Operations	\$1,000,000 Premises, Products,& Completed Operations	\$1,000,000 Premises	\$1,000,000 Premises	\$1,000,000 Premises	\$1,000,000 Premises	\$1,000,000	Must maintain Aircraft and Passenger Liability Coverage	\$1,000,000
AUTOMOBILE LIABILITY (Combined Single Limit, Each Occurrence)										
	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$250,000	\$1,000,000
HANGAR KEEPER'S LEGAL LIABILITY (Largest Aircraft Accommodated)										
SE Piston Group I	Each Aircraft	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000		
	Each Occurrence	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000		
ME Piston Group I	Each Aircraft	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000		
	Each Occurrence	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000		
Turboprop Group I	Each Aircraft	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000		
	Each Occurrence	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000		
Turboprop Group II	Each Aircraft	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000		
	Each Occurrence	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000		
AIRCRAFT AND PASSENGER LIABILITY (Aircraft Premises aka "in and around aircraft", Each Occurrence, Each Passenger)										
SE Piston Group II	Each Aircraft				\$1,000,000		\$1,000,000	\$1,000,000	\$1,000,000	
	Each Passenger				\$100,000		\$100,000	\$100,000	\$100,000	
ME Piston Group I	Each Aircraft				\$1,000,000		\$1,000,000	\$1,000,000	\$1,000,000	
	Each Passenger				\$100,000		\$100,000	\$100,000	\$100,000	
Turboprop/Group I & II					\$5,000,000		\$5,000,000	\$5,000,000	\$5,000,000	
POLLUTION LEGAL LIABILITY AND REMEDIATION (bodily injury, property damage, personal injury and environmental site restoration, including fines and penalties)										
Applicable to above ground fuel storage tanks, mobile refueling vehicles, fueling and or refueling operations	\$2,000,000									
WORKERS COMPENSATION – Required - Limits Based Upon Statutory Requirements										

* Group I and II categories are FAA designated grouping of Aircraft based upon wingspan. The groups are as follows:

Group I: Up to but not including 49 feet

Group II: 49 feet up to but not including 79 feet

City of Glenwood Springs Airport
Minimum Standards for Aeronautical Activities

1. DEFINITIONS

- 1.1. **Aeronautical Activity.** Any activity conducted on airport property that involves the operation of an aircraft, makes the operation of an aircraft possible, or contributes to or is required for the safe operation of aircraft. The following activities are among those considered to be aeronautical activities within this definition:
- 1.1.1. Charter operations
 - 1.1.2. Pilot training
 - 1.1.3. Aircraft rental
 - 1.1.4. Sightseeing
 - 1.1.5. Aerial surveying
 - 1.1.6. Agricultural aircraft operation
 - 1.1.7. Air carrier operations (both airline passenger and air cargo)
 - 1.1.8. Aircraft sales and service
 - 1.1.9. Aviation fuel and oil sales (whether or not conducted in conjunction with other included activities)
 - 1.1.10. Repair and maintenance of aircraft
 - 1.1.11. Sale of aircraft parts
 - 1.1.12. Any other activities that, because of their direct relationship to the operation of aircraft, can appropriately be regarded as an aeronautical activity.
- 1.2. **Agreement.** A contract executed between the airport and any entity granting a concession that transfers rights or interest in property, or otherwise authorizes the conduct of certain activities. The agreement must be in writing, executed by both parties, and enforceable by law.
- 1.3. **Aircraft.** Any device used or intended to be used for flight in the air.
- 1.4. **Aircraft Maintenance.** The repair, adjustment, or inspection of Aircraft. “Major Repairs”- major alterations to airframe, power plant, propeller, and accessories as defined in 14 CFR Part 43. “Minor Repairs” - normal, routine annual inspection with attendant maintenance, repair, calibration or adjustment of Aircraft and accessories.
- 1.5. **Airport.** Any land owned, land under easement, or land controlled by the City of Glenwood Springs in support of operation of the Glenwood Springs Municipal Airport, and includes without limitation fixtures, roadways, parking areas, utilities, structures, runways, taxiways, ramps and aprons.
- 1.6. **Airport Manager.** the person duly authorized by the City of Glenwood Springs to exercise responsibility for the administration, maintenance, operation, protection and

supervision of the Airport, property, equipment, regardless of such person's title within City government.

- 1.7. **City, or Glenwood Springs.** City of Glenwood Springs, Colorado, the Glenwood Springs Municipal Airport owner, governed by the City Council of the City of Glenwood Springs.
- 1.8. **CFR.** Code of Federal Regulations.
- 1.9. **Fixed Base Operator or FBO.** A commercial business granted the right by the City to operate on an airport and provide aeronautical services such as fueling, hangaring, tie-down and parking, aircraft rental, aircraft maintenance, flight instruction.
- 1.10. **Improvements.** All buildings, structures and facilities, including, but not limited to, pavement, fencing, signs, and landscaping on, under or above any Airport area.
- 1.11. **Lease.** A contractual agreement between the City and a person as defined herein, granting use of a defined Airport area for a specified term, and establishing use conditions. The lease must be in writing, executed by both parties and enforceable by law.
- 1.12. **Minimum Standards.** The criteria established by an airport owner as the minimum requirements that must be met by Operators in order to engage in aeronautical activities or provide related services.
- 1.13. **Operator.** Means a person based on the Airport using the Airport for aeronautical activities.
- 1.14. **Person.** Any tenant, individual, firm, corporation, association, partnership or organization, either formal or informal.
- 1.15. **Sublease.** A lease granted by an Airport lessee to another entity of all or part of the property leased from the City, whether on a sole or joint lease basis.
- 1.16. **Through the Fence or Off-Airport Access.** Through the fence operations are those activities permitted by an airport sponsor by a written agreement that permits access to the public landing area by independent entities or operators offering an aeronautical activity or to owners of aircraft based on land adjacent to, but not a part of, the airport property.
- 1.17. **Unicom.** A nongovernment air/ground radio communication station which may provide airport information at public use airports. The Common Traffic Advisory Frequency (CTAF) at the Airport is 123.0.

2. INTRODUCTION

- 2.1. **Effective Date.** These Minimum Standards shall be in effect upon adoption by the Glenwood Springs City Council, unless repealed by the City. These Minimum Standards shall apply to all operations and activities at the Airport as of the date of adoption.
- 2.2. **Authority.** C.R.S. Sec. 41-4-204 provides, in part, that “[i]n connection with the erection or maintenance of any such airport or air navigation facilities, any city or town, or any municipal corporation, has the power and jurisdiction to ... provide rules and regulations covering the use of such airport and facilities and the use of other property or means of transportation within or over the airport...”
- 2.3. **Applicability.** The City of Glenwood Springs (“City”) owns and operates the Glenwood Springs Municipal Airport (“Airport”). These Minimum Standards specify the standards and/or requirements that must be met by any operator engaging in aeronautical activities at the Airport (“Operator”). No Operator shall be allowed to engage in aeronautical activities at the Airport under conditions that do not, in the Airport Manager’s sole discretion, fully comply with these Minimum Standards, unless an exemption or variance has been approved in writing by the Manager. These Minimum Standards shall apply to any use of Airport land or improvements for the purpose of engaging in aeronautical activities.
- 2.4. **Airport Manager Responsibilities and Authority.** The Airport Manager is responsible for the administration, maintenance, operation, protection and supervision of the Airport, property, and equipment. The City has authorized and directed the Manager to interpret, administer and enforce these Minimum Standards.
- 2.5. **Variance.** The Manager may, but is not obligated to, approve variances to these Minimum Standards when special conditions or unusual circumstances exist.
 - 2.5.1. Request for a variance must:
 - 2.5.1.1. State the specific provision(s) for which the variance is being sought;
 - 2.5.1.2. Describe the proposed variance;
 - 2.5.1.3. State the reason for the proposed variance, including any anticipated hardships resulting from strict enforcement of these standards;
 - 2.5.1.4. Identify the anticipated impact on the Airport and other entities including Operators, lessees, sublessees, users of the Airport, the City, and the public; and
 - 2.5.1.5. Identify the duration of the proposed variance.
 - 2.5.2. Prior to the approval or denial of a variance, the Manager shall conduct a review of all relevant information including the request for variance as well as any other information that may be requested or required by the Manager.
 - 2.5.3. In taking action on a request for variance, the Manager may grant the request only when it is determined that:
 - 2.5.3.1. Enforcement of specific provisions in these Minimum Standards will create an unnecessary hardship or practical difficulty in the intended use of the affected property;

- 2.5.3.2. The variance will not injure the existing or permitted use of adjacent conforming property; and
- 2.5.3.3. The granting of a variance is consistent with the purpose and intent of these Minimum Standards.
- 2.5.4. Approval or denial of a variance shall be determined by the Manager in their sole discretion. If approved, the variance shall only apply to the particular case for which the variance is granted. An approval by the Manager of a variance shall not serve to amend, modify, or alter these Minimum Standards or any existing Agreement.

2.6. Enforcement.

- 2.6.1. In the event an Operator fails to comply with these Minimum Standards, the Manager shall send a written statement of violation to such Operator at its last known address. The Operator shall have 30 calendar days from the date of notice within which to provide a response to the Manager explaining why the violation occurred and to advise the Manager that the violation has been corrected. If the Operator fails to cure the violation within such time, the Manager shall have the authority to suspend or revoke the Operator's privileges at the Airport, as the Manager deems necessary in order to obtain a correction of the violation. In the event such violation is not curable within 30 calendar days, the Operator shall have such additional time to effect a cure, as determined by the Manager. In addition, the Operator's record of any such violation shall be considered any time the Operator submits an application, seeks permission, or requests approval from the Manager.
 - 2.6.2. Any person who violates a provision of these Minimum Standards, Colorado statutes, or City ordinance may be required to pay a civil penalty up to \$500.00 per violation. In addition, a violation which compromises the health, safety or public enjoyment of the airport, or a pattern of violating which demonstrates disregard to the rights of the City or other airport users may result, after written notice and opportunity to be heard, in an order of the City Council which prohibits the violator from entry upon or use of the airport for a specific period of time or permanently.
- 2.7. **Hold Harmless.** Operators, Users, or Tenants affected by these Minimum Standards (including, but not limited to, the drivers and registered owners or motor vehicles using the public parking areas of the Airport shall indemnify and holding harmless the City, it's Council members, officers, agents, and employees, from and against and any and all liabilities, obligations, claims, damages, costs, and expenses, including attorney's fees, incurred by or asserted against the City, it's Council members, officers, agents, and employees, by any person or entity whatsoever, resulting from the acts, omissions or wrongful conduct, related to use or occupation of the airport or operations thereon of the Operator, User, Tenant, or such entity's City Council members, officers, partners, employees, agents, representatives, contractors, subcontractors, customers, attests, invitees, or any third party acting under its direction or control.

3. GENERAL REQUIREMENTS AND STANDARDS

- 3.1. **Airport Closure/Unsafe Activities.** The Airport Manager may close any portion of the Airport, terminate or restrict any activity thereon or prohibit aircraft operations and issue a NOTAM when it is determined continued operations may be unsafe.
- 3.2. **Compliance with Regulatory Measures.** Any person or entity occupying or using, engaging in an aeronautical activity on, or developing Airport land or improvements shall comply, at the person's or entity's sole expense, with all applicable regulatory measures including, without limitation, these Rules, and those of any other entity or agency having jurisdiction over the Airport.
- 3.3. **Nonaeronautical Uses Prohibited.** Facilities located upon the Airport, including but not limited to hangars, may only be used for storage and maintenance of aircraft and equipment related to aeronautical activities. Storage of any other equipment, including but not limited to campers, boats, recreational vehicles, household items, or other items that can be stored at a commercial storage facility is prohibited anywhere on the Airport.
- 3.4. **Parking.** Aircraft parking for more than 30 days, both tie down and hangar, is not authorized without a signed parking rental/lease agreement. Temporary permission may be granted by the Manager.
- 3.5. **Signage/Advertisements.** Advertisements, signs, notices, circulars, handbills may be posted or distributed only with the prior written permission of the Manager. The Manager has the right to remove any unauthorized signs or any such items.
- 3.6. **Special Events.** Special events on the Airport require written coordination, regulation and authorization of the Airport Manager prior to the public disclosure or advertisement of the event. Certain events may require an executed lease, operating agreement, license or permit from the City.

4. SAFETY AND SECURITY

- 4.1. **Accidents or Incidents.** In addition to other appropriate notifications and actions, accidents resulting in damage to property, injury requiring medical treatment, or interference with normal Airport operations shall be reported to the Manager, who shall report such to the City Council. Other appropriate notifications may include FAA and/or NTSB.
- 4.2. **General Conduct.** No person shall use, keep, or permit to be used or kept, any foul or noxious gas or explosive substance at the Airport, or permit the Airport to be occupied or used in a manner reasonably objectionable to other users.
- 4.3. **Fire/Open Flames.** The use of open flame space heaters is prohibited on Airport property. Smoking and the use of any open-flame device is prohibited on any apron, or within fifty (50) feet of any aircraft, fuel truck, fueling facility, or flammable storage facility. Any fires (regardless of the size of the fire or whether or not the fire has been extinguished) shall be reported immediately to 911. No welding/cutting activities shall be conducted on

the Airport without an approved operational fire extinguisher nearby with a person trained in its proper usage present for the duration of any such activities.

- 4.4. **Fire Suppression.** Each hangar shall have available in an accessible location at least one operable, Fire Underwriter approved, ten pound or greater dry chemical fire extinguisher, maintained in accordance with local codes. FBO's and similar operators shall have appropriate types and number of extinguishers for their operation, located in readily apparent places.
- 4.5. **Hazardous Materials.** Used engine oil shall be disposed of only at approved waste oil stations or disposal points. Secondary containment is required for the storage of large quantities of gasoline, oils, solvents, or other hazardous waste in drums or receptacles. Aviation fuels or automotive gasoline in quantities greater than ten (10) gallons, except those fuels stored in internal aircraft fuel tanks for flight operations, shall not be stored at the Airport without the prior written permission of the Manager, which shall not be unreasonably withheld in the case of Commercial Operators or FBO. Fuels must be stored in accordance with any applicable local codes, regulations, and requirements for such storage.
- 4.6. **Hazardous Material Spills.** Any person who experiences spilling of more than a minimal amount of oil, grease, fuel, alcohol, glycol or any other hazardous material shall immediately call 911 and shall take action to prevent/minimize danger to personnel, property and the environment while awaiting arrival of emergency personnel.
- 4.7. **Compressed Gases.** Oxygen or any compressed gas in a cylinder or portable tank must be secured to a fixed location or secured to a portable cart designed and approved specifically for the cylinder or tank being secured, except Aviators' Breathing Oxygen bottles installed in aircraft, portable bottles being hand-carried to aircraft for use in flight operations, or medically prescribed oxygen in use by an Airport patron. Cylinders or tanks not in use shall have an approved transportation safety cap installed.
- 4.8. **Drugs/Alcohol, Under the Influence of.** No person under the influence of alcohol or illegal drugs shall enter or remain on the Airport.

5. NECESSARY AUTHORIZATIONS

- 5.1. **Written Agreement.** Prior to the commencement of an operation, the Operator shall be required to enter into a written agreement with the City authorizing operations and permitting the Operator's tenancy on the Airport. The conditions set forth in these Minimum Standards do not represent a complete recitation of the provisions to be included in the written agreement. The written agreement shall not, however, modify or be inconsistent with these Minimum Standards.
- 5.2. **Commercial Activities.** Commercial activity of any kind on the Airport requires the express prior written permission of the City through a specifically authorized agreement, lease, sublease, license, permit or written temporary permission; the payment of any required fees, and compliance with these Minimum Standards. Unless otherwise provided

therein, any permission may not be assigned or transferred and shall be limited solely to the approved activity.

5.2.1. **Transient Commercial Activities.** With the exception of governmental operations, transient commercial operators who land, refuel or use the Airport in any manner shall not be required to enter into an agreement with the City, but shall pay a fee of \$50 per day.

5.3. **Through-the-Fence Activities.** All "Through-the-Fence" activities may be conducted only in accordance with written Permit with City of Glenwood Springs. No such "Through the Fence" activity shall be authorized except in strict accordance with the Airport's Minimum Standards, and such activities are generally to be discouraged.

5.4. **Ground Space, Facilities, and Accommodations**

5.4.1. The Operator shall lease from the City or sublease from another Operator sufficient ground space, buildings, facilities and accommodations for the proposed Aeronautical Activity. Leases between the City and the Operator shall be written in a form determined by the City and prepared by or approved by the Glenwood Springs City Attorney's Office. If the Operator proposes to sublease Premises from another Operator, Operator shall provide a copy of the proposed sublease to the City during the application process. An Operator based on the Airport by way of a sublease arrangement shall not commence operations at the Airport until the written agreement between the City and the Operator, referred to above, and the sublease are executed and filed with the City Clerk.

5.4.2. The proposed Premises shall include sufficient ground space, facilities, and accommodations for the Operator's proposed Aeronautical Activity, including at minimum, a paved walkway to accommodate pedestrian access and, when appropriate, a paved Aircraft apron with tie-down or hangar facilities within the Premises sufficient to accommodate the activities being performed.

5.4.3. Unless otherwise provided for in a written sublease between Operators, the Operator shall be responsible for utility costs, maintenance of all interior space and landscaped areas, and snow removal within ten feet of the perimeter of any structure, and trash removal from the premises.

5.4.4. Any new construction or alteration of existing improvements shall be subject to the Glenwood Springs Municipal Code and any other applicable governmental regulations.

5.4.5. Operator shall maintain the premises (including all related and associated appurtenances, facilities and equipment) in a neat, safe and orderly condition. Vegetation shall be kept under twelve (12) inches on premises.

5.4.6. Operator shall conduct its activities on and from the premises in a safe, efficient, and first class professional manner consistent with the degree of care and skill exercised by experienced operators providing comparable products and services in like markets.

5.5. **Licenses, Permits, Certifications and Ratings.** Any operator shall obtain and comply with all necessary licenses, permits, certifications, or ratings required for the conduct of operator's activities at the Airport as required by City of Glenwood Springs or any other duly authorized agency prior to engaging in any activity at the Airport. Upon request, operators shall provide copies of such licenses, permits, certifications, or ratings to the Airport Manager within 5 business days. Operators shall keep in effect and provide to the Airport Manager copies of all necessary or required licenses, permits, certifications, or ratings, excluding medical or other confidential information.

6. INSURANCE

6.1. The Operator shall procure and maintain insurance of the types and the minimum limits set forth in Exhibit A to these Minimum Standards. The insurance company with whom the Operator contracts shall be licensed to do business in the State of Colorado. The City shall be named as an additional insured, the policy shall include a waiver of subrogation, and the contract of insurance shall provide for ten (10) days notice to the City of changes in the policy and 30 days notice in the event of cancellation. Proof of insurance, in the form of Certificate(s) of Insurance and/or copies of the policy(s), shall be delivered to the Airport Administration office and shall be maintained as a public record in the files of the Airport Manager. Additional types and amounts of insurance may be required by the Airport Manager on a case-by-case basis.

6.2. When the Operator conducts more than one Aeronautical Activity, the minimum coverage limits required to insure the operations will vary depending upon the nature of the individual activities combined. The limits will not be cumulative in all instances; however, the Operator shall provide at least the minimum limits of insurance for all risk exposures.

6.3. **Failure to Produce Insurance.** Upon failure of the Operator to produce or maintain required insurance, the Manager, his or her sole discretion, may, upon ten (10) days written notice to Operator, procure or renew such insurance, pay any and all premiums in connection therewith, and the cost of any such insurance premiums shall be treated as additional rent.

6.4. **Notices.** All Operators conducting rental or sales of Aircraft, or flight training, shall post a notice and incorporate within their rental agreements the coverages and limits provided to the student or renter by the Operator, as well as a statement advising that additional

coverage is available to such student/renter through the purchase of an individual non-ownership liability policy. Operator shall provide a copy of such notice(s) to the Airport Manager to be maintained as a public record in the files of the Airport Manager's.

7. AIRCRAFT OPERATIONS

- 7.1. **Unattended Aircraft.** No aircraft is to be left running while unattended.
- 7.2. **Starting, Parking, Positioning, or Taxiing.** Shall be done in such a manner so as not to cause propeller or jet blast that may result in injury to persons or damage to property. It is the operator's responsibility to ensure the aircraft is secure and is properly tied down or chocked when parked.
- 7.3. **Unicom.** All aircraft, if able, shall monitor the 123.0 CTAF frequency and announce taxi, takeoff, departure or landing intentions.

8. HELICOPTER OPERATIONS

- 8.1. **Helicopter Take-Off/Landing.** All helicopters at the Airport shall take off, taxi or park only from parking pads, ramps or airport taxiways and runways designated by the Airport Manager, who will also provide a marked Helicopter landing area for transients.
- 8.2. **Helicopter Operations.** Helicopters operators shall make a best effort to minimize rotor wash impacts to other Operators and aircraft.

9. SPECIALIZED AERONAUTICAL ACTIVITIES

- 9.1. **Agricultural Aircraft.** Agricultural aircraft used for pesticide application are not permitted at the Airport except in transit, or for repairs by the FBO with advance notice, unless approved by the City in writing, in the form of an agreement that covers presentation of all applicable pilot, aircraft and operations credentials and assurance that all regulatory standards for loading, handling and storage are met. Washing of agricultural aircraft is not permitted except with prior written City permission and in compliance with all regulations, including state and federal environmental regulations and standards of the U.S. Department of Agriculture.
- 9.2. **Motorless Aircraft.** Hot air balloon operations, parachute drops, banner or glider towing, use of motorless Aircraft, and aeronautical transport of radioactive or Hazardous Materials are prohibited without prior written approval from the Airport Manager, based on safety concerns of coordinated Airport use. Approval may be granted, under scheduling guidelines, by the Airport Manager if the person proposing such activity demonstrates to the Airport Manager that such activities may be conducted on the Airport in a safe manner without interference with other aeronautical activities.

- 9.3. **Model Aircraft and Drones.** Except as authorized and regulated by law or FAA regulation, it shall be unlawful for any person to launch any Model Aircraft or Drone on or from the Airport. The City may, in its sole discretion, allow model aircraft airshows or flights, with proper advance NOTAMS from the Airport Manager.

10. AIRCRAFT FUEL

- 10.1. **Fueling.** All fueling operations on the Airport shall be in accordance with the directives of the Glenwood Springs Fire Department, the Uniform Fire Code. Persons engaged in the fueling of aircraft shall exercise care to prevent overflow of fuel and shall be responsible for the immediate cleanup if spillage should occur. During fueling or de-fueling, when ground points are available, the aircraft and the dispensing apparatus shall both be grounded. Fueling or de-fueling operations shall be conducted with adequate fire extinguishers immediately available. All extinguishers shall be inspected and certified as required by law.
- 10.2. **Prohibited Activities.**
- 10.3. No aircraft shall be fueled while an engine is running (“hot fueling”) unless prior authorization has been received from Airport Management.
- 10.4. No aircraft shall be fueled or de-fueled during an electrical storm that is within close proximity of the Airport.
- 10.5. Starting an aircraft when there is any flammable liquid posing a fire hazard on the aircraft or on the ground in the immediate vicinity of the aircraft is prohibited.
- 10.6. Only qualified personnel shall be permitted to defuel any aircraft.
- 10.7. **Permit.** Except for fuels stored in internal aircraft fuel tanks for flight operations, fuels in quantities greater than ten (10) gallons shall only be stored on the Airport by persons having written permission from the Airport Manager authorizing the fueling operation and approving the fuel storage facilities, refueling vehicles, and related equipment. This includes any third-party, public use, self-serve facilities.
- 10.8. **Use of Incendiary Devices.** Use of matches, lighters, or any other igniting or incendiary devices is prohibited on the AOA and within fifty (50) feet of any Aircraft, refueling vehicle, fuel storage facility, or any Aircraft being fueled or defueled.

11. AIRCRAFT MAINTENANCE

- 11.1. **Non-commercial Aircraft Maintenance.** Aircraft maintenance of a non-commercial nature, may be performed at tie downs and in individual hangars, on personal aircraft, by aircraft owners or their employees in accord with these Minimum Standards. Aircraft owners may hire a qualified individual to provide services for Owner's personal non-commercial Aircraft, providing this individual, if not a direct employee, but as an independent contractor, provides written evidence of liability insurance satisfactory to the City, is doing such work on an occasional and not on a continuing basis, and adheres to Airport Minimum Standards.
- 11.2. **Commercial Aircraft Maintenance.** Aircraft maintenance of a commercial nature is only permitted by written agreement with the City and including proof of sufficient liability insurance for such activities.
- 11.3. **Small-scale Manufacturing.** Small-scale one at a time aircraft manufacturing, such as homebuilt and experimental aircraft for the builder's personal education, hobby, or use, is permitted provided the process complies with all FAA and other applicable codes and regulations. All other aircraft manufacturing on the Airport is prohibited.
- 11.4. **Aircraft Painting.** Aircraft painting, stripping, doping, and refinishing shall be performed only in accord with local codes.
- 11.5. **Emergency Maintenance.** Major maintenance by anyone on ramps, in tie down areas, and hangar area taxiways is prohibited; provided, however, the Manager may grant temporary permission for emergency repairs.

12. MOTOR VEHICLES

- 12.1. **Air Operations Area.** The Airport Manager may restrict vehicles to certain portions or segments of the AOA. Such restrictions shall prohibit vehicle operations outside designated areas.
- 12.2. **Vehicle Licensing and Equipment.** All vehicles shall meet proper state licensing, registration, and inspection requirements.
- 12.3. **Vehicles Hauling Loose Material.** Vehicles used for hauling trash, dirt, or any loose material shall be operated in such a fashion as to prevent the contents of the vehicle from dropping, sifting, leaking, or otherwise escaping, especially in movement areas.

RESOLUTION 2022-24

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GLENWOOD SPRINGS, COLORADO, ADOPTING MINIMUM STANDARDS AND A CONSOLIDATED FEE SCHEDULE FOR THE GLENWOOD SPRINGS MUNICIPAL AIRPORT.

WHEREAS, pursuant to Section 090.010.020 of the Glenwood Springs Municipal Code, the City Council of the City of Glenwood Springs, Colorado, may adopt and amend rules and regulations for the Glenwood Springs Municipal Airport to promote the safety and general welfare of those persons utilizing the Airport; and

WHEREAS, City staff recommends adoption of the Glenwood Springs Municipal Airport Minimum Standards as set forth on **Exhibit A**; and

WHEREAS, Section 090.010.030 of the Glenwood Springs Municipal Code provides for the setting of fees by resolution of the City Council; and

WHEREAS, City staff recommends adopting the Glenwood Springs Municipal Airport Consolidated Fee Schedule as set forth on **Exhibit B**; and

WHEREAS, at its regular meeting on April 21, 2022 the Glenwood Springs Airport Board unanimously recommended approval of the Glenwood Springs Municipal Airport Minimum Standards and Consolidated Fee Schedule; and

WHEREAS, City Council finds that adoption of the Glenwood Springs Municipal Airport Minimum Standards and Consolidated Fee Schedule is necessary and proper.

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

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

Section 2. The City Council of the City of Glenwood Springs hereby adopts the Glenwood Springs Municipal Airport Minimum Standards as set forth on **Exhibit A**.

Section 3. The City Council of the City of Glenwood Springs hereby adopts the Glenwood Springs Municipal Airport Consolidated Fee Schedule as set forth on **Exhibit B** attached hereto and incorporated herein.

INTRODUCED, READ, AND PASSED THIS __ DAY OF JUNE 2022.

CITY OF GLENWOOD SPRINGS, COLORADO

Jonathan Godes, Mayor

ATTEST:

Ryan Muse, City Clerk

ARTICLE 090.010 MUNICIPAL AIRPORT¹

090.010.010 Definitions.

For purposes of this Article 090.010, unless the context clearly implies a contrary meaning, the following definitions shall apply:

Abandoned aircraft means an aircraft that is parked or tied-down outside of a hangar or hangared on Glenwood Springs Municipal Airport property for which no parking or tie-down fee or hangar use fee, as applicable, has been paid for at least 45 (forty-five) days.

Airport means any land owned, land under easement, or land controlled by the City of Glenwood Springs in support of operation of the Glenwood Springs Municipal Airport, and includes without limitation fixtures, roadways, parking areas, utilities, structures, runways, taxiways, ramps and aprons.

Airport Manager means the person duly authorized by the City of Glenwood Springs to exercise responsibility for the administration, maintenance, operation, protection and supervision of the Airport, property, equipment, regardless of such person's title within City government.

Calm wind conditions means prevailing wind speeds of less than three (3) knots, as measured on the ground at the Glenwood Springs Municipal Airport.

Night means the time between thirty (30) minutes after the end of evening civil twilight and thirty (30) minutes before the beginning of morning civil twilight, as published in the American Air Almanac, converted to local time.

Person means any tenant, individual, firm, corporation, association, partnership or organization, either formal or informal.

Runway 14 means the runway designation for the Glenwood Springs Airport corresponding to a magnetic bearing of one hundred forty (140) and designating travel in a generally north to south direction.

Runway 32 means the runway designation for the Glenwood Springs Airport corresponding to a magnetic bearing of three hundred twenty (320) and designating travel in a generally south to north direction.

Tenant means any person, who has entered into a currently binding airport tie down agreement, hangar lease, or other formal occupancy or parking agreement with the Airport.

Touch-and-go landing means an operation by an aircraft that lands and departs on the runway without stopping or exiting the runway.

Windy conditions means prevailing wind speeds of three (3) knots or more, as measured on the ground at the Glenwood Springs Airport.

(Ord. No. 17-2017 , § 2(Exh. A), 8-17-2017)

¹Editor's note(s)—Ord. No. 17-2017 Editor's note(s)—, § 2, adopted Aug. 17, 2017, repealed the former Art.

090.010Editor's note(s)—, §§ 090.010.010Editor's note(s)——090.010.050, and Exh. A thereto enacted a new Art. 090Editor's note(s)— as set out herein. The former Art. 090Editor's note(s)— pertained to similar subject matter and derived from Code 1972 §§ 2½-1—2½-4; 4-87 § 1; 8-89 §§ 1—4; 34-89 § 1; 19-93 § 1; 4-02 § 1; 4-05 § 1.

090.010.020 Authority.

- (a) The ordinances in this article and any rules and regulations adopted thereunder shall supersede all previously existing ordinances and rules and regulations for the Airport.
- (b) Subject to prior review of proposed changes by the Airport Board, City Council reserves the right to make any additions, deletions or corrections to the ordinances in this article and rules and regulations adopted thereunder which may be necessary.
- (c) All leases, licenses, or permits for use of the Airport are subordinate to and shall be governed by the ordinances in this article and the rules and regulations adopted thereunder, as amended from time to time.
- (d) In any instance where the ordinances in this article and the rules and regulations adopted thereunder may be or become inconsistent with any regulation with supremacy, then such ordinances and rules and regulations shall be void as to such conflict. No part of the ordinances in this article or the rules and regulations adopted thereunder shall be construed as license or authorization to deviate from any regulation with supremacy.

(Ord. No. 17-2017 , § 2(Exh. A), 8-17-2017)

090.010.030 Airport use fees and agreements.

Persons desiring to use the Airport for aircraft ground or flight operations shall be subject to payment of fees and execution of agreements based upon the type of Airport use made, as provided in this section.

(1) *Aircraft parked long-term at Airport.*

- a. Aircraft desired to be parked at the Airport long-term outside of a hangar shall, as a condition of parking or tying down such aircraft long-term, have in effect for such aircraft the Airport's then-effective long-term tie down agreement and have paid the Airport's then-applicable long-term parking or tie down fee in conformance with the terms of the long-term tie down agreement. For purposes of this section, an aircraft is parked at the Airport long-term if it is parked or will be parked or tied down more than seven (7) days in any calendar month and no parking or tie down fee waiver for the aircraft has been granted by the Airport Manager.
- b. The long-term parking or tie down fee shall be established annually by City Council resolution in such amounts as are reasonably necessary to provide the City with Airport operating funds appropriate to such use. Such fee shall not be prorated for partial-year occupancy, except in the case of early termination of the long-term tie down agreement.
- c. Notwithstanding the foregoing, the Airport Manager may approve, upon advance request and for a period not exceeding fourteen (14) days, a tenant's parking or tie down of an alternate qualifying aircraft in lieu of the aircraft permitted under the tenant's tie down agreement.

(2) *Aircraft not parked long-term or temporarily using or parking at Airport.*

- a. Aircraft desired to be parked or tied down at the Airport other than long-term or under a hangar lease shall, as a condition of such parking or tying down, be subject to a per-day temporary parking fee, unless a parking or tie down fee waiver for the aircraft has been granted by the Airport Manager. All temporary parking or tie-down shall be governed by the general parking or tie down terms of the Airport's long-term tie down agreement, irrespective of the fact that a long-term tie down agreement has not been entered into for such aircraft.
- b. Aircraft which are otherwise parked or stored on private property but for which there is a desire to utilize the runway are required to pay an annual airport user fee.

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- c. The per-day temporary parking fee and annual Airport user fees shall each be established annually by City Council resolution in such amounts as are reasonably necessary to provide the City with Airport operating funds appropriate to such use.
 - d. Failure to pay the temporary parking fee or annual use fee shall constitute cause for the immediate revocation of Airport use privileges, at the discretion of the Airport Manager, for the aircraft using the runway or parking and for which the applicable fee has not been paid, plus any other aircraft owned by such aircraft's owner or operator.
- (3) *Hangared aircraft.* Aircraft desired to be hangared at the Airport shall, as a condition of hangaring such aircraft, have in effect an annual hangar lease specific to the aircraft and the Airport hangar desired to be used for such aircraft and have paid the fee required under such hangar lease.

(Ord. No. 17-2017 , § 2(Exh. A), 8-17-2017)

090.010.040 Liability for fees.

The owner and operator of a specific aircraft, and the tenant entering into a long-term tie down agreement or hangar lease for such specific aircraft, if different from the owner or operator, shall be jointly and severally liable to the City for Airport use or other fees applicable to such specific aircraft under this article.

(Ord. No. 17-2017 , § 2(Exh. A), 8-17-2017)

090.010.050 Liens; impoundment.

- (a) *Liens and foreclosure.* Without limiting any other rights available to the City, the City shall be entitled to a lien for all unpaid Airport fees and charges under this article pursuant to C.R.S. §§ 41-2-204 and 38-20-106. The City shall have the power to foreclose the lien and exercise the power of sale in the manner set forth in C.R.S. § 38-20-107 et seq. after first providing notice of the lien and intent to foreclose to the owner of such aircraft for which Airport fees and charges have not been paid by certified mail, return receipt requested, to the last known address of such owner on record with the Airport Manager and the last known address on file with the FAA Registry.
- (b) *Impoundment and sale.* The City shall have the right to impound all abandoned aircraft and related abandoned property. The owner of any impounded aircraft or property shall be liable for the costs incurred by the City in impounding the aircraft, and such costs shall be subject to the lien of C.R.S. § 38-20-106. Upon impoundment, or in the event that the City has not impounded an aircraft but the aircraft is deemed an abandoned aircraft under this article, the City shall provide notice that the aircraft is deemed abandoned and, if applicable, of the impoundment and the lien under C.R.S. § 38-20-106 to the owner of such aircraft by certified mail, return receipt requested, to the last known address of such owner on record with the Airport Manager and the last known address on file with the FAA Registry. Such notice shall provide the information required for notices regarding "abandoned motor vehicles" under C.R.S. § 38-20-116, specifically including a notice that the aircraft is deemed abandoned and will be subject to the power of sale under C.R.S. § 38-20-116 if the owner fails to contact the Airport Manager within thirty (30) days of postmark of such notice. If the owner thereafter fails to contact the Airport Manager within thirty (30) days of postmark of such notice, the City shall deem the aircraft abandoned pursuant to C.R.S. § 38-20-116 and have the right of sale provided by that statute.
- (c) *Notice.* It is the responsibility of the aircraft owner to ensure that the Airport Manager has the owner's most recent or preferred mailing address.

(Ord. No. 17-2017 , § 2(Exh. A), 8-17-2017)

090.010.060 Indemnification; civil liability.

Any person using the Airport, except for volunteers or similarly situated persons furthering the purposes of the Airport under special permission granted by the Airport Manager, shall protect, indemnify and save City harmless from and against any and all liabilities, losses, damages, causes of action, suits, claims, demands, judgments, awards and settlements, costs and expenses (including attorney's fees and expenses), of whatever nature, even if groundless, frivolous, false or fraudulent, arising out of such person's use or occupancy of the Airport.

In the event that the City becomes subject to any fine or penalty by reason of a person's conduct at the Airport in violation of a governmental rule, regulation or requirement, such person shall pay such fine or penalty, plus a twenty (20) percent administrative fee to the City. In addition, such person shall provide to the City upon request all information concerning the incident(s) resulting in the violation which is reasonably available to such person, and shall otherwise participate in any reasonable manner in the City's response, if any, to such fine or penalty.

(Ord. No. 17-2017 , § 2(Exh. A), 8-17-2017)

090.010.070 Damage or destruction of Airport property.

Persons using the Airport, except for volunteers or similarly situated persons furthering the purposes of the Airport under special permission granted by the Airport Manager, shall be responsible for the cost and expense of repairing and/or replacing any Airport property damaged or destroyed by such persons, their agents, licensees or guests, including but not limited to damage or destruction to Airport infrastructure (fences, gates, roadways, etc.). The Airport property shall be repaired or replaced to a condition no less than the condition to which the property was in prior to the damage or destruction.

(Ord. No. 17-2017 , § 2(Exh. A), 8-17-2017)

090.010.080 Airport use restrictions.

- (a) *Nighttime landings prohibited.* It shall be unlawful for any person piloting an aircraft to land at the Airport at night, except for any landing associated with a legitimate medical emergency.
- (b) *Touch-and-go landings prohibited.* It shall be unlawful for any person piloting an aircraft to perform a touch-and-go landing at the Airport, unless needed to resolve a near emergency situation or an "overshoot."
- (c) *Restrictions on directions of take-off and landing.* It shall be unlawful for any person piloting an aircraft to take off on Runway 32 or land on Runway 14 at the Airport under calm wind conditions. Under windy or other conditions, any person piloting an aircraft shall take off or land on the runway most nearly aligned against the direction of the wind.
- (d) *Motor vehicle operation.* No person shall operate any motor vehicle upon any runway unless specifically authorized by the Airport Manager. Under no circumstances should vehicle speed exceed fifteen (15) miles per hour. Drivers of vehicles crossing the runway shall possess an airman's certificate or have express permission from the Airport Manager.
- (e) *Walking on the runway.* Walking on the runway is strictly prohibited, unless expressly authorized by the Airport Manager.
- (f) *Aircraft repair.* Aircraft repair and maintenance activities are prohibited on ramps and in tie-down areas unless expressly authorized by the Airport Manager.

(g) *Violations.* Any person violating any provision of this section shall be guilty of a misdemeanor and, upon conviction of the same, shall be punished in accordance with the provisions of Section 010.020.080.

(Ord. No. 17-2017 , § 2(Exh. A), 8-17-2017)



City Council
STAFF REPORT
City of Glenwood Springs
June 16, 2022

Agenda Item: Resolution 2022-21 Electric Rates

Action Requested: Approval of Resolution

Department: Public Works

Presented By: Matthew Langhorst, Karl Hanlon, Doug Hazzard

Strategic Goals: Preserve and Improve Infrastructure

Background Info: The City of Glenwood Springs Electric Department has been reviewing its rates and revenue over the last two years. During the April 7th City Council morning work session, (Municipal Energy Agency of Nebraska) "MEAN" and City staff reviewed the two rate increase options developed by our rate consultants at MEAN that included either a 4.5% or a 5.2% revenue increase depending on how quickly the City wants to meet recommended reserve levels in the Electric enterprise fund. Staff and MEAN recommended a 5.2% increase for the middle of 2022 and another 5.2% increase for January 1st, 2023. These increases will be the first rate hikes since 2015 and the first change in how the City bills electricity since 2017. The MEAN proforma shows these rate increases of 5.2% continuing through 2026, but staff recommended that we hold off on making those 2024-2026 decisions until the city can see how the industry is going to evolve over the next 18 months. Staff also recommended that we move toward a CPI or Inflationary adjustment in 2024 and into the future if no other rate recommendation is made. During the May 5th City Council meeting, Council approved the 5.2% increase recommended along with a financial increase thereafter unless a change is brought to Council prior to 2024. Now that the Council has approved a rate increase, staff has been working with MEAN to define what that overall 5.2% increase would look like in updated rate tariff sheets and resolutions (attached). What MEAN and staff are proposing is different flat service charges per classification and differing energy charges per classifications. All of the information below can be seen in the two rate attachments. This information is the same as was presented on June 2nd, 2022 in the morning work session with Council.

- Residential rates are currently a \$11 service charge and \$0.1066 per kWh energy charge.
- Residential rates would move to a \$15 service charge and \$0.1083 per kWh energy charge in 2022.
- Residential rates would move to a \$20 service charge and \$0.1088 per kWh energy charge in 2023.

- Small commercial rates are currently a \$11 service charge and \$0.1066 per kWh energy charge.
- Small commercial rates would move to a \$18 service charge and \$0.1108 per kWh energy charge in 2022.
- Small commercial rates would move to a \$25 service charge and \$0.1155 per kWh energy charge in 2023.

- Large commercial rates are currently a \$11 service charge and \$0.1066 per kWh energy charge.
- Large commercial rates would move to a \$50 service charge and \$0.1093 per kWh energy charge in 2022.

- Large commercial rates would move to a \$60 service charge and \$0.1127 per kWh energy charge in 2023.

You will notice that the small commercial customer has the highest kWh rate over the two years of changes, but the smaller change in the service charge compared to the large commercial users helps balance their bills to an equal change overall fees. The service charge for the large commercial user is less impactful on an average bill than the change in the energy rate due to the high consumption of these customers. The increase in all of the service charges helps balance out the debt ratio that the department needs to keep at 1 or above for bonding capabilities and for current bonding requirements. It also helps regulate the cash flow that is coming in versus a variable energy charge revenue stream. Overall, this is a 5.2% increase in revenue across the whole revenue stream. The make up of that revenue stream is 34% residential, 27% small commercial and 39% large commercial. This may seem like a fairly even split in revenue across the board, but when you consider that residential units make up 79.7% of the total meters, small commercial businesses make up 18.9%, and large commercial businesses make up 1.4% of all the meters in town, which shows that 20.3% of the meters in town (commercial small and large) make up 66% of the overall revenue. The residential side of Operations and Maintenance makes up a majority of the work that the staff handle in a year due to the large overall footprint in the certified electric territory compared to the more compact business portion of our system.

Staff has included the Resolution and Advise Letter/Tariff Sheets for the 2023 increase for informational purposes only at this time.

Issues:

None

Fiscal Impact:

The approved overall 5.2% revenue increase in electricity rates will have a small impact on the customers of the city, but is necessary to keep up with ever increasing material, labor, energy and transmission fees that the utility sees each year. In conjunction with this increase, staff asks that City Council consider creating a program to assist low-income individuals and families struggling to pay utility bills in general.

Legal Review:

Legal council has reviewed the changes in the electric rate tariffs and approves the language.

Staff Recommendation:

Staff recommends approval of Resolution 2022-21 Electric Rate Increases for 2022.

RESOLUTION 2022-21

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GLENWOOD SPRINGS, COLORADO, ACTING AS THE ELECTRIC UTILITY BOARD, SETTING ELECTRIC RATES.

WHEREAS, Article 080.050 of the City's Municipal Code provides that fees for electric rates be set by Resolution; and

WHEREAS, the City Council of the City of Glenwood Springs, acting as the Electric Utility Board, has made the following findings of fact:

1. The most recent adjustment to the City of Glenwood Springs Electric System rates was approved in September 2017.
2. The City Council is in receipt of information upon which it bases its decision to now increase electric rates as set forth in Advice Letter No. 4 of the City Manager dated June 16, 2022, with attached Tariff Sheets.
3. The Tariff Sheets proposed in Advice Letter No. 4 represent fair and equitable charges for electric service in the City of Glenwood Springs in order for the Electric System to realize the historical rate of return of the System. The proposed Schedule of Rates is in the public interest and should be authorized; and

WHEREAS, the Electric Utility Board has, prior to the adoption of this resolution, given public notice pursuant to Rule 17(A)(1) of the Rules of Practice and Procedure before the Electric Utility Board of the City of Glenwood Springs, Colorado; and

WHEREAS, the City Council by this Resolution will set electric rates until otherwise amended by City Council.

NOW, THEREFORE, IT IS RESOLVED BY THE CITY COUNCIL OF THE CITY OF GLENWOOD SPRINGS, COLORADO, ACTING AS THE ELECTRIC UTILITY BOARD, THAT:

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

Section 2. It hereby adopts the revised schedule of electric rates recommended by the City Manager in Advice Letter No. 4. Copies of the Advice Letter and the revised schedule sheets shall be available for public inspection in the office of the City Clerk of the City of Glenwood Springs, Colorado.

Section 3. The electric rates set forth in the revised rate schedules shall be effective for all electric utility billing performed by the Glenwood Springs Electric System for the July 2022 electric billing cycle.

INTRODUCED, READ, AND PASSED THIS 16TH DAY OF JUNE 2022.

CITY OF GLENWOOD SPRINGS, COLORADO

Jonathan Godes, Mayor

ATTEST:

Ryan Muse, City Clerk

GLENWOOD SPRINGS ELECTRIC SYSTEM

101 W. 8TH STREET
GLENWOOD SPRINGS, COLORADO 81601
PHONE: (970) 384-6400



June 16, 2022

The Electric Utility Board of the City of Glenwood Springs
101 West 8th Street
Glenwood Springs, CO 81601

Re: Advice Letter No. 4

Dear Sirs:

The accompanying tariff sheets issued by the Glenwood Springs Electric System are submitted for filing in accordance with the Rules of Practice and Procedure of the Glenwood Springs Utility Board.

<u>Tariff Sheet No.</u>	<u>Cancels Sheet No.</u>	<u>Title of Sheet</u>
1, 16th Revision	1, 15th Revision	Residential, Domestic Light and Combination Service
9, 16th Revision	9, 15th Revision	Commercial, Small Commercial
10, 16th Revision	10, 15th Revision	Large Commercial and Industrial, Combined Commercial Lighting and Power
12, 11th Revision	12, 10th Revision	Municipal, Street Lighting Service

An increase in the tariffs related to the foregoing category of services is requested due to increased purchase power costs, increased operating costs, and routine capital project costs. A full showing of the proposed tariff and charges are attached hereto. The tariff sheets refer to the existing tariffs that are proposed to be changed.

The Glenwood Springs Electric System has published notice in accordance with Rule 17(A)(1) of a public hearing to consider the proposed tariff increase, which hearing shall occur at the regular City Council meeting of June 16, 2022.

It is requested that this filing become effective for the July 2022 electric billing cycle. It is further requested that this filing be adopted by reference in a Resolution of the City Council, acting as the Electric Utility Board, on June 16, 2022.

Respectfully submitted,

Debra Figueroa, City Manager
Glenwood Springs Electric System

General Service Classification: RESIDENTIAL - DL	
Rate Title Or Number: DOMESTIC LIGHT AND COMBINATION SERVICE	Company Rate Code
<u>AVAILABILITY</u> Available in all territory served by the City.	
<u>APPLICABILITY</u> Applicable to separately metered individual dwelling units for all domestic uses. Single phase service. One hundred ten (110) volts and two hundred twenty (220) volts. Rates generally apply to residential accounts with monthly average electric demand below 34.99 kw.	
<u>RATE</u>	
<u>RATE PER METER</u>	
Service Charge:	Per meter, per month
	\$15.00
Energy Charge:	Per kWh for all kWh used per month
	\$0.1083
<u>MINIMUM CHARGE</u>	
The minimum charge under the above rate shall be the Service Charge	
<u>PAYMENT</u>	
Bills for electric service are due and payable within fifteen (15) days from date of bill.	

Advice Letter No. 4 _____ Issue Date: _____ Decision or
Authority: _____ Signature of Issuing Officer
Res. No. 2022-21 _____ City Manager Effective Date: July 2022 billing

General Service Classification: COMMERCIAL		
Rate Title Or Number: SMALL COMMERCIAL - BL		Company Rate Code
<u>AVAILABILITY</u> Available in all territory served by the City.		<u>RATE</u>
<u>APPLICABILITY</u> Applicable to all commercial users for all electrical requirements at available secondary voltage, <u>single</u> phase or <u>three</u> phase service. Rates apply to commercial accounts with monthly average electric demand between 1 kw and 96 kw.		
<u>RATE PER METER</u>		
Service Charge:	Per meter, per month	
Energy Charge:	Per kWh for all kWh used per month	
<u>MINIMUM CHARGE</u> The minimum charge under the above rate shall be the Service Charge.		
<u>PAYMENT</u> Bills for electric service are due and payable within fifteen (15) days from date of bill.		
<u>SPECIAL PROVISIONS</u> Service is classified as business when use is primarily of a business, professional, institutional, or small industrial nature, subject to power factor correction as contained in the rules and regulations.		

Advice Letter No. 4 _____ Issue Date: _____ Decision or
Authority: _____ Signature of Issuing Officer
Res. No. 2022-21 _____ City Manager Effective Date: July 2022 billing

General Service Classification: LARGE COMMERCIAL AND INDUSTRIAL		
Rate Title Or Number: COMBINED COMMERCIAL LIGHTING AND POWER - BD		Company Rate Code
<u>AVAILABILITY</u> Available in all territory served by the City.		
<u>APPLICABILITY</u> Applicable to all commercial users for all electrical requirements at available secondary three phase service. Rates apply to commercial accounts with monthly average electric demand in excess of 96 kw.		
<u>RATE PER METER</u>		<u>RATE</u>
Service Charge:	Per meter, per month	\$50.00
Energy Charge:	Per kWh for all kWh used per month	\$0.1093
<u>MINIMUM CHARGE</u>		
The minimum charge under the above rate shall be the Service Charge.		
<u>PAYMENT</u>		
Bills for electric service are due and payable within fifteen (15) days from date of bill.		

Advice Letter No. 4 Issue Date: _____ Decision or

Authority: Signature of Issuing Officer

Res. No. 2022-21

City Manager

Effective Date: July 2022 billing

General Service		
Classification:		MUNICIPAL
Rate Title		Company Rate
Or Number:	STREET LIGHTING SERVICE - ML	Code
<u>AVAILABILITY</u> Available for streets and highways within the City limits of Glenwood Springs.		
<u>APPLICABILITY</u> Applicable for the lighting of public streets, highways, and roadways.		
<u>RATE PER METER</u> Service Charge: Per meter, per month		<u>RATE</u> \$18.00
Energy Charge: Per kWh for all kWh used per month		\$0.1039
<u>MINIMUM CHARGE</u> The minimum charge under the above rate shall be the Service Charge		
<u>SPECIAL CONDITIONS</u> This rate is applicable only to the City for lighting service rendered by the Electric System.		

Advice Letter No. 4 _____ Issue Date: _____ Decision or
 Authority: _____ Signature of Issuing Officer _____
 Res. No. 2022-21 _____ City Manager _____ Effective Date: July 2022 billing

RESOLUTION 2023-##

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GLENWOOD SPRINGS, COLORADO, ACTING AS THE ELECTRIC UTILITY BOARD, SETTING ELECTRIC RATES.

WHEREAS, Article 080.050 of the City's Municipal Code provides that fees for electric rates be set by Resolution; and

WHEREAS, the City Council of the City of Glenwood Springs, acting as the Electric Utility Board, has made the following findings of fact:

1. The most recent adjustments to the City of Glenwood Springs Electric System rates were approved in September 2017 and June 2022.
2. The City Council is in receipt of information upon which it bases its decision to now increase electric rates as set forth in Advice Letter No. 5 of the City Manager dated January 5, 2023, with attached Tariff Sheets.
3. The Tariff Sheets proposed in Advice Letter No. 5 represent fair and equitable charges for electric service in the City of Glenwood Springs in order for the Electric System to realize the historical rate of return of the System. The proposed Schedule of Rates is in the public interest and should be authorized; and

WHEREAS, the Electric Utility Board has, prior to the adoption of this resolution, given public notice pursuant to Rule 17(A)(1) of the Rules of Practice and Procedure before the Electric Utility Board of the City of Glenwood Springs, Colorado; and

WHEREAS, the City Council by this Resolution will set electric rates until otherwise amended by City Council.

NOW, THEREFORE, IT IS RESOLVED BY THE CITY COUNCIL OF THE CITY OF GLENWOOD SPRINGS, COLORADO, ACTING AS THE ELECTRIC UTILITY BOARD, THAT:

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

Section 2. It hereby adopts the revised schedule of electric rates recommended by the City Manager in Advice Letter No. 5. Copies of the Advice Letter and the revised schedule sheets shall be available for public inspection in the office of the City Clerk of the City of Glenwood Springs, Colorado.

Section 3. The electric rates set forth in the revised rate schedules shall be effective for all electric utility billing performed by the Glenwood Springs Electric System for the January 2023 electric billing cycle.

INTRODUCED, READ, AND PASSED THIS 5TH DAY OF JANUARY 2023.

CITY OF GLENWOOD SPRINGS, COLORADO

Jonathan Godes, Mayor

ATTEST:

Ryan Muse, City Clerk

GLENWOOD SPRINGS ELECTRIC SYSTEM

101 W. 8TH STREET
GLENWOOD SPRINGS, COLORADO 81601
PHONE: (970) 384-6400



January 05, 2023

The Electric Utility Board of the City of Glenwood Springs
101 West 8th Street
Glenwood Springs, CO 81601

Re: Advice Letter No. 5

Dear Sirs:

The accompanying tariff sheets issued by the Glenwood Springs Electric System are submitted for filing in accordance with the Rules of Practice and Procedure of the Glenwood Springs Utility Board.

<u>Tariff Sheet No.</u>	<u>Cancels Sheet No.</u>	<u>Title of Sheet</u>
1, 17th Revision	1, 16th Revision	Residential, Domestic Light and Combination Service
9, 17th Revision	9, 16th Revision	Commercial, Small Commercial
10, 17th Revision	10, 16th Revision	Large Commercial and Industrial, Combined Commercial Lighting and Power
12, 12th Revision	12, 11th Revision	Municipal, Street Lighting Service

An increase in the tariffs related to the foregoing category of services is requested due to increased purchase power costs, increased operating costs, and routine capital project costs. A full showing of the proposed tariff and charges are attached hereto. The tariff sheets refer to the existing tariffs that are proposed to be changed.

The Glenwood Springs Electric System has published notice in accordance with Rule 17(A)(1) of a public hearing to consider the proposed tariff increase, which hearing shall occur at the regular City Council meeting of June 16, 2022.

It is requested that this filing become effective for the January 2023 electric billing cycle. It is further requested that this filing be adopted by reference in a Resolution of the City Council, acting as the Electric Utility Board, on June 16, 2022.

Respectfully submitted,

_____, City Manager
Glenwood Springs Electric System

General Service Classification: RESIDENTIAL	
Rate Title Or Number: DOMESTIC LIGHT AND COMBINATION SERVICE - DL	Company Rate Code
<u>AVAILABILITY</u> Available in all territory served by the City.	
<u>APPLICABILITY</u> Applicable to separately metered individual dwelling units for all domestic uses. Single phase service. One hundred ten (110) volts and two hundred twenty (220) volts. Rates generally apply to residential accounts with monthly average electric demand below 34.99 kw.	
<u>RATE</u>	
<u>RATE PER METER</u>	
Service Charge:	Per meter, per month
	\$20.00
Energy Charge:	Per kWh for all kWh used per month
	\$0.1088
<u>MINIMUM CHARGE</u>	
The minimum charge under the above rate shall be the Service Charge	
<u>PAYMENT</u>	
Bills for electric service are due and payable within fifteen (15) days from date of bill.	

Advice Letter No. 5

Decision or Authority:

Res. No. 2023-##

Signature of Issuing Officer

City Manager

Issue Date: _____

Effective Date: January 2023 billing

General Service Classification: COMMERCIAL		
Rate Title Or Number: SMALL COMMERCIAL - BL		Company Rate Code
<u>AVAILABILITY</u> Available in all territory served by the City.		<u>RATE</u>
<u>APPLICABILITY</u> Applicable to all commercial users for all electrical requirements at available Applicable to all commercial users for all electrical requirements at available secondary voltage, <u>single</u> phase or <u>three</u> phase service. Rates apply to commercial accounts with monthly average electric demand between 1 kw and 96 kw.		
<u>RATE PER METER</u>		
Service Charge:	Per meter, per month	
Energy Charge:	Per kWh for all kWh used per month	
<u>MINIMUM CHARGE</u> The minimum charge under the above rate shall be the Service Charge.		
<u>PAYMENT</u> Bills for electric service are due and payable within fifteen (15) days from date of bill.		
<u>SPECIAL PROVISIONS</u> Service is classified as business when use is primarily of a business, professional, institutional, or small industrial nature, subject to power factor correction as contained in the rules and regulations.		

Advice Letter No. 5 _____
Authority:
Res. No. **2023-##**

Issue Date: _____
Signature of Issuing Officer
City Manager

Decision or
Effective Date: January 2023 billing

General Service Classification: LARGE COMMERCIAL AND INDUSTRIAL		
Rate Title Or Number: COMBINED COMMERCIAL LIGHTING AND POWER - BD		Company Rate Code
<u>AVAILABILITY</u> Available in all territory served by the City.		
<u>APPLICABILITY</u> Applicable to all commercial users for all electrical requirements at available secondary three phase service. Rates apply to commercial accounts with monthly average electric demand in excess of 96 kw.		
<u>RATE PER METER</u>		<u>RATE</u>
Service Charge:	Per meter, per month	\$60.00
Energy Charge:	Per kWh for all kWh used per month	\$0.1127
<u>MINIMUM CHARGE</u>		
The minimum charge under the above rate shall be the Service Charge.		
<u>PAYMENT</u>		
Bills for electric service are due and payable within fifteen (15) days from date of bill.		

Advice Letter No. 5 _____ Issue Date: _____ Decision or
Authority: _____ Signature of Issuing Officer
Res. No. 2023-## _____ City Manager Effective Date: January 2023 billing

General Service Classification: MUNICIPAL							
Rate Title Or Number: STREET LIGHTING SERVICE - ML	Company Rate Code						
<u>AVAILABILITY</u> Available for streets and highways within the City limits of Glenwood Springs.							
<u>APPLICABILITY</u> Applicable for the lighting of public streets, highways, and roadways.							
<u>RATE PER METER</u> <table> <tr> <td>Service Charge:</td> <td>Per meter, per month</td> <td><u>RATE</u> \$25.00</td> </tr> <tr> <td>Energy Charge:</td> <td>Per kWh for all kWh used per month</td> <td>\$0.1016</td> </tr> </table>		Service Charge:	Per meter, per month	<u>RATE</u> \$25.00	Energy Charge:	Per kWh for all kWh used per month	\$0.1016
Service Charge:	Per meter, per month	<u>RATE</u> \$25.00					
Energy Charge:	Per kWh for all kWh used per month	\$0.1016					
<u>MINIMUM CHARGE</u> The minimum charge under the above rate shall be the Service Charge							
<u>SPECIAL CONDITIONS</u> This rate is applicable only to the City for lighting service rendered by the Electric System.							

Advice Letter No. 5 Issue Date: _____ Decision or
 Authority: _____ Signature of Issuing Officer
 Res. No. 2023-## City Manager Effective Date: January 2023 billing



City Council
STAFF REPORT
City of Glenwood Springs
June 16, 2022

Agenda Item:	2022 Grant Awards Recommendations from the Financial Advisory Board
Action Requested:	Approve grant awards
Department:	City Administration
Presented By:	Steve Boyd
Strategic Goals:	Protect and Preserve our Quality of Life
Background Info:	In a work session on June 2nd the Financial Advisory Board made its annual recommendation to award grant funds to non-profit organizations that apply. No official vote was taken because the discussion was in a work session.
Issues:	NA
Fiscal Impact:	\$50,000 from the Tourism Fund and \$228,000 from the A&I Fund.
Legal Review:	NA
Staff Recommendation:	Staff recommends approval.

<u>APPLICANT NAME</u>	<u>2022</u>
Voices	\$2,000
United Way Battlement to the Bells	\$2,000
CASA of the Ninth	\$3,000
Andy Zanca Youth Empowerment Program	\$3,000
High Country RSVP	\$3,000
Raising a Reader	\$5,000
Colorado Animal Rescue	\$4,000
HomeCare and Hospice of the Valley	\$5,000
Dance Initiative Inc	\$6,000
Glenwood Springs Citizens' Alliance	\$6,000
RF Center for Community Leadership	\$2,500
Middle Colorado Watershed Program	\$7,500
LaMedichi	\$7,500
Our School	\$4,000
Access After School	\$10,000
Smiling Goat Ranch	\$10,000
Summit54	\$10,000
CNDC DBA High Rockies Harm Reduction	\$7,500
Colorado High School Cycling League	\$10,000
Therapy Center	\$10,000
GS Soccer Club	\$10,000
Roaring Fork Kayak Club	\$10,000
River Bridge Regional Center	\$15,000
Youth Hockey Association	\$15,000
Roaring Fork Mountain Bike Association	\$15,000
The Buddy Program	\$5,000
Youth Zone	\$20,000
West Mountain Regional Health Alliance	\$20,000
Lift-Up	\$25,000
Summer of Music	<u>\$25,000</u>
Total	\$278,000



City Council
STAFF REPORT
City of Glenwood Springs
June 16, 2022

Agenda Item:	Resolution 2022-25 - Support of a Department of Local Affairs Innovative Affordable Housing Strategies Grant
Action Requested:	Approval of the Resolution seeking funding on behalf of the Greater Roaring Fork Housing Coalition
Department:	Economic and Community Development
Presented By:	Jenn Ooton
Strategic Goals:	Protect and Preserve our Quality of Life Generate Sustainable Economic Development
Background Info:	Articles of Incorporation for the Greater Roaring Fork Housing Coalition were filed in April, and the group is now starting its work for the creation of affordable housing and also its preservation. Attached with this agenda item is a resolution approving an application for a Department of Local Affairs grant on behalf of the Coalition and also a description of the nonprofit's next steps. Grant Information: Eligibility. Only local governments are eligible to apply. Timeline: Applications for the next round of funding are due June 27th, with an expected 6-month turnaround time for receipt of funds. Funds must be spent by 2024. This resolution would allow Glenwood Springs to apply for an IHOP grant in the amount of \$100,000, using \$25,000 of Coalition seed funds as the matching contribution. The grant application will include a request for funding for the following items: A scan of housing mitigation requirements across the region and recommendations for increasing alignment An assessment of existing policies, programs, and codes across the region and an identification of those that are housing positive or support retention and development of affordable housing. Identification of opportunities for jurisdictions to better support retention and development of affordable housing. Understanding of Short Term Rentals and their impact on housing availability and affordability Rental availability and pricing Additional consulting services, which will help the Coalition identify opportunities to support affordable housing and coordinate across the region.
Issues:	The City will be acting as the fiscal agent for this grant if it is approved.
Fiscal Impact:	The city's contribution would come from the already approved seed money for the nonprofit.
Legal Review:	The City Attorney's Office drafted the resolution.
Staff Recommendation:	Approval of Resolution 2022-25

RESOLUTION 2022 - 25

A RESOLUTION OF THE CITY COUNCIL OF GLENWOOD SPRINGS, COLORADO, SUPPORTING A LOCAL GOVERNMENT 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 Innovative Affordable Housing Strategies program, which is a one-time program offering funding to local governments to assist with housing needs; and

WHEREAS, the City is a founding member of the Greater Roaring Fork Housing Coalition which will provide a match of \$25,000 for the grant application; and

WHEREAS, the application would encompass funding for items such as a scan of housing mitigation requirements across the region and recommendations for increasing alignment; identification of opportunities for jurisdictions to better support retention and development of affordable housing; and consulting services that will help the Coalition identify opportunities to support affordable housing and coordinate across the region; and

WHEREAS, the City Council strongly supports the need for affordable housing in the region.

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 Innovative Affordable Housing Strategies Grant.

Section 3. The City Council of the City of Glenwood Springs will authorize the expenditure of funds necessary to meet the terms and obligations of any grant awarded pursuant to a Grant Agreement with 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 JUNE 2022.

CITY OF GLENWOOD SPRINGS, COLORADO

Jonathan Godes, Mayor

ATTEST:

Ryan Muse, City Clerk

Greater Roaring Fork Valley Housing Coalition

Updated 6.3.2022

The following provides a summary and status update of the Greater Roaring Fork Housing Coalition. The Coalition and Articles of Incorporation were officially formed in March 2022. The organizing committee and Board of Directors are still working through the short term priorities and goals as well as administrative responsibilities for standing up the organization.

The Greater Roaring Fork Valley Housing Coalition was formed as a non-profit organization (501c3) that will be governed by a board of directors. The Articles of Incorporation allow for one representative from each jurisdiction to serve on the board along with 2-3 at-large members. The following organizations currently make up the board:

City of Glenwood Springs

Town of Carbondale

Town of Basalt

Town of Snowmass Village

City of Aspen

Eagle County Housing Authority

Pitkin County

Colorado Mountain College

The coalition bylaws support the formation of advisory committees that can be made up of both board members and non-members. These committees will influence the work of the board and will ensure representative voices are considered in the coalition's future direction.

The purpose of the coalition is to work across the region to increase collaboration and cooperation towards a more sustainable housing future for all. The coalition works across the community housing continuum shown here:



Background

The concept for the coalition was the long-held vision of leaders in the community including David Myler and Bill Lamont. The coalition came to fruition in early 2022 when all members signed a Letter of Interest and committed \$10,000 in seed funding to support the stand up of the organization.

Near Term Focus Areas (2022)

- The coalition remains focused on standing up the board of directors, which includes organizing board meetings, creating a website and implementing other support systems.
- At the same time the coalition has identified the following areas as the focus for the coalition's work:
 - Rental housing
 - Owned housing
 - Housing sustainment
 - Codes & Policies
- The coalition will seek funding to support the analysis and implementation of programs in the areas of housing listed above.
- As the coalition takes shape, the board will endeavor to form reciprocal relationships with other partners and groups so that information is freely shared across the continuum of housing. For the immediate future, the coalition will focus on the section of the continuum stretching from Affordable Rental Housing to Market Home Ownership, while working closely with partners in other parts of the continuum to create a long term vision for coordinated community housing.

Funding Priorities

Since the formation of the nonprofit, the organizing committee has set up a funding committee to track and recommend grant opportunities to support the initial work plan of the organization. The initial work plan includes:

- DOLA Administrative Planning Grant
 Amount: \$50,000 request (\$25,000 grant & \$25,000 match)
 Fiscal Agent: Pitkin County
 Timeline: Submit June 14. Anticipate funding in July
 Purpose: Facilitative services for building a) 3-year strategic plan and business plan (including programs and financial model) to meet strategic plan and be sustainable

nonprofit

- IHOP 1271 Planning Grant
Amount: \$100,000 request (\$75,000 grant & \$25,000 match)
Fiscal Agent: *Tentatively* Glenwood Springs
Timeline: Due June 27th. Anticipate funding in December 2022
Assessment of affordable housing strategies and policies across the eight member region to determine opportunities for reducing barriers to affordable housing in the region.
- ARPA Grant
Amount: TBD
Fiscal Agent: TBD
Timeline: Grants anticipated to open in October 2022.
Coalition working on building a buy down program for the region that would be eligible for funding in the grant cycle in October.

Working Agreements

All members of the coalition are encouraged to pursue the development of housing projects or the creation of new housing programs separate from their involvement with the coalition, and ideally in alignment and eventually in partnership with the coalition.

For now, the coalition will focus on programs, policies and strategies that are mainly development neutral. This includes programs such as rental assistance, ownership buy-downs, and support for conversion of existing housing into deed restricted housing. The coalition does not wish to focus current efforts and funding on building and developing new housing projects.

Supporting Documents

Through a program known as the DOLA Recovery Roadmaps, the greater Roaring Fork Valley received technical support from the consulting firm Bohannon Huston Inc. BHI will deliver additional resources to inform the coalition's planning efforts:

- **2019 Regional Housing Study - COVID Impacts Analysis.** This study was originally completed in 2019 and shows a regional picture of housing challenges and the



influences behind those impacts. The **Impacts Analysis** document will evaluate key data indicators and show how they have shifted during COVID

- **Regional Housing Toolkit.** This toolkit will provide a list of strategies for each of the coalition's 4 identified pillars. In each pillar, BHI will build out the top recommended strategies with details and examples from other communities.

Funding Analysis. The Funding Committee, a subgroup of the coalition, will organize, track and analyze funding opportunities from state, federal and private entities and will support the coalition in assessing and pursuing appropriate funding opportunities.



City Council
STAFF REPORT
City of Glenwood Springs
June 16, 2022

Agenda Item: June 2, 2022 City Council Minutes

Action Requested: June 2, 2022 City Council Minutes

Department: City Clerk

Presented By:

Strategic Goals: Provide Efficient and Responsive City Government

Background Info:

Issues:

Fiscal Impact:

Legal Review:

Staff Recommendation:



MINUTES
CITY OF GLENWOOD SPRINGS
REGULAR CITY COUNCIL MEETING
JUNE 2, 2022
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

Item 6. :02 Roll Call

Present: Mayor Godes, Mayor Pro-Tem Willman, Councilor Kaup, Councilor Dehm, Councilor Stepp, and Councilor Hershey. Also present were Debra Figueroa, City Manager; Steve Boyd, Chief Operating Officer; Jenn Ooton, Asst. City Manager; Ryan Muse, City Clerk; Matt Langhorst, Director of Public Works; Yvette Gustad, Finance Director; Brian Smith, Parks, and Recreation Director; Terri Partch, City Engineer; and Karl Hanlon, City Attorney.

Item 7. :02 Pledge of Allegiance

Mayor Godes led the Pledge of Allegiance.

Comments were made by Mayor Godes.

0:04 Motion by Councilor Dehm, seconded by Councilor Stepp, to keep the LGBTQ+ Pride flag in front of Council dais for the meeting in support of Pride month.

Motion passed unanimously.

Item 8. :04 Agenda Changes or Conflicts

Comments were made by Councilor Hershey, City Attorney Karl Hanlon.

0:04 Councilor Hershey moved, seconded by Mayor Pro-Tem Willman, to move agenda item 16 to the June 16th Council meeting.

Comments were made by Mayor Godes and City Attorney Karl Hanlon.

Ayes: Willman, Dehm, Stepp. Kaup, Hershey.

Nays: Godes

Motion passed 5-1

Item 9. :06 Citizens Appearing Before Council

Citizen comments were made.

Comments were made by Mayor Godes, Chief of Police Joseph Deras, Glenwood Springs Ford owner Jeff Carlson, City Attorney Karl Hanlon, Councilor Stepp, Mayor Pro-Tem Willman, Councilor Hershey, Councilor Kaup, and City Manager Debra Figueroa.

Item 10. :26 Consent Agenda

:26 Councilor Kaup moved, seconded by Councilor Dehm, to approve the Consent Agenda.

Motion passed unanimously.

Item 11. :26 Airport Board Appointment

Comments were made by Councilor Stepp.

0:27 Councilor Stepp moved, seconded by Councilor Kaup, to appoint Joe Mueller to an alternate seat on the Airport Board.

Comments were made by Mayor Godes and Councilor Stepp.

Motion passed unanimously.

Item 12. :28 Real Estate and Market Demand Study

Economic Development Specialist Danielle Campbell, presented.

Comments were made by Councilor Dehm, Mayor Godes, Economic Development Specialist Danielle Campbell, Mayor Pro-Tem Willman, Councilor Kaup, City Manager Debra Figueroa, and Councilor Stepp.

:37 Councilor Kaup moved, seconded by Councilor Hershey, to not move forward with this study at this time.

Comments were made by Mayor Pro-Tem Willman.

Motion passed unanimously.

Item 13. :38 Airspace Study - Options for Enhancing Airport Safety

Parks and Recreation Director Brian Smith and City Engineer Terri Partch, presented.

Comments were made by Councilor Stepp, Parks and Recreation Director Brian Smith, City Engineer Terri Partch, Councilor Kaup, Parks Superintendent Dan Roper, and Councilor Dehm.

0:54 Mayor Godes opened the item to public comment.

Public comments were made.

Comments were made by Parks and Recreation Director Brian Smith.

0:56 Mayor Godes closed the item to public comment.

Comments were made by Councilor Hershey, Parks and Recreation Director Brian Smith, Mayor Pro-Tem Willman, Councilor Stepp, City Manager Debra Figueroa, and Mayor Godes.

1:00 Councilor Stepp moved, seconded by Councilor Hershey, to publish a guide of the hazardous conditions for the State airports so people are aware of them and to allow City staff to partially clear the hazards as they feel is needed, and have the funding as a loan first then use the funds from the airport fund.

Comments were made by City Manager Debra Figueroa, Councilor Stepp, Mayor Godes, Chief Operating Officer Steve Boyd, Councilor Kaup, Parks and Recreation Director Brian Smith, and Mayor Godes.

1:03 Councilor Stepp amended motion, seconded by Councilor Hershey, to go ahead and publish the hazard conditions in the guide for the State airports so people are aware of them and to allow city staff to start to clear the fruit trees at the airport, and have the initial funding as an increase to a current loan from the Capitol Project Fund to the Airport Fund, and when possible, use only the Airport Fund.

Comments were made by Councilor Kaup, Mayor Godes, Parks and Recreation Director Brian Smith, Mayor Pro-Tem Willman, and Councilor Stepp.

Ayes: Willman, Godes, Dehm, Stepp, Kaup

Nays: Hershey

Motion passed 5-1

Item 14. 1:05 Glenwood Meadows Streets Discussion

Comments were made by Director of Public Works Matt Langhorst, Councilor Hershey, Mayor Pro-Tem Willman, and City Manager Debra Figueroa.

1:06 Mayor Godes moved, seconded by Councilor Hershey, to include funding in the 2023 draft budget.

Comments were made by Councilor Stepp, City Manager Debra Figueroa, Councilor Kaup, Mayor Pro-Tem Willman, and Director of Public Works Matt Langhorst.

Director of Public Works Matt Langhorst, presented.

Comments were made by Mayor Pro-Tem Willman, Councilor Hershey, Councilor Kaup, and City Manager Debra Figueroa.

Motion passed unanimously.

Item 15. 1:24 Update on Sopris View

Comments were made by Councilor Kaup.

Parks and Recreation Director Brian Smith, presented.

Comments were made by Councilor Stepp, Councilor Kaup, City Attorney Karl Hanlon, Councilor Dehm, Parks and Recreation Director Brian Smith, Mayor Godes, Mayor Pro-Tem Willman, and City Manager Debra Figueroa.

1:49 Mayor Godes opened public comment.

Public comments were made.

Comments were made by Councilor Stepp, Aspen Valley Land Trust representative Erin Quinn, City Manager Debra Figueroa, City Attorney Karl Hanlon

1:59 Mayor Godes closed public comment.

2:00 Councilor Kaup moved, seconded by Councilor Stepp, to direct staff to approach the BOCC to match funding for a maximum of Two Hundred Thousand dollars out of their conservation trust funds over the course of two years, and ask the City Attorney to go back and renegotiate the terms of the agreement and send the item back to the Parks and Recreation Commission.

Comments were made by Councilor Dehm, Councilor Kaup, Mayor Pro-Tem Willman, Mayor Godes. Trails and Open Space Supervisor Chad Smith, and Councilor Stepp.

Ayes: Dehm, Stepp, Kaup

Nays: Willman, Godes, Hershey

Motion failed 3-3.

2:13 Mayor Pro-Tem Willman moved, seconded by Mayor Godes, to refer this matter to the Parks and Recreation Commission and then to Financial Advisory Board.

Comments were made by Councilor Kaup, Mayor Godes, Parks and Recreation Director Brian Smith, Mayor Pro-Tem Willman, and City Attorney Karl Hanlon.

Motion passed unanimously.

Recess 2:15

Item 17. 2:24 Roaring Fork Transportation Association; Paratransit and Ride Glenwood Agreement. Title VI Program Adoption.

City Engineer Terri Partch, presented.

Comments were made by Mayor Pro-Tem Willman, City Engineer Terri Partch, RFTA CEO Dan Blankenship, and Councilor Stepp.

2:34 Councilor Stepp moved, seconded by Mayor Pro-Tem Willman, that the City will cover the additional cost of Two Hundred and Thirty Thousand dollars and agree to continue this contract for the next year along with the Thirty Thousand dollars for the ADA compliance.

Motion passed unanimously.

Item 18. 2:34 Options for Minutes

City Manager Debra Figueroa, presented.

Comments were made by Councilor Stepp, City Manager Debra Figueroa, Councilor Dehm, Mayor Pro-Tem Willman, Counselor Hershey, City Attorney Karl Hanlon, and Mayor Godes.

2:44 Councilor Hershey moved, seconded by Mayor Godes, to leave the way minutes are presented as is.

Comments were made by Council Stepp, City Attorney Karl Hanlon, Mayor Godes, Councilor Hershey, and Mayor Pro-Tem Willman.

Ayes: Willman, Dehm, Kaup, Hershey

Nays: Godes, Stepp

Motion passed 4-2.

Item 19. 2:48 Council Comments

Comments were made by Councilor Kaup, Mayor Pro-Tem Willman, City Attorney Karl Hanlon, and Mayor Godes.

Item 20. 2:54 Report from Administration

City Manager

No comments were made.

City Attorney

Comments were made by City Attorney Karl Hanlon.

Correspondence Incoming/Outgoing

No comments were made.

Item 20. 2:55 Adjournment

2:55 Councilor Dehm motioned, seconded by Councilor Stepp, to adjourn.

Motion passed unanimously.



City Council
STAFF REPORT
City of Glenwood Springs
June 16, 2022

Agenda Item: Interstate 70 Coalition Update

Action Requested: NA

Department: City Administration

Presented By: Debra Figueroa

Strategic Goals: Preserve and Improve Infrastructure

Background Info: Margaret Bowes, the Executive Director of the I-70 Coalition, will present a short update to City Council. Staff will add a presentation to the packet if we receive one.

Issues: NA

Fiscal Impact: NA

Legal Review: NA

Staff Recommendation: NA



Glenwood Springs City Council

June 16, 2022



About Us

- Non-profit, membership organization
- Formed in 2004 in response to PEIS process
- Mission: Enhance mobility & accessibility
- Advocate for improvements
- Maintains state and federal attention on corridor
- Direct involvement in studies, plans & stakeholder process

Current Members

COUNTIES

- Clear Creek County
- Eagle County
- Summit County

MUNICIPALITIES

- City of Aspen
- City of Central
- City of Idaho Springs
- City of Golden
- Town of Avon
- Town of Breckenridge
- Town of Dillon
- Town of Eagle
- Town of Empire
- Town of Fraser

- Town of Frisco
- Town of Georgetown
- Town of Grand Lake
- Town of Minturn
- Town of Silver Plume
- Town of Silverthorne
- Town of Vail
- Town of Winter Park

PRIVATE SECTOR

- Arapahoe Basin Ski Area
- Climax Molybdenum Company
- Copper Mountain Resort
- Vail Resorts
- Winter Park Resort



The Problem:



- Highway capacity largely unchanged since 1979
- Colorado forecasted to grow by 3 million people by 2050
- Travel times estimated to triple by 2035 from Year 2000 volumes*
- Interest in outdoor recreation increasing
- 11% increase in volumes from 2020 to 2021





I-70 Record of Decision



Based on consensus of 27 diverse local governments, environmental groups, nonprofit and private-sector interests throughout the corridor (the Collaborative Effort), FHWA and CDOT issued the I-70 ROD in 2011.

The plan is an **innovative, multimodal solution** that calls for

1. Specific highway improvements
2. High-speed transit
3. Non-Infrastructure improvements

All three are needed to meet the long-term needs of this critical corridor



1. Highway Improvements



Progress has been slow on projects identified in the I-70 ROD

Funding:

- SB 17-267, SB 21-260 & Federal Infrastructure Bill will help
- Intermountain TPR regional planning program
- Larger, regionally-significant projects require advocacy, state, & federal support

Floyd Hill

Eisenhower Johnson Memorial Tunnel

Vail Pass

Glenwood Canyon/Cottonwood Pass



2. High Speed Transit

Explore Feasibility of Advanced Guideway System (AGS) C470 to Eagle Airport

2014 CDOT AGS Study

- Technically feasible
- Not financially feasible at this time

Watching Front Range Passenger Rail District

- Front Range system needed to support mountain system
- Advisory board seat



3. Non-Infrastructure Improvements

Robust TDM Program

Goal: Reduce Congestion/Improve Mobility

- Shift Travel Demand
- Support & Promote Carpooling
- Support & Promote Transit

Audience: Front Range Visitor (primary)
Out-of-State Visitor & Corridor Residents (secondary)





- TRAVEL FORECAST
- I-70 NEWS
- MOUNTAIN TRANSIT
- RIDESHARE & PARKING
- DEALS
- REAL-TIME ROAD INFO
- Q

TRAVEL FORECAST

I-70 traffic is quite predictable unless affected by weather or accidents. Plan to avoid peak travel times, and enjoy a delay-free trip along I-70. Our weekend

travel forecast is updated every Thursday afternoon.

Read More



TRAVEL FORECAST

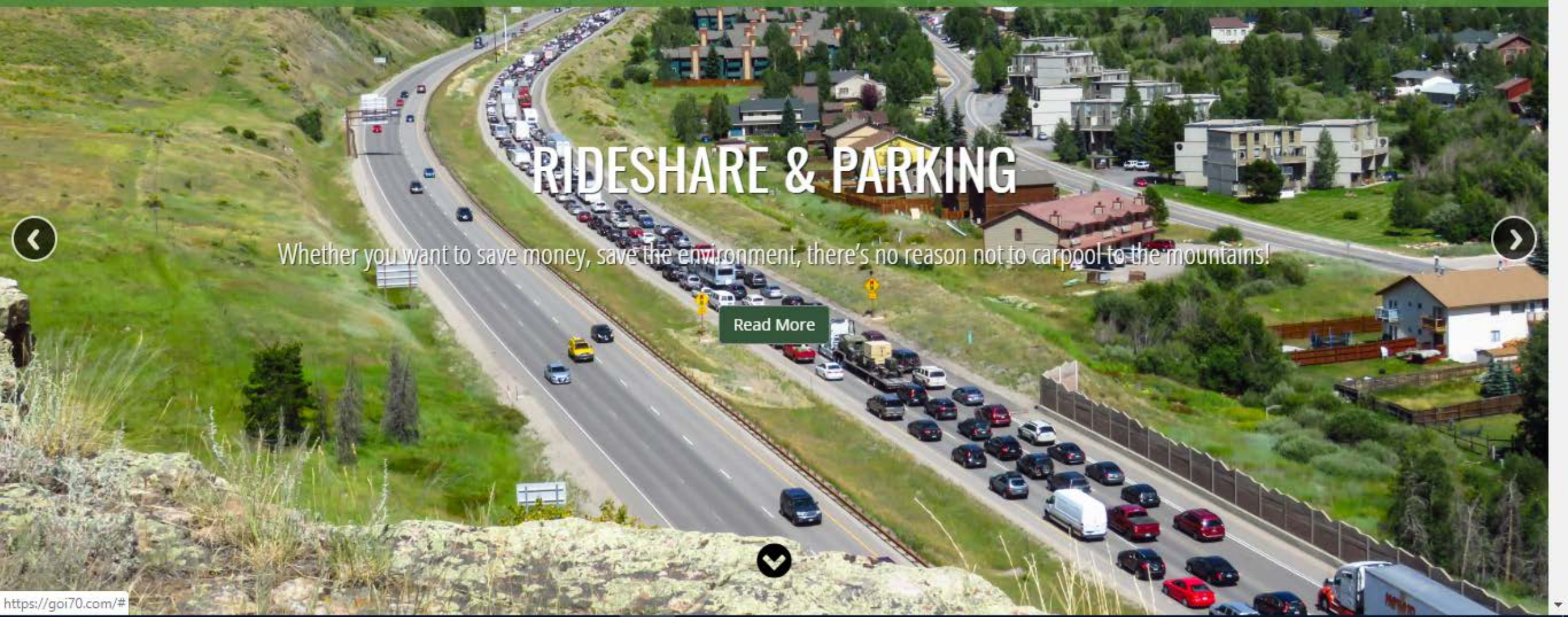
I-70 NEWS

MOUNTAIN TRANSIT

RIDESHARE & PARKING

DEALS

REAL-TIME ROAD INFO



RIDESHARE & PARKING

Whether you want to save money, save the environment, there's no reason not to carpool to the mountains!

Read More

https://goi70.com/#

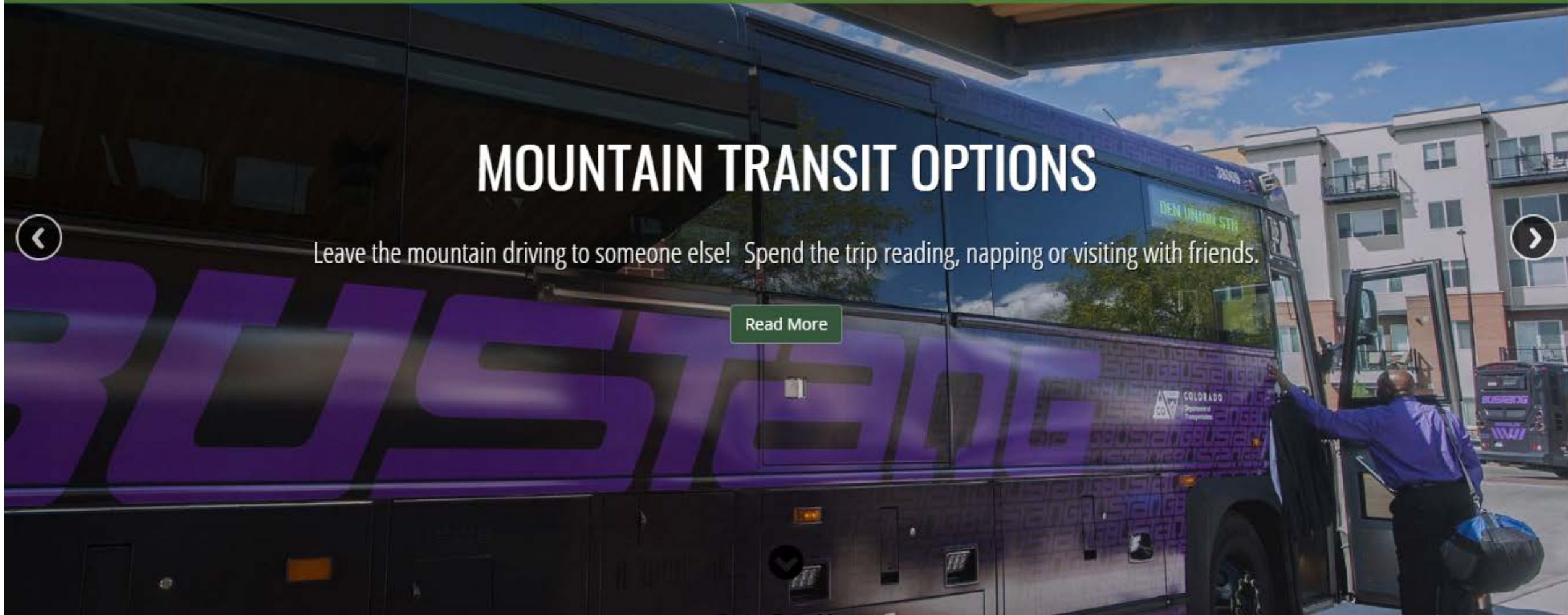


- TRAVEL FORECAST
- I-70 NEWS
- MOUNTAIN TRANSIT
- RIDESHARE & PARKING
- DEALS
- REAL-TIME ROAD INFO
- Q

MOUNTAIN TRANSIT OPTIONS

Leave the mountain driving to someone else! Spend the trip reading, napping or visiting with friends.

Read More



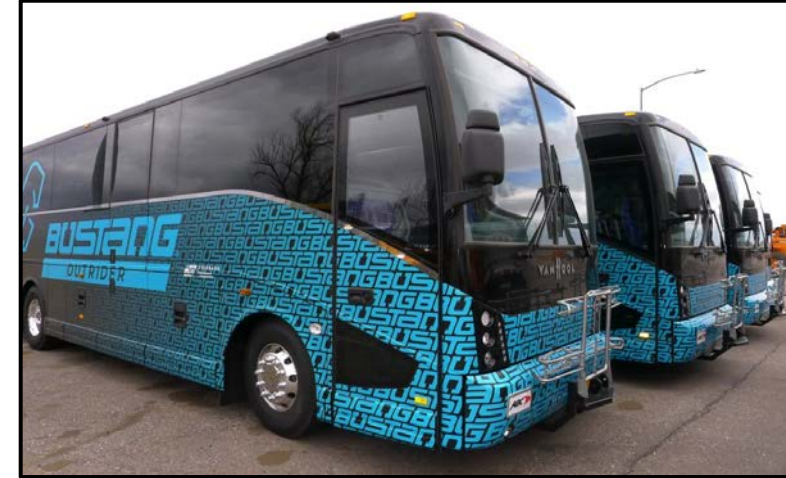
Break up with your car



Overview

Aims to increase transit ridership between the Front Range and the mountains through increased awareness of transit options.

I-70 Mountain Transit



Airport Shuttles



Winter Park Express

Packet Page 98



Local and Regional Transit Services

Summit Stage

- Provides free ride service for all of Summit County

Breck Free Ride

- Provides free ride service for Breckenridge

Eco Transit

- Services Vail and Eagle

Vail Bus Service

- Provides free ride service for the Town of Vail

Roundabout

- Provides free ride serving Bergen Park, Idaho Springs, Dumont, Lawson, Empire, Georgetown and Silver Plume

RFTA

- Provides ride service for Aspen/Pitkin County, Glenwood Springs and Garfield County

- Avon Town & Skier Bus Service
 - Free ride service along the town of Avon
- Beaver Creek Resort Shuttle
 - Free shuttle service direct to Beaver Creek Resort
- The Lift
 - Free ride services for the Town of Winter Park, Winter Park Resort and the Fraser Valley
- Ride Glenwood Springs
 - Free ride service throughout Glenwood Springs



Questions?

Margaret Bowes, Director
I-70 Coalition
970-389-4347
mbowes@i70solutions.org





City Council
STAFF REPORT
City of Glenwood Springs
June 16, 2022

Agenda Item:	Historic Preservation Commission Appointment
Action Requested:	Historic Preservation Commission Appointment
Department:	City Administration
Presented By:	Sara Weigel
Strategic Goals:	Provide Efficient and Responsive City Government
Background Info:	Councilor Hershey Recommendation Appoint Melissa Jones to a regular seat on the Historic Preservation Commission with a term expiring April 2024. Composition of the Historic Preservation Commission Seven (7) citizens, at least six (6) who are residents of the City and one (1) who may reside outside of the City but within the 81601 zip code area or own real property or a business within the City. Vacancies <u>Current Vacancies:</u> • One regular seat with a term expiring April 2024 • One alternate seat with a term expiring April 2024 Applicant Melissa Jones, a city resident, was interviewed by Councilor Hershey and was deemed eligible for appointment.
Issues:	None
Fiscal Impact:	None
Legal Review:	None
Staff Recommendation:	Staff defers to City Council.

Historic Preservation Commission Application

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

Composition of the Historic Preservation Commission

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

- Seven (7) citizens, at least six (6) who are residents of the City and one (1) who may reside outside of the City but within the 81601 zip code area or own real property or a business with in the City.

Personal Information

1. Membership Qualifications *

You must qualify with one of the options below to be eligible to serve on the Transportation Commission. Please select the option that applies to you.

- ☒ Resident of Glenwood Springs within city limits
- ☐ Resident outside of Glenwood Springs city limits, but within the 81601 zip code.
- ☐ Owner of real property or a business within Glenwood Springs city limits.

2. Name *

Melissa Jones

3. Home Address *

2626 Woodberry Drive, Glenwood Springs, CO 81601

4. Mailing Address *

Same as home address

5. Home Phone *

303-888-6310

6. Work Phone *

970-925-1678

7. Mobile Phone *

303-888-6310

8. Email Address *

mojo2312@msn.com

9. Occupation *

Title insurance closing agent

Personal and Professional Interests

10. Why are you interested in serving on the Historic Preservation Commission? *

I have my MA in Public History, with a concentration in Historic Preservation. The commission offers me the perfect opportunity to put my MA to use, and to pursue my passion in history.

11. What do you view as your role if selected as a member to the Historic Preservation Commission? *

I view my role as a supportive position to contribute to the historical preservation, outreach and education of Glenwood Springs as a whole, including the culture and way of life that makes this town so unique.

12. Do you have any professional experience in one of the following disciplines: architecture, landscape architecture, architectural history, history, archaeology, planning, geography, anthropology, building trades, law, or real estate? (Note - professional experience in these fields is not a requirement for appointment to the commission.) *

I work in real estate on the title insurance side. As for history, I did a project with the Wyoming Humanities Council in 2018 for a stand alone exhibit on their Native American history that was placed in the libraries and schools throughout the state. It eventually made it's way to Washington D.C. as well for a little while.

13. Please list degrees received, school/college/university attended and area of study. *

Colorado State University - graduated in 2011 with a BA in History and minor in Spanish
Southern New Hampshire University - graduated in 2017 with an MA in Public History, with a concentration in Historic Preservation

14. The Historic Preservation Commission generally attends one meeting a month in the evening. Do you have any existing time commitments that will hamper your ability to serve? *

No, this will be just fine!

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

I am currently on the VALE Board in Glenwood Springs, serving as the chair. I am also on the Carbondale Historic Preservation Commission board as a member.

16. Please select today's date. *

5/16/2022



17. Have you served on the Historic Preservation Board before? *

☒ No

☐ Yes

Powers and Duties of the Historic Preservation Commission

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

(I) Powers and Duties of Historic Preservation Commission. The powers and duties of the Historic Preservation Commission shall be:

- (1) To recommend to City Council methods for the protection and preservation of the City's historic and cultural heritage, including, but not limited to, the designation of historic landmarks and districts by appropriate regulations.
- (2) To recommend to City Council methods for enhancing property values and the stabilization of historic neighborhoods.
- (3) To recommend to City Council methods for increasing economic and financial benefits, including, but not limited to, City attractions.
- (4) To provide educational opportunities to increase public appreciation of the City's unique heritage.

- (5) To do any other tasks related to the historic preservation of resources in the community of Glenwood Springs.
-

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:

(3) April:
Historic Preservation 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) successive 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)

020.020.020 Composition of boards and commissions.

The membership of boards and commissions shall be composed of the following persons:

- (1) *Local Liquor Licensing Authority.*
 - a. The Local Liquor Licensing Authority shall consist of a Hearing Officer appointed by the City Council by resolution and may be removed with or without cause by a majority vote of the City Council.
- (2) *Airport Board.*
 - a. Five (5) citizens, at least four (4) who are residents of the City and one (1) who may reside outside of the City but within the 81601 zip code area or own real property or a business within the City.
- (3) *Building Board of Appeals.* The Planning and Zoning Commission shall act as the Building Board of Appeals whenever such a board is required by this Code, other ordinances of the City or State or Federal law.
- (4) *Finance Advisory Board:*
 - a. Seven (7) members of which at least six (6) are City residents. One (1) member shall be employed in the finance industry; one (1) member shall be employed by the tourism industry; and one (1) member may be a non-resident, but shall own or be employed by a business within the City.
- (5) *Parks and Recreation Commission.*
 - a. Seven (7) citizens, at least six (6) who are residents of the City and one (1) who may reside outside of the City but within the 81601 zip code area or own real property or a business within the City.
 - b. Reserved.
 - c. Reserved.
 - d. One (1) youth (under the age of eighteen [18] at appointment) who shall serve a one-year term from June 1 to May 31 of the following year.
- (6) *Planning and Zoning Commission.*
 - a. Seven (7) citizens who are residents of the City.
- (7) *River Commission.*
 - a. Seven (7) citizens, with one (1) alternate, at least six (6) who are residents of the City and one (1) who may reside outside of the City but within the 81601 zip code area or own real property or a business within the City.
- (8) *Victim's and Witnesses Assistance and Law Enforcement Board.*
 - a. Five (5) citizens, at least four (4) who are residents of the City and one (1) who may reside outside of the City but within the 81601 zip code area or own real property or a business within the City.
 - b. Reserved.
 - c. The Chief of Police as an advisory member, but a nonvoting member of the Board.
- (9) *Transportation Commission.*

-
- a. Seven (7) citizens, at least six (6) who are residents of the City and one (1) who may reside outside of the City but within the 81601 zip code area or own real property or a business within the City.
- (10) Reserved.
- (11) *Glenwood Springs Housing Commission.*
- a. Seven (7) citizens, at least six (6) who are residents of the City and one (1) who may reside outside of the City but within the 81601 zip code area or own real property or a business within the City.
- Membership should reflect a broad representation of organizations and other entities which are related to housing, including but not limited to the financial community, the building and development community, the real estate industry, and organizations which support low-income residents of the community.
- (12) *Historic Preservation Commission.*
- a. Seven (7) citizens, at least six (6) who are residents of the City and one (1) who may reside outside of the City but within the 81601 zip code area or own real property or a business within the City.
- (13) *Tourism Promotion Board.*
- a. Two (2) representatives from the tourism related businesses located within the City;
- b. Two (2) representatives from the lodging businesses located within the City;
- c. One (1) representative from the restaurant or retail businesses located within the City;
- d. One (1) representative from the Glenwood Springs Chamber Resort Association; and
- e. Three (3) citizens, at least two (2) who are residents of the City and that shall not have a direct or indirect financial interest in a business referenced in (a), (b) or (c) above and one (1) who is a resident that may have a financial interest in a business referenced in (a), (b) or (c) above.
- (14) *Arts and Culture Board.*
- a. Eight (8) members, at least five (5) of which are residents of the City, three (3) of which may reside outside of the City, and one (1) of which being a youth representative under the age of eighteen (18) or not having completed his or her final year of high school. Those representatives residing outside of the City must reside within the 81601 postal zip code area, own real property or a business within the City, or attend school within the City.
- (15) Council and Staff Participation on Boards and Commissions:
- a. The Mayor may appoint up to two (2) members of Council to act as a liaison between Council and a Board or Commission.
- b. The City Manager may appoint a member of staff to assist a Board or Commission as necessary to fulfill their duties as provided for in 020.020.030.

(Code 1971 §§ 2-61, 4-75, 4-230, 15-2; 26-84 § 1; 19-89 § 1; 12-90 § 1; 54-90 § 1; 29-91 § 1; 10-93 § 1; 29-93 § 1; 7-94 § 1; 23-94 § 1; 10-95 § 1; 19-95 §§ 1, 2; 40-95 § 1; 28-97 § 1; 29-97 § 1; 1-01 § 1; 61-01 § 2; 14-03 § 1; 9-04 § 1; 20-05 § 2; 7-06 § 2; 13-06, § 2; 10-07 § 2; 6-08 § 2; 12-09 § 2; 12-10 § 2; 2-12 § 2; Ord. No. 2-2016, § 2(Exh. A), 2-4-2016; Ord. No. 16-2017, § 3, 8-17-2017; Ord. No. 2-2018, § 2, 1-18-2018; Ord. No. 6-2018, § 2, 3-1-2018; Ord. No. 21-2018, § 2, 9-20-2018; Ord. No. 2-2021, § 2(Exh. A), 4-15-2021)

020.020.030 Powers and duties of boards and commissions.

(a) *Local Liquor Licensing Authority.*

- (1) *Powers and duties of local liquor licensing authority.* The Local Liquor Licensing Authority shall have the powers granted to local licensing authorities pursuant to C.R.S. Title 12, Articles 46, 47, and 48, as amended.
- (2) *Temporary permits.* The City Clerk is hereby delegated the authority to issue temporary fermented malt beverage permits to license transferees, as authorized by C.R.S. § 12-46-106.5, as amended, and temporary permits for any class of liquor license as authorized by C.R.S. § 12-47-106.5, as amended. Each temporary permit shall authorize the transferee to continue selling fermented malt beverages and other licensed beverages in accordance with state law during the period in which an application to transfer is pending. The City Clerk may issue the temporary permit if: (a) the premises shall have been previously licensed by the State and the license is valid at the time the application for transfer is filed; (b) the application appears to be in order, an application for transfer of the appropriate license has been filed, all fees have been paid, the initial background check has been successfully completed, and the fingerprint cards have been completed; and (c) the application for the temporary permit is filed no later than thirty (30) days after the filing of the application for transfer and associated fees paid. No temporary permit issued by the City Clerk shall be for a period greater than one hundred twenty (120) days from the date of its issuance.
- (3) *Wine tastings.* The Local Liquor Licensing Authority is authorized to issue annual wine tasting permits pursuant to C.R.S. § 12-47-301 with the following conditions: (a) All requirements of C.R.S. § 12-47-301 have been met; and (b) Payment of an annual application fee of one hundred dollars (\$100.00); and (c) No more than one hundred four (104) wine tastings may be held during the term of any permit issued pursuant to this section; and (d) Permit holders shall notify the City Clerk and Police Department at least seven (7) days prior to any wine tasting.
- (4) *Rules, policies and procedures.* The Local Liquor Licensing Authority shall adopt rules, policies and procedures for the implementation of its duties and powers as those have been granted pursuant to C.R.S. Title 12, Articles 46, 47, and 48, as amended.
- (5) *Report to city council.* The Local Liquor Licensing Authority shall be required to report on all actions taken with respect to the issuance of or control over liquor licenses within the City to the City Council. Reports shall be made in a timely fashion to the City Council.
- (6) *Appeal to city council.* Any decision of the Local Liquor Licensing Authority may be appealed to the City Council within ten (10) calendar days, or at the next regularly scheduled meeting. City Council shall have the authority to sustain, modify or overturn the decision of the Local Liquor Licensing Authority. In any event, the City Council shall direct the Local Liquor Licensing Authority to take a particular action. The Local Liquor Licensing Authority shall conform to the written direction of the City Council within ten (10) calendar days from the date of the written directive.
- (7) *Appeal to district court.* Any person applying to the District Court for review of a decision of the Local Liquor Licensing Authority shall apply for review within thirty (30) days of the decision of the Local Liquor Licensing Authority. The thirty-day period shall be inclusive of the appeal process to City Council as outlined in Subparagraph (5) above.

- (b) *Powers and Duties of Airport Board.* The powers and duties of the Airport Board shall be to investigate, study and report to the City Council all matters concerning the airport facilities of the City and other matters concerning the subject of aviation which may be pertinent to the City as shall be requested of the Airport Board by the City Council; and such Board may investigate, study and report to the City Council on such other matters concerning the Municipal Airport as the Board may deem for the best interests of the City.

-
- (c) *Powers and Duties of Building Board of Appeals.* The powers and duties of the Building Board of Appeals shall be to hear appeals in accordance with the International Building Code, International Residential Code, International Fire Code, and the other adopted codes from the International Code Council, as adopted or amended by Title 060 of this Code. Such power shall not include matters of interpretation arising under the Code.
- (d) *Powers and Duties of Finance Advisory Board.* The Finance Advisory Board shall advise and assist the City Manager and Finance Director in the preparation of the City budget, the establishment of accounting systems for the City, the planning of expenses, the projection of revenues and the analysis of the other fiscal matters presented to the Board by the City Council. The Finance Advisory Board shall also be responsible for making recommendations to City Council regarding grants from the City's various grant programs as Council may establish from time to time. No decision of the Finance Advisory Board shall be binding upon the City or anyone acting on its behalf.
- (e) *Powers and duties of Parks and Recreation Commission.* The powers and duties of the Parks and Recreation Commission shall be:
- (1) To investigate, study and report to the City Council all matters concerning City parks and recreation within the City and other matters concerning the subject of parks and recreation which may be pertinent to the City and requested of such Commission by the City Council.
 - (2) To investigate, study and report to the City Council on such other matters concerning parks and recreation within the City as the Commission may deem in the best interests of the City.
 - (3) To provide technical assistance, advice and planning support to the Parks and Recreation Director and City Council regarding tree planting and maintenance needs in the City.
 - (4) To provide recommendations from time to time regarding the administration and implementation of Article 090.050 of this Code.
 - (5) To investigate, study and report to City Council all matters concerning the burial and internment facilities of the City and other such matters as may be requested by City Council from time to time.
 - (6) To investigate, study and report to City Council on such other matters concerning burial and internment facilities and such other similar matters as the Commission may deem in the best interests of the City.
 - (7) To investigate, study and report to City Council any and all matters concerning the use and operation of the City's Community Center.
 - (8) To coordinate with other City boards and commissions on any aspect of the Community Center that may relate to the powers and duties of such other boards and commissions.
 - (9) To investigate, study and report to City Council on grants, donations and other forms of funding to assist in the operation of the Community Center, and to otherwise advise City Council on budgetary needs related to the operation of the Community Center.
- (f) *Powers and duties of Planning and Zoning Commission.* 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.
 - (7) To service as the Building Board of Appeals.
 - (g) *Powers and duties of River Commission.* The powers and duties of the River Commission shall be:
 - (1) To investigate, study, and report to the City Council any and all matters concerning the use, enjoyment, conservation of the, rivers and streams in the City and its environs and the open space adjacent thereto, including water quality issues, the protection of valuable riparian ecosystems, and water rights matters.
 - (2) To advise the City Council on public access to and use of rivers and streams in the City and the adjacent environs and maintain and update a map related thereto as necessary.
 - (3) To advise the City Council on the use of municipally owned property adjacent to the rivers and City construction projects in the rivers or adjacent open space.
 - (4) To promote and celebrate riverfront cleanup efforts and public awareness of non-point source water pollution.
 - (5) To investigate, study and report to the City Council on grants, donations and other forms of funding to assist in the acquisition and improvement of the rivers and adjacent open space, and to otherwise advise the City Council on budgetary needs related to preservation of open space and river improvement.
 - (6) To appoint subcommittees as necessary to carry out the foregoing functions.
 - (7) To coordinate with the Parks and Recreation Commission, Roaring Fork Conservancy, Middle Colorado Watershed Council, and other organizations, stakeholders groups, and property owners as is necessary to carry out the foregoing functions.
 - (8) At the request of City Council hold an annual work session with the City Council to review the actions taken by the River Commission regarding the foregoing functions and discuss future plans.
 - (h) *Powers and duties of the Victim's and Witnesses Assistance and Law Enforcement Board.*

-
- (1) The Board shall designate one (1) of its members as chairman, shall establish rules of procedure and order and shall hold meetings as it might deem necessary.
 - (2) A surcharge equal to twenty-five (25) percent of the fine imposed for violation of all municipal ordinances, including ordinance violations under the Model Traffic Code, is hereby levied on each Municipal Court action resulting in a conviction, plea of guilty or no contest or in a deferred judgment and sentence, which municipal ordinance violation is charged pursuant to City ordinances. All calculated surcharge amounts resulting in dollars and cents shall be rounded to the nearest whole dollar. In the event a portion of the fine is suspended, the surcharge levied shall be computed based upon the original fine, regardless of whether a portion of said fine has been suspended. Said surcharges shall be paid to the Clerk of the Court by the defendant, and said Clerk shall deposit the money so received in the fund hereinafter created.
 - (3) The Victim's and Witnesses Assistance and Law Enforcement Fund, hereinafter referred to as the "Fund," consist of all monies paid as a surcharge as provided in Subsection (2) above. All monies deposited in the Fund shall be deposited in an interest-bearing account, and all interest earned by monies in the Fund shall be credited to the Fund. The City Manager, by and through the Finance Director, shall be responsible for establishing a separate fund for purposes of accounting for the revenues and expenditures. At the conclusion of each fiscal year, all monies remaining in the Fund shall remain in the Fund for allocation as hereinafter set forth.
 - (4) The Board shall disburse monies from the Fund in the following manner:
 - a. First, to the payment of all reasonable and necessary expenses and costs incurred by the Board in the performance of its duties, including but not limited to professional fees, office supplies and meeting expenses.
 - b. Second, not less than fifty (50) percent of the monies remaining in the Fund after the deduction of reasonable expenses and costs shall be allocated for the purchase of victims (and witnesses) services and reimbursements, as hereinafter set forth. No funds shall be paid except in those specific instances where a police report has been filed by the Police Department for an alleged violation of a municipal ordinance, regardless of whether the perpetrator has been identified, arrested or prosecuted.
 - c. Third, any remaining monies may be allocated to the Police Department for the following purposes, including, but not limited to: equipment purchases, training programs for personnel and the employment of additional personnel. Such funds shall not be used by the Police Department for defraying the costs of routine and ongoing operating expenses. No disbursement within this category of expenditure shall be made without the approval of the City Council following a written recommendation by the Board.
 - (5) Disbursement of funds by the Board on behalf of the victim's and witnesses assistance services may be used for the following purposes:
 - a. Provision of services for early crisis intervention;
 - b. Assistance in prompt return of victims' property;
 - c. Assistance to victims and witnesses in arranging transportation to and from court;
 - d. Provision of translator services;
 - e. Protection from threats of harm and other forms of intimidation;
 - f. Reasonable medical and hospital expenses and expenses incurred for dentures, eyeglasses, hearing aids or other prosthetic or medically necessary devices; and

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- g. Losses resulting from property damage, including repair or replacement of property damaged as a result of crime or payment of the deductible amount on a residential insurance policy in an amount not to exceed five hundred dollars (\$500.00). Victims' recovery due to property damage shall not exceed five hundred dollars (\$500.00) for any crime, but in no case shall a loss be compensable if the aggregate property damages are less than twenty-five dollars (\$25.00).
 - (6) The Board is authorized to accept and evaluate all applications for disbursement of funds, whether emanating from victims, witnesses or law enforcement agencies. Applications for disbursement shall be made upon forms prescribed by the Board, and made available by the Municipal Court and the Police Department. The Board shall establish its own criteria for evaluating applications for disbursement, and nothing herein contained shall obligate the Board to make disbursement of any funds available to it. Upon a finding by the Board that a disbursement shall be made from the Fund, the Board shall submit a written request for payment to the Finance Department, which shall then remit payment in accordance with the request.
 - (7) The Board is required to submit minutes of its meetings to the City Council at the next regular Council meeting following the Board's meeting.
 - (i) *Powers and duties of Transportation Commission.* The powers and duties of the Transportation Commission shall be:
 - (1) To investigate, study and report to the City Council any and all matters concerning transportation issues which directly affect the City.
 - (2) To investigate, study and report to the City Council on other intergovernmental committees, boards or commissions working on transportation issues in the Tri-County (Pitkin, Garfield and Eagle) area.
 - (3) To meet with the City Council on an annual basis to identify which transportation issues require priority attention.
 - (4) To investigate, study and report to the City Council on grants, donations and other forms of funding to assist in meeting the transportation needs of the City.
 - (5) To perform functions concerning oversight of transportation issues or functions as delegated by the City Council.
 - (6) To appoint subcommittees as necessary to carry out the foregoing functions subject to the approval of the City Council.
 - (j) Reserved.
 - (k) *Powers and duties of Glenwood Springs Housing Commission.* The powers and duties of the Housing Commission shall be:
 - (1) To investigate, study and report to the City Council any and all matters concerning housing issues which directly affect the City, including the preparation of a Comprehensive Housing Affordability Strategy (CHAS).
 - (2) To assist City Council in defining the nature and scope of housing opportunities in the City.
 - (3) To meet with the City Council on an annual basis to identify which housing issues require priority attention.
 - (4) To investigate, study and report to the City Council on grants, donations and other forms of funding to assist in meeting the housing needs of the City.
 - (5) To perform functions concerning oversight of housing issues or functions as delegated by the City Council, including monitoring the implementation of activities as described in the CHAS.

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- (6) To appoint subcommittees as necessary to carry out the foregoing functions subject to the approval of the City Council.
- (l) *Powers and duties of Historic Preservation Commission.* The powers and duties of the Historic Preservation Commission shall be:
- (1) To recommend to City Council methods for the protection and preservation of the City's historic and cultural heritage, including, but not limited to, the designation of historic landmarks and districts by appropriate regulations.
 - (2) To recommend to City Council methods for enhancing property values and the stabilization of historic neighborhoods.
 - (3) To recommend to City Council methods for increasing economic and financial benefits, including, but not limited to, City attractions.
 - (4) To provide educational opportunities to increase public appreciation of the City's unique heritage.
 - (5) To do any other tasks related to the historic preservation of resources in the community of Glenwood Springs.
- (m) *Powers and duties of Tourism Promotion Board.* The powers and duties of the Tourism Promotion Board shall be:
- (1) To investigate, study and report to the City Council:
 - a. All matters concerning tourism marketing and promotion that pertain to the benefit of Glenwood Springs and the area within the 81601 postal zip code; and
 - b. Other matters concerning the subject of tourism marketing and promotion which may be pertinent to the benefit of the City and the area within the 81601 postal zip code.
 - (2) To coordinate with City staff, community organizations, community businesses, and other boards and commissions, when applicable to efficiently market and promote tourism to the benefit of Glenwood Springs and the area within the 81601 postal zip code.
 - (3) To, at its discretion, and in addition to initiatives that directly market and promote features and attractions within the City and the area within the 81601 postal zip code, market and promote the geographical proximity of Glenwood Springs to other features and attractions outside of the 81601 postal zip code in ways that could reasonably be expected to benefit the City.
 - (4) To establish rules of procedure and order for the Board to follow.
 - (5) To review tourism marketing plans; to set tourism marketing goals, to determine the methods to accomplish and measure success in accomplishing those goals; to determine the appropriate staff and marketing contractor(s)/vendor(s) resources needed; to recommend to the City Council an annual tourism marketing budget; to recommend, to the City Council, award of contract(s) for the best candidate for contract staff and marketing contractor(s)/vendor(s), deemed necessary, based upon an approved Request for Proposal, Request for Qualification or other process; and to provide oversight of performance of contract staff and marketing vendor(s)/contractor(s) contract terms to ensure the efficient and effective implementation of the marketing goals and to report problems with performance to City Council.
 - (6) To meet with the City Council on an annual basis, or as often as requested by the City Council, to identify marketing priorities of the City.
 - (7) To complete all other duties as may be directed by City Council.
- (n) *Powers and duties of Arts and Culture Board.* The powers and duties of the Arts and Culture Board shall be:
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- (1) To promote awareness, access, and appreciation of the fine, performing, and practical arts for City residents and visitors.
 - (2) To advise the City Council in connection with all matters relating to the artistic and cultural development of the City.
 - (3) To provide opportunities for cultural and art experience and education for children and adults.
 - (4) To promote increased interaction and collaboration among artists, art-related organizations, and opportunities for growth and exposure.
 - (5) To promote knowledge and appreciation for cultural forms of artistic expression.
 - (6) To make recommendations to the City Council with respect to fundraising and annual budget appropriations for the arts.
 - (7) To advise and consult with local arts groups as requested by such groups or by the City Council.

(Code 1971 §§ 2-64.1, 2-2, 2-65[a], [b], 2-65.1, 4-78, 4-232, 4-155, 15-2; 26-84 § 3; 19-89 § 3; 12-90 § 1; 54-90 § 3; 39-91 § 3; 10-93 § 2; 29-93 § 3; 7-94 § 3; 17-94 § 1; 23-94 § 3; 10-95 § 3; 11-95; 19-95 § 3; 46-95 § 1; 55-95 § 1; 28-97 § 3; 29-97 § 5; 32-97 § 1; 42-00 § 1; 61-01 § 3, 4, 5; 61-02 § 4; 9-04 § 1; 20-04, § 1; 33-05, § 2; 7-06 § 3; 13-06, § 2; 6-08 § 2; 12-10 § 2; 2-12 § 2; Ord. No. 16-2017, § 4, 8-17-2017; Ord. No. 2-2018, § 3, 1-18-2018; Ord. No. 6-2018, § 3, 3-1-2018; Ord. No. 21-2018, § 3, 9-20-2018; Ord. No. 2-2021, § 2(Exh. A), 4-15-2021)

020.020.040 Appointment, removal, term and vacancies of boards and commissions.

- (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) successive 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; Ord. No. 29-2020 , § 2, 1-7-2021)



City Council
STAFF REPORT
City of Glenwood Springs
June 16, 2022

Agenda Item: Parks and Recreation Commission Appointment

Action Requested: Parks and Recreation Commission Appointment

Department: City Administration

Presented By: Sara Weigel

Strategic Goals: Provide Efficient and Responsive City Government

Background Info: **Councilor Wussow Recommendation**
Appoint Amanda Madden to the Youth Seat on the Parks and Recreation Commission with a term expiring May 31, 2023.

Composition of the Parks and Recreation Commission

- Seven (7) citizens, at least six (6) who are residents of the City and one (1) who may reside outside of the City but within the 81601 zip code area or own real property or a business within the City.
- One (1) youth (under age of eighteen at appointment) who shall serve a one-year term from June 1 to May 31 of the following year.

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.

Vacancies

Current Vacancy:

- One Youth Seat with term expiring May 31, 2023.

Applicant

- Amanda Madden, a city resident, was interviewed on May 24, 2022 by Councilor Wussow. Amanda was deemed eligible for appointment to the Youth Seat with a term expiring May 31, 2023.

Issues: None.

Fiscal Impact: None.

Legal Review: None.

Staff Recommendation: Staff defers to City Council.

Respondent

<

12

Anonymous

>

57:31

Time to complete

Parks and Recreation Commission Application

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

Composition of the Parks and Recreation Commission:
(as defined in Title 020 of the Glenwood Springs Municipal Code)

- (5) Parks and Recreation Commission:
- Seven (7) citizens, at least six (6) who are residents of the City and one (1) who may reside outside of the City but within the 81601 zip code area or own real property or a business within the City.
 - One (1) youth (under the age of eighteen [18] at appointment) who shall serve a one-year term from June 1 to May 31 of the following year.

Personal Information

1. Membership Qualifications *

You must qualify with one of the options below to be eligible to serve on the Parks and Recreation Commission. Please select the option that applies to you.

- ☒ Resident of Glenwood Springs within city limits.
- ☐ Resident outside of Glenwood Springs city limits, but within the 81601 zip code.
- ☐ Owner of real property or a business within Glenwood Springs city limits.
- ☐ Youth resident (under the age of 18) within the 81601 zip code.

2. Name *

Amanda madden

3. Home Address *

1121 blake avenue glenwood springs

4. Mailing Address *

1121 blake avenue

5. Home Phone *

9703797263

6. Work Phone *

9703797263

7. Mobile Phone *

37972637263

8. Email Address *

Amadden7263@gmail.com

9. Occupation *

Student

Personal and Professional Interests

10. Why are you interested in serving on the Parks and Recreation Commission? *

I love helping out the community and I find that the most rewarding feeling I ever got was after helping out with special Olympics at Sunlight. I admit, I originally got intersted in community service after watching Parks and Recreation.

11. What do you view as your role if selected as a member of the Parks and Recreation Commission? *

As a youth leader, I will bring a younger perspective to the meetings- and my youthful exuberance! I hope that I will be able to help with projects hand on as well.

12. What experience and/or interest do you have in programming, planning, and being a part of community meetings? *

I was the president of my school, Two Rivers Community School, and am in student council. I also regularly attend city council meetings and am part of key club.

13. Do you have any particular areas of interest or a particular perspective relating to parks and recreation in Glenwood Springs? *

I really love economic development. I met with Danielle the other week and we talked about opportunities around the valley and specific projects such as the north landing.

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

Yes. I love conversing about topics with multiple sides and factors. I believe that they only way we will come to the best solution is by citizen input.

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

*

I cannot. I generally make decisions with a team, with input from many people. With that, we come to a conclusion that satisfies the general recipient. Although, I do recognize that often times, decisions are disputed over, and not everyone is content.

16. Do you have any existing time commitments that will hamper your ability to serve? (The Commission generally meets monthly in the evening for approximately 90 minutes, with members encouraged to participate in ad hoc projects outside of the scheduled meetings.) *

I do participate in sports, but I always make time for what I important. This is important to me, so I will make time.

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

I am currently the chairman of the Communication Committee in student council and lead the student government in 8th grade.

18. Please select today's date. *

5/4/2022



19. Have you served on the Parks and Recreation Commission before? *

☒ No

☐ Yes

Powers and Duties of the Parks and Recreation Commission

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

(e) Powers and duties of Parks and Recreation Commission. The powers and duties of the Parks and Recreation Commission shall be:

- (1) To investigate, study and report to the City Council all matters concerning City parks and recreation within the City and other matters concerning the subject of parks and recreation which may be pertinent to the City and requested of such Commission by the City Council.
- (2) To investigate, study and report to the City Council on such other matters concerning parks and recreation within the City as the Commission may deem in the best interests of the City.
- (3) To provide technical assistance, advice and planning support to the Parks and Recreation Director and City Council regarding tree planting and maintenance needs in the City.
- (4) To provide recommendations from time to time regarding the administration and implementation of Article 090.050 of this Code.
- (5) To investigate, study and report to City Council all matters concerning the burial and internment facilities of the City and other such matters as may be requested by City Council from time to time.
- (6) To investigate, study and report to City Council on such other matters concerning burial and internment facilities and such other similar matters as the Commission may deem in the best interests of the City.
- (7) To investigate, study and report to City Council any and all matters concerning the use and operation of the City's Community Center.
- (8) To coordinate with other City boards and commissions on any aspect of the Community Center that may relate to the powers and duties of such other boards and commissions.
- (9) To investigate, study and report to City Council on grants, donations and other forms of funding to assist in the operation of the Community Center, and to otherwise advise City Council on budgetary needs related to the operation of the Community Center.

(A 61-02 §4)

Appointment, Removal, Term and Vacancies of Boards and Commissions

(Per the 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:

March:

Parks and Recreation Commission;

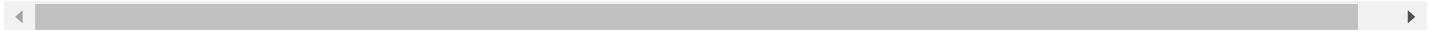
(b) Alternate members. The City Council at its discretion may appoint up to three (3) persons as alternate members for each board or commission. If a regular member of a board or commission is to be absent from a meeting, the presiding officer for the meeting may select an alternate member to fill such 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) successive 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)



020.020.020 Composition of boards and commissions.

The membership of boards and commissions shall be composed of the following persons:

- (1) *Local Liquor Licensing Authority.*
 - a. The Local Liquor Licensing Authority shall consist of a Hearing Officer appointed by the City Council by resolution and may be removed with or without cause by a majority vote of the City Council.
- (2) *Airport Board.*
 - a. Five (5) citizens, at least four (4) who are residents of the City and one (1) who may reside outside of the City but within the 81601 zip code area or own real property or a business within the City.
- (3) *Building Board of Appeals.* The Planning and Zoning Commission shall act as the Building Board of Appeals whenever such a board is required by this Code, other ordinances of the City or State or Federal law.
- (4) *Finance Advisory Board:*
 - a. Seven (7) members of which at least six (6) are City residents. One (1) member shall be employed in the finance industry; one (1) member shall be employed by the tourism industry; and one (1) member may be a non-resident, but shall own or be employed by a business within the City.
- (5) *Parks and Recreation Commission.*
 - a. Seven (7) citizens, at least six (6) who are residents of the City and one (1) who may reside outside of the City but within the 81601 zip code area or own real property or a business within the City.
 - b. Reserved.
 - c. Reserved.
 - d. One (1) youth (under the age of eighteen [18] at appointment) who shall serve a one-year term from June 1 to May 31 of the following year.
- (6) *Planning and Zoning Commission.*
 - a. Seven (7) citizens who are residents of the City.
- (7) *River Commission.*
 - a. Seven (7) citizens, with one (1) alternate, at least six (6) who are residents of the City and one (1) who may reside outside of the City but within the 81601 zip code area or own real property or a business within the City.
- (8) *Victim's and Witnesses Assistance and Law Enforcement Board.*
 - a. Five (5) citizens, at least four (4) who are residents of the City and one (1) who may reside outside of the City but within the 81601 zip code area or own real property or a business within the City.
 - b. Reserved.
 - c. The Chief of Police as an advisory member, but a nonvoting member of the Board.
- (9) *Transportation Commission.*

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- a. Seven (7) citizens, at least six (6) who are residents of the City and one (1) who may reside outside of the City but within the 81601 zip code area or own real property or a business within the City.
- (10) Reserved.
- (11) *Glenwood Springs Housing Commission.*
- a. Seven (7) citizens, at least six (6) who are residents of the City and one (1) who may reside outside of the City but within the 81601 zip code area or own real property or a business within the City.
- Membership should reflect a broad representation of organizations and other entities which are related to housing, including but not limited to the financial community, the building and development community, the real estate industry, and organizations which support low-income residents of the community.
- (12) *Historic Preservation Commission.*
- a. Seven (7) citizens, at least six (6) who are residents of the City and one (1) who may reside outside of the City but within the 81601 zip code area or own real property or a business within the City.
- (13) *Tourism Promotion Board.*
- a. Two (2) representatives from the tourism related businesses located within the City;
 - b. Two (2) representatives from the lodging businesses located within the City;
 - c. One (1) representative from the restaurant or retail businesses located within the City;
 - d. One (1) representative from the Glenwood Springs Chamber Resort Association; and
 - e. Three (3) citizens, at least two (2) who are residents of the City and that shall not have a direct or indirect financial interest in a business referenced in (a), (b) or (c) above and one (1) who is a resident that may have a financial interest in a business referenced in (a), (b) or (c) above.
- (14) *Arts and Culture Board.*
- a. Eight (8) members, at least five (5) of which are residents of the City, three (3) of which may reside outside of the City, and one (1) of which being a youth representative under the age of eighteen (18) or not having completed his or her final year of high school. Those representatives residing outside of the City must reside within the 81601 postal zip code area, own real property or a business within the City, or attend school within the City.
- (15) Council and Staff Participation on Boards and Commissions:
- a. The Mayor may appoint up to two (2) members of Council to act as a liaison between Council and a Board or Commission.
 - b. The City Manager may appoint a member of staff to assist a Board or Commission as necessary to fulfill their duties as provided for in 020.020.030.

(Code 1971 §§ 2-61, 4-75, 4-230, 15-2; 26-84 § 1; 19-89 § 1; 12-90 § 1; 54-90 § 1; 29-91 § 1; 10-93 § 1; 29-93 § 1; 7-94 § 1; 23-94 § 1; 10-95 § 1; 19-95 §§ 1, 2; 40-95 § 1; 28-97 § 1; 29-97 § 1; 1-01 § 1; 61-01 § 2; 14-03 § 1; 9-04 § 1; 20-05 § 2; 7-06 § 2; 13-06, § 2; 10-07 § 2; 6-08 § 2; 12-09 § 2; 12-10 § 2; 2-12 § 2; Ord. No. 2-2016, § 2(Exh. A), 2-4-2016; Ord. No. 16-2017, § 3, 8-17-2017; Ord. No. 2-2018, § 2, 1-18-2018; Ord. No. 6-2018, § 2, 3-1-2018; Ord. No. 21-2018, § 2, 9-20-2018; Ord. No. 2-2021, § 2(Exh. A), 4-15-2021)



City Council
STAFF REPORT
City of Glenwood Springs
June 16, 2022

Agenda Item:	Request For Proposal 2022-07P Tennis Court Restoration Award
Action Requested:	Award Tennis Court Request for Proposal
Department:	Parks & Recreation
Presented By:	Brian Smith
Strategic Goals:	Preserve and Improve Infrastructure Protect and Preserve our Quality of Life
Background Info:	The tennis courts at the community center are in very poor and unsafe condition and need to be re-built. The 2022 budget has \$425,000 appropriated in the Conservation Trust Fund for their replacement, which would leave \$141,000 in fund balance at the end of the year. We received a qualified response to the RFP with a cost of \$555,721 which is over our estimate by \$131,721, that will expend all but \$9,000 in the Conservation Trust. The project will be started in August 2022 and the courts will be offline until mid to late October. Lines will be painted on the concrete court through the winter so they will be playable. The courts will then be closed again from mid-May and the project completed by mid-June 2023. We will budget approximately \$115,000 in revenue for 2023 that can be used for site work or over runs.
Issues:	None - The tennis courts at the Community Center are a beloved community asset and are used heavily.
Fiscal Impact:	Detailed above
Legal Review:	Legal will approve any signed contract.
Staff Recommendation:	Staff recommends awarding this RFP to Renner.



THE ULTIMATE
SURFACE EXPERIENCE

Glenwood Springs Community Center Tennis Courts Bid
Cover Sheet

2. Submittal Forms

A.- LER, Inc. Post Tensioned Concrete Brochure

B.- LER, Inc. Color Book



REDEFINE STRONG



POST-TENSIONED CONCRETE

STRENGTH FROM THE GROUND UP

When faced with extreme weather or poor soil conditions, traditional tennis courts can have a tendency to heave, settle, or crack — all of which can affect your surface playability and safety.

The solution? A post-tensioned concrete substrate system. Renowned for long-term durability, our innovative technique involves encasing sheathed cables in a concrete slab, then stressing and locking those cables in place once the concrete sets. This creates a durable solution, which leads to reduced repair and maintenance costs, often required with an asphalt base.

WITH POST-TENSIONED CONCRETE, YOU CAN:

- Span unstable soil
- Increase resistance to settling and heaving
- Eliminate cold joints around net and fence posts
- Enjoy better uniformity of play
- Provide a consistent slope for drainage
- Create a stable, aesthetic concrete edge
- Eliminate potential liability due to structural cracking
- Build on top of existing courts, saving demolition costs





BUILT TO HANDLE THE HARSHTEST CONDITIONS



REMAINS DURABLE IN POOR SOIL CONDITIONS

If expansive soil starts to move, the concrete slab actually floats and performs independently due to constant cable compression.



RESISTS CRACKING

The post-tensioned slab is kept in a constant state of compression, so it remains durable and stable during weather fluctuations and extreme conditions.



IMPROVES DRAINAGE

Reduces water holding areas and provides consistent slope allowing for a highly competitive surface.



MAKES USE OF EXISTING SITES

Reduces removal costs and potential unforeseen subgrade conditions.

GET ALL THE BENEFITS OF A COURT BUILT TO LAST

1 LASER GRADING



After the rough grade is established, the fine grade is achieved using a laser-controlled machine to provide a true plane with tolerances to $\pm 1/4"$.

2 BEAM & CABLES



An enlarged perimeter beam is excavated to anchor the stressing cables. Engineered cable spacing is determined by tendon length and soil conditions.

3 CONCRETE PLACEMENT



Concrete is placed using laser-controlled equipment or A-frame screed to achieve the precise slope and planarity.

4 CONCRETE FINISHING



Equipment designed for finishing large slabs ensures uniform planarity and texture.

5 FENCE POSTS



Fence posts are wet set into the perimeter grade beam eliminating cold joints.

6 TENDON STRESSING



Once the concrete has reached the specified compressive strength, the cables are then tensioned.

7 FENCING



Fence options include vinyl clad chain-link, galvanized chain-link or customized fences. Fencing can also be engineered for wind screens.

8 SURFACING



The final surface choice can range from one of our Renner Cushion systems or Renner Classic color coating systems meeting ITF Pace Ratings.



Colorado

Colorado State University



Colorado

Broadmoor Hotel



Oklahoma

Oral Roberts University



Utah

Promontory Ranch



Nevada

Bishop Manogue High School



Utah

University of Utah



renner®
A Tarkett Sports Company

COLOR BOOK

TRUST THE RENNER DIFFERENCE

ITF Tested and proven, Renner acrylic coatings offer elite performance, durability and color retention. The systems are designed to withstand harsh weather and provide superior playing characteristics and ball bounce.

For over 20 years, Renner has been a leader in manufacturing high-performance tennis court coatings. Our surfaces are found at some of the most prestigious venues across North America, and we're committed to elevating performance and keeping athletes safe through innovative surfaces designed for competition and daily training.



ITF CLASSIFIED

Renner acrylic coatings offer a variety of textures and are ITF Classified Court Pace 2 (Medium Slow) and 3 (Medium).



QUALITY MATERIAL

Our coating systems are comprised of premier quality 100% acrylic resins and pigments showcasing leading durability and resistance to deterioration from harmful UV exposure.



PROVEN DURABILITY

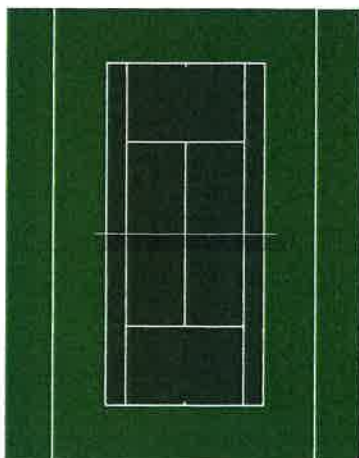
Proven in a variety of environments, Renner coatings have long been recognized as one of the leading tennis court systems in North America. Trusted by community, club, park, collegiate, and residential clients, Renner coatings have a track record to prove it.



ENVIRONMENTALLY-FRIENDLY

Designed to be green, our systems are manufactured with environmentally-friendly materials for use on asphalt or concrete substrates. Renner coatings contain no lead, mercury or asbestos.

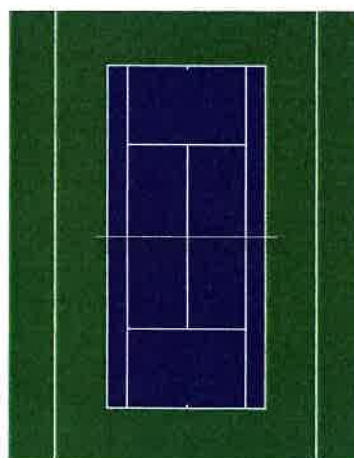
POPULAR COURT DESIGNS



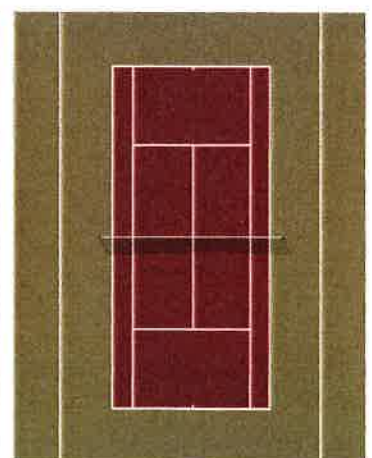
Dark Green - Light Green



Dark Green - Maroon



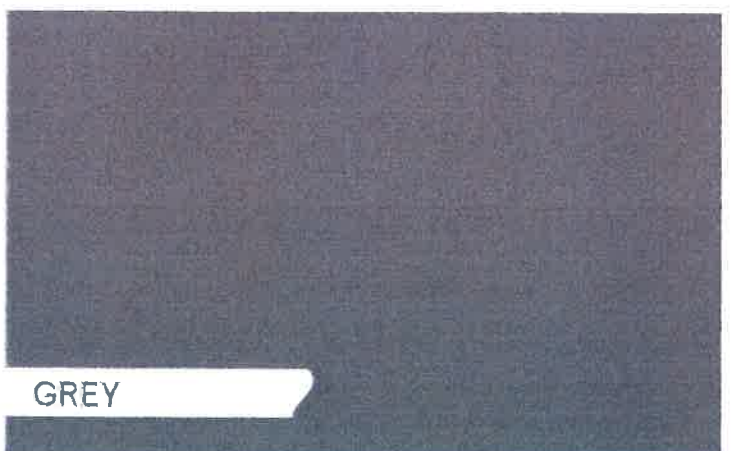
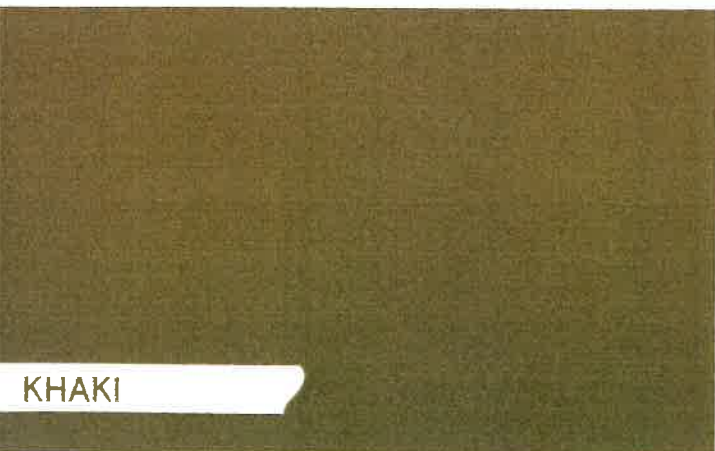
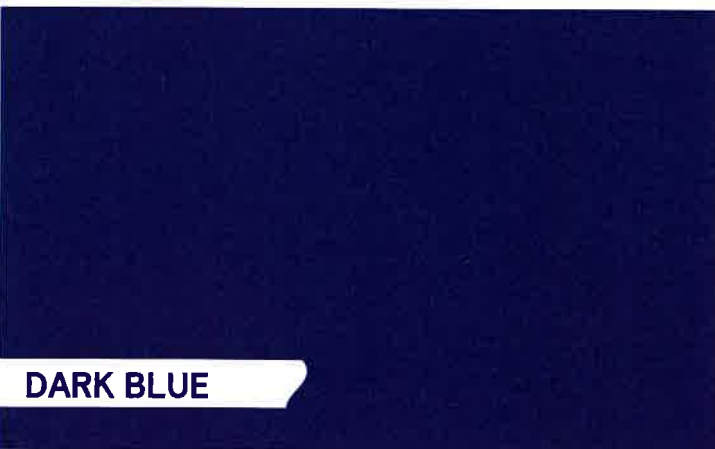
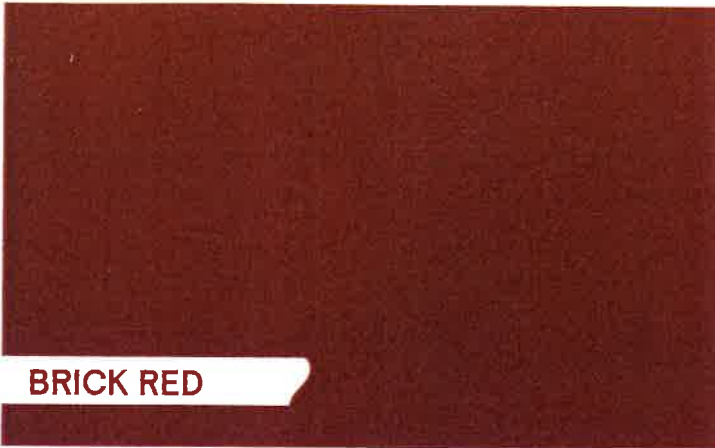
Dark Blue - Light Green



Brick Red - Khaki



Images used for illustrative purposes only and are not accurate representations of the actual products. As such, size, colors and materials may vary.



Purple court surfacing color is available at an additional cost.

4. LER, Inc. Acknowledges 9 Addendums issued at various dates
5. Estimated Timeline- We anticipate being able to start construction in late July or early August. We propose to have all 3 courts rebuilt and concrete poured by 10/30/22. We anticipate the fence being completed after the 30-day cure on the concrete slab. The color coating surface and line striping for the 3 courts plus the resurfacing of the 4th existing court to be completed by 6/15/23.
6. Staging will be both inside and outside the courts on the north end in the parking lot.
7. We will need one job site contact for coordination of the work during working hrs. only.
8. References- See attachment
9. There will be no on-site training for future care of the courts since there is one to provide. The courts will need periodic cleaning by water brooms and leaves and debris blown off as needed only. The courts will need to resurface (repainted) in approximately 5-7 years depending on wear and tear.
10. We provide a 1 yr. warranty on all parts and materials and a 2-year warranty of our RSS Acrylic Color Coatings from premature wear and fading.
11. **Our proposal Excludes:**
 1. All electrical work that may be required due to the proximity of the power panel on the south end of the courts right outside the fence line. During our pre-bid meeting I brought up the fact that we would have to saw cut the concrete in front of that panel box and we needed to know the location of the underground conduits. That information was not provided in any addendum therefore we do not know where that conduit goes to feed the four Musco light poles 2 on each side of the courts. We will have to remove the asphalt on the courts and scarify the existing subbase and the conduits may be in the way and will need to be

relocate and or removed to achieve the proper subbase as required in the soils report and bid documents. No electrical work is included in our proposal at all.

Also, we are providing a price to over excavate and remove bad soils after the subbase is proof rolled. Additional base materials will need to be brought in and placed and compacted per the soils report. Until those areas are identified we do not know how many or how large an area we may encounter. A unit price is provided for those items.

Other Exclusions in our bid: all concrete and compaction testing, landscaping, irrigation, taxes, site restoration, repairs to existing concrete sidewalks and driveways due to access for our machinery and concrete trucks/pumps.

Note: A water meter and hook up must be provided by the city so our subs and crews have a portable water source to provide the moisture conditioned subbase and water for mixing the color coatings.

Our bid to rebuild the three (3) existing asphalt tennis courts to include permits, erosion control, site fencing, demolition, subbase prep., post tensioned concrete slab, RSS color surface and striping for 3 concrete courts, resurfacing of 1 existing court with 2 pickleball court line striping, (3) pairs of new Douglas Industries net posts, nets, center straps and anchor, new Douglas 6' tall windscreens and cleanup is:

Five Hundred and Fifty-Five Thousand Seven Hundred and Fifty-One Dollars 00/100 (\$555,751.00). Includes performance and Payment bonds.

UNIT PRICES:

1. **Over excavate and haul off bad expansive sub-base materials \$60.71 per CY**
2. **Import and place Class 6 road base materials- \$71.77 per ton**

RENNER SPORT SURFACES REFERENCES

- **Denver Parks and Recreation-** 200 West Colfax Ave., Denver, CO 80201 Jennifer Olson- Parks Dept. Landscape Planner, rebuilt (4) cracked asphalt tennis courts with a post tensioned concrete overlay at Berkeley Lakes Park, Eisenhower Park and Huston Lake Park, renovated the (8) courts at Washington Park and constructed new and resurfaced old courts at several other city parks (720) 913-0609
- **South Suburban Parks and Recreation-** 6651 S. Krameria Way, Centennial, CO 80111 Melissa Reese- Thacker, - Park Planner, Holly Tennis Center rebuilt (6) old asphalt tennis courts with post tensioned concrete overlay and constructed numerous post tensioned concrete tennis and pickleball courts at various parks (303) 483-7023
- **Aurora Parks and Recreation-** 15151 E. Alameda Ave. Ste. 4600, Aurora, CO 80012 Katie Thompson, Landscape Architect, constructed (14) post tensioned concrete tennis and basketball courts over old asphalt tennis courts, resurfaced and renovated numerous others at various City Parks (303) 739-7174
- **Boulder Parks and Recreation-** 3198 N. Broadway St., Boulder, CO 80304 Mike Lamb- Senior Landscape Architect- Rebuilt (2) cracked asphalt courts with post tensioned concrete overlay at Knollwood Park and (2) post tensioned concrete courts at Martin Park and resurfaced every City Park in Boulder (303) 550-5340
- **Vail Parks and Recreation-** 700 East Frontage Rd., Vail, CO- Todd Oppenheimer- Senior Landscape Architect- Ford Park- Constructed (1) post tensioned concrete basketball court, (6) post tensioned concrete pickleball courts and (6) clay courts as well as resurfacing various courts (970) 479-2161
- **Devils Thumb HOA-** Prima-One Management, P.O. Box 270399, Louisville, CO 80027- Cindy Smith, Manager, Rebuilt (6) old cracked asphalt tennis courts with post tensioned concrete overlay (303) 494-5057
- **Homestead in the Willows HOA-** 5896 E. Geddes Ave., Centennial, CO 80112- Katie Kidwell, HOA Manager, Rebuilt (8) old cracked asphalt tennis courts with post tensioned concrete overlay at three different locations (303) 793-0230



City Council
STAFF REPORT
City of Glenwood Springs
June 16, 2022

Agenda Item:	The Aspen International Mountain Foundation Request
Action Requested:	Support and Participate in the 6th Global Meeting of the UN's Mountain Partnership
Department:	City Administration
Presented By:	Debra Figueroa
Strategic Goals:	Protect and Preserve our Quality of Life
Background Info:	The Aspen International Mountain Foundation (AIMF), is hosting the 6th Global Meeting of the UN's Mountain Partnership to be held on the Aspen Institute campus on September 25-29, 2022. AIMF is co-sponsoring the event with the State of Colorado, the City of Aspen and the Aspen Institute. The Mountain Partnership is an alliance of 60 countries and over 400 local governments, intergovernmental organizations and NGOs (including the State of Colorado and the cities of Aspen and Basalt). The event is estimated to bring 250 delegates (and other attendees) from around the globe. The AIMF is asking the City of Glenwood Springs to join this initiative and to share the work we have done in the area of climate, energy and sustainability. The UN has declared 2022 as the "International Year of Sustainable Mountain Development" and the Global Meeting will be the culmination of the year's efforts to build a global and US action plan for sustainable development over the next 4 years and through 2030. The ask to participate will be sponsoring the program in the amount of \$10,000 and to present in a Roaring Fork Valley centered discussion. John Starr will present along with other members of AIMF. Attached to this item is additional information for your consideration on the event.
Issues:	NA
Fiscal Impact:	The \$10,000 is not included in the 2022 Budget. Should Council want to move forward, staff recommends pulling these funds from the unallocated Financial Advisory Grant funds.
Legal Review:	
Staff Recommendation:	Staff supports participating in this event.



Mountains Matter
Ideas to Action

mountains matter: ideas to action september 26-29, 2022 / aspen, co

SIXTH GLOBAL MEETING OF THE MOUNTAIN PARTNERSHIP
SEPTEMBER 26-29, 2022 | ASPEN, COLORADO
BUILDING ALLIANCES FOR RESILIENT MOUNTAINS



contents

- what's happening in aspen?
- what is the mountain partnership?
- what's the purpose?
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- why become a sponsor?
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- key facts about mountains
- environmental and social challenges



Mountains Matter
Ideas to Action

what's happening in aspen?

MOUNTAINSMATTERASPEN.COM

The Sixth Global Meeting of the Mountain Partnership, “Mountains Matter: Ideas to Action,” will be held on September 26-29 at the Aspen Institute in Aspen, Colorado. The meeting and public side events are being organized and hosted by the the Aspen International Mountain Foundation (AIMF) with co-hosts the State of Colorado, the City of Aspen and the Aspen Institute.



Colorado Governor Jared Polis will greet the delegates on Tuesday, September 26th.

hosted by



in partnership with



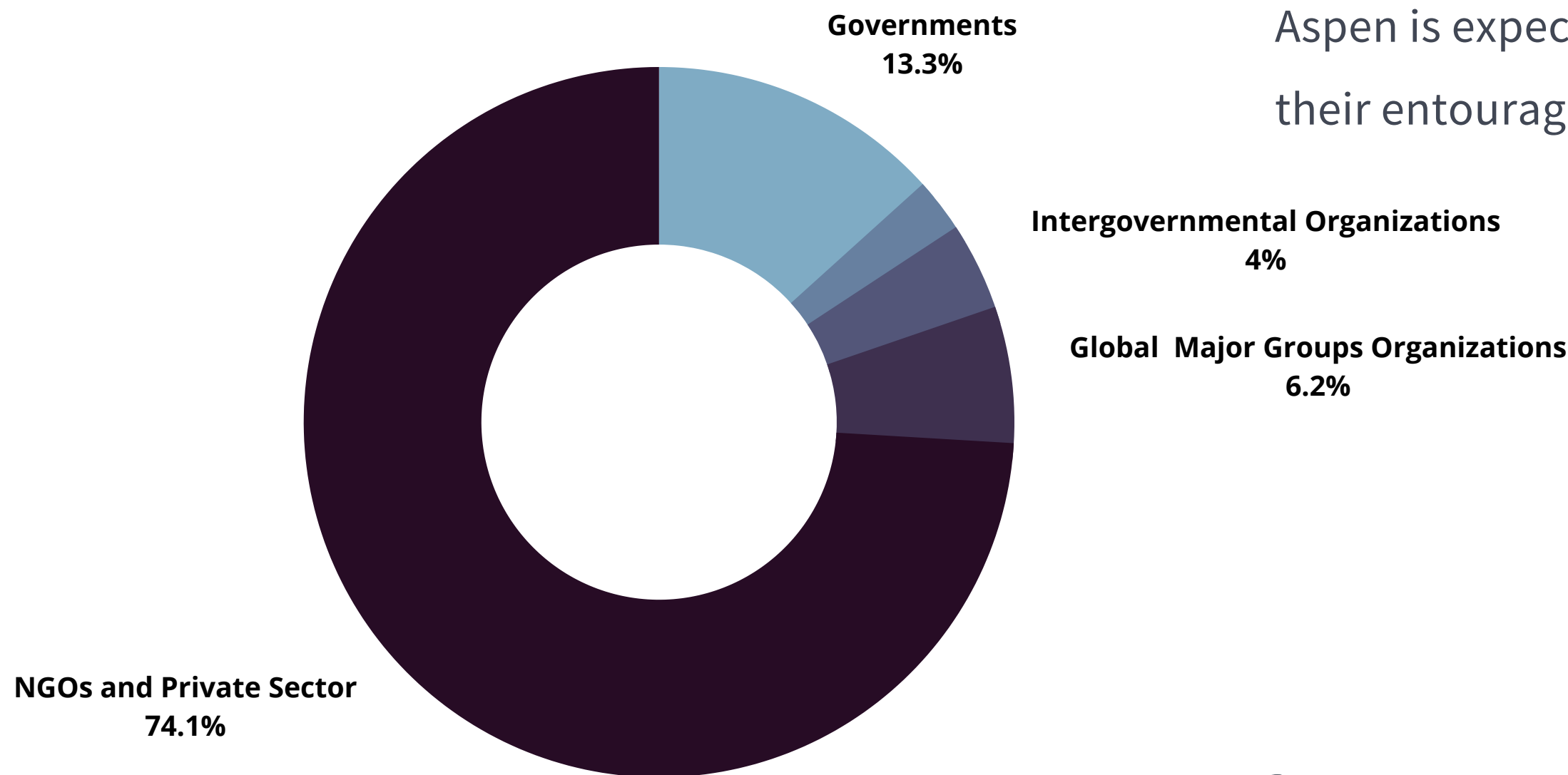
A scenic mountain landscape featuring a river flowing through a lush green forest. In the background, majestic mountains are partially covered in snow, with their peaks illuminated by a warm, golden light, suggesting a sunset or sunrise. The sky is filled with soft, colorful clouds.

Join us in Aspen to participate and network at this unique gathering of influencers from around the world.

what is the mountain partnership?

MOUNTAIN PARTNERSHIP

The Mountain Partnership is a voluntary United Nations alliance with more than 450 members, including governments, intergovernmental organizations, private sector partners, NGOs, universities and research institutes dedicated to improving the lives of mountain peoples and protecting mountain environments around the world. The meeting in Aspen is expected to draw more than 200 delegates and their entourages.



what's the purpose?

This multi-day event includes three days of meetings of Mountain Partnership delegates and highly innovative, solution-oriented side events. A multi-year action plan will be developed to increase awareness of the importance of sustainable mountain development and promote conservation and sustainable use of mountain ecosystems which are threatened by climate change. The global meeting will be one of the most important events of the 2022 International Year of Sustainable Mountain Development, announced by the United Nations in December 2021. It will be live-streamed globally in at least four languages. In addition to plenary sessions, there will be a welcome reception, a banquet, an evening concert and daily side events held throughout Aspen on topics related to sustainable mountain development, including climate change, ecotourism, renewable energy, disaster mitigation and water conservation at the global, regional and local levels. The highlight of the meeting will be the Aspen Institute's public half-day forum on climate and sustainability issues with a keynote speaker and panels of experts.

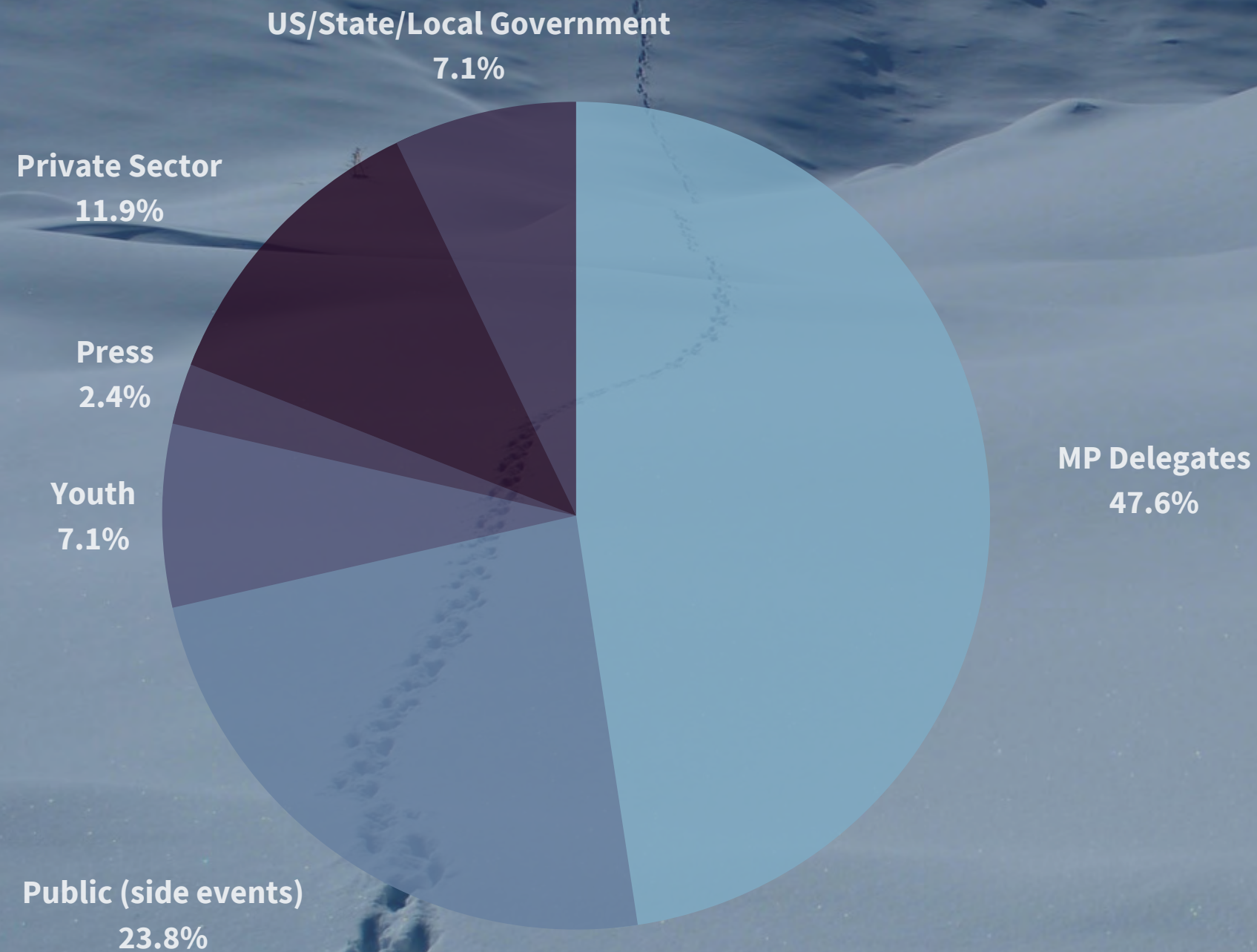


why mountains matter: a global perspective from the mountain partnership

“Mountains are among the most important ecosystems for the survival of our planet, providing essential goods and services. Not only are they home to 1.1 billion people, but they also provide 60-80 percent of the global freshwater resources for domestic consumption, irrigation, industry, food, and energy production. While the relevance of mountains for the sustainable agenda is increasingly recognized, efforts are still needed to eradicate chronic poverty and hunger of mountain peoples and to protect the fragile mountain ecosystems. Mountain people are among the hungriest in the world.” **Read more >>**

who will be there?

The Mountain Partnership meeting will draw government officials, experts and representatives from dozens of countries, NGO and inter-governmental organizations, academic institutions and private industry. On the first day of the meetings, Tuesday, September 27, Colorado Governor Jared Polis is scheduled to welcome members to the event. US Senator Michael Bennet (CO), Representative Joe Neguse (CO, 2nd District) also plan to participate.



how can your organization get involved?

There are many opportunities to sponsor this event. Your organization's support will open doors for mountain communities looking to implement sustainable economic development practices and create new opportunities to partnerships in North America and around the world.

■ JOIN THE MOUNTAIN PARTNERSHIP

The first step to get involved is to become a member of the Mountain Partnership at no cost. Membership will connect your organization with the largest international agency that advocates for mountain communities and the environments they rely on. It will also allow your team to attend the meeting and participate in side events. [Learn more here >>](#)

■ BECOME A SPONSOR

Depending on their level of support, event sponsors may choose to participate in a panel discussion at one of the side events, host a booth displaying their organization's products and sustainability work or even host their own side event. For a detailed grid outlining sponsorship opportunities at this event, [click here.](#)

why become a sponsor?

- **To support the important work of the Mountain Partnership**, a United Nations alliance of 60 mountain countries and over 400 intergovernmental organizations and NGOs
- **To get in on the ground floor of a concerted effort to create a North American action plan** for sustainable mountain development
- **To share your organization's work in sustainability**, build alliances and expand your network
- **To build brand awareness through side events** presented by your organization or in concert with trade associations and other companies
- **To exchange ideas and solutions** with Mountain Partnership delegates, outdoor industry executives, government officials, and invited dignitaries
- **To connect with other leaders whose organizations are working in sustainability** and discover how they are making a measurable impact

sponsor levels

	Everest \$50K+	Denali \$25K+	Aconcagua \$10K+	Kilimanjaro \$5K+	Matterhorn \$3K+
Special mention from podium during opening/closing sessions	X				
Opportunity to have a short promotional video run during program	X	X			
Opportunity to have a brief speaking role or moderate a breakout session	X				
Prominent brand visibility at event, on website and in digital promotion	X	X	X		
Logo displayed in breakout rooms	X	X			
Visibility on event registration page and confirmation email	X				
Logo included in event welcome video	X				
Corporate video in resource center	X				
Corporate video message included on event website	X	X	X		
Recognition on the Global Meeting Virtual Donor Wall throughout 2022	X	X	X	X	X
Dedicated social media posts to thank you for your support	X	X	X	X	X
Visibility on event registration page	X	X	X	X	
Brand visibility on the event website, platform and advance digital promotion	X	X	X	X	X
Booth space for exhibit	X	X	X	X	X
Opportunity to host a side event	X	X			
Opportunity to co-host a side event	X	X	X		

Sponsorship



#MOUNTAINSMATTERASPEN





#IYM2022



aspen international mountain foundation (AIMF)

Founded in 2001, the Aspen International Mountain Foundation (AIMF) is a nonprofit and is based in Aspen, Colorado. AIMF's mission is to promote sustainable development in mountain environments and communities. The organization's projects, initiatives and fora support sustainable mountain development and promote mountain life and culture in Colorado and around the world. AIMF was instrumental in developing the mountain-related actions within the United Nation's Sustainable Development Goals (SDG's) and participated in the Paris Accords. AIMF is co-chair of the Steering Committee of the UN Mountain Partnership and represents North and Central America and the Caribbean region.



KARINJO DEVORE

AIMF President & Founder

key facts about mountains / SDGs

Mountains cover about 27 percent of the earth's land area and are home to 1.1 billion people (15 percent of the world's population) (SDG 15).

Mountain ecosystems provide important ecosystem services to billions of people living downstream, such as stabilizing slopes, regulating climate, regulating hydrological cycles, and supporting livelihoods (SDG 13).

Mountains are of paramount importance as water towers, both for mountain people and for around 2 billion people living in connected lowland areas (SDG 3).

Mountains host about half of the world's biodiversity hotspots and 30 percent of all Key Biodiversity Areas, as well as vital genetic resources for locally adapted crops and livestock (SDG 15).

Mountain destinations attract about 15-20 percent of global tourism (SDG 8). Tourism can play a key role in valuing and protecting the natural and spiritual heritage of mountains.

Sustainable food systems are drivers of mountain development due to their potential for small and medium-sized enterprises, and their links with tourism and niche markets (SDG 1, 2, 8, 12).

Mountains have a key role to play in providing renewable energy, especially through hydropower, solar power and wind power (SDG 7).

Investing in the building of sustainable infrastructure, including roads and trains is critical for sustainable mountain development (SDG 9).

Urban mountain settlements, in particular small towns, provide basic services to mountain people living in the surroundings and are hubs of sustainable development (SDG 11).

Source: Mountain Partnership

environmental and social challenges / SDGs

Climate change is negatively impacting food security, agriculture and the provision of ecosystem services across many different mountainous regions worldwide (SDG 13).

Snow cover, glaciers and permafrost in mountain areas are projected to continue to decline in almost all regions throughout the 21st century. This has implications on water supply in the lowlands, such as a reduced river flow during summer and dry seasons, with implications on large irrigation schemes (SDG 6, 13).

Climate-related hazards, such as flash floods, wildfires and landslides, have contributed to an increase in disasters, affecting a growing number of people in mountain regions and further downstream (SDG 15, 13).

Mountain ecosystems are at risk from uncontrolled dumping and open burning of waste, including plastic waste (SDG 15).

One out of two rural mountain people in developing countries is vulnerable to food insecurity (SDG 1, 2).

When mountain people migrate, it has multiple positive and negative impacts on their livelihoods and communities as well as on mountain ecosystems (SDG 8, 10, 15).

The COVID-19 pandemic and the restrictions adopted by countries to respond to it have amplified the existing vulnerabilities of mountain communities, whose livelihoods rely mostly on agriculture, tourism and remittances.

Source: Mountain Partnership

thank you!

mountainmatteraspen.com

For more information, or to confirm your interest in sponsoring the Sixth Global Meeting of the Mountain Partnership, please contact

Eric Smith | esmith@aimf.org | (202) 365-8245



**Mountains Matter
Ideas to Action**

Mountains Matter: Ideas to Action

Sixth Global Meeting of the Mountain Partnership

The Sixth Global Meeting of the Mountain Partnership, “[Mountains Matter: Ideas to Action](#),” will take place on September 26-29, 2022 at the Aspen Meadows/Aspen Institute campus in Aspen, CO and will be co-hosted by the state of Colorado, the Aspen Institute, the City of Aspen and the Aspen International Mountain Foundation (AIMF). In June 2021, the Mountain Partnership selected the Aspen International Mountain Foundation (AIMF) as the member to host the meeting. Host finalists were AIMF, the Canadian Mountain Network, Eurac Research in Italy and the Romanian National Agency for Mountain Areas.

The two-and-a-half day meeting will establish the Mountain Partnership agenda and high-level advocacy goals for the next four years. The meeting will be the high point of the [2022 “International Year of Sustainable Mountain Development](#),” announced by the United Nations in December and enacted by a resolution sponsored by 94 countries including Canada and the US. The Mountain Partnership has been tasked by the UN to launch a five-year action plan to increase awareness of the importance of sustainable mountain development and the conservation and sustainable use of mountain ecosystems. The meeting’s theme, “Building Alliances for Resilient Mountains,” reflects the Mountain Partnership’s desire to partner with the private sector, government, and NGOs in North America. US policy makers and outdoor industry sponsors are invited to join the Mountain Partnership and, as members, may participate in the meeting and develop action items in concert with key officials from North America and around the world.

In addition to member plenary sessions, there will be a welcome reception, a banquet, an evening concert and daily side events held throughout Aspen on topics related to sustainable mountain development, including climate change, ecotourism, renewable energy, disaster mitigation and water conservation at the global, regional and local levels. On the first day of the meeting, Tuesday, September 27, Colorado Governor Jared Polis is scheduled to welcome members to the event. The state of [Colorado recently joined the Mountain Partnership](#), establishing Colorado as the first US state to become a member. The City of Aspen became the first US governmental entity to join in 2012. The meeting will culminate with a public forum hosted by the Aspen Institute featuring a keynote address and panel discussions with high-level experts and dignitaries from throughout North America and globally. After the meeting, delegates have been invited to Telluride where the Telluride Institute will introduce them to its global sustainability initiatives and Colorado’s Ute indigenous culture.

The [Mountain Partnership](#) is a United Nations voluntary alliance of partners dedicated to improving the lives of mountain peoples and protecting mountain environments around the world. Founded in 2002, the Mountain Partnership addresses the challenges facing mountain regions by tapping the wealth and diversity of resources, knowledge, information, and expertise, from and between its members, in order to stimulate concrete initiatives at all levels that will ensure improved quality of life and environments in the world's mountain regions. Currently, more than 400 governments, intergovernmental organizations, major groups (e.g., civil society, NGOs and the private sector) and subnational authorities are members.

Founded in 2001, Aspen-based [AIMF](#) promotes sustainable development in mountain environments and communities in Colorado and around the world. On July 21, 2021, AIMF was granted special consultative status by the [United Nations Economic and Social Council \(ECOSOC\)](#), a highly discretionary designation that enables an organization to engage in a number of ways with ECOSOC and its subsidiary bodies, the Human Rights Council and, under specific conditions, some meetings of the General Assembly and other intergovernmental bodies, as well as with the United Nations Secretariat. AIMF was instrumental in developing the mountain-related actions within the [UN's Sustainable Development Goals \(SDG's\)](#) and participated in the Paris Accords. AIMF is co-chair of the Steering Committee of the Mountain Partnership and represents North and Central America and the Caribbean region. It will have a major role in developing the action items for the year.



City Council
STAFF REPORT
City of Glenwood Springs
June 16, 2022

Agenda Item:	South Bridge Noise Wall Color and Finish
Action Requested:	Decision regarding the final finish aesthetics for the noise wall.
Department:	Engineering
Presented By:	Terri Partch
Strategic Goals:	Protect and Preserve our Quality of Life
Background Info:	Federally and state funded projects require a National Environmental Policy Act (NEPA) analysis for projects. With any new facility construction, a noise analysis must be preformed to determine if a noise impact exists, and if so, mitigation must be offered. A noise impact was determined to exist for eleven residents immediately adjacent to the road in the Cardiff Glen neighborhood. The noise engineer determined that if a sound wall were constructed between the new road and the existing eleven residents, the overall noise could be lowered by five decibels. The impacted residents were sent ballots to determine their preference for a noise wall or not. A neighborhood meeting was held to discuss the noise wall. Questions regarding the noise reduction, wall placement, sidewalk placement and options for a berm or a tree wall were asked during the meeting, and during the voting process. Ballots were sent and returned three different times to ensure that all questions were answered. The final ballot determined that almost all of the affected residents prefer a noise wall to be constructed. The city is obligated under the Federal NEPA process to construct a noise wall if a majority of the residents would like it to be placed. In the ballot, the residents were provided sample wall finishes. Generally, the residents preferred a simulated stone formliner. All residents asked that the project replace trees that are removed, which will be done.
Issues:	None at this time.
Fiscal Impact:	Final pricing is unknown at this time, but the resident's preference for a simulated stone formliner is one of the most reasonable options.
Legal Review:	
Staff Recommendation:	Approve the simulated stone formliner for the noise wall finish.



101 West 8th Street
Glenwood Springs, CO 81601
(970) 384-6400

December 15, 2021

Dear Property Owner or Tenant,

Since the last noise wall ballot the City received a number of questions and a request to redo the ballot.

As you are aware from the second ballot, multiple fiber optic lines have been found in the previous location of the wall. In order to avoid moving the lines and some of the utility boxes, the City is proposing to move the wall east of the lines resulting in a noise barrier location change ranging from 5 feet to 38 feet. One of the questions we received was a request to see the utility conflicts. Those lines are shown on the attachments to this ballot. Some residents requested a diagram showing how close the wall would be to the homes. This is also in the ballot attachments.

As a reminder of previous information provided on the wall, the noise wall was identified in the project Environmental Assessment as a measure that would reduce the impact of future traffic noise. The installation of the wall is a choice being offered to eleven of the properties that would benefit from a noise wall by reducing noise level five decibels or more. The decision to build the wall or not will be made by a majority vote of the eleven benefitted tenants and owners. The proposed wall location and the eleven benefitted properties are shown in the attachments. A portion of the wall is now designed to be within a proposed easement within a common parcel owned by the subdivision. As designed, the wall is 10 feet tall and 781 feet long. One person asked whether it would be possible to place the sidewalk on the east side of the noise wall, inside of the wall. We can't do this due to the same utility conflicts described above, as well as some concerns about sidewalk security behind the wall.

If the benefitted residents again choose a noise wall, the City Council will decide the wall treatment based on aesthetics and cost. Sample treatments are within the attachments. I have also included a graphic showing a "tree screen". A tree screen would not offer noise reduction benefits, but may be more aesthetically pleasing than a wall. A few residents asked if I could include a box on the ballot to vote for the tree wall. That has been included. Trees within the tree screen would be between 6'-12' tall. Any trees removed for the project will be replaced at a 1:1 ratio.

A ballot is included in this document. Please indicate your vote for or against having the noise wall constructed, if you are for a tree screen instead, as well as any comments you have about materials preference. If a noise wall is preferred by the majority of the eleven owners and tenants (one vote per owner and tenant-maximum two votes per unit) that are directly benefitted, the choice for the noise wall material will go to the City Council for a decision, along with your indication of material preference. You are welcome to participate in that meeting to express your preferences directly.

A ballot will also go to the two adjacent homeowners association groups for their input on material preference only.

Please return the ballot by Monday, January 10, 2022 in the enclosed stamped envelope. Ballots can also be returned by email to terri.partch@cogs.us. We really appreciate your help with this. Please contact me directly with any questions at terri.partch@cogs.us or 970- 384-6413.

Thank you,

Terri Partch



Exhibit showing distance from the homes to the proposed new location of the wall.



Exhibit showing the tree screen



Exhibit showing the proposed location of the noise wall in the block between Clark and Morgan streets

photo #1325



Figure 139. Noise wall horizontal cap

photo #2434



Figure 140. Noise wall horizontal cap

photo #1731



Figure 156. View from the road: pattern

photo #1122

photo #2296



Figure 158. View from the road: pattern

photo #2296

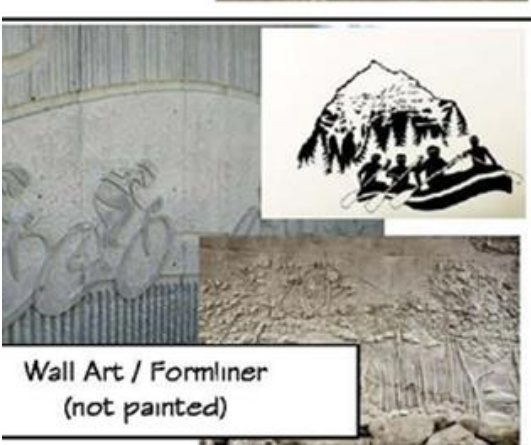
 Formliner and Colored Concrete	\$41.00
 Painted (Simulated) Stone	\$40.00
 Glenwood Canyon Formliner	\$30.00
 Wall Art / Formliner (not painted)	\$48.00



Exhibit showing the benefitted receptors and the tree removal that will be needed for the construction of the noise wall.



Noise Wall Stated Preference Survey

Thank you for participating in this stated preference survey for the noise wall being proposed along Airport Road adjacent to the Cardiff Glen neighborhood in Glenwood Springs, Colorado. You are being asked to participate because you are a benefited receptor, meaning you will receive a 5-decibel reduction in noise from the wall. You are one of 11 properties that meet this designation in your neighborhood.

Please fill out this form in its entirety and clearly mark your stated preference for the noise wall. Please use the enclosed self-addressed/stamped envelope to return your response to the City of Glenwood Springs. You may also email the completed form to terri.partch@cogs.us. Please send back your response no later than Monday, January 10, 2022.

NAME (Owner or Tenant): _____

ADDRESS _____

Noise Wall Stated Preference (check only one)

I would like the noise wall to be constructed ☐

I would prefer the noise wall to not be constructed ☐

I would prefer a tree screen to be constructed. ☐

EMAIL _____

PHONE _____

OTHER COMMENTS OR QUESTIONS

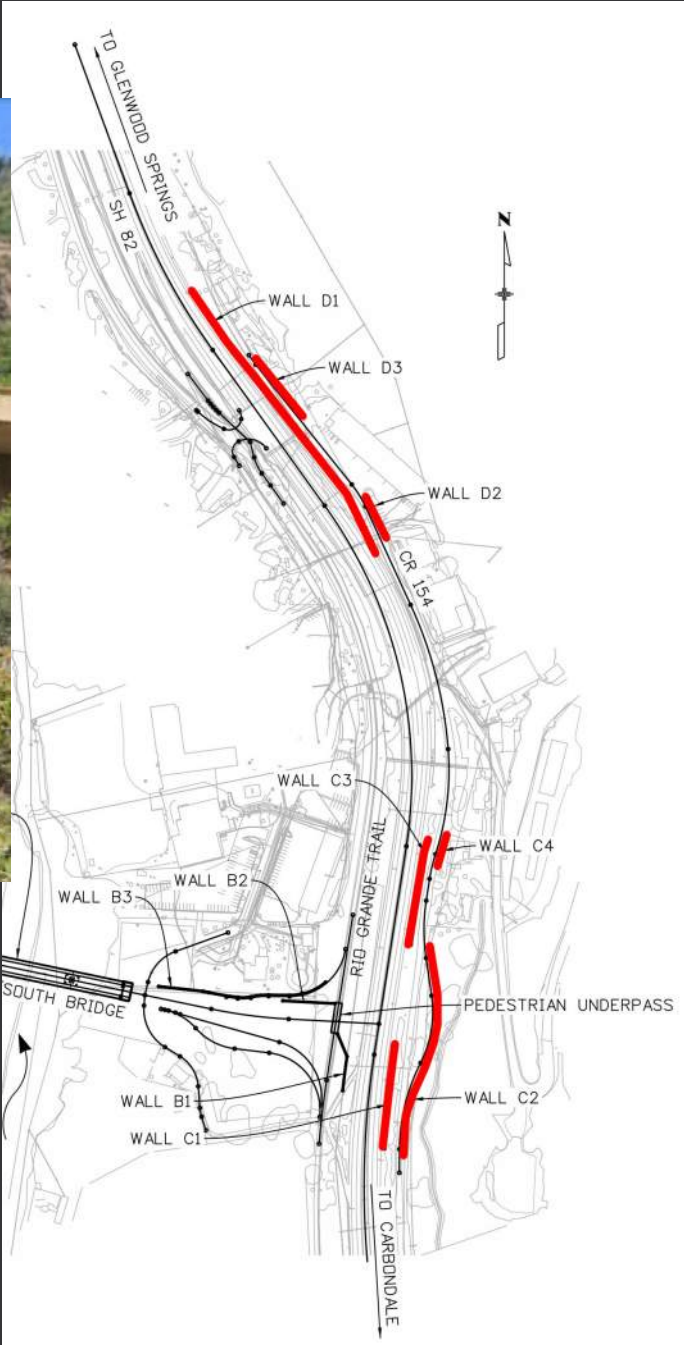
SouthBridge

Aesthetics

CDOT Colorado Random Formliner

Use on SH82 per CDOT

- Cast in place retaining walls
- MSE panels
- Regional aesthetic continuity
- Cost Effective (\$\$)



Wall	SF	Unit Cost	Wall Cost (60% plans)
C1	2511	88	\$126,720
C2	2747	88	\$727,320
C3	1050	88	\$92,400
C4	594	88	\$52,272
D1	5255	120	\$1,185,600
D2	740	88	\$95,840
D3	1455	88	\$144,240

Boardform Liner

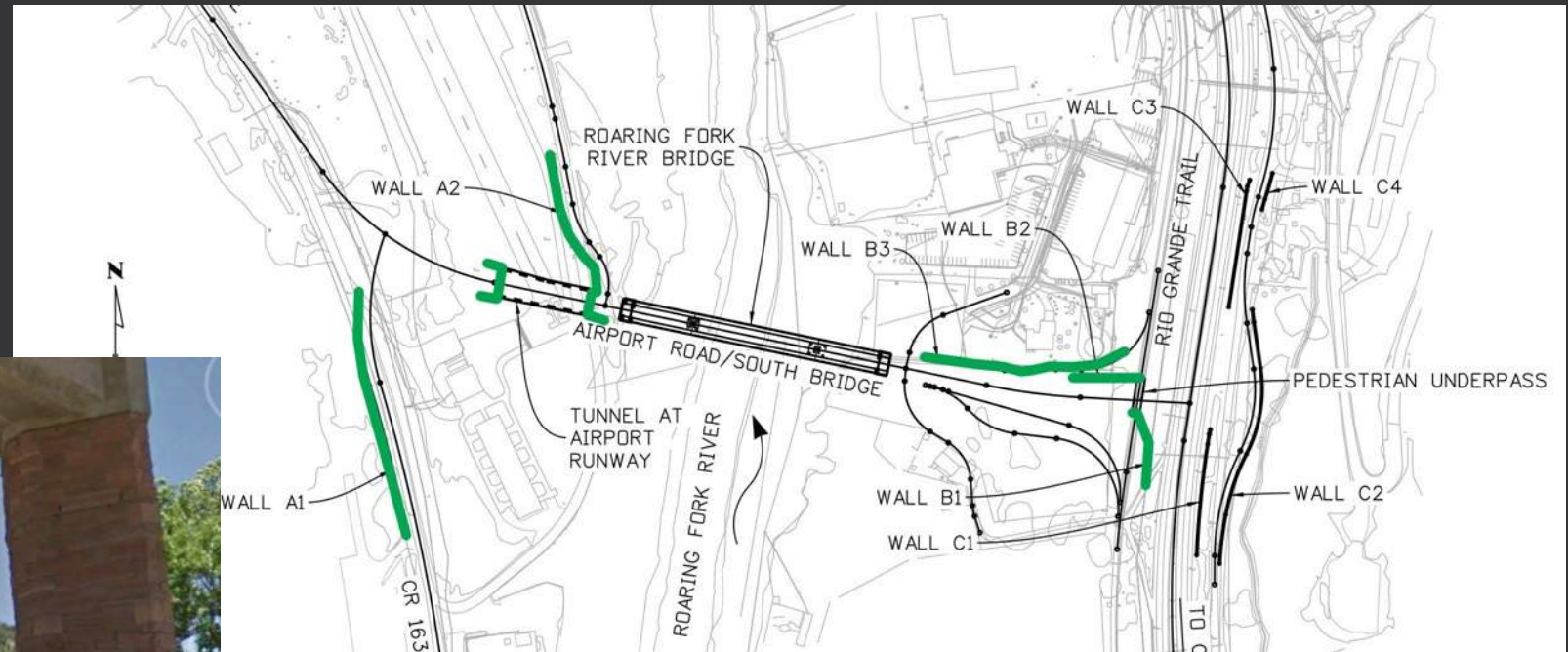
- Cast in place retaining walls
- Tunnel Headwall
- Local aesthetic continuity (27th St.)
- Good Human scale texture
- Cost Effective (\$\$)



Wall	SF	Unit Cost	Wall Cost (60% plans)	Wall w/ stain (+\$5/sf)	Wall w/stone veneer (+\$65/sf)
A1	7412	80	\$592,960	\$630,020	\$1,074,740
A2	4866	80	\$389,280	\$413,610	\$705,570
B1	2511	95	\$238,545	\$251,100	\$401,760
B2	2747	95	\$260,965	\$274,700	\$439,520
B3	9111	95	\$865,545	\$911,100	\$1,457,760

Stone Veneer

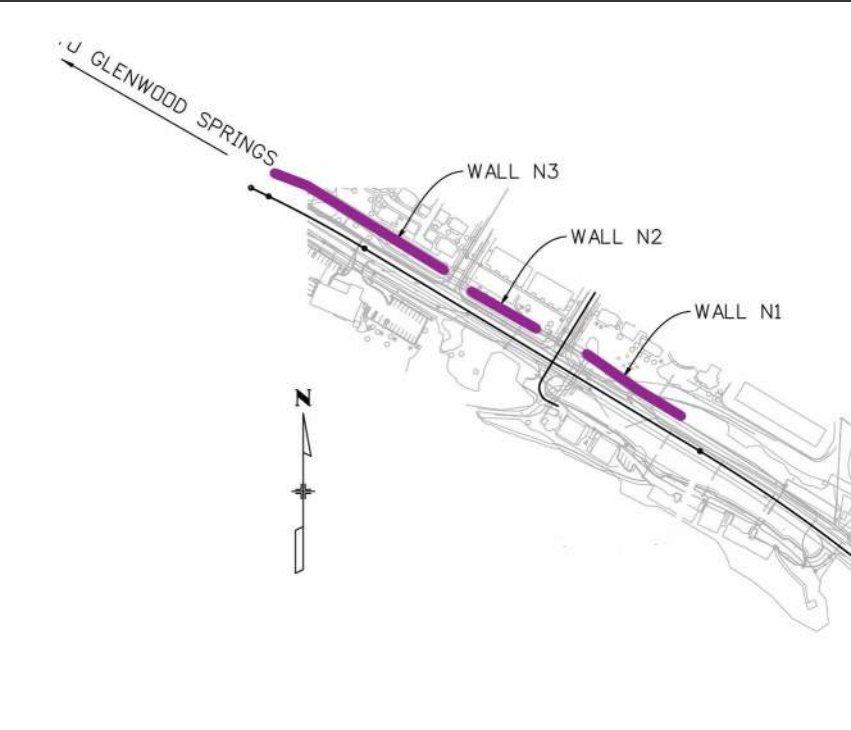
- Veneer cast in place retaining walls
- Local aesthetic continuity
- Good Human scale texture
- Cost (\$\$\$\$)



Wall	SF	Unit Cost	Wall Cost (60% plans)	Wall w/ stain (+\$5/sf)	Wall w/stone veneer (+\$65/sf)
A1	7412	80	\$592,960	\$630,020	\$1,074,740
A2	4866	80	\$389,280	\$413,610	\$705,570
B1	2511	95	\$238,545	\$251,100	\$401,760
B2	2747	95	\$260,965	\$274,700	\$439,520
B3	9111	95	\$865,545	\$911,100	\$1,457,760

Soundwalls

- Pre-cast Post and Panel
 - Lessens existing tree root system
- Mimics stone or wood
- Custom option available (Cost increase determined by complexity 1-2x)



Wall	SF	Unit Cost	Wall Cost (60% plans)
N1	3176	90	\$285,840
N2	2136	90	\$192,240
N3	6247	90	\$562,230

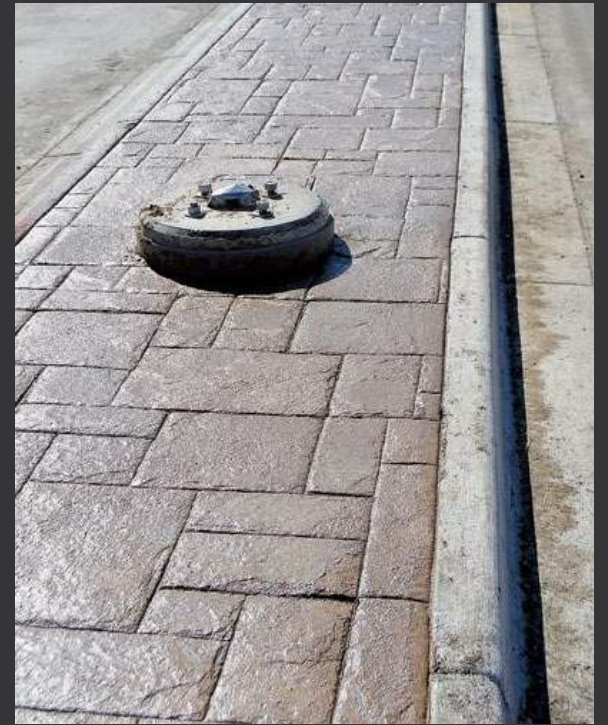
Railings

- Pedestrian railings atop retaining walls adjacent to walks and trails
- Styles can match precedent projects in the area
- Multiple colors available



Special Pavement

- Stamped and colored concrete to provide interest in medians, roundabout apron, crosswalks or accent banding in trails and sidewalks.



RFTA Trail Underpass



Airport Underpass



Soundwalls





City Council
STAFF REPORT
City of Glenwood Springs
June 16, 2022

Agenda Item: Request for Easement Access Across Gun Range in South Canyon

Action Requested: Direction from Council

Department: Parks & Recreation

Presented By: Brian Smith

Strategic Goals: Ensure Public Safety
Preserve and Improve Infrastructure

Background Info: In recent years, the City has had increased issues with gate access to the area in South Canyon containing the land leased to the Glenwood Springs Gun Club, the Law Enforcement Training Range, and the East Coal Seam Fire Area.

The Gun Club has previously controlled the locks and keys to the gate accessing the range area. However, every year in the last 4 years, the City has had to close the Gun Range during County Fire Restrictions. Controlling access with a large number of keys available required the City to put on an additional lock.

The Police Department, which manages the Law Enforcement Range, has had issues with unauthorized users vandalizing the structures. Gun Club members would give a key to a non-member to use the range without supervision. This practice, which is not allowed by the Gun Clubs Rules, has led to vandalism, the use of illegal rounds, and safety concerns.

The Colorado Division of Reclamation, Mining and Safety worked with City Staff on fire mitigation projects at the East Coal Seam Fire Area. Several conflicts with gate access and either a gun club member or a DNR staffer being locked in have led to the need for a better access management process.

Commercial hunting on and around City property continues to be an ongoing issue in South Canyon.

The Glenwood City Parks and Recreation Department met with DNR, the Gun Club and Law Enforcement to discuss a better access control process. Review of the Gun Clubs checkout procedures showed that there was little control over who had keys and did not provide a way to hold anyone abusing access or giving away keys accountable. All parties agreed the City should take over the checkout of keys for the South Canyon shooting facilities and Coal Seam areas. This means that keys are no longer available at the Gun Club's previous checkout locations of Factory Outdoors, Big Johns Ace Hardware, BigHorn Toyota and Phil Long Honda.

Starting May 16, 2022 the only place to checkout keys for the gun club gate was at the front desk of the Glenwood Springs Community Center at 100 Wulfsohn Road. Keys may be checked out for a period of 48 hours.

Issues: Mr. Paul Bagley is a caretaker for the Malcom Jolley property that lies between Glen Park Ranch and the Gun Range (Parcel # 218312300022). We've changed the lock and access to keys for the gun range as of Monday May 16, 2022. Paul called wanting a key and access through the gate so that he can access the Jolley property from the West. Paul stated that they have had access to their property since 1935 via this route. In the past the Gun Club has provided Paul with a key to the gate.

The Jolley's do not have any agreements or easements in place to access their property through the

gun range and there is no current legal standing to provide access through City property to the Jolley property. The Jolley's rightful easement access to the property is from Red Mountain.

Parks and Recreation staff would like to keep careful control of who is accessing the gun range and particularly the law enforcement range, as well as enforce no illegal shooting or hunting on city property. If City Council would like to enter into an agreement for the Jolley's to access their property through the gun range, those are the two issues the Department would like to address.

Fiscal Impact:	NA
Legal Review:	Will approve prior to signing.
Staff Recommendation:	Staff defers to Council



City Council
STAFF REPORT
City of Glenwood Springs
June 16, 2022

Agenda Item:	EVOLIS Speed Radar Signs -Transportation Commission Recommendation
Action Requested:	Affirm Transportation Commission Recommendation to purchase four EVOLIS speed radar signs.
Department:	Engineering
Presented By:	Terri Partch
Strategic Goals:	Protect and Preserve our Quality of Life
Background Info:	At the June 2nd Council meeting Daine Reynolds with the Imagine Glenwood group presented the idea of purchasing the EVOLIS speed radar signs to place on Grand Avenue for traffic calming. The Council voted at the meeting to refer the discussion to the Transportation Commission for review and recommendation. The Transportation Commission voted to place four signs along Grand Avenue at locations to be determined by Staff and CDOT. Sayre Park and the south end of Glenwood were discussed as desired locations.
Issues:	A Special Use permit will need to be obtained from CDOT. We do not anticipate that it will be a problem to obtain the permit.
Fiscal Impact:	\$12,825-\$14,825 from the traffic calming line item in the Street Tax.
Legal Review:	NA
Staff Recommendation:	Approve the purchase of four EVOLIS traffic calming signs.



The portable, pole-mounted **EVOLIS Radar Speed Sign** is the ideal traffic-calming tool for any traffic scenario and environment. At only 19lbs, constructed from robust ABS Injection Molded Resin, the Evolis RSS was ingeniously designed for easy portability and product longevity.

The superior Doppler radar technology incorporated within the Evolis Radar Speed Sign offers an extended vehicle detection range of over 1,000 feet. The high visibility of the 14" speed digits, enabled by 3 rows of ultra-bright, tri-color, LEDs combined with the simultaneous display of programmable messages, helps correct driver behavior with an average **decrease of 25% in overall speed!**

The EVOLIS RSS is available as a battery-operated or solar-powered, full-option package, including all the necessary power accessories for immediate functionality. Each pack also includes bi-directional traffic data collection and comprehensive traffic analysis software, elevating the EVOLIS Radar Speed Sign from an effective traffic calming device to **an indispensable ally in speed infraction prevention and enforcement.** This sophisticated service has **NO** subscription fees and the updates are entirely **FREE** for life!

The GLOBAL favorite!

13,000+ EVOLIS Radar Speed Signs installed in
8,000+ communities WORLDWIDE!

Each Package Includes:

- ✓ 28"X 28" Evolis Radar Speed Sign (2 power choices)
- ✓ Highly visible 14" speed digits: 3 rows of tri-color LEDs
- ✓ Customizable message display
- ✓ Bi-directional traffic data collection
- ✓ Comprehensive analysis & configuration software
- ✓ FREE updates & NO subscription fees!
- ✓ Bluetooth® + smartphone app
- ✓ Mounting kit & specific accessories for solar or battery-operated packs
- ✓ 2 year warranty



(646) 878-6259



www.elancity.net / sales@elancity.net

SPEED DISPLAY	
SPEED DIGITS	Height: 14", Display: 7 segment
"YOUR SPEED" legend	1.26" Highway-Gothic font
LEDs	Ultra-bright, 3-row thick LEDs. Amber-only mode or tri-color: Amber, Green and Red.
LED ANGLE	30° cone angle, auto-dimming
VISIBILITY	1,000+ feet
POWER CONSUMPTION	Ultra-low power consumption. Average <5W
FLASH RATE	Default setting: 54 cycles/minute. Configurable
TEXT DISPLAY	
LEDs	Ultra-bright, Amber
MESSAGES	Pre-programmed or entirely personalized
SIZE-FONT / GRAPHICS	Choice of size and font, 1 or 2 lines of text
DETECTION	
DOPPLER RADAR	Bidirectional, K-Band, 24.125 GHz (FCC part 15 compliant)
ACCURACY	+/- 1 Mph, 99% accuracy
BEAM WIDTH	12° Horizontal – 25° Vertical
SPEED DETECTION	5 – 160 Mph
DETECTION RANGE	500ft to 1,000ft (configurable)
CASING	
MATERIAL	Robust, anti-corrosive ABS injection molded resin; Curved polycarbonate front face
SIZE / WEIGHT	Dimensions: 28"H x 28"W x 6"D Weight: 19lbs. (without batteries)
WATERPROOF RATING	NEMA 4R / IP 65
COLOR	UV treated light grey (other colors available)
TEMPERATURE RESISTANCE	-40° F to +140° F (operational in extreme weather conditions)
ELECTRICAL SAFETY FEATURES	Two fuses (internal and external), internal pressure safety valve
BATTERY ENCLOSURE	Capacity to hold up to 2 batteries; manual dial for factory setting speed thresholds + SP
CONFIGURATION	
EVOCOM Software	Software for radar configuration + FREE updates
COMMUNICATION	USB, Bluetooth, EVOMOBILE Smartphone application and GPRS (Optional)
THRESHOLDS	Speed (min, limit, max), anti-racing, flashing, color change (if activated)
TIMER MODE (School-zone mode)	Alternative speed threshold: up to 2 settings / 4 time slots per day
STEALTH MODE	Continuous traffic data collection with blank display
TRAFFIC DATA ANALYSIS	
EVOGRAPH Software	Software for traffic data analysis + FREE updates & NO subscription fees ever
SPEED	Average and maximum speed, 85th percentile, distribution per speed group
COUNT	Estimated vehicle count
TYPE	Bi-directional, time-stamped data
MEMORY STORAGE	Up to 1 million vehicles
FORMAT	Charts and graphs in Excel and/or Pdf form, for easy report printing
POWER OPTIONS	
"Solar-Mobile": Solar-powered	Portable, fully autonomous, powered through solar panel and batteries
"Ultra-Mobile": Battery-operated	Portable, fully battery-powered with average 7 day autonomy, includes external charger
"AC": City lighting (available in certain states)	Stationary, powered by battery charged through and dependent on city lighting
ACCESSORIES	
MOUNTING KITS	Curved, ABS-injected resin, universal mounting-bar (pole and pole straps not included)
SOLAR PANEL	32" X 37", 80 watt solar panel w/ aluminum bracket mounting kit
BATTERIES	12V/22AH batteries included: AC X 1, Solar-Mobile X 2, Ultra-Mobile X 4
EXTERNAL CHARGER	12V external battery charger (included in Ultra-Mobile pack)

ELAN CITY
 10-34 44th Drive
 Long Island City, NY 11101
 United States
 Phone. : (646) 878-6259
 Fax. : (646) 770-3906
 Email: sales@elancity.net

Shipping address :
 CITY OF GLENWOOD SPRINGS
 101 8TH ST
 GLENWOOD SPRINGS, CO 81601
 United States

Invoice address :
 CITY OF GLENWOOD SPRINGS
 101 8TH ST
 GLENWOOD SPRINGS, CO 81601
 United States

**CITY OF GLENWOOD SPRINGS
 101 8TH ST
 GLENWOOD SPRINGS, CO 81601
 United States**

Quotation N° SO6568

Your Reference	Quotation Date	Contact	Payment Term
	05/18/2022	CAUSINO BARRE Carrie	

Description	Qté	P.U	Disc.(%)	Discounted price	Price
[EPRA0011AA] US[AS-BT] Solar Evolis Solution - White Reflective Front Face	4.00 Unit(s)	2,800.00	0.00	2,800.00	\$ 11,200.00
[028] 12V 22Ah Battery 12V 22Ah Battery	8.00 Unit(s)	125.00	0.00	125.00	\$ 1,000.00
[0233] 80 Solar Panel (including fixing)	4.00 Unit(s)	550.00	0.00	550.00	\$ 2,200.00
[99900] Discount TPS22	1.00 Unit(s)	-2,000.00	0.00	-2,000.00	\$ -2,000.00
[DCE] Delivery Charge EXPRESS	1.00 Unit(s)	425.00	0.00	425.00	\$ 425.00
Total discount HT:					\$ 2,000.00
Net Total :					\$ 12,825.00
Taxes (20%):					\$ 0.00
Total :					\$ 12,825.00

.....TO PLACE AN ORDER, PLEASE COMPLETE THE FOLLOWING:

.....

Title: _____ Name (First, Last): _____

Check this box: ☐

I have read, understood and agree to the terms of the Elan City Inc. :

"General Terms of Sales and Delivery - WARRANTY."

Signature: _____

Date: (m/ d/ y): __ / __ / __

and email it back to us along with your tax exempt form

CUSTOMER CONTACT INFO:

- Name: Terri Partch
- Phone: 9703846413
- Email: terri.partch@cogs.us

IN CASE DELIVERY ADDRESS IS DIFFERENT:

- Delivery address:
- Contact :
- Phone/ Email:

Phone : (646) 878-6259 | Fax : (646) 770-3906 | Email : sales@elancity.net | Website : www.elancity.net

Bank data : First American Bank, 700 Busse Road, Elk Grove Village, IL 60007

Swift : FAMBUS44 / ABA : 071922777

ELAN CITY
 10-34 44th Drive
 Long Island City, NY 11101
 United States
 Phone. : (646) 878-6259
 Fax. : (646) 770-3906
 Email: sales@elancity.net

Description	Qté	P.U	Disc.(%)	Discounted price	Price
..... QUOTE PRICING AND EXPIRATION • Quote valid until : • PROMO CODE / OFFER: 2-year warranty included. Taxes not included. GENERAL TERMS AND CONDITIONS OF SALES AND DELIVERY - WARRANTY The terms and conditions as cited in this document, apply to any and all sales of radar speed signs supplied by Elan City Inc. Accessories, such as batteries, are covered by a separate and different warranty labeled "battery warranty", included below. Completion and signature of this document is a binding contract. This document must be completed and signed by buyer / client at the time of initial purchase and each future purchase of Elan City Inc. products. DELIVERY OF GOODS Upon delivery of all goods, the client is required to verify the external condition of each package. The client must refuse the entire delivery if the package(s) are not in good condition, and contact Elan City Inc immediately. The client is required to verify that the quantities noted on the packing list are in accord with those delivered. If packages are in good condition but the quantity is incomplete as to the packing list, the client must indicate this anomaly directly on the transporter's copy of the delivery-note and must immediately inform Elan City Inc. The liability of potential damage to delivered goods and / or missing packages cannot be attributed to the carrier nor to Elan City Inc. after delivery and suite to non-conformity of these instructions by the buyer. Good condition and correct quantity of contents of package must be verified within 5 days of delivery. The device must also be tested within these 5 days of delivery to establish its correct functionality. Beyond the 5 days, the payment cannot be contested by the buyer if the device and its accessories are found to be "dead on delivery" and / or malfunctioning and / or missing. Full payment of the complete order must be fulfilled by the buyer, within the time frame previously established on the signed contract (quote). RETENTION OF TITLE Delivered goods shall fully remain the property of Elan City Inc. until all goods received have been fully paid for by the buyer. Payment must be made within 30 days of receiving the invoice as indicated on the signed contract (quote). In the event of late payment, a certified notice for account delinquency will be sent to the buyer, which will then allow the buyer 8 days to make full payment. Beyond this time frame, Elan City Inc. retains the right to remove the materiel from the buyer. WARRANTY Delivered goods are fully covered by the warranty, including the device and its components as well as the labor and delivery fees associated with its repairs and / or replacement suite to defects approved by Elan City Inc. for a full 24 months from the date of delivery arrival, with the exception of batteries which are not covered by this warranty. (see "Battery Warranty") 					

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Description	Qté	P.U	Disc.(%)	Discounted price	Price
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In the case of device malfunction, Elan City Inc. will carry out remote diagnostic checks with the client and with their approval, in order to identify any defective components (power supply, software, etc.) prior to proceeding with in-shop repairs, if needed.

WARRANTY DISCLAIMER: The Warranty does not apply to any damage caused by but not exclusive to:

- Vandalism, fire, falls or impact
- Abuse or mishandling
- Unauthorized modifications and / or unauthorized additional / replacement accessories or products
- Damage caused during transportation (see clause "Delivery of Goods")
- Malfunctions due to improper connection or battery cable polarity inversion
- Problems suite to improper installation non-compliant to our recommendations
- Problems suite to wearing parts and / or accessories including the following but not exclusive to: batteries over 6 months old, broken / worn pole straps, broken / worn pole, etc.

Any repairable device, not or no longer covered by the warranty, which is returned to our after-sales service, will automatically undergo a refurbishment / repair quote, which will be submitted to the customer for acceptance or rejection. In case of rejection, the client will be liable for delivery costs and diagnostic testing costs incurred by Elan City Inc.

RETURNS PROCEDURE: The client must inform the Customer Service department and describe the problem encountered in detail. The Elan City technicians will assist the client and attempt to identify the problem by performing remote diagnostic tests. If remote testing concludes defective device and / or components, the technician will attribute an RMA (Return Merchandise Authorization) or Claim Number to the customer, authorizing product return to the After Sales Service Department. This RMA / Claim number will be confirmed by email, along with a form outlining the After Sales Service Return Policy. The form must be completed, signed and dated by the client, and returned to the Elan City logistics department who will then process the request. A transportation request will then be sent by email to the customer and the removal of the package will be organized through an Elan City Inc. authorized carrier.

In the case of customer refusal of the initial remote diagnostic testing, resulting in the independent and unauthorized sending of device / product(s), the devices / product(s) found non-defective, will not be covered by the warranty. The customer will then receive a quote from the After Sales Service Department for the in-shop diagnostic tests and the delivery costs for device / product(s) retrieval, the payment of which will need to be agreed upon before releasing the device / product(s).

TERMS OF TRANSPORT : Failure to comply with the terms of transportation below, will cancel the RMA and the package will be returned to sender.

- Batteries must not be present in the device or the device's packaging during the transportation
- The device must be sent back in its original packaging. This includes properly packaging the device in the original foam and the original box.
- Protective foam must protect all four corners of the device, in accordance to its original packaging when initially received.
- The package must be sealed with security tape at both ends.
- If the original packaging was not kept or was lost, a quote for replacement packaging will be sent to the client.
- If the package is being shipped by pallet, the package must be put upright and film-wrapped before shipment.

BATTERY WARRANTY

Batteries are under warranty by Elan City Inc. for 6 months. The same conditions of "delivery of goods" and "retention of title" are true for the batteries as for the device. Replacement batteries must be purchased from Elan City Inc. Use of non Elan City Inc. batteries and / or accessories, can annul the warranty(s), including the device's warranty. (See clause "warranty disclaimer"). Battery wires cannot be sold separately and must be purchased as a battery pack.

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 Long Island City, NY 11101
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Description	Qté	P.U	Disc.(%)	Discounted price	Price
-------------	-----	-----	----------	------------------	-------

.....

TERMS & CONDITIONS AND REIMBURSEMENT

.....
 All sales are final: no returns , exchanges and / or reimbursements. Elan City Inc. is not liable and will not reimburse or exchange goods for the following reasons but not exclusive to these reasons:

- Product's non-accordance with current and / or future local laws and / or regulations regarding the following but not exclusive to: radar speed sign specifications, road / zone placement, installation / mounting
- Product's non-accordance with Department of Transportation's regulation or choice of approval / authorization.
- Customer's dissatisfaction with product and / or customer service, company policies, etc.
- Change of personnel (original buyer change of post or title).
- Purchase made by unauthorized personnel.

.....

Warranty active upon delivery of goods.

.....

Valid for agreement
 (Stamp, Signature and Date)

The :

The economics of the "trial" Evolis signs

365 days a year, 24 hours in a day= 8,760 hours

Beginning officers salaries in GWS @ \$65,000 if based on a 40 hour work week then to cover 24/7 traffic behavior we would require 4.2 officers (168 hours in one week divided by 40)

4.2 officers x \$65,000=\$273,000 per year.

\$273,000 divided by 8760 hours = \$31.17 per hour for Enforcement per year

The CDOT approved , proposed Evolis signs (4 count) are roadside 24/7, single lane radar/data collectors are approximately \$14,000 plus installation. \$16,000? divided by 8760 hours = \$1.83 per hour for Encouragement to drive respectfully in our community per year

IF the data collected on these devices prove no discernable impact on heavily traveled Grand, they can easily be repositioned to work on adjacent neighborhood streets. They are a long term potential calmer that this valley floor will always be in need of.

We should all consider: do we change our behavior only with punishment based feedback or will we choose to drive to protect and defend our valued life and the lives of others in this valley?

The economics of this investment makes good sense.

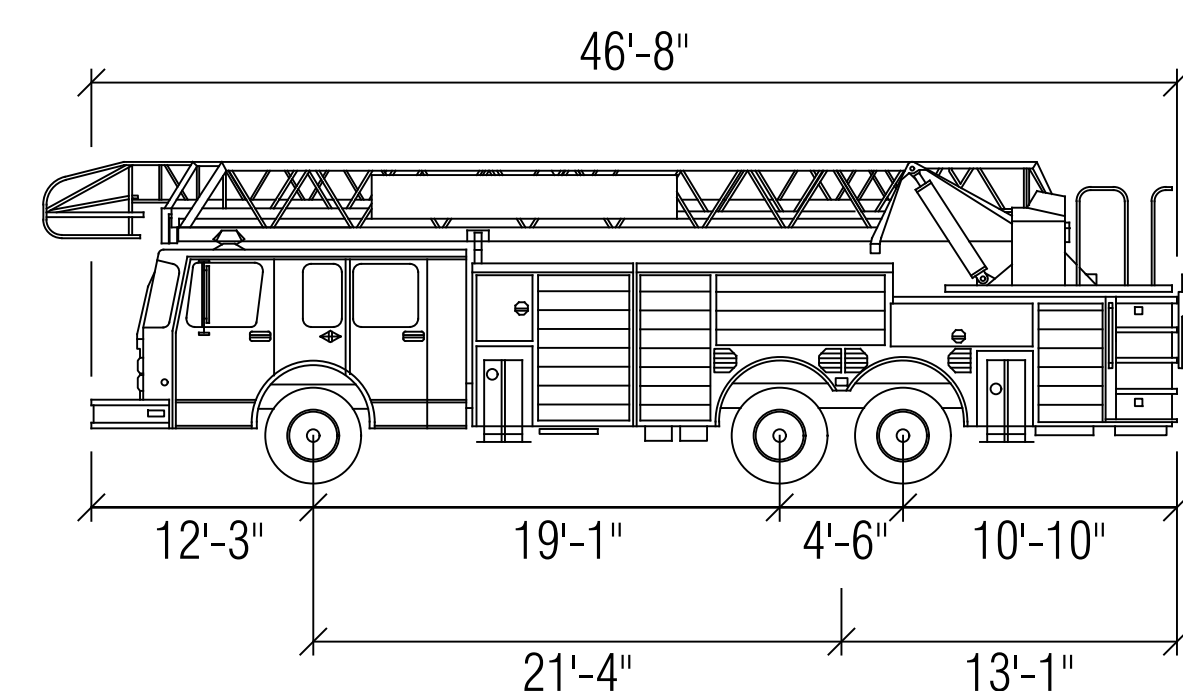
Respectfully,
Diane Reynolds
Member of Take A Minute Steering Committee



City Council
STAFF REPORT
City of Glenwood Springs
June 16, 2022

Agenda Item:	Potential Parking on Maple for the 6th Street Project
Action Requested:	Decision regarding whether to add parking on Maple to the 6th Street Project
Department:	Engineering
Presented By:	Terri Partch
Strategic Goals:	Preserve and Improve Infrastructure Generate Sustainable Economic Development
Background Info:	The design engineer for the 6th Street Project has developed a concept to add parking in the Maple Street right of way as well as to better protect pedestrians on the 6th Street corridor. The concept would place bollards at the south end of Maple Street to prevent vehicular access on to 6th Street from the south end. Emergency vehicles could remove the bollards if necessary for emergency access. The right of way in the half block between the alleyway and 6th Street on maple would be converted to head in parking on both the east and west sides. The alleyway from Laurel to Pine would be signed from a narrow two-way access to a one-way access east bound to support the new parking area. Overall, the plan would add four parking spaces on 6th Street.
Issues:	Conversations have been held at the DDA Board and with some individual business owners. The DDA Board supported the idea, but did not take a formal vote. Three individual business owners oppose the idea due to concerns about impacts to their own business development in the future.
Fiscal Impact:	Unestimated at this point, but likely to be a wash, due to additional medians and drainage facilities needed should Maple Street remain open.
Legal Review:	NA
Staff Recommendation:	Staff recommends proceeding with the additional parking and better protection for pedestrians. Parking has long been discussed as a need in North Glenwood. This is an opportunity to add to the parking inventory and to better protect pedestrians.

Maple Street Public Parking



Glenwood Springs FD - Aerial

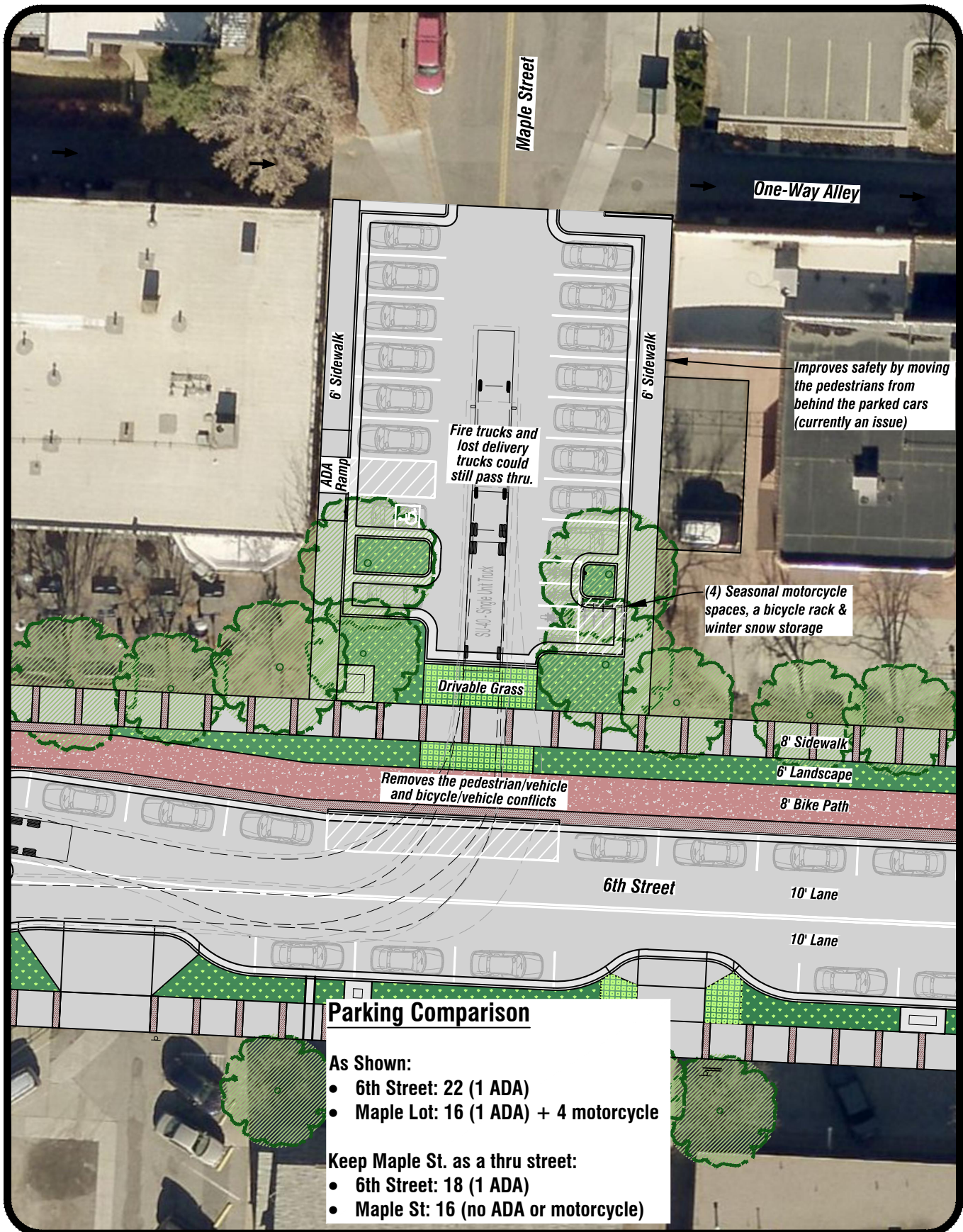
	Feet
Width (Body)	: 8'-0"
Width (Mirrors)	: 9'-8"
Track	: 6'-11"
Lock to Lock Time	: 6 sec.
Wall to Wall:	: 44'-8"

Public Benefits

- Reduces the number of vehicle and pedestrian/bicycle conflict points;
- Adds five (5) public parking spaces;
- Reduces impervious area;
- Enhances landscaping;
- Improves pedestrian safety on Maple St. by moving the sidewalk to the ROW edge;
- Calms traffic; and
- Protects existing trees.



Maple Street Public Parking



If City closed Maple, it adds 4 spaces, ONLY

1. Trucks get onto Maple from Samuel, Pine + Maple.

They go up & find out they cannot turn -
not onto 5th, 4th, 3rd, 2nd.

So they have to back down Maple and back into
6th. HOW ON EARTH will this work if this
silly idea goes through.

2. Apparently ~~the City~~ will lose parking on 6th by
changing it from angle to parallel. This is
called spitting into the void. ~~Off~~

Name:

Email/Phone (optional):

Linda Holloway lindaholloway288@hotmail.com

The "Power of Bad Ideas" a book that
the City is apparently following to the letter.

Public Comment Card

I am writing from the position as the owner of Summit Canyon
Mountaineering. I believe the proposed plan of closing off Maple Street
will have a negative impact to the operation of my business. Maple Street
is the road that delivery trucks, including full size Semi Trucks, use to
deliver product. It is also the most commonly used access to parking for
customers.

Name:

Email/Phone (optional):

Public Comment Card

- I STRONGLY OPPOSE THE CLOSURE OF MAPLE AT 6TH ST. MAPLE IS A MAJOR INGRESS AND EGRESS POINT TO THE NORTH GLENHURST NEIGHBORHOOD, CLOSING MAPLE AT 6TH WILL PUSH TRAFFIC TO THE SURROUNDING UNDERSIZED STREETS UNDESIRABLY AFFECTING TRAFFIC ON SURROUNDING PROPERTIES.
- CUTS DOWN EMERGENCY ACCESS
- THERE ARE NO BENEFITS TO CLOSING THE STREET.
- WASTE OF MONEY

Name: NATHAN MOFFATT Email/Phone (optional): hillbuildersinc@gmail.com

Public Comment Card

I oppose this plan. Also, not enough ~~the~~ notice to residents + owners.

Have concern with increased traffic @ Laurel + the round about by the gas station. So many issues seem regularly there as exiting customers do not realize it is a road, not part of the gas station parking lot. Never experienced an issue @ 6th/Maple.

I am in the neighborhood daily as a driver + a pedestrian.

Name: LARRIE MACIAG Email/Phone (optional): LMACIAG@yahoo.com

owner 402/404 Maple

Packet Page 194 more comments to come. *

Public Comment Card

This is a terrible idea! It adds no parking. It will force cross traffic onto 5th, 4th, 3rd + 2nd streets. The latter 3 streets are essentially alleys with no sidewalks. People walk these streets all the time so the argument of increasing pedestrian safety is nonsensical. - Just paint and put flashing lights on the existing crosswalk. This is urban planning at its worst.

Name: Greg Boecker
220 3rd Street

Email/Phone (optional): 970-379-4318

Public Comment Card

WE DO NOT NEED THIS - Egress w/B
problem - Street maintenance - snow removal
w/B problem - Bikers should go on
trail to No Name -

Keep area residential

Thanks

When doing grants do research prior

Name: Debra Bosna

Email/Phone (optional): _____

Public Comment Card

(we)(are)
 First, I am concerned that City Council will act in a manner that is not conducive to the residents on Maple St. Forty-eight hour notice of this issue is very short notice, which lends to a feeling that any City project is suspect.

Second, my husband and I recently (2020) moved to our home at 519 Maple St. We have spent a considerable amount of money & time to make a rental house into a lovely home for us. Do not engage in this project, as it is not practical nor necessary.

Name:

Marie & Justin

Email/Phone (optional):

Zane1

mariezgoackgo@gmail.com

Public Comment Card

Do not close off Maple at 6th

The best option is to leave it open and make improvements
 like pull out curb for ADA
 and w/ planters

Carol & David Hunter

Name:

Email/Phone (optional):

Public Comment Card

I don't want to close Maple St. as proposed. I live at 105 Laurel St. and we get always impacted by traffic, closures, rush hrs., etc.,
 Thanks for your hard work!

Name: TUCKER THOMPSON

Email/Phone (optional): _____

Public Comment Card

- We own lots on North Glen and two homes.
- Closing maple st does not make any sense
- Closing the maple st. will push traffic into 5th/4th/3rd
- Better idea would be to improve the intersection than close it.
- Fire safety issues -
- Events @ Hotel Co. create high issues
- Bldg Party own need to do better job keeping the Area.

Name: James Nash

Email/Phone (optional): _____

Very bad idea

Packet Page 197

*) Homeless issue
 Needs to be Addressed

Public Comment Card

- NOT IN FAVOR OF CLOSING MAPLE STREET
- DOES NOT INCREASE PARKING BY ENOUGH SPACES TO JUSTIFY CLOSING MAPLE
- SNOW REMOVAL IS AN ISSUE - NOT ENOUGH SPACE FOR STORAGE
- FIRE EVALUATION - MOVES ALL TRAFFIC ON NARROW STREETS (2ND, 3RD, 4TH, 5TH) TO LAUREL ST (NARROWER THAN MAPLE)
- MOVES DELIVERY TRUCKS (UPS, FEDEX) ~~TO~~ UP INTO THE RESIDENCES (OVER)

Name: THERESA ZELENKA Email/Phone (optional): therega@zelenkacpa.com

- WE DON'T NEED A MALL ON 6TH ST

Public Comment Card

Regarding Maple street closure:

- I appreciate that it will make bike/ped use of ^{uth} street more safe
- improves landscaping & design

I don't feel good about:

- prioritizing parking - lots of empty parking @ this time
- closure of street - Pine Street is →

Name: _____ Email/Phone (optional): _____

poorly usable - (it is basically a ped & parking area for Hotel Colorado).

Laurel is also of limited use. Because generally it is narrow. Generally, maintaining 3 through streets seems appropriate.

So, how about improving traffic flow + ped & bike safety at the intersection.

Maple street parking.

Public Comment Card

I am against this design. Maple and 6th st. does not have a pedestrian/car safety issue. I walk it everyday. ~~Therefore~~ I have never seen an issue, and rarely do I ever see all the parking spots full. Cutting off the street would not improve flow. I would only make emergency egress harder and increase traffic on Laurel, which already has a parking issue as well as a traffic issue. Laurel is too skinny and has rows of cars parked along both sides. It is already hard to pass someone going the other way. Large trucks often go up the street and try to turn around at the end not knowing it goes through. The extra

Name: Joel Shute Email/Phone (optional): Joelshute@gmail.com

parking is not worth the negative impact on the area. Also moving the parking spots back @ Summit canyon would serve no purpose. They don't use the small open space they have. It would just be weird space. The landscaping already looks great. Please do not block the street, it would only cause more congestion and confusion @ every other intersection.

~~Message~~ I've talked to multiple people who think the city council cares more about the tourists, pool, and hotel than the actual residents of the North Glenwood neighborhood. The streets need to be paved badly, and no one at the city gives it any thought. The mayor told me when I asked in a city council meeting. "We are in the business of fixing needs not wants." This street closure seems like a "want" from the city, not a need. Please spend our money on something more productive. Like paving the street.

Thank you for the meeting

(Maple)

Public Comment Card

- Semi's and large truck get stuck in North Glenwood and use Maple to Exit.
 - Resident parking is already a problem.
 - People don't like to walk so they will take the closest parking space they find, Especially in the neighborhood.
 - I am worried about the snow removal.
 - This helps the businesses at the expense of the residents
 - Who maintains this new planted area, the city has many problems with what they have.
 - If trucks can drive over the closure "lump" what prevents cars from doing it.
 - The area is not clean so the business don't deserve this improvement
 - My mom and I walk in the area and the homeless scare her. Mary Moscon for there are too many who hang in the business area and the tunnel.
- Name: Dory Zelinka Email/Phone (optional): 910-945-7224

over

This is very short notice I am sure I can think of
more issues if given some time to study the project.

Public Comment Card

Thank you Council Members & Staff !!
please don't block Maple.

Pine is not a reliable road for ^{much} car travel as it is filled with lost tourists in cars, and in the road. Laurel is often backed up with cars waiting to enter the traffic circle. There is much more car/ped conflicts on Pine and Laurel already.

Thanks for making 6th St. nice and walkable (^{not} prioritize parking places)
How about more connection/invitation to walk

Name: Marion Dragonette Email/Phone (optional): merne.d@gmail.com

from downtown to north GWS,
food trucks on the north landing, etc.

Public Comment Card

- I am glad to see the beautification^{thought} process starting.
- 1) I do NOT want to see traffic coming down N's to park in those spaces.
 - 2) MAYBE if you created a closed "cul de sac" on the North side of the one way alley - it would protect residents from lost trucks that run over my ~~time~~ yard & break my sprinklers!
 - 3) If you created a one way alley and that alone ^{W/E} fed into the parking - would you need to create a one way 5th E-W

Name: Elisabeth Worrell Email/Phone (optional): eworrell606@comcast.net

It is not ammerable to 2 way traffic because of parking -

Bottom line - don't take safety and quality of life away from existing residents - make it safer -
Keep the semis out of the neighborhood.
Don't add more traffic past existing homes -

From: [Bryana Starbuck](#)
To: [Bryana Starbuck](#)
Subject: FW: Maple Street Parking Proposal
Date: Thursday, June 16, 2022 9:22:43 AM

-----Original Message-----

From: Carl Moak <cmoak@sopris.net>
Sent: Wednesday, June 15, 2022 1:27 PM
To: Jillian Sutherland - DDA <director@glenwoodspringsDDA.com>
Cc: Matthew Cooke <matt@summitcanyon.com>; Jessica Bowser <jessica.bowser@cogs.us>; Debbie Lundin <DebbieLundin@alpinebank.com>
Subject: Maple Street Parking Proposal

Jillian,

Please forward a copy of this email to all of the DDA Board members-I don't know the current makeup of the Board.

My partner, Debbie Lundin, and I own the property at 205 6th Street which is currently leased to Summit Canyon Mountaineering. Matt Cooke informed me just today that there is a meeting tonight to discuss a proposal for revising parking on Maple Street. He also told me that he had suggested to you that you contact me and or Debbie to inform us about this proposal and this meeting. Until just now being contacted by Matt, neither one of us had been contacted or informed and we cannot make the meeting on such short notice.

Debbie and I reviewed the proposal which Matt forwarded to me. Following are our comments:

- 1.) Your drawing says that pedestrians moving behind parked cars is "currently an issue". Before I sold Summit Canyon, I parked on Maple Street almost every day for over 4 years. I don't remember once in those 4+ years ever having an issue with pedestrians behind my or any other vehicle. The pedestrian traffic on this street is almost non-existent. Currently, (except for drastically lower pedestrian traffic) the situation is roughly the same as any parking lot, such as City Market, where pedestrians walk behind parked cars every minute of the business day. In other words, there is not an issue.
- 2.) Your drawing also says that having "drivable grass" (and I am guessing signage warning vehicles not to drive across it) would remove pedestrian/vehicle and bicycle/vehicle conflicts. I guess that is true if people obey the signage, but the vehicle traffic on this street is very light, so this is probably less of an issue than 90% of the other city streets. I objected to this bicycle lane in the first place as it goes nowhere and connects to nothing. If you observe most bicycles that use this street, they stay in the traffic lanes anyway as it seems dumb to veer off to the bike lane for one block.
- 3.) The access to this proposed parking is extremely inconvenient and un-intuitive. People would be able to see this lot from 6th Street, but there is no obvious way to get there for anyone not familiar with this layout. My observation is that over half of the Summit Canyon customers use the spaces next to the store on Maple Street because of the convenience and this layout eliminates that convenience.
- 4.) The drawing seems to suggest that the alley behind 205 6th St. would be a way to exit this lot, but I am fairly sure that this alley does not mean city street standards, even for a one way street.
- 5.) This layout makes the traffic for deliveries in the alley much more inconvenient and puts the traffic on residential streets where it doesn't belong.
- 6.) Currently, pallet sized and larger deliveries are made on Maple Street at the garage door of Summit Canyon. These trucks are too big to make the turn into the alley. These trucks would either have to back in or out of Maple Street to make these deliveries and there is no provision for them to do so.

We, the owners of the property at 205 6th. Street, do not support this proposal. I can't imagine any of the residents of Maple Street would support this proposal. While this proposal increases parking spaces, the drawbacks of this layout and the inconvenience of using this lot outweigh the increase in spots.

When I was on the DDA Board, we developed detailed 6th Street improvement plans. This proposal was not in any of those plans, much less a "Phase I". Why is the DDA spending time working on this and not the other ideas which would have a much greater impact on the appearance and vitality of 6th Street and which already have considerable support?

Carl Moak

From: [Jennifer Ooton](#)
To: [Bryana Starbuck](#)
Subject: FW: Objection to the Sixth Street and Maple Street intersection closure proposal - Item 17 on June 16th agenda
Date: Wednesday, June 15, 2022 7:28:50 PM

Bry,
For the packet.
Thanks,
Jenn

From: Anthony Durrett <anthonydurrett@yahoo.com>
Sent: Wednesday, June 15, 2022 4:49 PM
To: Danielle Campbell <danielle.campbell@cogs.us>
Cc: jessical.bowser@cogs.us
Subject: Objection to the Sixth Street and Maple Street intersection closure proposal - Item 17 on June 16th agenda

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Danielle,
I sent this letter to the city clerk and councilpersons just now but I keep getting told the addresses provide on the city website are not valid. Please forward it to the councilpersons.

Thanks,
Anthony J. Durrett

I am a former resident of Glenwood Springs. My heart remains there. I grew up in Glenwood and practiced law in the City until I retired in 2016. Until I moved away in late 2018, I spent over thirty years living in a home my great grandfather built on Third Street in North Glenwood.

I still own rental property at 514 Maple Street.

I was dismayed to learn by happenstance two days ago that the City is considering the closure of the Sixth Street and Maple Street intersection in order to essentially add a mere four parking spaces on Sixth Street. Apparently some business owners in the area were consulted about the proposal and according to the city engineer "three business owners oppose the idea."

However, as far as I know, no residential property owners in the area, specifically those in the the 500 block of Maple, were consulted. Despite this, the matter is set on the council action agenda for tomorrow night, June 16th.

Please note my objections to the plan proposed by the City Engineer:

1. North Glenwood has long suffered from its narrow streets, particularly the cross streets of Fifth, Fourth, Third, and Second, which cannot adequately accommodate any increase in traffic and barely suffice now. The proposed plan necessarily directs more traffic onto these narrow and structurally inadequate streets, particularly Fifth Street, while at the same time eliminates one of North Glenwood's three major ingress and egress points at Maple and Sixth Streets. As you must know, these three arteries are even now inadequate to effectively accommodate traffic, and this inadequacy will be worsened by the closure of Maple.

2. The 500 block of Maple and Fifth Street will particularly bear a greater burden caused by the increased traffic to and from the parking lot created by the intersection closure. Currently, drivers parking on the east and west side of Maple south of the alley have the ability to enter the parking area from Sixth and exit onto Sixth. This maneuver on and off of Sixth is most common and traffic to and from these parking spots has a modest impact on the neighborhoods to the north. But with the closure of the intersection at Sixth the proposed project will cause the 500 block of Maple and Fifth Streets to handle all of the traffic to and from the new proposed parking area - those drivers that are able to find a spot there to park, and those that cannot find a spot and must then turn around and leave the area.

3. The same can be said about the Summit Canyon parking lot which is immediately north of the alley. Whereas now for the most part drivers travel to this lot by entering and exiting at the 6th Street intersection, under the new proposal the only way to reach this parking lot and its many spaces will be limited to the northern Maple Street access from 5th. The closed intersection will necessarily cause more traffic on 5th and the 500 block of Maple. This was not addressed, nor apparently considered, in the proposal.

4. Making the alley between Fifth and Sixth Streets one way to mitigate traffic flows on the northern cross streets will not be sufficient or eliminate the congestion on these northern streets. This alley is used for trash removal and is structurally inadequate to handle increased traffic and drivers are not likely to drive down it, maneuvering past trash dumpsters.

5. Although zoned C-1 long ago, both sides of the 500 block of Maple south of Fifth Street were rezoned by the City Council in 2019 to M-1 Mixed-Use Corridor, which rezoning was apparently intended by the City to avoid the less restricted commercial zoning of the old C-1 designation but still allow for a diversity of higher density uses that are compatible with the neighborhood. The proposed plan to close the Maple Street and Sixth Street intersection inexplicably ignores the fact that even with the M-1 zoning these properties can be developed for densities higher than what exists now. If this were to occur, the congestion caused by the closed intersection will be even worse.

6. In short, the proposal to close the intersection at Maple and Sixth Streets offers the minimal benefit of providing merely four parking spots on Sixth Street while providing no benefits to the residents of North Glenwood, and instead creates further congestion on their streets.

That is not a good deal. The citizens and residential property owners in North Glenwood should not have to bear the continued degradation of their neighborhoods to accommodate the parking needs of their commercial neighbors.

Thank you,

Anthony J. Durrett

From: [Laurie Maciag](#)
To: [Bryana Starbuck](#); [Jillian Sutherland - DDA](#)
Subject: GWS - Closure at Maple & 6th
Date: Wednesday, June 15, 2022 10:02:45 PM

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To Whom It May Concern:

I'm very concerned by the lack of notice to the residents and owners in the area. I own 402/404 Maple and did not receive any notice of the preliminary meeting tonight, 6/15/2022. Per those present, a flyer was supposed to have been put on my door knob on Monday, 6/13/2022. I was at 404 Maple most of the day and never saw it. My tenant at 402 Maple did not receive anything either. A call from a neighbor to my tenant after the meeting started was the only notice. I found nothing on the website nor social media. Regardless, two days is not sufficient notice for a discussion on a substantial change such as this.

I am on Maple most days. I drive over the Grand Avenue Bridge, exit to the right and avoid the traffic circle, proceed one block and turn left on Maple. Traffic backs up over the bridge and at the traffic circle regularly. By having Maple access from 6th, it eases that burden. The alternate route would be to enter the traffic circle and proceed north on Laurel and then right on a side street to access the neighborhood. There are constant issues at the traffic circle and Laurel due to the traffic at the gas station. That route is my general exit from the neighborhood, so I experience it almost daily. Customers of the gas station do not recognize Laurel as a road, but an extension of the gas station lot. I have been close to collision countless times. They exit and do not stop nor look to the right before making the left turn south and immediately enter the traffic circle or to the left for traffic coming off the circle. Turning left onto Laurel from Fourth is completely blind due to the buildings, vegetation and current parallel parking. As traffic increases, this will cause greater concern. The new multi-family development with inadequate parking will compound this.

I am also a pedestrian in the neighborhood most days as I walk my dog once or twice per visit. I have never had an issue on Maple nor near the intersection with Sixth despite the lack of sidewalks on the east side of the street. The report includes "to better protect pedestrians on the 6th St corridor." The issue is not at Maple, but at the traffic circle. I have never experienced an issue at 6th and Maple. Almost daily, I see issues at the pedestrian cross-walks specifically at Laurel. Laurel would be the new alternative and this issue would become much worse.

It appears that multiple parking spots will be removed from private businesses. Is the net increase of four parking spots include the loss of the private spots? Also, head in angled parking is being replaced with parallel parking. The parking process will become longer and slow traffic. Also, increase in potential collision. If parking is such a concern, why was a multi-family project approved on Laurel with insufficient parking? That project in itself will cause more strain on the area. Also, how can moving parking from 6th in front of business for quick access be a win for commerce in the area? Moving the spots across the street and a half block away would seem to deter customers.

South bound traffic will have trouble leaving Maple. The one-way alley is not sufficient and the road is not wide enough to accommodate a U-turn. There's a stream of large recreational trailers on Maple, sometimes even semis. There are navigation issues, currently. I have witnessed multiple vehicles with trailers that have trouble navigating a 90 degree turn, 180 will be impossible. I've seen rigs head north on Maple up to 1st only to travel backwards all the way to 6th. Having Maple dead end into a tight parking area, issues should be anticipated. Traffic in the neighborhood will actually increase as people will be required to drive further north, then east/west, then back south to get to the coveted parking spots on Maple. Then, back north into the neighborhood to exit the parking area. Vehicles should be on 6th heading to businesses, not in the residential area causing unnecessary traffic.

Maple is in a huge state of disrepair. Improvements are desperately needed. In the staff report, fiscal impact included the following: "Unestimated at this point, but likely to be a wash, due to additional

medians and drainage facilities needed should Maple Street remain open." This makes no sense. Maple won't be closed under this plan, it will actually have more traffic as stated above. Is Maple to remain a heaving, pot holed mess if this project is approved? Motorcyclists wouldn't travel it in the current state to the four designated parking spots. Maple needs help either way, more so under this plan. It is one of the worst streets in Glenwood Springs. Maple will still be "open". It will still have vehicle traffic. Residents live here. The access will just be diminished and the challenges magnified.

This all seems to be a rushed and not transparent. Flyers on Monday (supposedly), neighborhood meeting Wednesday, City Council decision on Thursday? "Three individual business owners oppose the idea" is stated in the staff report. I didn't get positive feedback from anyone in the neighborhood at the gathering tonight. It is apparent that comprehensive polling was not done.

The design was done in conjunction with the bridge. That was years ago. Things have changed in the area, the design needs to adapt to the current needs of North Glenwood. It doesn't work. It seems like a small token of what was promised to North Glenwood in conjunction with the Grand Ave Bridge replacement. Let's do this right.

Sincerely,

Laurie Maciag
LMaciag@yahoo.com
303.915.5208
Glenwood Springs resident and business owner



GLENWOOD HOT SPRINGS

June 15, 2022

City Council, via email

Re: Maple St. and 6th St.

After a six year wait, improvements are coming to 6th St. from Laurel to Pine. Thank you for that. However, any consideration to add parking at Maple St. is premature and currently unnecessary.

- Staff represents this will “better protect pedestrians.” Is there data to support a pedestrian hazard at Maple?
- Does the City have data to support the demand for more parking? Numerous businesses on 6th are vacant in the Laurel to Pine block. Existing businesses seem to have adequate parking for current operations.
- There is no sidewalk on the east side of Maple between 5th and 6th currently, so how does this plan improve “protection of pedestrians”?
- Adding parking at Maple makes 5th St. more constrained, congested and difficult to maneuver.
- The staff plan to add parking at Maple discounts the year-long efforts of the Sixth St. Steering Committee and their final recommendations. Recommendations that included both businesses in North Glenwood Springs and residents.
- Glenwood Hot Springs Resort owns properties, not only on 6th St. between Laurel and Pine, but we own property on Maple and on Pine.
- The City has long stated they want to “activate” north Glenwood Springs.
- Any future development by Glenwood Hot Springs will be hindered by the City’s Maple Parking lot to connect between our properties on 6th and our properties on Maple and Pine.
- This parking lot should be deferred until demand is required or denied in leu of better potential opportunities for private business to make a vibrant development.

Very truly yours,


Kjell Mitchell, C.E.O. & President

P.O. Box 308 Glenwood Springs, CO 81602
970.947.2954
www.hotspringspool.com

Jessica Bowser

From: Jillian Sutherland <director@glenwoodspringsdda.com>
Sent: Saturday, June 4, 2022 7:35 AM
To: Matthew Cooke
Cc: Jessica Bowser
Subject: Re: Maple Street Parking Option Rendering

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Thanks for the thoughtful feedback, Matt. We will keep you in the loop as we continue to vet this. Our priority right now is really learning how all the business and property owners in close proximity feel about this before making any big decisions. Safe travels and we can touch base once you are back.

On Fri, Jun 3, 2022 at 10:44 PM Matthew Cooke <matt@summitcanyon.com> wrote:

Hi Jillian,

I have directed some thought towards this. I am still apprehensive. Other than aesthetics, I don't see that much is gained. Looking at it objectively, there will be restricted access to two businesses for four more parking spots along the street.

From a safety standpoint the benefits are minimal.

There is far more traffic that pedestrians and bike riders will have to cross on the adjacent streets than the proposed street.

Looking at it subjectively, I see only problems and no benefits. Access to my large garage door will be limited. Several commonly used parking spots for my customers will be difficult to access. It will be more difficult for truck drivers to deliver products to my receiving area.

You asked me my perspective as a business owner that would be impacted by the changes. I am impelled to say that I think the changes would be negative for my business at the present time.

I will be out of town next week but would like to hear the list of positives that have been presented. I look forward to an open discussion.

Thanks,

Matthew

Sent from my Verizon, Samsung Galaxy smartphone
Get [Outlook for Android](#)

From: Jillian Sutherland <director@glenwoodspringsdda.com>
Sent: Wednesday, June 1, 2022 9:10:07 AM
To: Matthew Cooke <matt@summitcanyon.com>
Cc: Jessica Bowser <jessica.bowser@cogs.us>
Subject: Re: Maple Street Parking Option Rendering

Hi Matt,

Have you gotten a chance to think about this? Please feel free to give me a buzz to discuss: 815-735-9315. Also happy to pop back to the store anytime.

Cheers,

Jillian

On Fri, May 27, 2022 at 1:37 PM Jillian Sutherland <director@glenwoodspringsdda.com> wrote:
Hi Matt,

Sorry for the delay in getting this to you! Please see attached the Maple Street parking option rendering and let us know your thoughts when you've had a chance to mull it over.

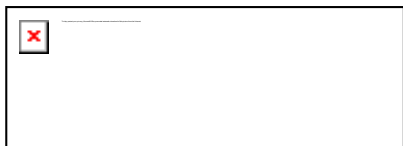
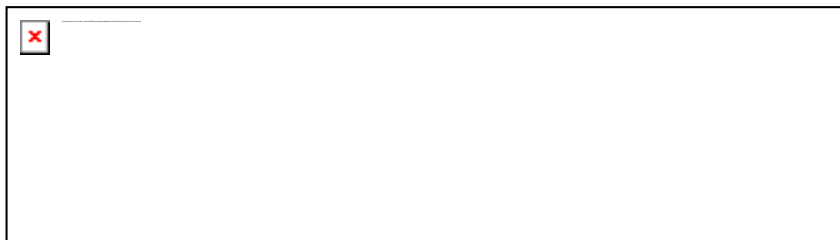
As an update, we met with Jorge and he did feel overall positively about this option, so long as we maintain access to his side door for deliveries.

Looking forward to hearing your thoughts!

Warm regards,

Jillian
815-735-9315

--

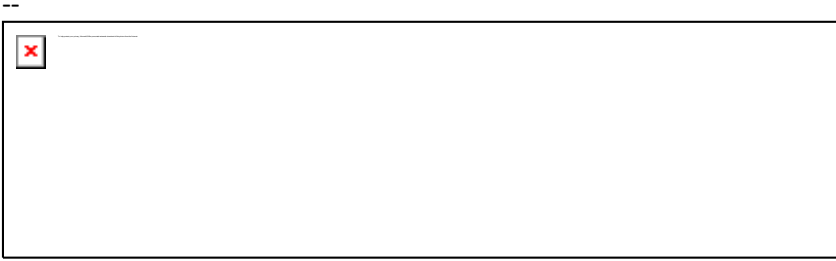


What's your vision? Join us & participate!

Register for updates & learn more about the Vision Glenwood Comprehensive Plan Update at www.VisionGlenwood.com.

¿Cuál es tu visión? Únete a nosotros y participa!

Regístrese para recibir actualizaciones y obtener más información sobre el proceso de actualización del Plan Comprensivo de Visión Glenwood en www.VisionGlenwood.com.



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City Council
STAFF REPORT
City of Glenwood Springs
June 16, 2022

Agenda Item:	Resolution 2022-26 Colorado's Family and Medical Leave Insurance (FAMLI) Program Opt-out
Action Requested:	Opt out of participation
Department:	Finance
Presented By:	Yvette Gustad
Strategic Goals:	Provide Efficient and Responsive City Government
Background Info:	Colorado is implementing a new paid leave insurance program. Participation would require the City to contribute at a minimum .45% of an employee's salary and collect another .45% from the employee and remit to the State. The program would start paying benefits beginning January 1, 2024 for eligible absences.
Issues:	If the City does not opt-out now, it would be obligated for 3 years to stay in the program. This is a new program and it is yet to be proven beneficial but there will be substantial administrative work involved in its implementation. The City can choose to participate at the beginning of any year if it opts-out now. This has to be revisited every eight years at a minimum if the City declines now.
Fiscal Impact:	The cost to the City would be around \$75,000 as an estimate for 2023.
Legal Review:	Legal drafted the resolution
Staff Recommendation:	Staff recommends to opt-out at this time. The City provides a generous leave program for employees to cover illnesses and also offers short-term optional disability insurance if the employee chooses. Since the City can choose to participate at the beginning of any year, it would be good to monitor how the system works and re-evaluate at a future date.

RESOLUTION 2022-26

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GLENWOOD SPRINGS, COLORADO, TO OPT OUT OF THE COLORADO PAID FAMILY AND MEDICAL LEAVE INSURANCE PROGRAM (FAMLI).

WHEREAS, the City of Glenwood Springs provides twice the paid leave mandated by the Colorado Healthy Families and Workplaces Act, C.R.S. § 8-13.3-401 et seq., and provides other paid leave more generously than required by Colorado law; and

WHEREAS, the City of Glenwood Springs allows its employees to accrue sick leave and to carry unused sick leave over from one year to the next, to a maximum of 24 weeks of paid leave; and

WHEREAS, the City of Glenwood Springs pays sick leave to its employees at 100% of the employee's wage, versus the partial reimbursement provided under the Colorado Paid Family and Medical Leave Insurance Program (FAMLI); and

WHEREAS, the C.R.S. § 8-13.3-522 provides that a local government employer may decline participation in the FAMLI program by vote of the governing body; and

WHEREAS, it is the desire of the Glenwood Springs City Council to decline participation in the FAMLI program.

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

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

Section 2. The City of Glenwood Springs hereby declines participation in the Colorado Paid Family and Medical Leave Insurance Program.

Section 3. Notice of this Declaration shall be provided to the Colorado Division of Labor and Employment.

INTRODUCED, READ, AND PASSED THIS ____ DAY OF JUNE 2022.

CITY OF GLENWOOD SPRINGS, COLORADO

Jonathan Godes, Mayor

ATTEST:

Ryan Muse, City Clerk