AGENDA
CITY OF GLENWOOD SPRINGS
REGULAR CITY COUNCIL MEETING
FEBRUARY 16, 2023
101 W. 8TH STREET
6:15 p.m.

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.

WORK SESSION

3:30	1.	North Landing Programming Joint DDA Worksession	Information/Discussion
4:00	2.	Pay as You Throw Request for Proposals	Information/Discussion
4:45	3.	Transportation Demand Management Discussion	Information/Discussion

ZOOM INSTRUCTIONS

You are invited to a Zoom webinar.
When: Feb 16, 2023 06:00 PM Mountain Time (US and Canada) Topic: 2023/2/16 Regular City Council Meeting
Please click the link below to join the webinar: https://us02web.zoom.us/j/88346232056?pwd=UnVRa3BFRWJra2RKS2ZKMU1ka1Z1dz09
Passcode: 336531. Or One tap mobile: US: +17193594580,,88346232056# or +16699006833,,88346232056#
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US: +1 719 359 4580 or +1 669 900 6833 or +1 253 205 0468 or +1 253 215 8782 or +1 346 248 7799 or +1 669 444 9171 or +1 507 473 4847 or +1 564 217 2000 or +1 646 931 3860 or +1 689 278 1000 or +1 929 205 6099 or +1 301 715 8592 or +1 305 224 1968 or +1 309 205 3325 or +1 312 626 6799 or +1 360 209 5623 or +1 386 347 5053 Webinar ID: 883 4623 2056 International numbers available: https://us02web.zoom.us/u/kFkPtAeIx

REGULAR SESSION

6:15	4.	Roll Call	
	5.	Agenda Changes & Conflicts	
	6.	Council Announcements	
6:25	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. February 2, 2023 Council Minutes
B. Ordinance 2023-04; Amending Section 120.020.100 of the Municipal Code (Second Reading)
C. Transportation Commission Appointment
D. Financial Advisory Board Appointment
E. Parks and Recreation Commission Appointment
F. Airport Board Appointment
G. Arts and Culture Board Appointments
H. Award the Request for Proposal 2023-01P; City Wide Asphalt Projects
I. Award the Request for Proposal 2023-03P; South Canyon Landfill Concrete Crushing Services

J. Award the Request for Qualification 2023-04Q; Generator and Automatic Transfer Switch Equipment to Smith Power in Frederick, Colorado

K. Award the Request for Qualification 2023-07Q; Single Phase Transformers

L. Letter of Support for the Colorado Department of Transportation Grant

M. Letter of Support for the East Vail Pass Wildlife Overpass Grant

ACTIONS AND/OR PRESENTATIONS

6:30	9.	Butler Rentals Request for Extension on Development Waivers	Discussion and/or Action
6:50	10.	Resolution 2023-09; Adopting the 2023 Update to the 2011 Comprehensive Plan	Discussion and/or Action
7:35	11.	South Bridge Right of Way Update	Discussion and/or Action
7:45	12.	Council Comments	
7:55	13.	Report from City Administration	

A. City Manager

B. City Attorney

C. Correspondence Incoming/Outgoing

8:00 14. Adjournment

City Council
STAFF REPORT
City of Glenwood Springs
February 16, 2023

Agenda Item: North Landing Programming Joint DDA Worksession

Action Requested: Staff is requesting direction on programming and the location of programming to move forward into the schematic design phase of North Landing.

Department: Economic and Community Development

Presented By: Danielle Campbell, consultants

Strategic Goals:
Preserve and Improve Infrastructure
Generate Sustainable Economic Development
Protect and Preserve our Quality of Life
Ensure Public Safety

Background Info: North Landing has been a discussion for years following the 6th Street 2016 Master Plan and has multiple concept iterations. However, the project has been put on a hold due to the pandemic and Grizzly Creek Fire. The Parks and Recreation Commission has re-identified North Landing as a priority in 2022, especially with the future redevelopment of 6th street. Understanding this cannot happen in a vacuum, the Downtown Development Authority (DDA), Parks and Recreation Commission, the Arts and Culture Board, and North Glenwood Community came to a consensus on a unified vision of North Landing.

The process included at least two representatives from the Downtown Development Authority Board, Parks and Recreation Commission, Art and Culture Board, and North Glenwood Community. Representatives participated in two public meetings facilitated by City Staff to identify the elements and aesthetics of North Landing. Resulting in the consensus of a conceptual look book. Look book is attached.

In July 2022 Council approved construction drawings with DHM as consultant. Council requested staff to provide additional opportunities for engagement through the construction drawing and design process. Staff organized a public open house on January 25, 2023. The intent of the open house was to ask the public for feedback regarding programming and location of programming on the site. Building upon the 2022 North Landing Look Book. A summary of the results of the engagement are attached.

Based upon public feedback and design logistics, DHM has developed programming concepts for the site. During the work session DHM will present findings for Downtown Development Authority and Council to provide direction on preferred programming concept.

Next Steps:

1. Task 2 | Schematic Design | February to April 2023:
    - Stakeholder Open House or Meeting (March 13th)
    - Downtown Development Authority Meeting (March 21)
2. Task 3 | 60% Drawings | April 2023
    - Joint Council and Downtown Development Authority Worksession (April 20)
3. Task 4 | Final Design 90% | May to June 2023
    - Task 5 | 100% CD/BID Set | June to July 2023

Issues: North Landing is only 14,400 square feet. The site has multiple constraints, including existing underground utilities, significant slope, and small square footage. Due to these

constraints, there are few opportunities to develop structures requiring permanent foundations. DHM has identified these preferred buildable areas, taking into account the site constraints and cost-effectiveness. DHM will recommend the best programming layouts to address the community's desires, including structures located within buildable areas during the presentation.

Fiscal Impact: In 2022, Council and Downtown Development Authority (DDA) approved construction drawings with DHM as a consultant, totaling $180,384. Funding was split evenly between the City and DDA.

Legal Review: NA

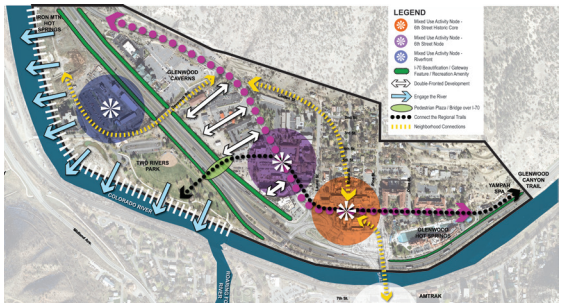
Staff Recommendation: Staff is looking for direction on programming and location of programming from the Downtown Development Authority and Council to move into schematic design of North Landing.











6th Street Corridor Master Plan

GLENWOOD SPRINGS, CO
FINAL PLAN - JUNE 1, 2017

CITY OF GLENWOOD SPRINGS COLORADO
SPA in the MOUNTAINS
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Acknowledgements

CITY COUNCIL

Michael Gamba, Mayor

Stephen Bershenyi

Steve Davis

Jonathan Godes

Shelley Kaup,

Todd Leahy

Leo McKinney

Matthew Steckler

Kathryn Trauger, Mayor Pro-tem

Rick Voorhees

GLENWOOD SPRINGS STAFF

Andrew McGregor, Community Development Director

Gretchen Ricehill, Senior Planner

Dave Betley, Assistant Director, Public Works

Tom Barnes, Parks & Recreation Director

Al Laurette, Parks & Recreation Superintendent

SPECIAL THANKS

Leslie Bethel, Executive Director, Downtown Development Authority

Numerous Stakeholders and Residents that participated in Open Houses and Meetings

North Glenwood Residents and Business Owners

Drew Gorgey, Acting City Manager

Debra Figueroa, City Manager

STEERING COMMITTEE

Lee Barger (Transportation Commission)

Steve Beckley (Business/Property Owner)

Greg Boecker (Resident)

Steven Carver (Business/Property Owner)

Marco Dehm (Planning & Zoning Commission)

Marice Doll (Historic Preservation Commission)

Sheldon Emery (Parks & Recreation Commission)

Dean Gordon (Downtown Development Authority)

David Hauter, Chair (Resident)

Jeremy Heiman (River Commission)

Todd Leahy (City Council)

Deborah Lundin (Business/Property Owner)

Kjell Mitchell (Glenwood Hot Springs)

Kathy Thissen (Historic Preservation Commission)

Roland Wagner (CDOT Region 3)

Jan Ward (Transportation Commission)

CONSULTANT TEAM

Jim Leggitt, studioINSITE

Cheney Bostic, studioINSITE

Nore Winter, Winter & Company

Brad Johnson, Winter & Company Nicholas

DiFrank, Winter & Company Alicia

Zimmerman, ALTA Planning + Design

Doug Pratte, The Land Studio

Deric Walter, Boundaries Unlimited, Inc.

Julie Kolar, Esse Design Studio



3457 Ringsby Court, Unit 223, Denver, Colorado 80216
tel 303.433.7100 *fax* 303.433.4301

studio-insite.com

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1. Introduction

6TH STREET CORRIDOR PLAN

PLAN PURPOSE

The 6th Street Corridor Plan presents both a vision and action plan for the North Glenwood neighborhood. It serves as a blueprint for both public and private investment:

- **The city will use the plan as a way to prioritize public investment** in infrastructure such as streets, parking and utility upgrades, as well as placemaking elements like streetscapes, plazas and park improvements.
- **The city will also use the plan as a tool to evaluate future development proposals** of properties within the project area.
- **Landowners contemplating new development or redevelopment should consult this plan** to ensure that development concepts are in-sync with the vision and goals of this plan.

IN THIS CHAPTER

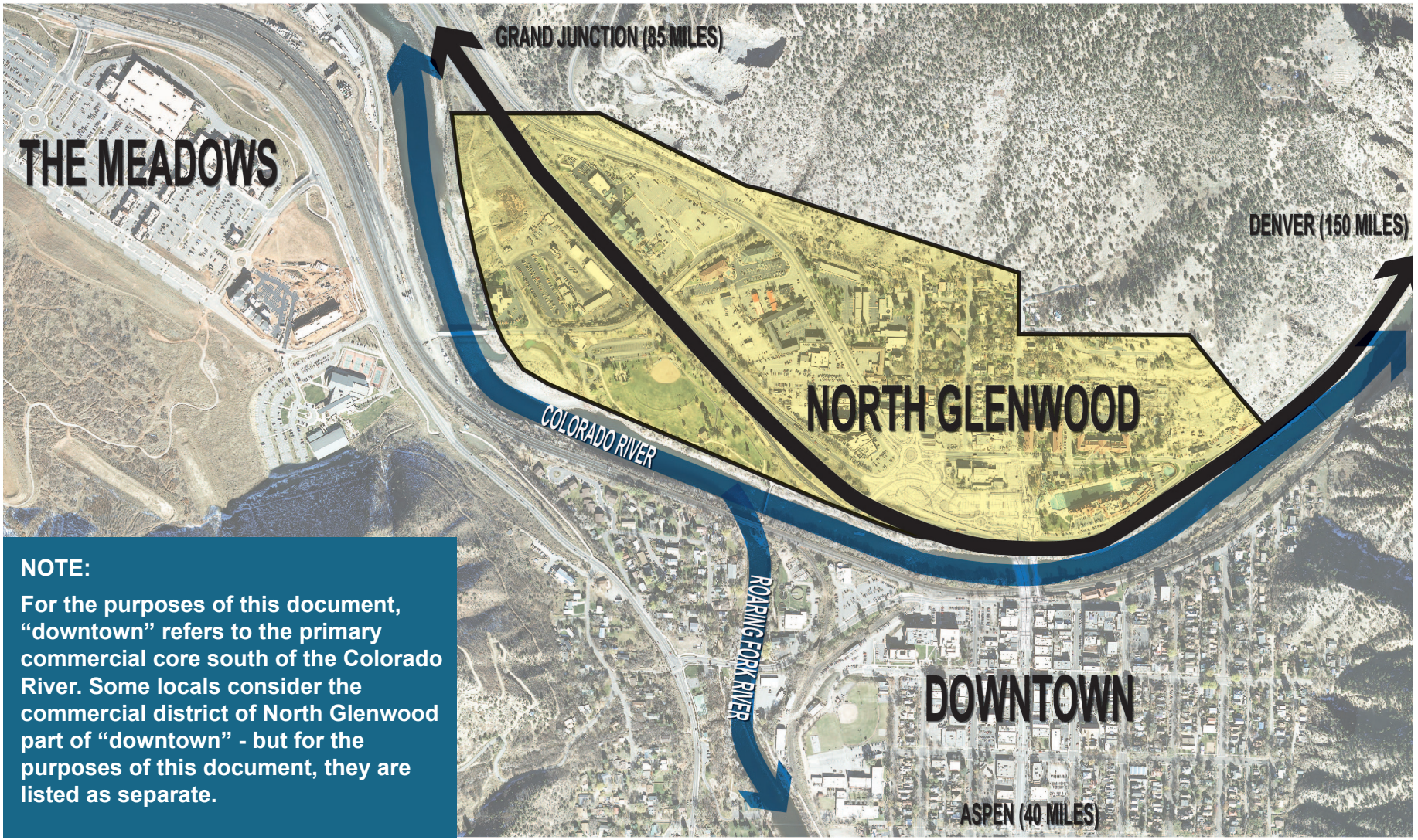
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NOTE:

For the purposes of this document, "downtown" refers to the primary commercial core south of the Colorado River. Some locals consider the commercial district of North Glenwood part of "downtown" - but for the purposes of this document, they are listed as separate.

Figure 1 - Context Map

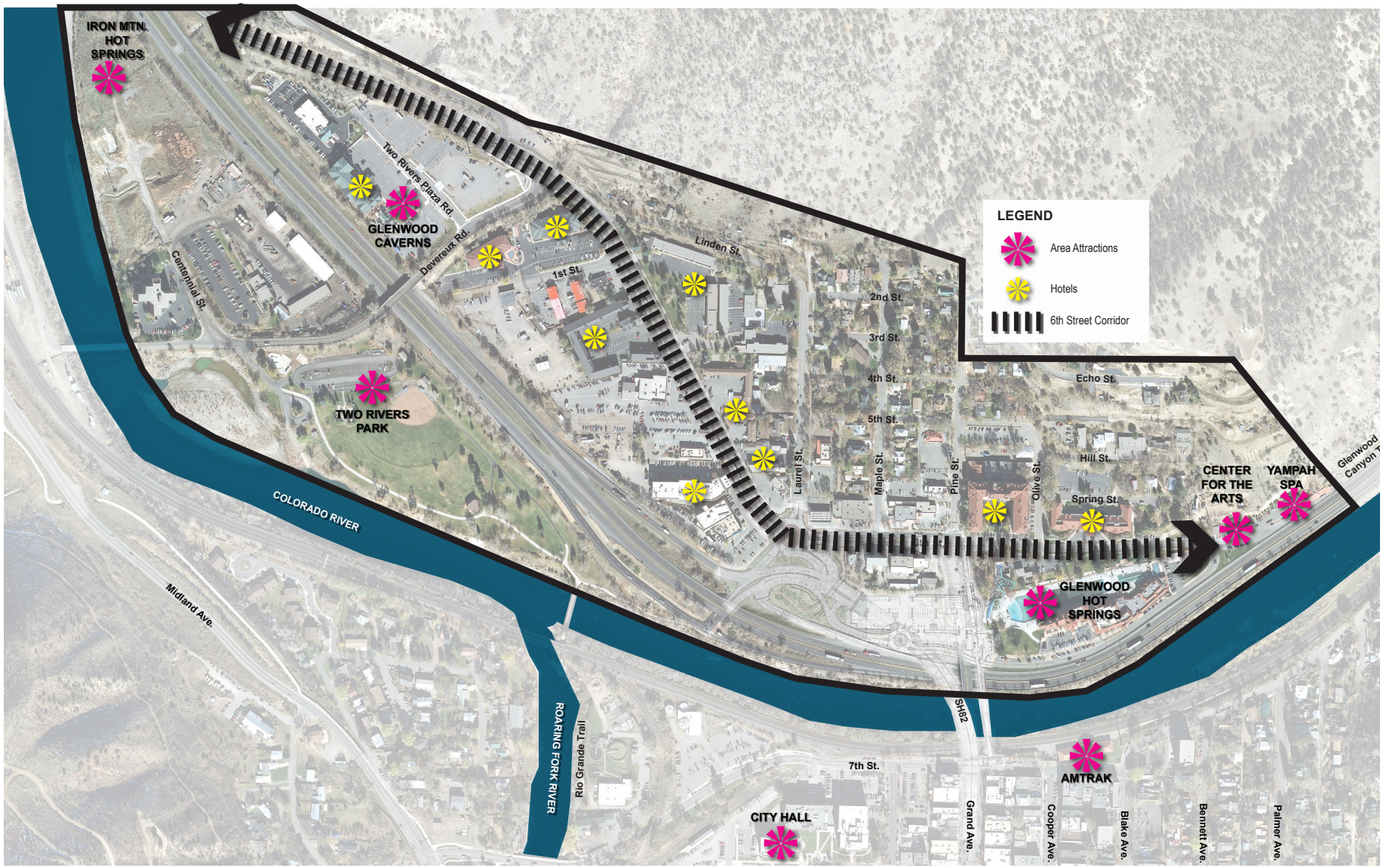


Figure 2 - 6th Street Corridor Study Area & Attractions

OUTREACH AND ENGAGEMENT

The 6th Street Corridor Plan involved extensive public and stakeholder outreach including numerous meetings with a City Council-appointed Project Steering Committee (PSC).

STAKEHOLDERS

The project kicked off with one-on-one interviews with property and business owners in the study area to learn about their long-term visions for their properties and businesses, as well as their desires for the entire corridor and surroundings.

PUBLIC ENGAGEMENT

Three public open houses were held over the course of the planning process. These sessions provided interactive exercises designed to engage and solicit feedback from the public in fun and engaging ways.

PROJECT STEERING COMMITTEE

A 16-member PSC with diverse representation from key City boards and commissions, area business owners, and neighborhood residents was appointed by City Council to serve as a sounding board for the design team. They were engaged during critical decision-making processes to help guide the plan concepts and recommendations, and to represent the various views and interests of property owners along the corridor.

CITY STAFF

The consultants worked closely with city staff, including multiple work sessions and bi-weekly team conference calls. Staff was involved in the creation of plan concepts and provided critical feedback throughout the process.

CITY COUNCIL

Finally, City Council work sessions were also held to update city leaders on the process and critical elements of the plan.



Stakeholders were engaged in one-on-one meetings with the design team.



The Project Steering Committee was engaged during critical decision-making processes.











Open Houses provided interactive excersises designed to engage and solicit feedback from the public.

EXISTING LAND USES

TOURISM-RELATED BUSINESSES

The study area includes major Glenwood Springs tourist destinations and tourist-related businesses, such as:

- Glenwood Hot Springs
- Yampah Spa & Vapor Caves
- Glenwood Caverns Adventure Park Tram
- Iron Mountain Hot Springs
- Rafting & outdoor adventure companies

LODGING

Concentrated along the 6th Street corridor, primarily west of Laurel Street, are many of Glenwood Springs' hotels and motels:

- Glenwood Hot Springs Lodge
- Hotel Colorado
- Ramada Inn
- Silver Spruce Motel
- Holiday Inn Express
- Hampton Inn Glenwood
- Hotel Glenwood Springs
- Best Western Antlers
- Glenwood Motor Inn
- Starlight Lodge



Glenwood Hot Springs is a major tourist destination.



Iron Mountain Hot Springs is located along the Colorado River on the west end of the corridor.



The Yampah Spa and Hot Springs are located at the east end of 6th Street.



The Glenwood Caverns Adventure Park is located on the mountainside above North Glenwood. It is accessed by the tramway on 6th Street.

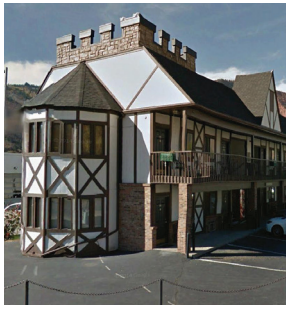


The Holiday Inn Express is located on First Street, near Highway 6 and Devereux Road.



The Ramada is located near the intersection of 6th and Laurel Streets.





Older hotels such as the Starlight Lodge and Silver Spruce Hotel are also local hotels on the corridor.

COMMERCIAL

Other commercial land uses within the study area include offices, retail, restaurants, spa and beauty salons, an automobile dealership, and automotive service and repair facilities. Like the hotels & motels, most of these businesses front onto 6th Street.

RESIDENTIAL

A compact residential neighborhood sits on the south-facing hill above 6th Street, and east of Laurel Street. The neighborhood consists of mostly single-family homes, some dating from the late 1800s and early 1990s. This section of north Glenwood was part of the originial 1885 town site, which also included the downtown area south of the Colorado River to 12th Street. Just like the downtown district, the streets in north Glenwood are aligned on a traditional north-south, east-west grid, but, unlike downtown, they are about 1/2 the width of those south of the Colorado River- which lends to the compact feel of the neighborhood.



Some mixed use buildings are present along 6th St.

VACANT LAND

One of the largest commercial parcels in the study area is the 2.8 acre former Bighorn Toyota lot which sits on the south side of West 6th Street, and which currently serves as temporary parking for the Glenwood Hot Springs and for river rafting customer pick-up and drop-off.

SERVICE PROVIDERS

CDOT and CenturyLink also own property in the area. CDOT's Region 3 offices are located on a 6-acre parcel between I-70 and the Colorado River along Devereux Road and the CenturyLink property is located at the terminus of 1st Street, adjacent to I-70. It seves as a regional hub for CenturyLink maintenance operations and the small buildings on the property are used mainly for storage.

PUBLIC OPEN SPACE

Two Rivers Park, Glenwood's largest regional park, is located within the study area at the confluence of the Colorado and Roaring Fork Rivers and serves as a major destination for events and summer river sport activities. The 22-acre park includes a baseball field, amphitheatre, sheltered picnic areas, restrooms, a playground, and a skate park.



North Glenwood neighborhood has historic character.



The former Bighorn Toyota building is vacant. The lot is currently used for Glenwood Hot Springs parking and for river rafting pick-up/drop-off.



Subway is one of two drive-through fast food services in the study area.

HISTORIC RESOURCES

North Glenwood has a rich historic fabric. The following is a summary of the historic status and/or eligibility status for buildings in the study area:

BUILDINGS ON THE STATE OR NATIONAL REGISTERS OF HISTORIC PLACES

**SRHP = State Register of Historic Places*

**NRHP = National Register of Historic Places*

115 5th Street	*Shelton-Holloway House*	*SRHP*
601 6th Street	*Glenwood Springs former Hydroelectric Plant*	*NRHP*
526 Pine Ave.	*Hotel Colorado*	*NRHP*

BUILDINGS ELIGIBLE FOR STATE OR NATIONAL REGISTERS OF HISTORIC PLACES

515 Maple Street	*Modern style residence*	*Survey 2003*

BUILDINGS ELIGIBLE FOR CONTRIBUTING TO A LOCAL HISTORIC DISTRICT

401 River Street	*Hot Springs Bathhouse, Natatorium, Yampa Spring*	*Survey 1998*
201 5th Street	*Queen Anne Cottage*	*Survey 2002*



Hotel Colorado



Hot Springs Bathhouse



Shelton-Holloway House



Former Hydroelectric Plant (Center for the Arts)



201 5th Street - Queen Anne Cottage

NOTE:

Currently, there are no registered historic districts in Glenwood Springs, although the area east of Pine Street and across the Colorado River to 7th Street has been determined eligible for inclusion on the National Register of Historic Places. It includes the Hotel Colorado, the Hot Springs, the city-owned Hydroelectric Plant and the train station.

CURRENT ZONING

The current zoning for the study area includes the following zone districts (refer to Figure 3 on page 8):

- **C/1 - Limited Commercial**
- **C/3 - General Commercial**
- **C/4 - Resort District**
- **R/1/6 - Single Family Residential**
- **R/1/20 - Single Family Residential**
- **R/2 - Limited Multifamily Residential**
- **R/3 - Multifamily Residential**
- **R/4 - Residential Transitional**
- **I/1 - General Industrial**

The area outlined with a dashed red line (C/1, C/3 and C/4) indicates the area where this plan envisions most future redevelopment occurring. Because some of the current zone district standards do not align with the redevelopment vision, this plan recommends revising existing zoning standards. The residential zoning is not envisioned as changing.

As part of this project, design standards and guidelines are being developed for the area inside the red dashed line that shall be used in cooperation with the new development code. They are provided in Appendix A.

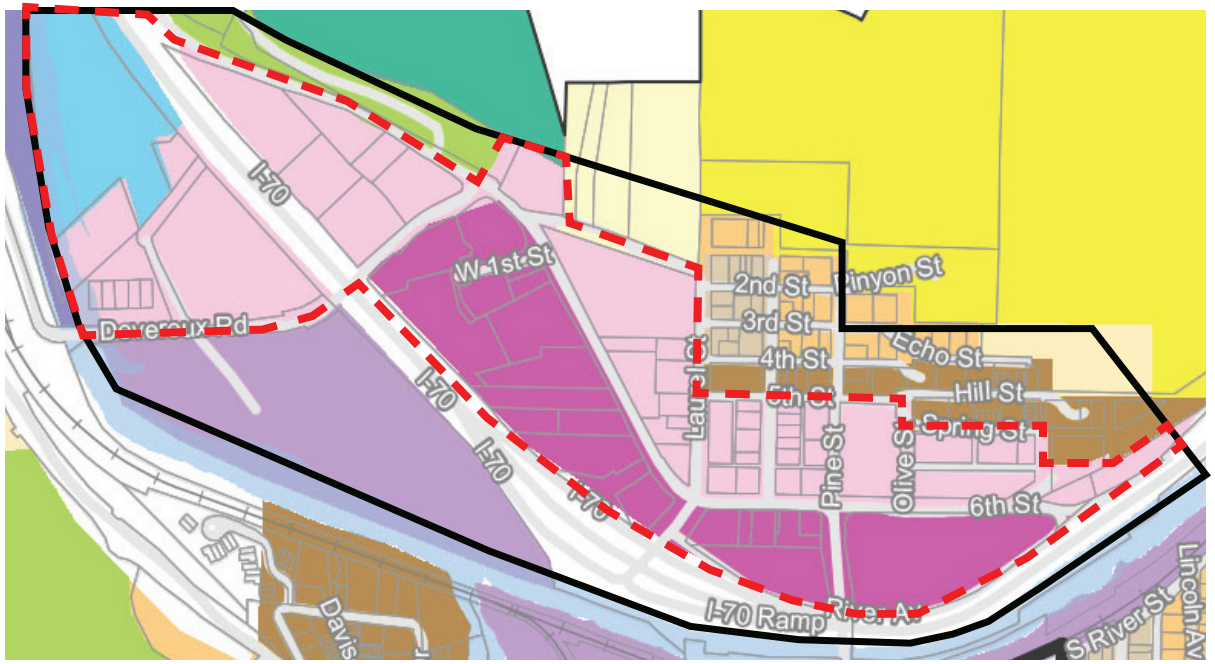


Figure 3 - Current Zoning

Zone Districts

- C/1 Limited Commercial District
- C/2 Core Commercial
- C/3 General Commercial
- C/4 Resort District
- HP Hillside Preservation
- I/1 General Industrial
- I/2 River Industrial
- I/L Light Industrial and Office
- PUD Planned Unit Development
- R/1/20 Single Family Residential
- R/1/40 Single Family Residential
- R/1/6 Single Family Residential
- R/1/7.5 Single Family Residential
- R/2 Limited Multifamily Residential
- R/3 Multifamily Residential
- R/4 Residential Transitional

NOTE:

In 2016, the City began a process to update the entire development code. This plan was completed prior to the adoption of the development code, however the plan has influence on the proposed zoning actions for the study area. For more information on how the new zoning code relates to North Glenwood and the 6th Street corridor, refer to Appendix (forthcoming).

I-70 INTERCHANGE PROJECT

Glenwood Springs' Exit 116 is undergoing a major reconfiguration, including a new Grand Avenue auto bridge, separate pedestrian bridge, and roundabout that intersects 6th Street in the project area. This major construction project is estimated to be complete in May 2018.

This project opens up both opportunities and challenges for the 6th Street corridor:

- **6th Street from Laurel to Pine Streets** will be transferred from CDOT to City ownership following completion of the Grand Avenue Bridge, which means that the City will be responsible for all future right-of-way maintenance. This provides an opportunity to transform these two blocks from a 4-lane thoroughfare into a quiet, pedestrian-oriented, "main street."
- **Traffic will decrease substantially.** CDOT estimates an 80 percent reduction in traffic between Laurel and Pine streets, as through-traffic will now cross the Grand Avenue Bridge directly from the Laurel roundabout.
- **A new public park or plaza** is proposed to replace the current Grand Avenue Bridge landing at 6th and Pine streets. This new amenity not only will help spur investment along 6th Street, it will provide the area with a prominent gathering space.
- **The new pedestrian bridge** will be separated from the Grand Avenue auto bridge, and includes viewing areas that overlook the Pool and Colorado River. This bridge will provide a pleasant pedestrian connection from downtown to 6th Street.
- **The new roundabout** occurs at the intersection of Laurel and 6th Streets. This proposes a challenge in terms of navigating the new arrangement. Signage will be very important in terms of directing visitors in automobiles to their destinations efficiently. As a pedestrian, the only way to navigate the roundabout is on the north side, so people on the south side of 6th Street trying to get to and from the east and west sides of Laurel, will need to do so by crossing to the north side of 6th and then crossing Laurel. Roundabouts are generally difficult for bicyclists to navigate, and this particular configuration is quite complicated given the amount of traffic that will use it. Therefore, considering bike routes that can bypass the roundabout will be important.
- **Construction of the new bridge** has been disruptive to businesses, as will any future improvements to 6th Street, so being considerate about phasing and timing of construction along the corridor is important.

NOTE:

For the purposes of this plan, most concepts are portrayed assuming that the new interchange is in place. This is to avoid having to update the plan once construction is complete.



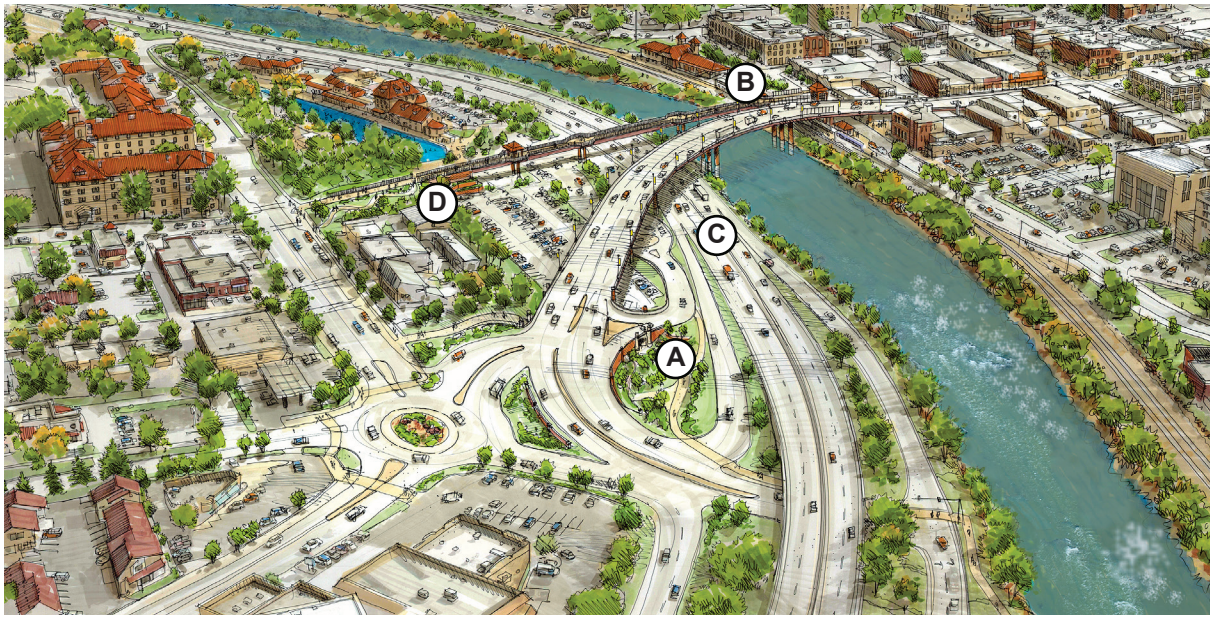
Traffic to the Pool from downtown will cross the bridge and turn right on 6th Street. To get back to downtown from the Pool, people will have to either take 6th Street back to the roundabout and over the bridge, or take River Street up the ramp and over the bridge.



To get on I-70 from the Pool, the only route is back through 6th Street.



From I-70 to Hotel Row and West 6th Street, people will have to go around the roundabout.



View from West 6th Street showing the new roundabout, Exit 116 interchange and the new bridges to downtown.



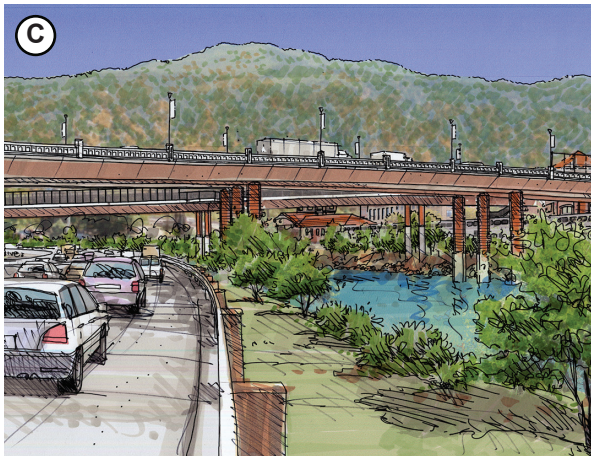
View of the new multi-use path and tunnel.



This view shows the circulation to the pedestrian bridge and restrooms along 7th Street.



This aerial view above the new park looking south toward downtown. The pedestrian bridge overlooks can be seen here. The new pool parking lot is shown in the foreground.



View from east-bound I-70 showing the new Grand Avenue Bridge and pedestrian bridge behind.

2. Vision & Primary Goals

6TH STREET CORRIDOR PLAN

6TH STREET VISION

6th Street is a unique blending of local tradition with contemporary appeal. Its historic architecture, iconic tourist destinations, affordable lodging and housing options, eclectic shopping, excellent dining, breweries, and dedication to the arts is what makes 6th Street such a desirable place to live, work and play. The unique appeal is enhanced with its public open spaces and welcoming streetscape. It provides a unique experience, different from downtown, that people of all ages enjoy.

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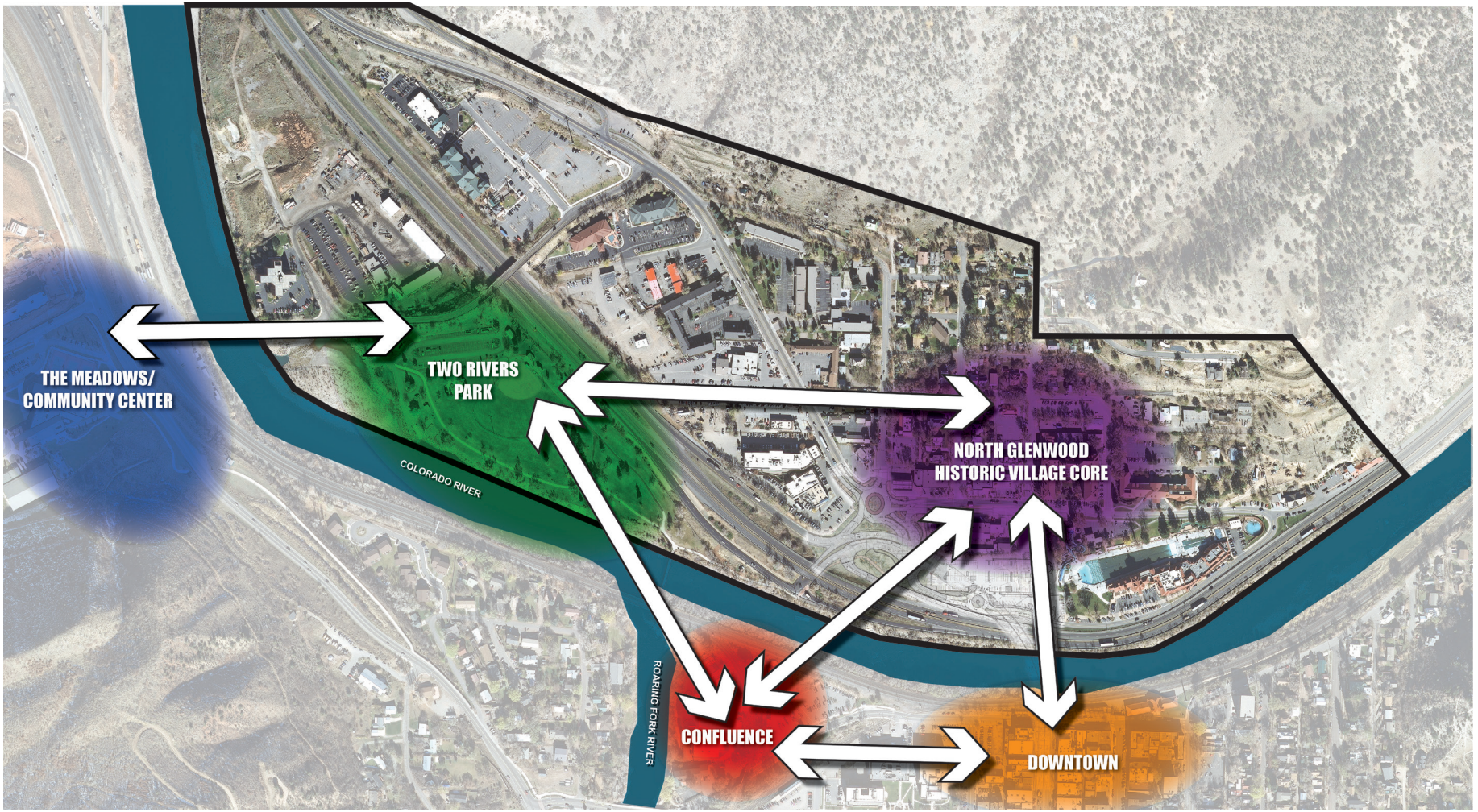


Figure 4 - Major Activity Centers

CONNECTING MAJOR ACTIVITY CENTERS

Although North Glenwood is connected to downtown by vehicular and pedestrian bridges, the neighborhood feels isolated. Interstate 70 and the Colorado River are significant barriers however, they also provide opportunities:

- I-70 provides **visibility** to businesses and attractions along the 6th Street corridor; and
- The Colorado River is an **amenity** that brings visitors to Glenwood Springs for rafting, kayaking and fishing. These visitors in-turn frequent those businesses and lodging along the 6th Street corridor.

A primary objective of this plan is to better connect the major activity centers in this area (Figure 4):

- **North Glenwood Village Core** – this section of 6th Street, primarily between Laurel and Pine, is envisioned as becoming an extension of downtown, including a mixture of old and new buildings with uses that complement downtown. This area also has significant potential for becoming a pedestrian-oriented "main street" due to a significant decrease in through-traffic from Highway 82 that will be rerouted with the new interchange by 2018. A new plaza at the north landing of the pedestrian bridge will be a focal point for this neighborhood. Once constructed, it will help spur other public and private investment along the street.
- **Two Rivers Park** – the largest park in Glenwood Springs, Two Rivers Park, is a popular destination for outdoor recreation, live music performances, and river sports. Access to the park for cars as well as pedestrians and bicyclists, is somewhat limited and difficult to navigate. This plan considers opportunities for improving connectivity, parking, and programming for the park.
- **Glenwood Meadows** – this popular shopping district has a regional draw that could bring more business into the 6th Street Corridor, if connections were improved. This plan looks at opportunities for a bridge connection (for autos or bikes) to link the two areas.
- **The Confluence** – the confluence of the Colorado and Roaring Fork rivers, and the demolition of the city's former wastewater treatment facility, offers tremendous opportunity for redevelopment in this prime location. Many land uses have been considered for this area. Whatever uses occupy the Confluence, linking the area to the 6th Street corridor is a primary goal.
- **Downtown** – providing a seamless connection between downtown and the 6th Street corridor is another important goal. It is less than a quarter-mile (or about a 3-5-minute walk) from 6th Street, across the bridge to the 7th Street shops and restaurants. This plan encourages land uses and streetscape treatments along the 6th Street corridor that coordinate with and complement the downtown.



There is significant opportunity for creating a pedestrian-oriented "main street" along E. 6th due to the decrease in traffic when the new bridge is in place.



Providing a seamless connection between the north and south sides of the river is a primary goal.

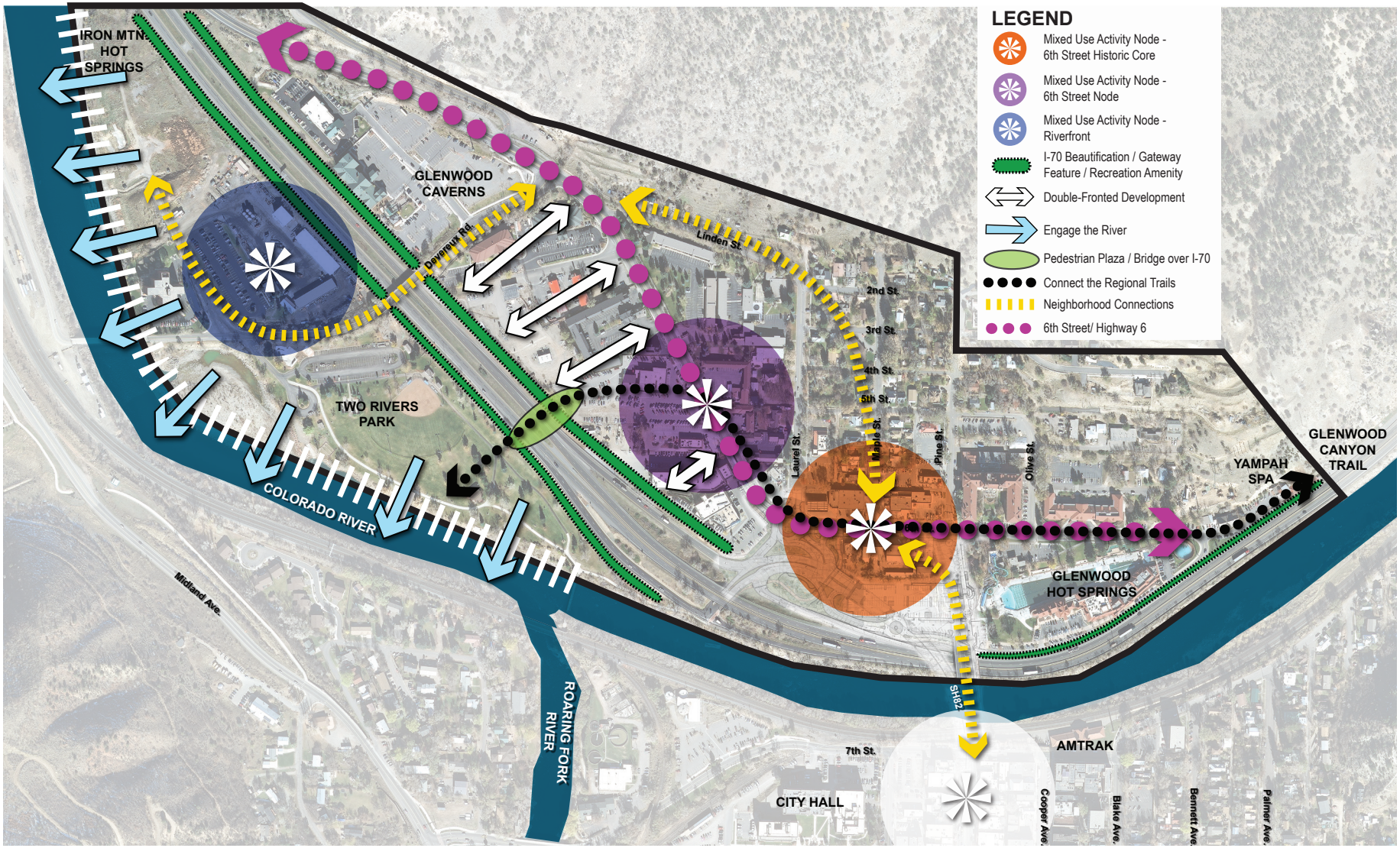


Figure 5 - Primary Goals

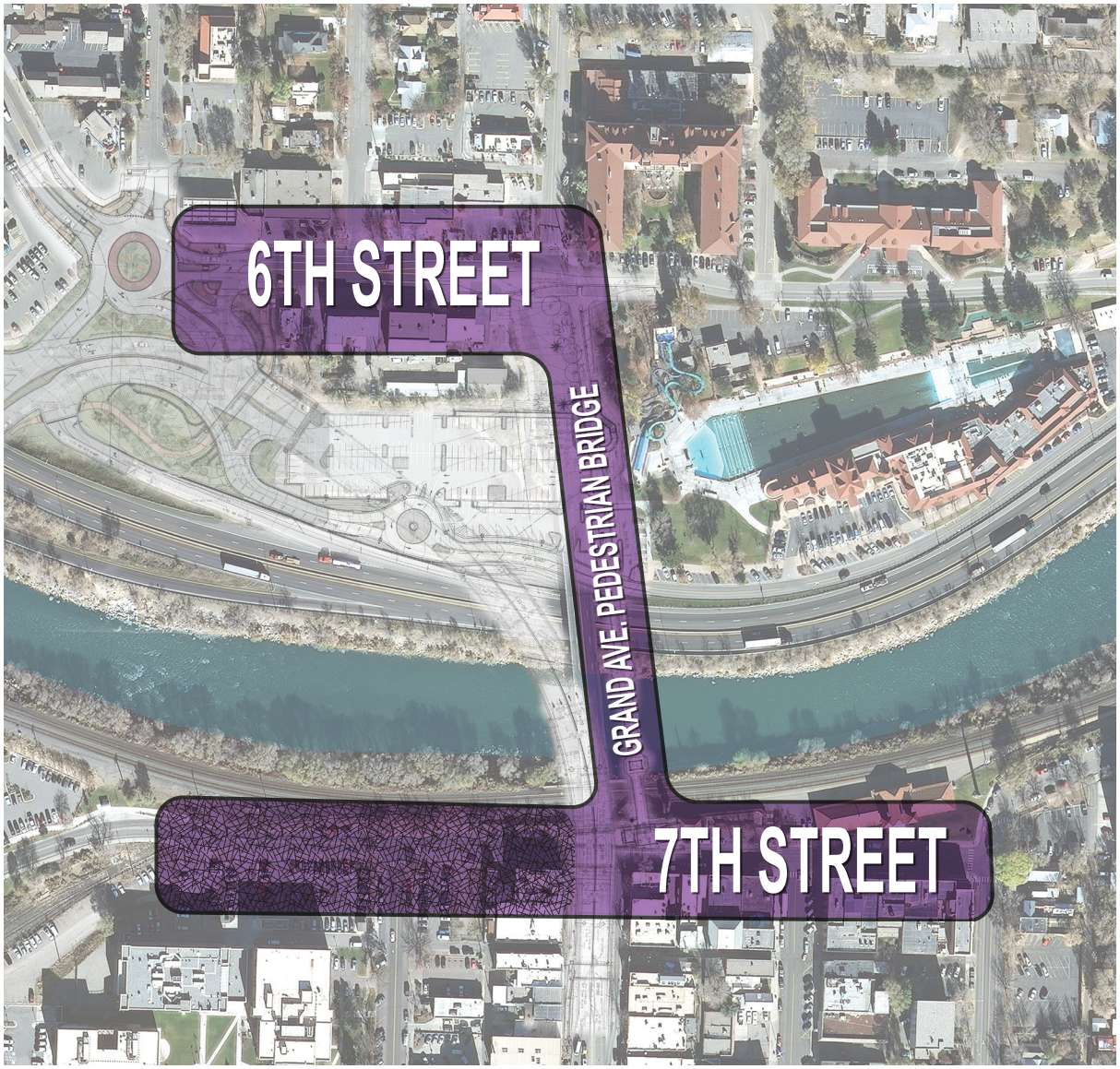
PRIMARY GOALS

Figure 5 represents the “big ideas” and primary goals that this plan addresses. The primary goals are described in more detail on the following pages.

SERVE AS AN EXTENSION OF DOWNTOWN

6th Street should operate as an extension of downtown where residents and visitors pass freely between the two areas, primarily by foot or on a bicycle. Illustrated at right is a concept where the 7th Street restaurants and existing and future uses along 6th Street are seamlessly connected by the Grand Avenue pedestrian bridge. This pleasant walk involves little interaction with cars due to the pedestrian bridge and quaint character of both 7th and 6th Streets, and therefore walking or bicycling should be an obvious choice. Both 7th and 6th Streets should support this vision by providing:

- **Continuous, wide sidewalks** that are universally accessible and provide ample room for small groups of people to walk side-by-side.
- **An inviting landscape treatment** to make the walk more pleasant.
- **Convenient bicycle parking** in highly visible locations.
- **Benches and cafe seating areas** to provide activation and eyes on the street.
- **Signage** to direct people effortlessly to their destinations.



6th Street should serve as an extension of downtown with a seamless connection via the new Grand Avenue Pedestrian Bridge. The hatched area west of the bridge will be incorporated into planning efforts for the Confluence area. Ensure that future land uses and streetscape treatments in this area provide a seamless connection to 6th Street.

ENHANCE THE IDENTITY OF 6TH STREET

Although being viewed as an extension of downtown is desirable, 6th Street should have a **unique identity**. It should offer a different experience, in terms of services and character - complementing, rather than competing with, downtown. Some principles to accommodate this vision include:

- 6th Street should be a **"complete street"** that comfortably accommodates cars, transit, bicyclists and pedestrians.
- It should be **family-friendly** and feel safe and inviting to visitors - offering an experience that is worth coming back for.
- It should present Glenwood Springs as an **outdoor recreation destination**, providing clear connections to the surrounding trails.
- Landscaping should appear more natural and buildings should **"open up" to the street** and sidewalk, with opportunities to bring the outdoors inside.
- Surrounding **views should be protected and celebrated** by incorporating rooftop decks and overlook areas.

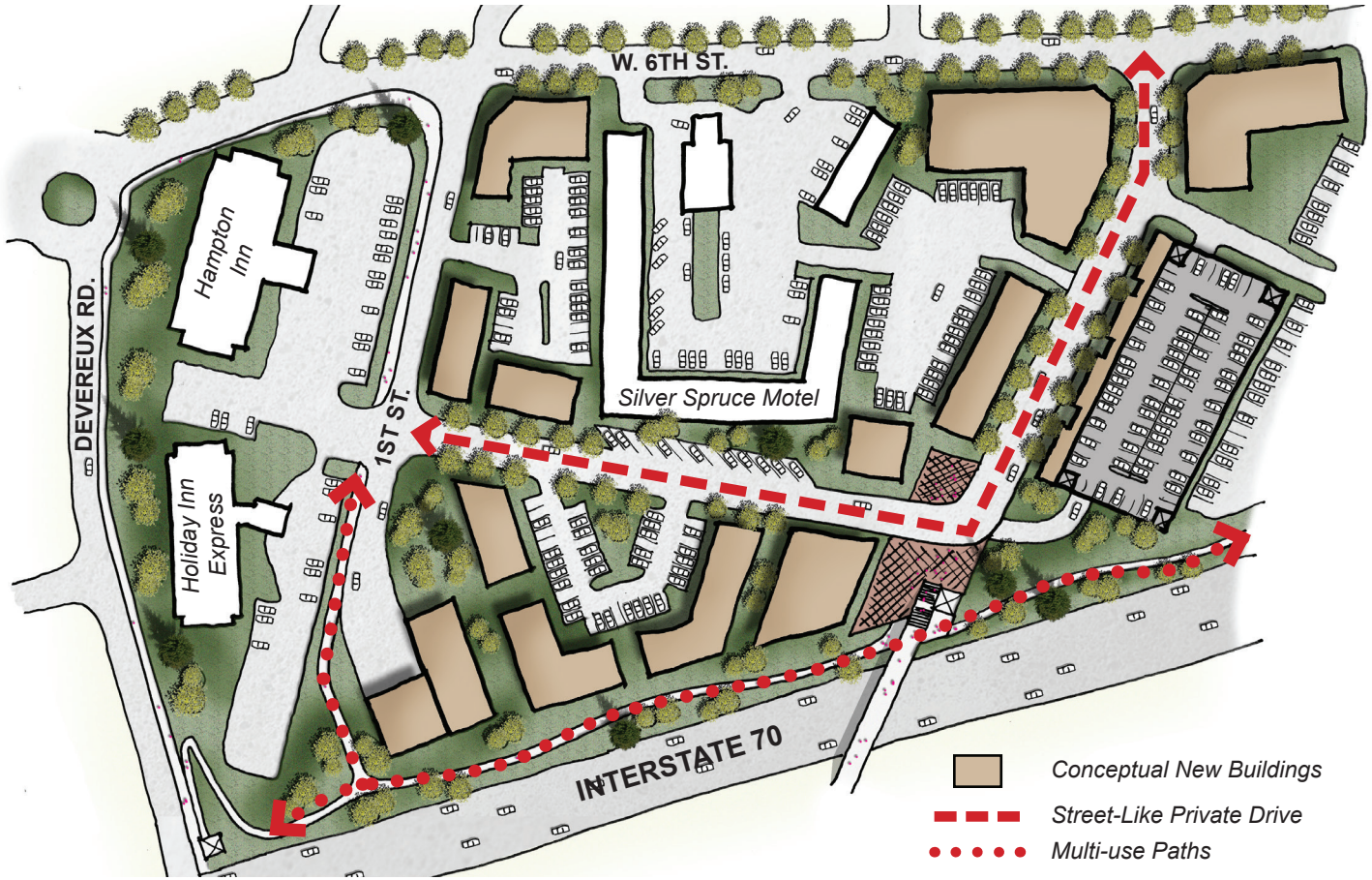


Improvements to 6th Street should enhance the identity of the area. This rendering envisions an improved streetscape and new building(s)on the south side of 6th, in the vicinity of Laurel Street.

IMPROVE CONNECTIVITY

Improved connectivity is needed both within the study area, and to link the study area to surrounding destinations. The following are principles for achieving improved connectivity:

- **Upgrade or add sidewalks** where they do not currently exist to provide a continuous pedestrian network.
- **Implement crosswalks** to facilitate movement across 6th Street, especially in West 6th Street.
- **Break up the mega-blocks.** West 6th Street from Laurel to Devereux consists of two "mega-blocks" on either side of the street with few opportunities to move through them. This can be accomplished by inviting foot and bike traffic with multi-use paths and providing street-like private drives that operate like a street and serve as access to multiple properties rather than just one. The former could be a simple agreement with the property owner and the City to provide access through their property. The latter might demand a higher degree of cooperation from the property owner, but would greatly benefit the entire area.
- **Install wayfinding signage** that clearly directs people to their destinations.
- **Implement bike facilities** and ample bike parking to encourage this mode of transportation.



A street-like private drive that includes pedestrian facilities could greatly improve the connectivity along West 6th Street and break up the "mega-blocks".

CREATE NODES OF ACTIVITY WITH A MIXTURE OF NEW USES

The long-term vision for 6th Street is to provide a mixture of uses within a short distance of one another to promote walkability, enhance the identity of the area, and increase economic viability.

It is not feasible to assume the entire mile-long corridor will redevelop with retail on the ground floor and residential or office uses above, nor would that be healthy for the local businesses. Rather, the ideal scenario is to look at "nodes" of opportunity that could support an influx of new uses, while preserving existing ones, to enliven the entire corridor. These "nodes" would likely occur in areas that are ready (or near ready) for redevelopment: for example, on vacant or underutilized land.

Desirable and appropriate new uses for the corridor, as identified by the public, stakeholders, and the Project Steering Committee include:

- **Mixed-use buildings** with retail on the ground floor and residential units or offices above.
- New **residential housing types** such as townhomes and apartments.
- **A civic use** such as a performing arts center, event center, or fire station.
- More **restaurants and nightlife.**
- **Retail** to support tourists.
- More **lodging** - potentially a high-end hotel.



Proposed "node" of mixed-use activity at the intersection of West 6th Street and proposed new street. Mixed use building is shown on existing Glenwood Motor Inn site as an example of potential development opportunity.

BEAUTIFY THE EDGES

North Glenwood and the 6th Street Corridor are highly visible from I-70, which provides fantastic opportunity to highlight all that it has to offer. Currently, this area does not appear inviting and does not have a sense of "gateway". This plan encourages beautification and activation of the I-70 corridor by:

- Incorporating **enhanced landscaping** along I-70 to improve the identity of North Glenwood.
- Incorporating **multi-use trails** in public easements along the I-70 corridor to highlight Glenwood Springs as an outdoor recreation destination.
- Expanding **new development** closer to I-70 west of the roundabout. With improved connectivity in this area, development could be "double-sided" - fronting onto both I-70 and West 6th Street.
- Developing a **sense of arrival or "gateway"** should occur near the Vapor Caves. This area is very limited in terms of space, but moving the Glenwood Canyon trailhead to the intersection with improved crossings, bike facilities, and signage and incorporating public art would be very beneficial.



A "gateway" should occur near the Vapor Caves and Center for the Arts with enhanced landscaping, public art, and by moving the Glenwood Canyon trailhead west to the North River Street intersection.

ENGAGE THE RIVER

This plan encourages new programming of Two Rivers Park to better engage and activate the river. Programming elements to improve activation of the park include:

- Incorporating a **beach island area** to encourage summertime activation and to allow people to interact with the river.
- Improving the **boat ramp area** to better facilitate river sports.
- Including **picnic areas** and shelters.
- Building **"overlook" areas** for people to watch river sport activities and enjoy the views.
- Provide **hiking and biking trails** throughout the park that connect to 6th Street and the regional trails.

Future developments such as the expansion of Iron Mountain Hot Springs, should look for opportunities to engage and activate the river. Additionally, should CDOT relocate its facility, the roughly 6 acre site could be redeveloped into a mixed use activity node with recreational uses and residential uses that help activate the park and river. A restaurant or brewpub could also benefit the recreational users, spa users, and future residents.



This plan encourages new programming of Two Rivers Park to better engage and activate the river. A shoreline enhancement project is currently underway.

3. Character Areas and Zoning

6TH STREET CORRIDOR PLAN

CHARACTER AREA GOALS

Character is often used to describe the personality of a place. The character of a place is influenced by history, architecture and how a place is used and inhabited. North Glenwood has some areas that are rich in character and others that have the potential to grow in character.

The area of North Glenwood east of Laurel Street is rich in character, as it was platted as part of the original town site in 1885. It has distinct "character areas" within it, some of which are geared towards preservation and enhancing existing character and other areas which have more flexibility.

The rest of the study area does not have a significant engrained character. The section of West 6th Street (west of Laurel Street) is commonly referred to as "Hotel Row" due to the many hotels in the area that support surrounding tourist destinations. The majority of these hotels were built mid-century and are indicative of the "motor inns" of that era. While certain elements are worth preserving/highlighting, the majority of this area does not represent the desired character for this area and new development should respond to the future vision rather than the status quo.

The study area is divided into six "character areas" (see Figure 6). As properties redevelop, the goal is to use this chapter so that new development further enhances the desired character, as portrayed on the following pages.

IN THIS CHAPTER

CHARACTER AREA GOALS 21

NORTH GLENWOOD HISTORIC VILLAGE 23

NORTH GLENWOOD VILLAGE CORE 24

WEST 6TH STREET MIXED USE CORRIDOR 25

RIVERFRONT NEIGHBORHOOD 27

NORTH GLENWOOD RESIDENTIAL NEIGHBORHOOD 28

TWO RIVERS PARK 28

ZONING RECOMMENDATIONS 29

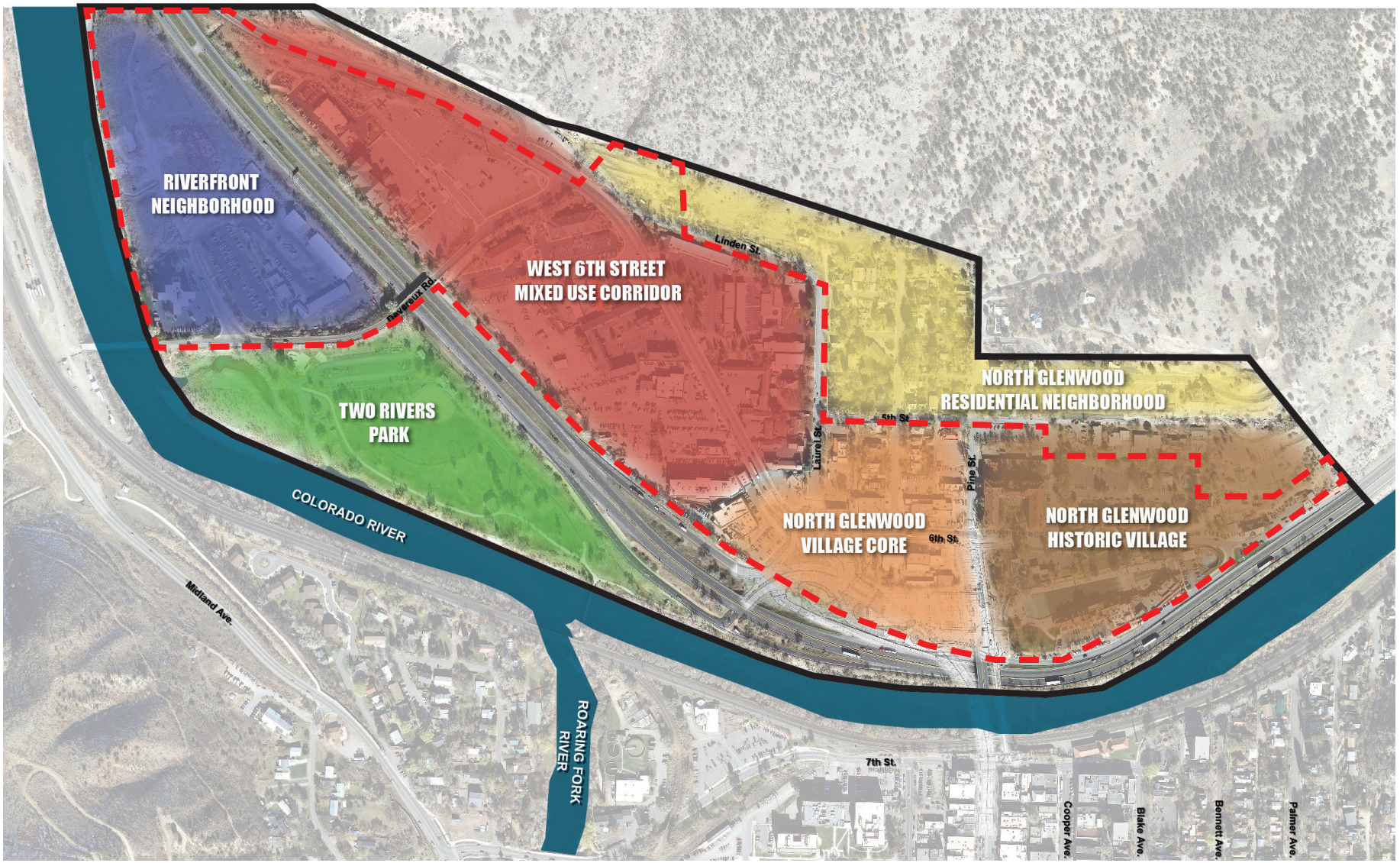
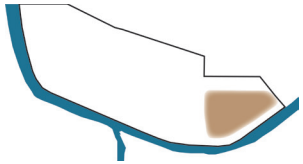


Figure 6 - Character Areas

indicates where new zoning and design standards and guidelines apply.



NORTH GLENWOOD HISTORIC VILLAGE

The area shown in brown is identified as the North Glenwood Historic Village due to the significant historic structures and character. The following goals apply for this character area:

1) This area is eligible for historic district status and should be pursued in the near term.

There are placemaking and tourism opportunities associated with creating a registered historic district. For example, a "gateway" element at Pine and 6th could serve as an entrance into the historic district. Plaques or kiosks and guided or personal walking tours in this area could help tell the history and promote the area as a place for heritage tourism.

2) New development should be sensitive to the adjacent residential neighborhood.

New buildings should be sensitive to existing, low-scale residential structures to the north by designing with the topography and stepping down in scale and intensity further north.

3) Provide more parking for existing uses.

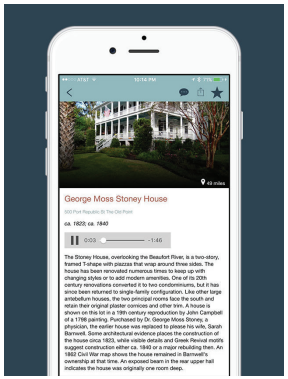
Many of the existing uses are underparked, which pushes public parking into the residential neighborhood. As redevelopment occurs, new parking facilities should be included to alleviate this burden on the existing residents and to provide a better visitor experience.

4) New development should respond to the historic character and appear subordinate.

New buildings should respond to the historic context, yet appear of their own time. For example, using similar materials such as red sandstone or red clay roof tiles would be appropriate whereas replicating the Italianate style of architecture of the Hotel Colorado is not appropriate. New buildings should be subordinate, allowing the historic structures like the Hotel Colorado and Hot Springs Bathhouse to stand out.

Another characteristic is this area's significant landscaping and space between buildings. For example, the Hotel Colorado's courtyard entry and the lawns for the Hot Springs Pool provide a more "natural" experience, as opposed to a more "urban" environment where buildings are side-by-side. New buildings should respond to this characteristic by providing ample landscaped open space.

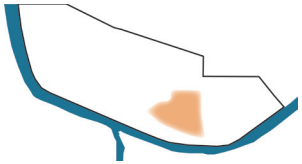




Plaques or kiosks and guided or personal walking tours in this area could help tell the history and promote the area as a place for heritage tourism.

NOTE:

Special design standards and guidelines for the area within the red dashed line are provided in Appendix A. The design standards and guidelines provide rules and expectations for new development to follow, as a means for achieving the overall vision and desired character for this area. They relate directly to the proposed zoning recommendations at the end of this chapter.



NORTH GLENWOOD VILLAGE CORE

This area is envisioned as becoming an extension of Downtown Glenwood Springs with restaurants, brewpubs, and retail businesses that support the adjacent uses, as well as draw people across the river from downtown. The following principles apply:

1) Maintain a "village-like" character.

New development should respect the quaint, village-like character of East 6th Street. This means respecting the residential neigbhorhood to the north with sensitive transitions in building mass and scale and using human-scaled design and details. Some ideas for preserving the "village-like" character include:

- Maintaining some of the existing residential structures along Maple Street, perhaps with additions to accommodate contemporary uses. Some of these structures have already converted into commercial uses, and this pattern is supported.
- Transforming the alley north of 6th Street into a pedestrian-friendly place with enhanced lighting, public art, and double-sided commercial buildings.

2) New buildings that face onto 6th Street should take on characteristics similar to downtown buildings to create a "main street" appeal.

Architecturally, new buildings facing 6th Street should take on characteristics inherent in downtown buildings, such as:

- Buildings constructed to the street edge with storefront windows on the ground floor for displaying goods or services inside.
- Usually more than one-story (but not more than three) and include offices or residential units on the upper floors (i.e. mixed use).
- Entrances to buildings are recessed and sometimes include awnings overhead to provide further protection from the elements whereas corner buildings orient to both streets, and often include a 45-degree notch in the building to address the corner.
- Masonry as a primary building material.
- Structures are built side-by-side and a repetition of unique structures can be perceived, but with aligned common elements such as floor and cornice lines.

3) Blend historic with contemporary styles.

While it is desirable for new buildings to take on similar characteristics of historic downtown buildings, they should not replicate historic styles of architecture. New buildings should appear of their time and place and respond to contemporary trends and needs. For example, a mixture of traditional materials such as masonry and stone is desired, as well as contemporary materials such as glass and steel.

Adaptive reuse of some buildings is also appropriate to achieve this goal and can help tell the story of a place.

4) Public parking is desired.

Public parking in this area is desired to support redevelopment efforts. A parking structure should be pursued, either as a public initiative or a joint partnership. Parking requirements for buildings in this area should be waived, or greatly reduced, to support new development and create a compact, "main street" and village-like appeal rather than having parking requirements take up valuable land.



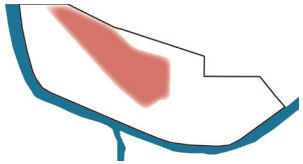
Maintaining some of the existing residential structures along Maple Street is desired.



Architecturally, new buildings facing 6th Street should take on characteristics inherent in downtown buildings.



Adaptive reuse of some buildings is appropriate to blend historic and contemporary styles.



WEST 6TH STREET MIXED USE CORRIDOR

This area is envisioned as increasing in intensity -- keeping the lodging and entertainment focus while adding in new uses for visitors and residents to enjoy and to create a more pedestrian-friendly experience along 6th Street. The following principles apply:

1) Create a pedestrian-friendly 6th Street.

The existing hotels, most of which were built in the 50s or 60s, are indicative of the "motor inns" of that era – with exterior circulation and buildings that orient to parking lots instead of the street. While there is a unique character that can be maintained or enhanced with these structures, it is also very important for this portion of 6th Street to become more pedestrian-oriented. Enhanced landscaping, street trees, lighting, and small pocket parks or plazas are desired to enliven and activate the street - as well as new uses.

2) Add new uses.

While the primary land use will remain focused on lodging, there is opportunity to mix in retail, restaurants, and perhaps even a civic use to help activate this area. Due to the location of this character area, new land uses could be more intense, perhaps with taller buildings to take advantage of views and increased density.

3) Public Parking Structure

A new public parking structure is envisioned adjacent to the interstate to support new development. This structure should be designed as integral into the fabric of West 6th Street with clear connections to it. It should serve multiple uses, including events at Two Rivers Park, as well as general activities along the 6th Street corridor. Including actives uses is important, such as retail on the ground floor or a climbing wall.

4) New development should positively contribute to the street edge.

New development should orient to 6th Street with activities that support the hotel occupants and visitors as well as residents. Providing "nodes" of activity where new buildings engage and activate the sidewalk edge is desired. In other locations, enhanced landscaping or shared open space is desired.

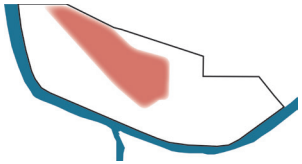
- New buildings should be placed closer to the street to better enclose the street space and make a more pleasant pedestrian experience.
- Small plazas or pocket parks, or other semi-public space adjacent to buildings is encouraged to mimic the existing "open" character. A smaller version of the parklike setting in front of the Antlers Hotel would be welcomed.
- Parking should be subordinate to new buildings, located either to the side or behind new structures.
- Where buildings are not constructed to the street edge encourage landscaped strip or street trees adjacent to the public sidewalk.
- Taller buildings are appropriate along this section of the corridor - perhaps a few more than 4 stories.



Enhanced landscaping, street trees, lighting, and small pocket parks or plazas are desired to enliven and activate the street.



Including active uses "wrapping" the parking structure is encouraged, such as retail on the ground floor or a climbing wall. This parking structure in Chattanooga, TN is wrapped with climbing wall panels that create a unique architectural appearance from afar, as well as up close.



4) Consolidate access to properties to reduce curb cuts.

Each individual parcel of property along this stretch of 6th Street includes at least one if not multiple access points. These curb cuts are convenient to automobiles, but they make walking undesirable as they interrupt sidewalks, making pedestrians feel like they have to be "on guard" at all times.

This area should seek to consolidate access along 6th Street. Wherever feasible, adjoining properties should share auto access to reduce the amount of curb cuts along the street and help create a safer and more pedestrian-friendly environment.

5) Enhance connectivity.

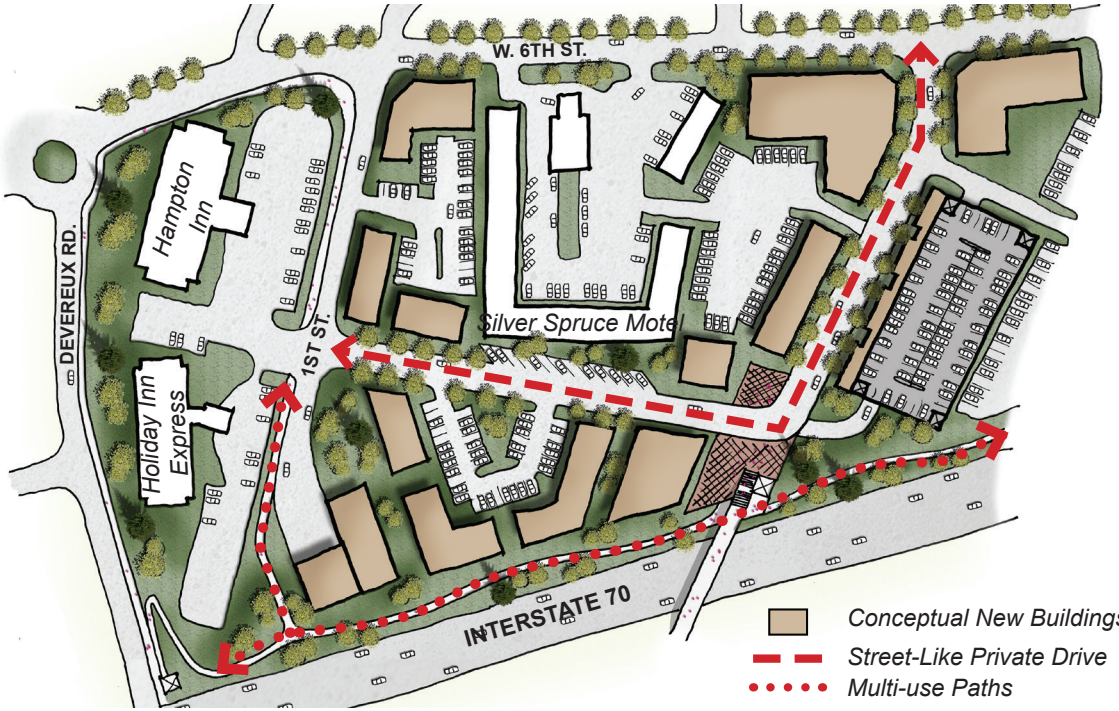
This area is made up of "mega blocks" along 6th Street from Laurel Street to Devereux Road with no dedicated public access points or permeation in between. This makes connecting to the surrounding character areas difficult, as well as simply crossing from one side of the street to the other. A pedestrian and bicycle connection is envisioned that connects from Laurel Street to 6th Street aligning with 5th Street to break up the northern mega block. On the southern mega-block, a street-like private drive and multi-use paths are envisioned to enhance connectivity and provide additional developable land. New crosswalks along 6th Street should also be implemented.

6) Provide a "gateway" feature at 6th Street and Devereux Road.

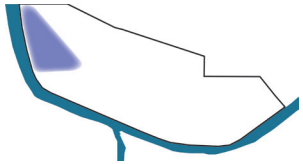
The intersection of West 6th Street and Devereux Road should include a "gateway" feature to present an entry into North Glenwood from West Glenwood. A roundabout is envisioned to better control traffic in the area coming to and from Glenwood Caverns. This could also serve as a "gateway" feature with signage, public art and enhanced landscaping.



A pedestrian and bicycle connection is envisioned that connects from Laurel Street to 6th Street aligning with 5th Street to break up the northern "mega block".



On the southern mega-block, a street-like private drive and multi-use paths are envisioned to enhance connectivity and provide additional developable land.



RIVERFRONT NEIGHBORHOOD

This area is envisioned as transforming over time into a mixed use neighborhood oriented toward the river and park. Overarching principles include:

1) New development should engage and activate the river and park.

New development should consider uses that would help activate Two Rivers Park and the Colorado River. Appropriate uses include:

- Residential units (ownership or rental) would help activate the park. Higher end units could be achieved, given the proximity to the river.
- A restaurant, brewery, or similar food and beverage facility would also be appropriate. Summer river activity users could use a business like this to patronize during their stops.
- An indoor or outdoor recreation attraction could serve as another destination for this area that complements, rather than competes with, the existing destinations (park and hot springs).

2) New development should preserve and enhance views.

New development should consider views to the river and downtown. Taller buildings would be more appropriate near the interstate with lower-scale buildings along the river's edge. Currently, buildings up to 5 stories, or 60 feet, are allowed by code.

3) Implement improvements to Centennial Drive and Devereux Road.

Iron Mountain Hot Springs has become a popular destination in the neighborhood, generating more traffic (both pedestrian and auto) in this area. The city should improve Centennial Drive and Devereux Road with sidewalks and on-street parking (on Centennial Drive). Devereux Road, due to the significant slope on either side, presents an opportunity to build up to the street on the north side (existing CDOT site and parking lot) with street-level retail while utilizing the grade change for below-grade structured parking.

4) Future redevelopment of the CDOT property should continue to be explored.

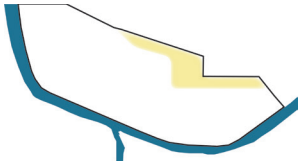
The roughly 6 acre CDOT property at the intersection of Devereux Road and Centennial Street has been discussed as a major opportunity for redevelopment. The current location is not ideal for CDOT, as it is difficult for maintenance vehicles to access the interstate. If CDOT offices relocated, it could free up the land for a higher and better use that fits the vision for this neighborhood. The visibility from I-70 provides a prime real estate opportunity and amenities nearby like the park, river, and hot springs is unprecedented in Glenwood Springs.

5) Implement a riverwalk.

A riverwalk is envisioned along the Colorado River from Iron Mountain Hot Springs through Two Rivers Park with connections to the Confluence area and downtown, as well as to 6th street via the pedestrian tunnel. New development should plan for these improvements and encourage access to the river, both private and public, where feasible.







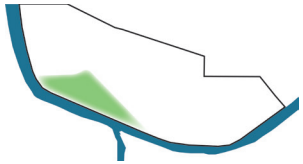
NORTH GLENWOOD RESIDENTIAL NEIGHBORHOOD

This is a neighborhood of mostly single family homes insterspersed with some multi-family units. The streets are generally very narrow, some lacking sidewalks which forces pedestrians, bicyclists, and automobiles to share the same space. The historic street and building character is envisioned as remaining. New development within proximity to this character area should take into consideration the desire to keep this neighborhood residential in nature, with quiet streets and a dark night sky.





New development within proximity to this character area should take into consideration the desire to keep this neighborhood residential.



TWO RIVERS PARK

Two Rivers Park is included as a separate character area, as it is a public amenity and regional draw. The park is highly used and could benefit from more parking (or shared parking with new development) for events. Improving the ramps for kayakers and rafters is desired, as well as making the park a destination for rafters to stop and picnic or hang out. The southern edge is envisioned as becoming a beach where people can interact with the river and a boardwalk is envisioned along the river along Two Rivers Park and over to Iron Mountain Hot Springs.



The southern edge is envisioned as becoming a beach where people can interact with the river.

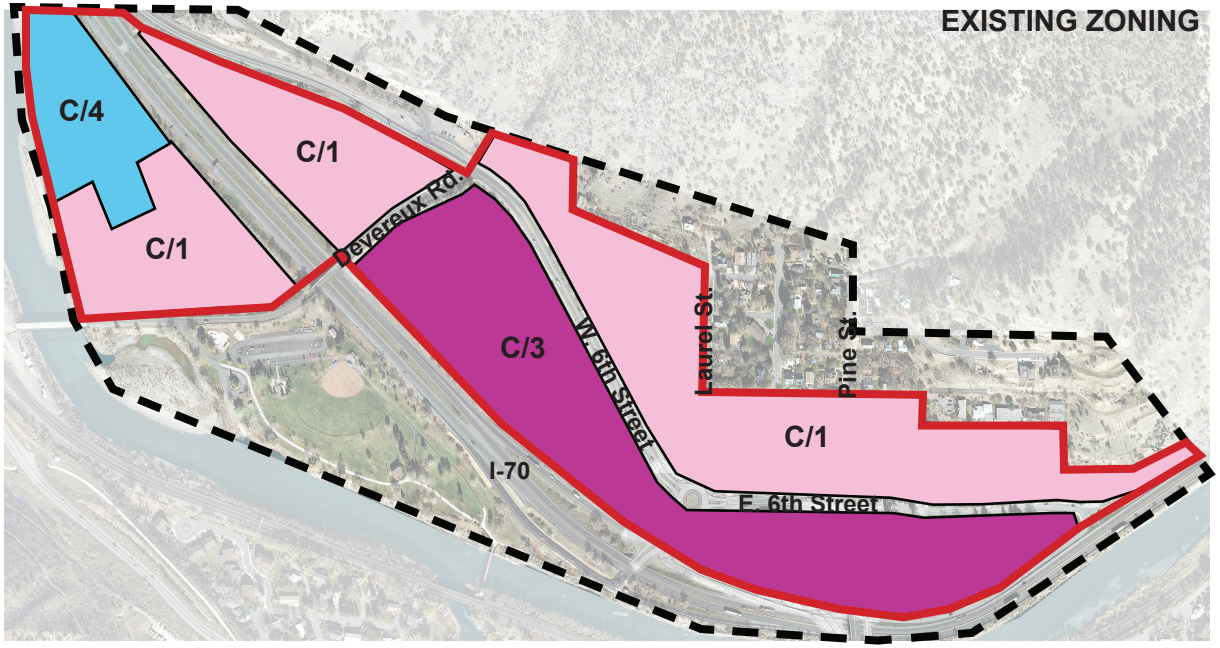


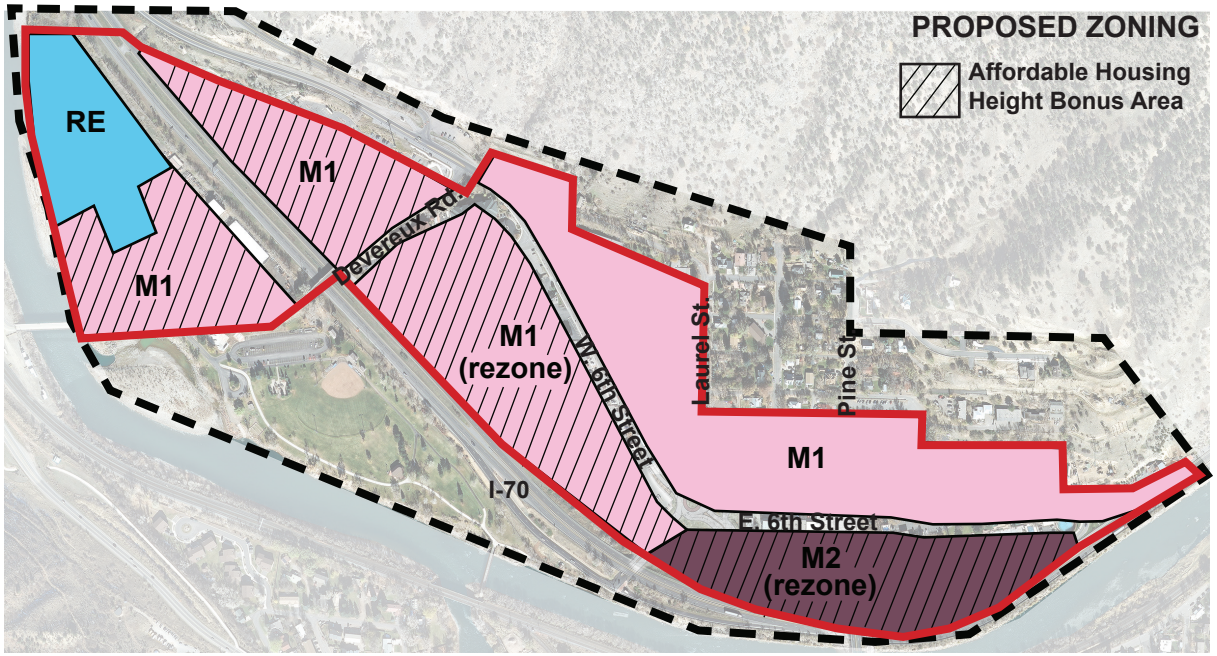
Improving the ramps for kayakers and rafters is desired, as well as making the park a destination for rafters to stop and picnic or hang out.

ZONING RECOMMENDATIONS

The Glenwood Springs Development Code Update was drafted concurrently with this plan. The new code is expected to be adopted in Winter 2017/18, following adoption of this plan. New regulations related to zoning will then be in place, along with the design standards and guidelines from this plan (Appendix A). A series of "replacement" zones are established which modify nomenclature and standards to better represent the existing zones' intents. Portions of the 6th Street Corridor study area align with the proposed "replacement" zones, while other portions are recommended to be remapped to zones that better fit the desired character. The figures to the right show the existing and proposed zoning.

- The area **north of E. 6th Street**, currently zoned C/1, within the applicable boundary (i.e. excluding residential and public park zones) will be **replaced with M1** when the new code is adopted. The new M1 standards align with the vision of this plan and therefore no map changes are recommended.
- The properties **south of E. 6th Street and east of Laurel Street** and the new roundabout are currently zoned C/3. The replacement zone (CO) does not meet the future vision for this area, and therefore this plan recommends **rezoning to M2** - the same zone as downtown.
- Properties **south of W. 6th Street**, between Laurel and Devereux Road, are currently zoned C/3. The recommendation is for this area to be **rezoned to M1**.
- The area within the **Riverfront Neighborhood character area** currently includes two zones - C/4 and C/1. This plan recommends the **replacement zones of RE and M1 remain** in place.





Listed below are the purposes and standards for each zone district, as outlined in the proposed Glenwood Springs Development Code Module 2:

M1 - MIXED USE CORRIDOR

Purpose - The M1 district is intended to accommodate mixed-use development with walkable and active streetscapes on Glenwood's primary roadways. The mix of uses in the M1 district is intended to accommodate lighter-intensity commercial districts with limited auto-oriented uses compatible with surrounding residential neighborhoods. The M1 district is also intended to offer a diverse mix of housing opportunities at varying densities.

M2 - MIXED USE CORE

Purpose - The M2 district is intended to accommodate walkable and active development within Glenwood's core commercial areas, including but not limited to central downtown. The M2 district includes the most recognizable and prominent areas of Glenwood Springs and therefore places an emphasis on high-quality building and site design, as well as the surrounding streetscape. The M2 district is intended to allow for a mix of residential and nonresidential uses while ensuring compatibility with surrounding established neighborhoods.

RE - RESORT

Purpose - The RE district is intended to accommodate high-intensity commercial development with flexibility in terms of allowable uses and dimensional standards to accommodate for primary and accessory resort development uses. The RE district is intended to apply to properties that are relatively isolated from adjacent properties due to physical and/or natural features.

The proposed standards for each district, as identified in Module 2 Public Draft ot the Code, are as follows. Recommended amendments to meet the goals of the 6th Street Corridor Plan are identified in red.

	M1	M2	RE
Lot Standards, Minimum			
Lot area	*None*	*None*	*None*
Landscaped area	*15 percent*	*None*	*10 percent*
Setbacks			
Front, minimum	*5 feet*	*None*	*5 feet*
Front, maximum (arterial streets)	*60 feet*	*40 feet*	*60 feet*
Front, maximum (other streets)	*25 feet*	*20 feet*	
Side, minimum	*5 feet*	*None*	*None*
Rear, with alley, minimum	*5 feet*	*None*	
Rear, without alley, minimum	*7.5 feet*		
Building Standards, Maximum			
Building height, Grand Avenue and E. 6th Street	--	*40 feet*	-
Building height, Other streets	**38 feet*	*50 feet*	*60 feet*
Building height for meeting affordable housing incentive in 6th Street Corridor Plan (applicable areas)	*60 feet*	*50 feet*	--

** - This plan recommends a 38-foot base height limit for M1 to allow a 3-story mixed use building of adequate floor heights and quality.*

AFFORDABLE HOUSING HEIGHT INCENTIVE

The city should consider an incentive program that encourages affordable housing (rental and for-sale) by allowing additional building height (see above table) in the targeted areas within the 6th Street Corridor Plan study area (see hatched area of the proposed zoning diagram on the previous page). Details of defining affordability thresholds and duration should be worked out by the city. The city can build on the recent ordinance that allow fee waivers in exchange for providing affordable units.

NOTE:

Refer to Appendix A for additional design standards and guidelines for applicable properties. Also reference the Glenwood Springs Development Code (anticipated adoption Winter 2017/18) for allowable uses and other dimensional and general development standards.

4. Mobility

6TH STREET CORRIDOR PLAN

MOBILITY GOALS

Currently, the primary function of 6th Street is to move cars. As currently designed, it is an inhospitable environment for pedestrians and bicyclists. Some overarching goals for improving mobility in the corridor study area include:

- To promote Glenwood Springs as an **outdoor recreation destination**.
- To **facilitate walking and biking** as viable transportation options by implementing comfortable and easy-to-use facilities.
- To **connect the major activity centers** within Glenwood Springs to one another.
- To **connect the two major regional trails** - Glenwood Canyon Trail and the Rio Grande Trail.
- To provide better circulation within the study area by **breaking up the mega-blocks** along West 6th Street with pathways, streets, or private drives.
- To supplement walking, biking and driving with an **efficient transit system**.
- To support redevelopment by implementing a **public parking structure** and other parking mechanisms.

The following pages outline a vision for enhancing mobility options and connectivity within the study area.

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PROPOSED BRIDGES 35

PEDESTRIAN AND BIKE FACILITIES 37

TRANSIT SERVICE 39

PARKING 41

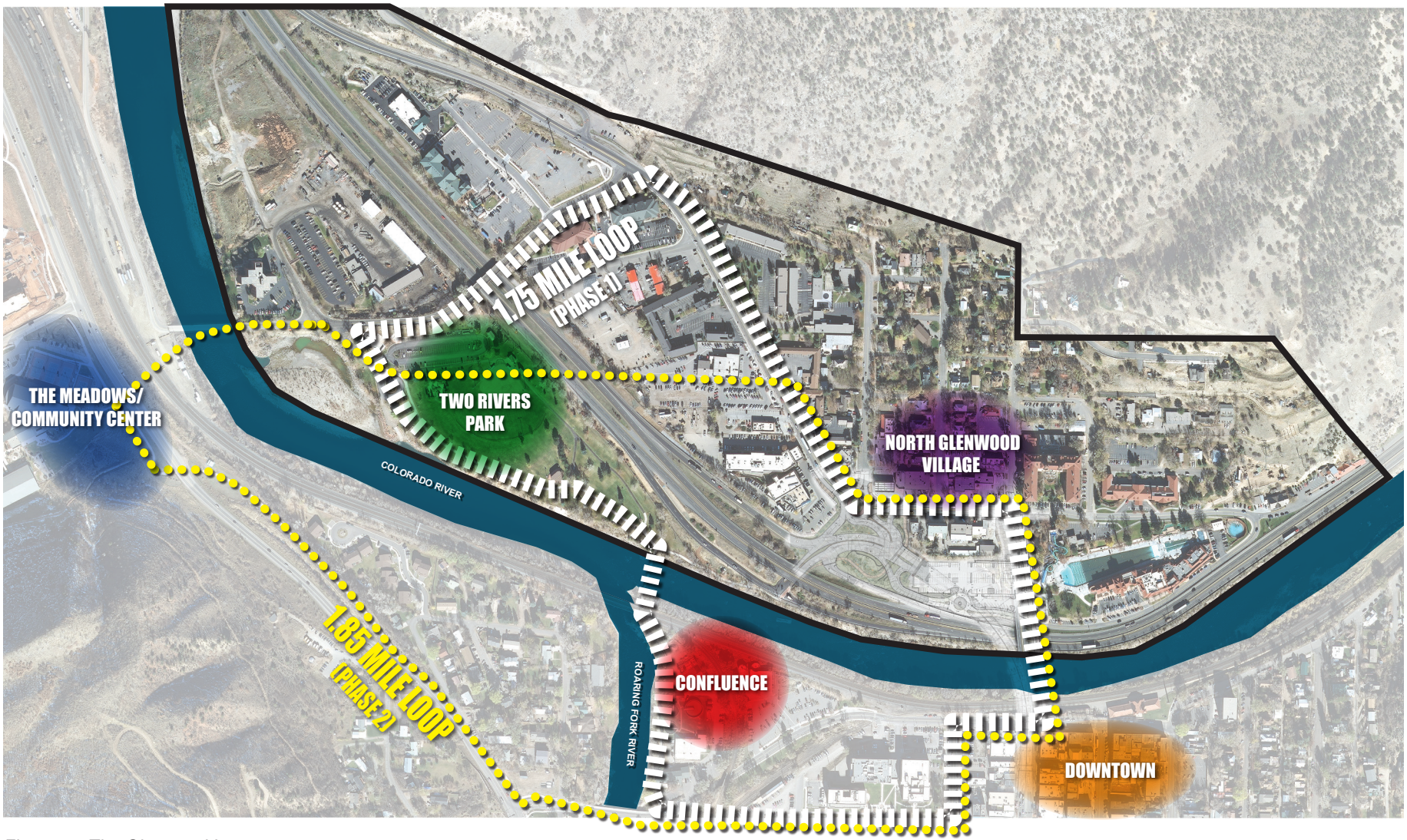


Figure 7 - The Glenwood Loop

THE GLENWOOD RIVERFRONT LOOP

In order to promote Glenwood Springs as an outdoor recreation destination and seamlessly connect the major activity centers, this Plan recommends implementing a bike/pedestrian "loop" system.

The proposed Glenwood Loop offers two phases:

- **Phase 1** - 1.75-mile hiking/biking loop connecting downtown, North Glenwood Village Core, West 6th Street corridor, Two Rivers Park, and the Confluence. This trail would include specific wayfinding signage to direct people along the route. It could also include kiosks with historical information about certain areas along the route, as well as awareness about health benefits such as estimated calories burned and distance information.
- **Phase 2** - 1.85-mile loop stretches over to the Glenwood Meadows shopping center and Midland Avenue. This extension is dependent on a new bridge connecting Devereux Road to Midland Avenue. A new pedestrian bridge across I-70 is also envisioned for this phase.

This hiking and biking trail could be promoted as both heritage and recreational tourism and include "smart technology" applications for handheld devices.

Phase 1 of the Glenwood Riverfront Loop utilizes existing trails and bridges, where feasible. In addition to new vehicular and pedestrian bridges, new improvements needed to implement the first phase include:

- **New bicycle and pedestrian facilities** along the north side of 6th Street from Pine Street to the Devereux Road. Refer to Chapter 5 and Appendix B for more information regarding streetscape design.
- **A pedestrian/bike crossing** at Devereux Road and West 6th Street.
- **A continuous multi-use path** along the south side of Devereux Road from West 6th to Centennial Street.

Phase two improvements include:

- **A signalized pedestrian crossing** on West 6th Street, approximately 350 feet west of the new Laurel Street interchange.
- **A new multi-use path** that stretches from West 6th Street to I-70 (approximately in line with 5th Street).
- **A pedestrian bridge over I-70** to connect the loop trail into Two Rivers Park.
- **A new vehicular bridge** to connect Devereux Road to Midland Avenue.

Note that for both phases, the **connection through The Confluence** depends on how that area redevelops. The trail is shown connecting via 8th Street to Colorado Avenue to 7th Street to get people back to the Grand Avenue pedestrian bridge.



The Glenwood Riverfront Loop could be "branded" and marketed in a variety of ways.



A smartphone app could be downloaded and include directions, historical information, health information, and more.



Public art and wayfinding could be incorporated along the route.

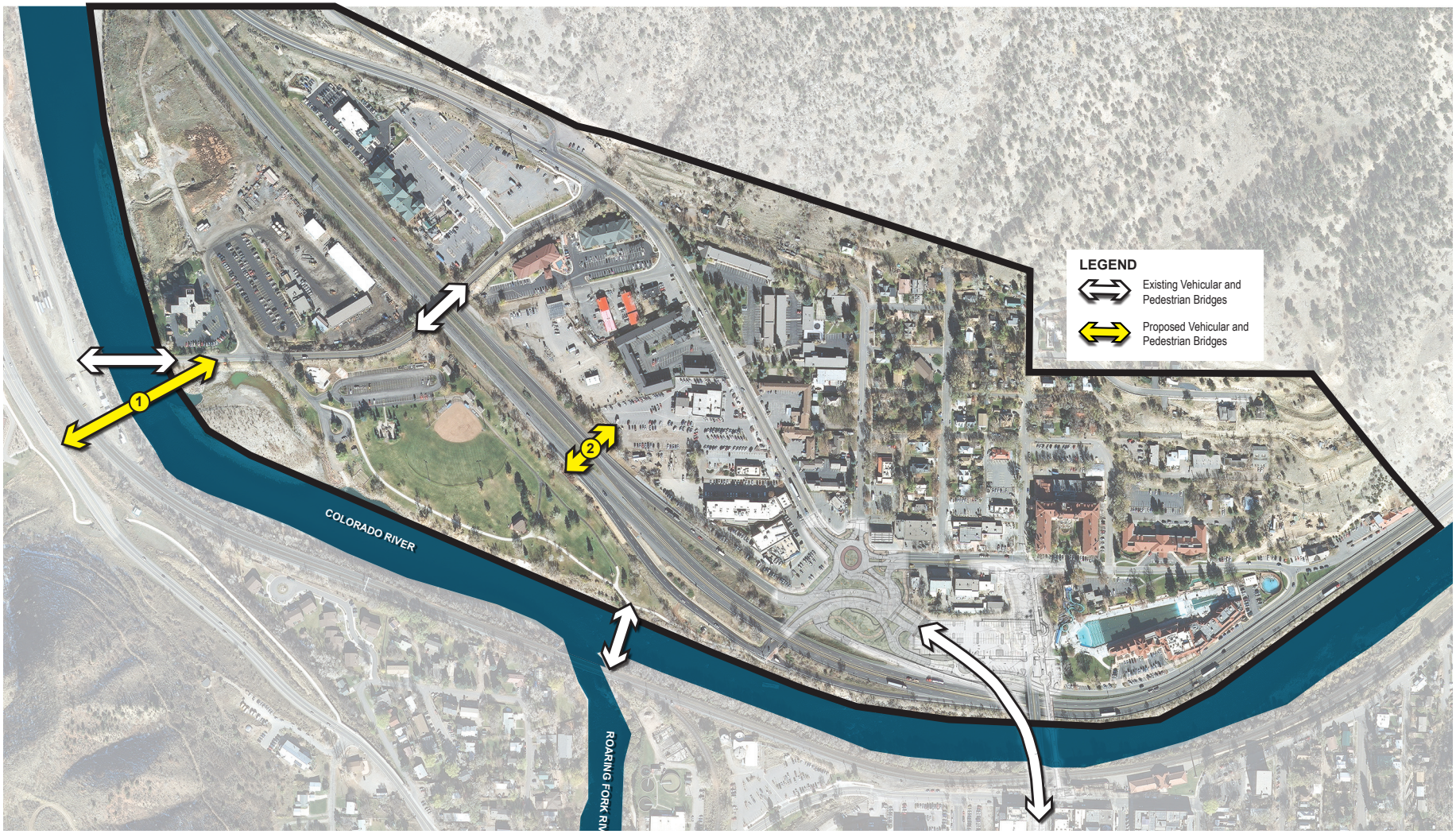


Figure 8 - Proposed Bridges

PROPOSED BRIDGES

To facilitate increased connectivity to and from North Glenwood, one pedestrian bridge and one auto bridge are desired:

#1 - DEVEREUX-MIDLAND BRIDGE

The proposed Devereux-Midland Bridge connects North Glenwood to Glenwood Meadows commercial area. The existing Devereux Road vehicular bridge over the Colorado River would remain in place to serve the south riverfront area. The new bridge would cross the railroad tracks and land at-grade with Midland Avenue near the Community Center.

This connection has been desired for many years. With new improvements and development opportunity in North Glenwood, the connection could become more feasible. The design of the bridge should include gateway features such as special structural treatment, lighting, banners, and more. It is also important that this structure not create an “under the bridge” condition where the existing kayak/raft pull-out and future beach area is to be located.

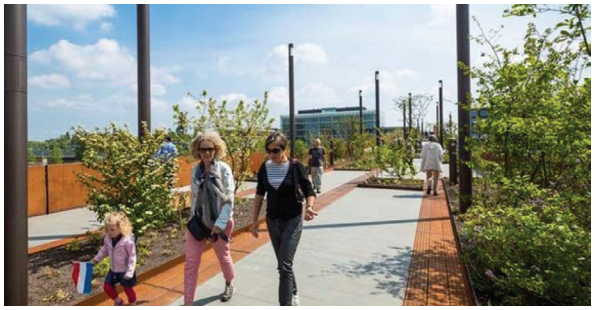
#2 - I-70 PEDESTRIAN BRIDGE

This bridge would cross I-70 midway between the Devereux Road pedestrian bridge and the new interchange. It is envisioned as becoming an extension of Two Rivers Park and connect into a new “civic spine” - a street/plaza that links directly into 6th Street. This “spine” would include a mixture of uses to activate it. It would also be connected to a public parking structure and transit center, also envisioned for this area (explained later in this chapter in more detail.)

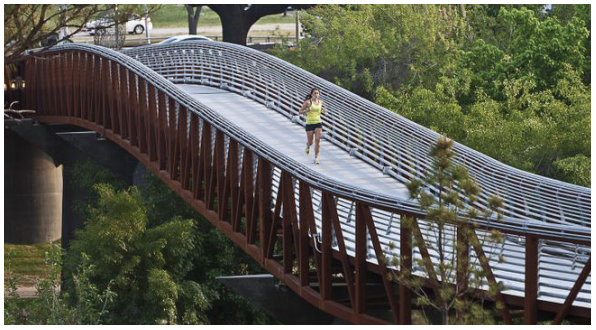
This bridge should become an iconic gateway from the interstate. It should be designed as a seamless connector between the park and North Glenwood and feel more like a grand plaza than a bridge. It could include lookout areas to view downtown and the river.



The “civic spine” concept seamlessly connects Two Rivers Park to North Glenwood.



The I-70 Pedestrian Bridge should be designed more like a grand plaza than a bridge.



The Glenwood Canyon Trail Bridge would provide additional connections to the trail and contribute to the larger Glenwood Loop concept.

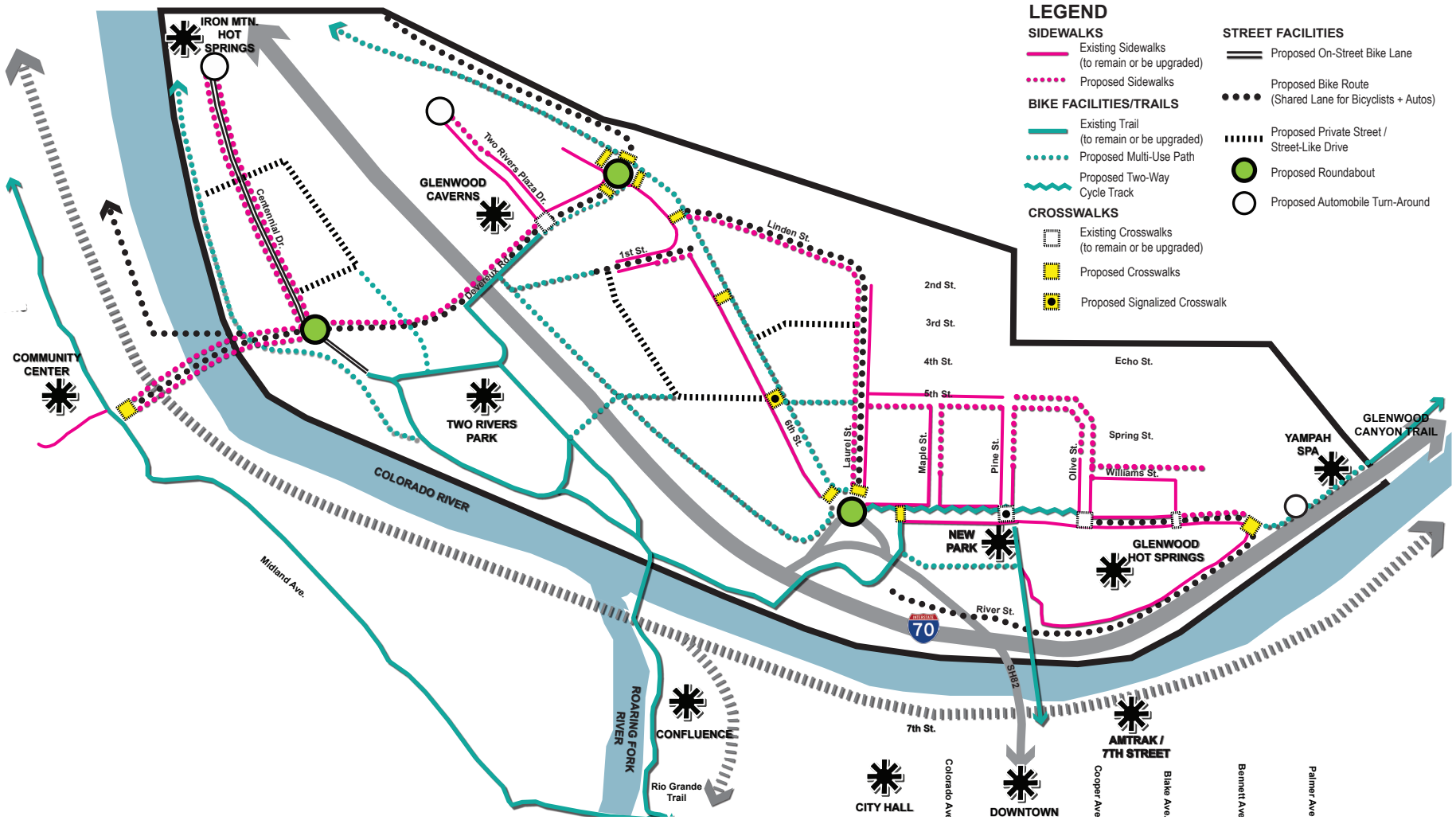


Figure 9 - Pedestrian & Bike Connectivity

NOTE:

Refer to detailed street sections in Appendix B for detailed diagrams of sidewalk, bike lane, and multi-use path recommendations.

PEDESTRIAN AND BIKE FACILITIES

Pedestrian and bike connectivity is a priority for North Glenwood and the 6th Street Corridor study area. Figure 9 shows a variety of proposed solutions for improving circulation and connectivity in this area. Explanations are as follows:

SIDEWALKS

Figure 9 shows the location of existing and proposed sidewalks (solid and dotted pink lines, respectively). Implementing a continuous network that is accessible and offers a pleasant and safe experience is important. The following guidelines relate to new sidewalks:

- Sidewalks at minimum, should be 5 feet wide, except along 6th Street where sidewalks should be a minimum of 6 feet wide (clear space). Note that the current code requires 8 feet in commercial areas.
- Where feasible, sidewalks should be buffered from the street with tree lawns, landscaping, or trees in grates.
- All streets within the "Village Core" area (between Laurel and Olive Streets from 5th to 6th Streets) should include sidewalks on both sides of the street.
- Devereux Road from Centennial Drive to Two Rivers Plaza Drive, although narrow and constrained by topography on both sides, should include a sidewalk on at least one side of the street.

CROSSWALKS

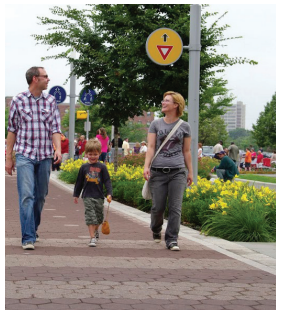
Crosswalks are essential to promoting walkability by providing multiple safe route options as a pedestrian. Crosswalks should be clearly marked so pedestrian areas are highly visible to oncoming traffic. In some locations, pedestrian signals may be desired, such as Rectangular Rapid Flashing Beacons (RRFB). In other locations, the material change and pedestrian crossing sign may be enough. And still in others, especially long-term, a full traffic signal may be appropriate. Further traffic studies will be needed to determine the need once the new interchange is in place.

Guidelines for new crosswalks are as follows:

- New crosswalks should be accented with a change in material. Laid brick pavers that match the ones specified in chapter 5 for 6th Street streetscape pallette are preferred. If not feasible due to cost or maintenance, a colored and stamped concrete in brick herringbone pattern is preferred.
- All materials and colors for crosswalks should match the overall streetscape pallette.
- Crosswalks should be at least 8 feet wide.
- Accessible ramps should be provided at the sidewalk edge.

Refer to Chapter 5 for more information on crosswalk locations.





Sidewalks should be buffered from the street to provide a safe and comfortable pedestrian experience.





Crosswalks should be accented with a change in material such as pavers or colored, stamped concrete.



The same pavers used on 7th Street downtown are the same pavers specified for 6th Street. Crosswalks should match these in color or material.

TWO-WAY PROTECTED BIKE LANE

A two-way protected bike lane is proposed along the north side of E. 6th Street from Olive to Laurel. This facility is separated, or "protected", from automobiles by being raised at curb level and buffered with bollards. Using contrasting paver colors and patterns can visually separate thh bike lane from the sidewalk. They offer many benefits in a "main street" environment:

- They are **safer** for bicyclists - reducing the number of conflicts with moving autos and parked cars opening doors (a very common bicycle conflict).
- They are **family-friendly** and even safe for small children to use.
- They contribute to **placemaking** - or making a place feel special and unique.
- They **boost economic growth**! A recent report from PeopleForBikes and Alliance for Biking & Walking suggests through various case studies that protected bike lanes have: fueled redevelopment to boost real estate values, helped companies attract workers who wish to bike to and from work, encourage workers and residents to be healthier and more productive by providing active transportation options, and increased retail visibility and sales by placing more PEOPLE closer to businesses as opposed to CARS.

MULTI-USE PATHS

Multi-use paths (MUPs) are dedicated off-street paths that are wider than sidewalks and that accommodate both pedestrians and bicyclists in the same space. During development of this plan, a voting preference exercise with the public revealed that the majority of residents preferred off-street facilities to on-street facilities (bike lanes or routes) in this area.

Some MUPs exist (Two Rivers Park, Midland Avenue, and Glenwood Canyon Trail) and new MUPs should be incorporated in key areas that connect into the existing network. Refer to Figure 9 for key locations.

The following guidelines for MUPs should be observed:

- Multi-use paths should be at least 10 feet wide. Twelve feet is preferred.
- Maintenance is essential to the use of MUPs. The City should consider snow and rock clearing and other general maintenance for these facilities.
- Lighting and signage should also be considered to ensure that the MUPs are safe and inviting at all times of day.

BIKE LANES AND ROUTES

Because MUPs are not feasible to implement everywhere due to land constraints, some on-street facilities are proposed to provide the "missing links" in the overall trail system.

This plan proposes on-street bike lanes where streets are wide enough, or could be reconstructed to accommodate them within the existing rights-of-way. Where land is more constrained, a shared facility will suffice. These are indicated with "sharrows" in the travel lane to warn automobiles to share the lane with bicyclists.



Multi-use paths are wider than sidewalks and accommodate both pedestrians and bicyclists in the same space.



Protected bike lanes provide a dedicated space for bicyclists that is buffered from cars and pedestrians.



Sharrows warn automobiles to share the lane with bicyclists.

TRANSIT SERVICE

EXISTING TRANSIT SERVICE

Ride Glenwood buses are operated by the City through a contract with RFTA and service the 6th Street corridor at 30-minute headways from 6am to 7pm. This route serves Glenwood Meadows, West Glenwood, North Glenwood, downtown and up-valley to the Roaring Fork Market Place. There are two stops within the study area along West 6th Street, but the route misses some of the major destinations such as Glenwood Hot Springs and Iron Mountain Hot Springs.

Other RFTA service includes **Local Valley Bus** (service to Aspen), **Hogback** (service to Rifle), and the **VelociRFTA** (service to Aspen). Another option is the CDOT **Bustang** (service to Denver). However, all of these buses pick up across the river from 6th Street at the West Glenwood Park & Ride. The **Colorado Mountain Express** (service to Denver International Airport) picks up at the Ramada.

PROPOSED SHUTTLE LOOP & FUTURE TRANSIT

A more localized shuttle is desired for the 6th Street corridor study area to take visitors to and from major destinations (see Figure 10). A short-term route is proposed that would begin at Iron Mountain Hot Springs and end downtown, servicing all major destinations along 6th Street in between. When the Devereux-Midland bridge is constructed, a longer route could be implemented that also services The Meadows and connects into the West Glenwood Park & Ride.

The proposed shuttle should be visibly different from Ride Glenwood to avoid route confusion and to "brand" itself as a unique transit system.

As Glenwood Springs matures, more transportation options such as car sharing and ride sharing should also be accommodated through dedicated on-street parking spaces or reserved spaces in future parking structures.

TRANSIT STOPS

The stops for the shuttles should incorporate the unique branding of the vehicles as well as signage indicating time tables, maps, and other necessary information. They should be designed as "mini plazas" where their use is flexible, blends in with the streetscape and supports interaction.

Shelters are desired to protect transit riders from the elements. The architecture of the shelters should be a blending of artistic expression and the traditional architectural character of North Glenwood. Along 6th Street, a dedicated area for buses/shuttles to pull out of the traffic lanes is desired, however this will depend on the location and right-of-way that exists.

The following guidelines for transit stops should be followed:

- Where feasible, a dedicated "pull-out" for buses should be provided so traffic can pass by.
- Consult RFTA guidelines for dimensional standards for bus pull-outs. Shuttle-only stops will depend on the size of vehicle chosen.
- Place transit shelters directly adjacent to the property line with a 6-foot minimum sidewalk in between the shelter and the curb/loading zone.
- Transit shelters should have a minimum footprint of 60 square feet and be at least 4 feet wide.
- Transit shelters are preferred at each stop, but should at least be provided every other stop.
- Where shelters are not provided, at least one bench, trash receptacle and appropriate signage should be provided.
- Traditional materials such as brick, wood, glass and metal are encouraged. Durability is important.
- Shelters should be as transparent as possible to deter negative behavior.



Ride Glenwood and the shuttle service would share stops along West 6th Street.



A pull-out for buses is desired. A 6-foot minimum sidewalk between the shelter and the curb should be provided.



The proposed shuttles should be visibly different from Ride Glenwood to avoid route confusion and to "brand" itself as a unique transit system.

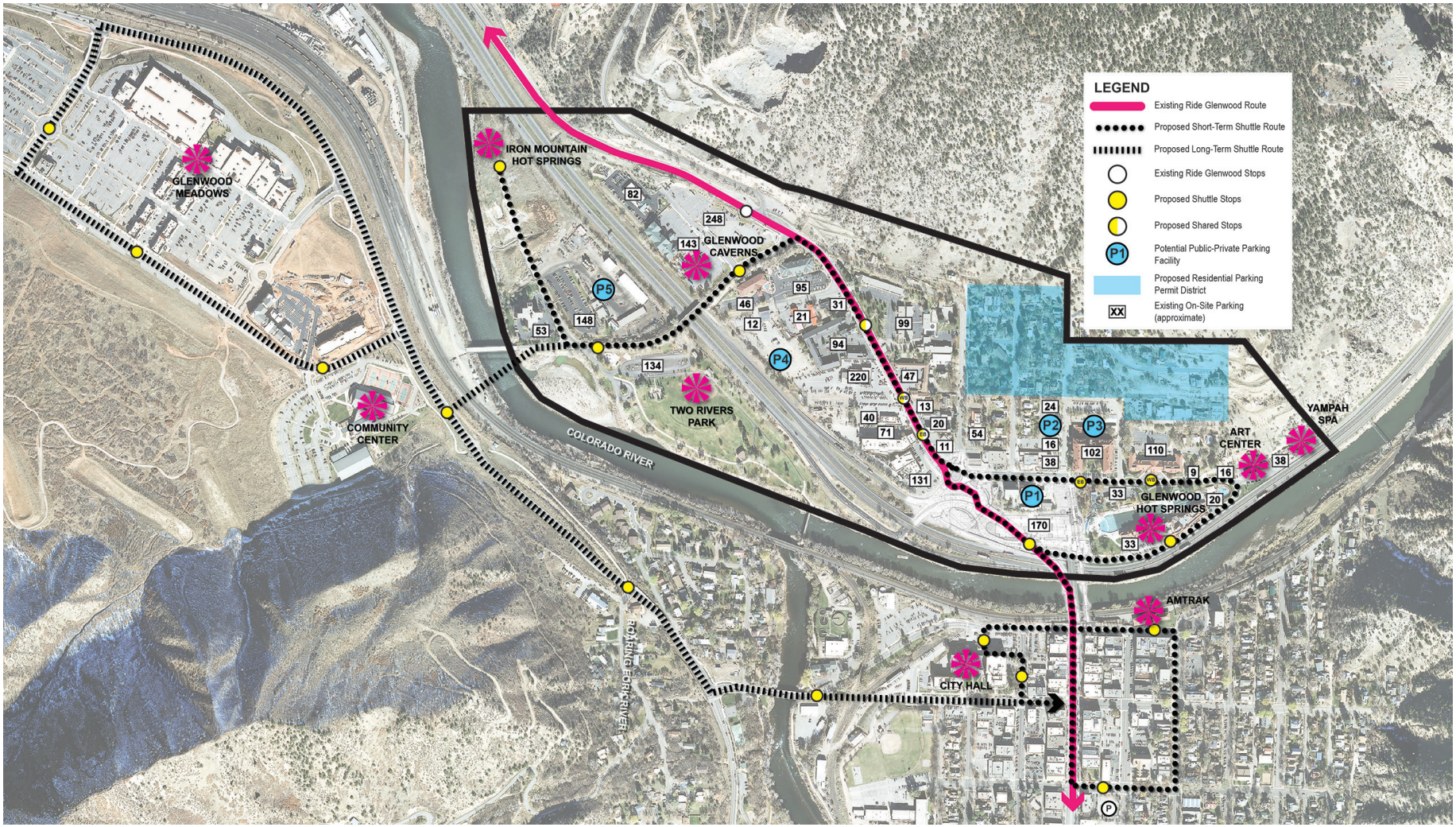


Figure 10 - Transit and Parking

PARKING

Currently, the study area lacks sufficient parking to serve existing uses, especially during the busy tourist season which is generally May through September. This is due to the small lot sizes, older buildings and infrastructure, and topography paired with existing zoning standards and lack of public parking. Providing public parking to serve multiple businesses and lessen the burden on local property owners and residents is desired. Providing public parking spaces would also free up additional developable land. Some suggested actions are listed below:

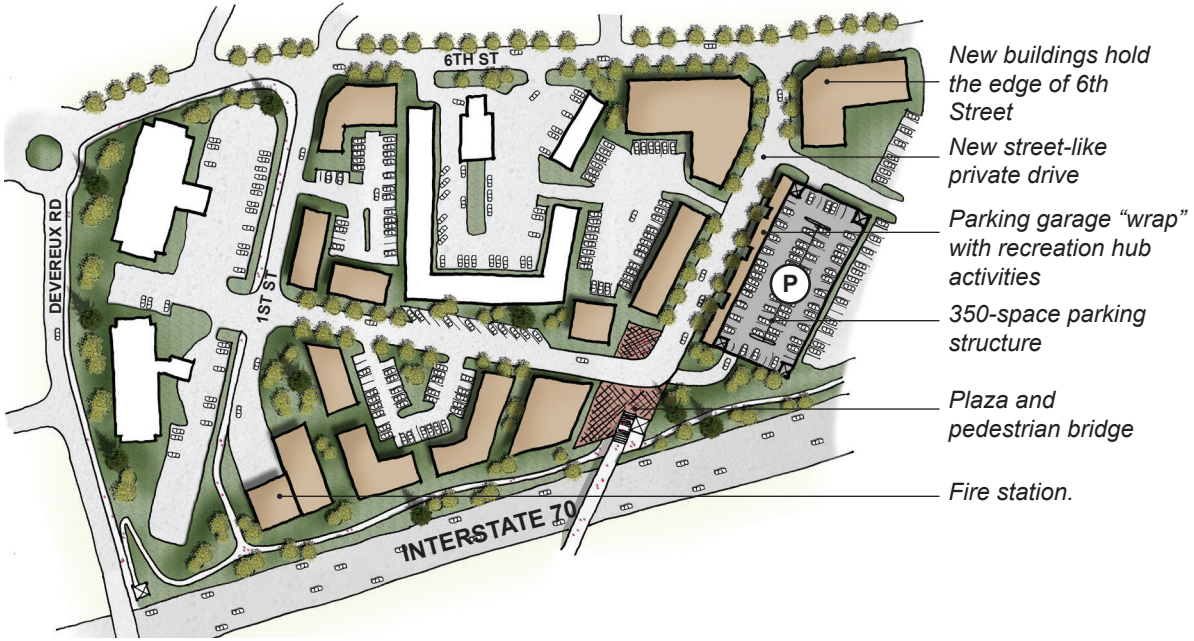
IMPLEMENT A PUBLIC PARKING STRUCTURE

A public parking structure (or structures) is a priority for supporting future redevelopment in the area, as well as to relieve existing parking pressure. Several potential locations are identified in Figure 10. This does not infer that five parking structures are feasible in this area, especially in the near term. Rather, they are shown as desired potential locations based on criteria such as: proximity to downtown and local destinations, service area, future uses, and available land.

All of the potential parking locations are shown on private land. This means that the City would either need to purchase the land in order to build a structure or partner with the existing land owner to jointly develop the structure. A joint partnership may be desired by property owners as a way to help fund their own redevelopment vision.

In particular, a structure labeled P4 in Figure 10 was considered a good location for a public parking structure, due to its proximity to and visibility from the interstate. This parking structure is envisioned as serving multiple purposes, including:

- **Public parking** to serve the 6th Street corridor as well as overflow parking for Two Rivers Park events.
- **A Park & Ride** for North Glenwood, which could be served by Ride Glenwood as well as regional transit services such as RFTA, CDOT's Bustang and Colorado Mountain Express.
- **Overflow parking for Hanging Lake** - with the current parking lot for Hanging Lake over capacity, a satellite lot with a shuttle is needed. This parking structure could be an ideal location for Hanging Lake parking spillover and transit service.
- **A Recreation Hub** - the parking structure could be "wrapped" with a Recreation Hub facility. Inside, kiosks from local tourist attractions could be available to provide a "one stop shop" for tourists to book activities. A climbing wall or other indoor (or outdoor) recreation facility could provide activities while people wait.
- **A Fire Station** - relocating the downtown fire station to North Glenwood has been discussed, as the downtown location is not ideal for these services. A fire station could be incorporated into the parking structure as well to provide an active civic use for the area. A North Glenwood location gives the fire department better immediate access to the interstate than the current 8th Street location. It would also help improve the department's response times to emergencies in Glenwood Canyon.



A conceptual plan rendering shows how a new public parking structure could be incorporated into a larger development and serve the entire 6th Street corridor, offering a "park once" strategy.

RESIDENTIAL PARKING PERMIT DISTRICT

In order to protect the residential neighborhood from spillover parking, the City should create a Residential Parking Permit District where parking would only be allowed for cars with designated stickers for certain hours. Currrently, this system is being implemented in some neighborhoods near downtown. The proposed area is shaded in Figure 10.

IN LIEU FEES FOR PARKING

The City should consider allowing "in lieu fees". These fees are paid by developers to the city when a property redevelops. The revenue is used by the city to create public parking spaces. Benefits include:

- **Flexibility** - Relieves developers from having to provide on-site parking thus giving them the opportunity to utilize valuable land area for building.
- **Shared Parking** - in lieu fees allow the city to take into consideration the peak parking demands of the various uses in the area. For example, an office and a bar would have different parking demands as they are used at different times.
- **Park Once** - providing shared, public parking in a single location encourages users to park once to visit multiple businesses, thus alleviating traffic congestion.
- **Better Urban Design** - parking requirements often result in surface parking lots servicing small buildings that cannot afford structured parking. By combining parking for multiple uses into one facility, it allows more developable land (and perhaps more sales tax revenue) to be created and fewer parking lots, which contributes more positively to a walkable, sustainable, and thriving district.

PAID PARKING

In the long-term, the City should consider creating a parking district to collect funds for parking as a source of revenue that could be used for maintenance and future parking growth. Although it might not seem feasible at the onset, as demand for parking grows, paid parking may become feasible.

Paid parking should start with on-street spaces, as there is a premium for convenience parking. This could occur along East 6th Street and along certain north-south streets between 5th and 6th. Paid parking in public structures could be feasible for special events in the short-term, and could expand into the high-season with free parking allowed when the demand is lower.

Paid parking would require a more detailed study. However, the City should be aware of the potential revenue generation for the future.

PARKING STRUCTURE DESIGN

The following general guidelines should be followed for parking structures (Refer to Appendix A for additional guidance):

- Utilize topography to mask the scale of the structure. In some locations (P1, P2, P3), there is opportunity for a two-level parking structure, with no internal ramps, which is less expensive.
- Design parking structures to be similar in mass, scale, style, and materials to existing, surrounding buildings.
- Parking structures should be extra sensitive in mass, scale, and architectural character if they abut residential properties. For instance, using a finer grain of detail and smaller scale is appropriate.
- Wrap parking structures with commercial uses whenever feasible. This will help activate the street and positively contribute to the community.



Parking structures should utilize the topography to mask the scale of the overall structure, like this parking structure in Rifle, Colorado.



Parking structures should be architecturally similar to their surroundings and "wrapped" with commercial uses whenever feasible.



A parking structure could be wrapped with unique architectural treatment and activities such as a rock climbing like "The Block" in Chattanooga, TN.

5. Streetscapes, Public Art & Signage

6TH STREET CORRIDOR PLAN

STREETSCAPE GOALS

The existing streetscape design for 6th Street was implemented in the 1980s and is outdated. The future vision for 6th Street is to become a destination for both residents and visitors by activating the street edge with desired uses such as shopping, dining and small public gathering spaces. The new streetscape should present a pedestrian-friendly, safe and welcoming experience with improved beautification including landscaping, lighting, public art, and other amenities that make walking pleasant and effortless. Traffic-calming features such as on-street parking, narrower drive lane widths, and landscaping will slow down cars. Bicycling will also be promoted with proper facilities to encourage the use of bicycles as a viable mode of transportation.

DEVOLUTION FROM CDOT

The entirety of 6th Street west of Pine Street is currently owned and maintained by CDOT and is categorized as a state highway. However, with the new I-70 interchange configuration, 6th Street from Pine to Laurel streets will be transferred to City of Glenwood Springs ownership in a process referred to as “devolution”. In the transfer, CDOT provides the City with a one-time payment to cover the costs of roadway maintenance over a 20-year period. The payment does not have to be earmarked for maintenance. In addition to devolving 6th Street between Pine and Laurel, this plan recommends devolution of Highway 6 from Laurel to Traver Trail.

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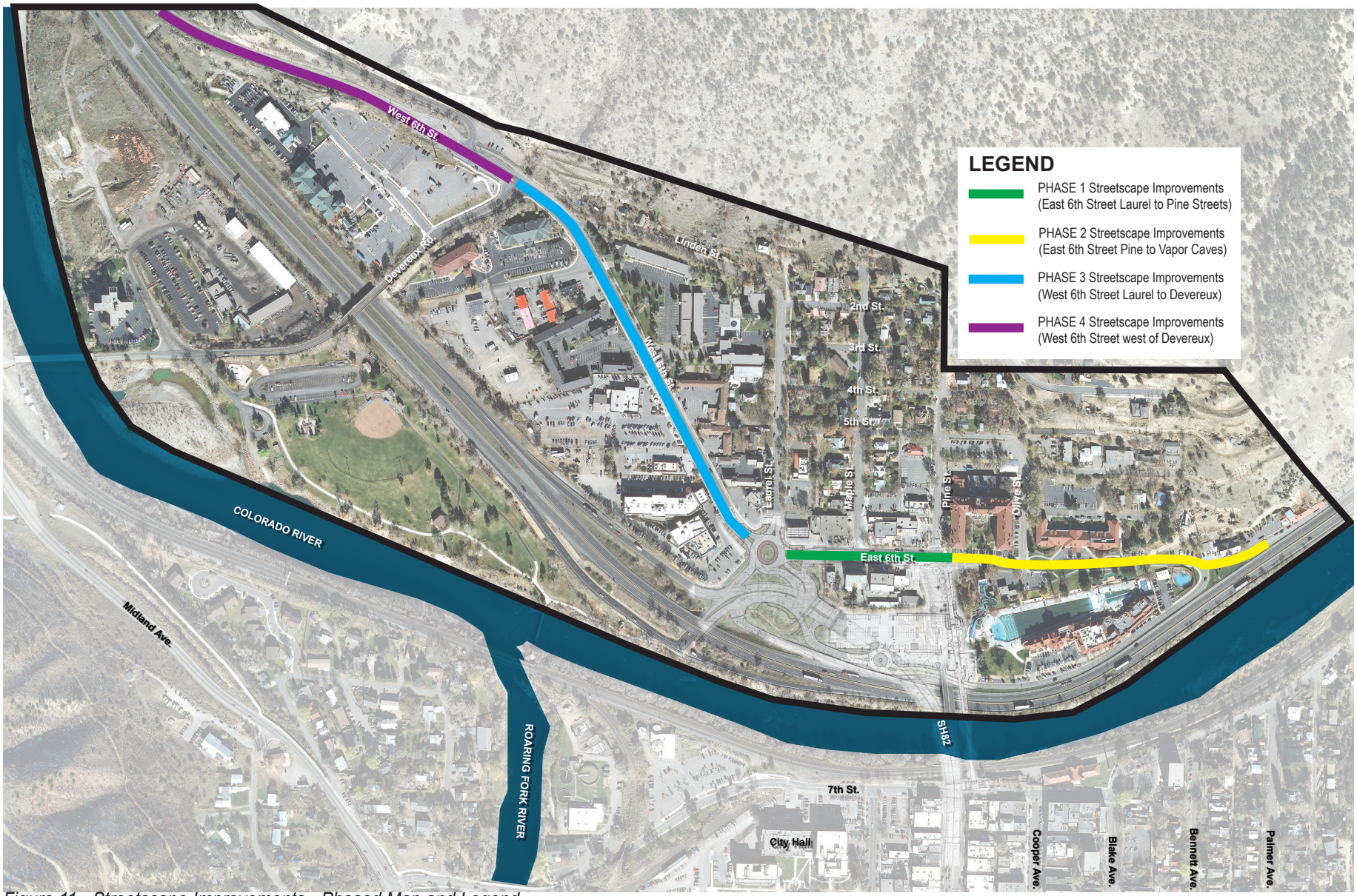


Figure 11 - Streetscape Improvements - Phased Map and Legend

STREETSCAPE PHASING

Major streetscape improvements are proposed for the entire 6th Street corridor from the Vapor Caves to West Glenwood. The following explain the anticipated phasing of improvements for 6th Street:

PHASE 1 IMPROVEMENTS

Phase 1 includes improvements to East 6th Street from Laurel Street to Pine Street (refer to Figure 11), including

- complete re-build of the street right-of-way, due to a decrease in traffic volumes once the new interchange is complete.

These improvements should be completed immediately following the construction of the new roundabout and Grand Avenue Bridge. Anticipated completion of this phase is by the end of 2018 (refer to Chapter 7 for more information).

PHASE 2 IMPROVEMENTS

Phase 2 includes East 6th Street from Pine Street to the Vapor Caves. This includes:

- continuing the same street configuration as Phase 1 in front of Hotel Colorado to Olive Street;
- minor improvements between Olive and River Drive to provide continuous sidewalks;
- intersection improvements at 6th and River Drive;
- moving the Glenwood Canyon Trailhead up to the intersection;
- new multi-use path along I-70 from the new trailhead to the regional trail;
- improvements to Yampah Spa parking area; and
- improved shared street/plaza in front of the Art Center.

These improvements should be completed immediately following Phase 1 improvements. Anticipated completion of this phase is by 2020. It is important to note that it will not be possible to undertake these improvements if this section of west 6th Street remains a state highway.

PHASE 3 IMPROVEMENTS

Phase 3 streetscape improvements includes West 6th Street from Laurel Street to Devereux Road, including:

- reconfiguration of right-of-way to provide a wide, multi-use path, or promenade" on the north side, narrower travel lanes, a wide sidewalk on the south side, new crosswalks, and the addition of street trees and landscaping, signage/wayfinding, transit stops, and other placemaking features.
- A roundabout is proposed at the intersection of West 6th and Devereux Road to better organize circulation in this area, making it safer and more efficient. It also serves as a significant gateway into the corridor from West Glenwood.

These improvements will enhance the character of the village core and should be implemented as soon as possible, but may only be feasible once the City takes over ownership and maintenance of the street from CDOT. Anticipated completion of this phase is by 2022.

PHASE 4 IMPROVEMENTS

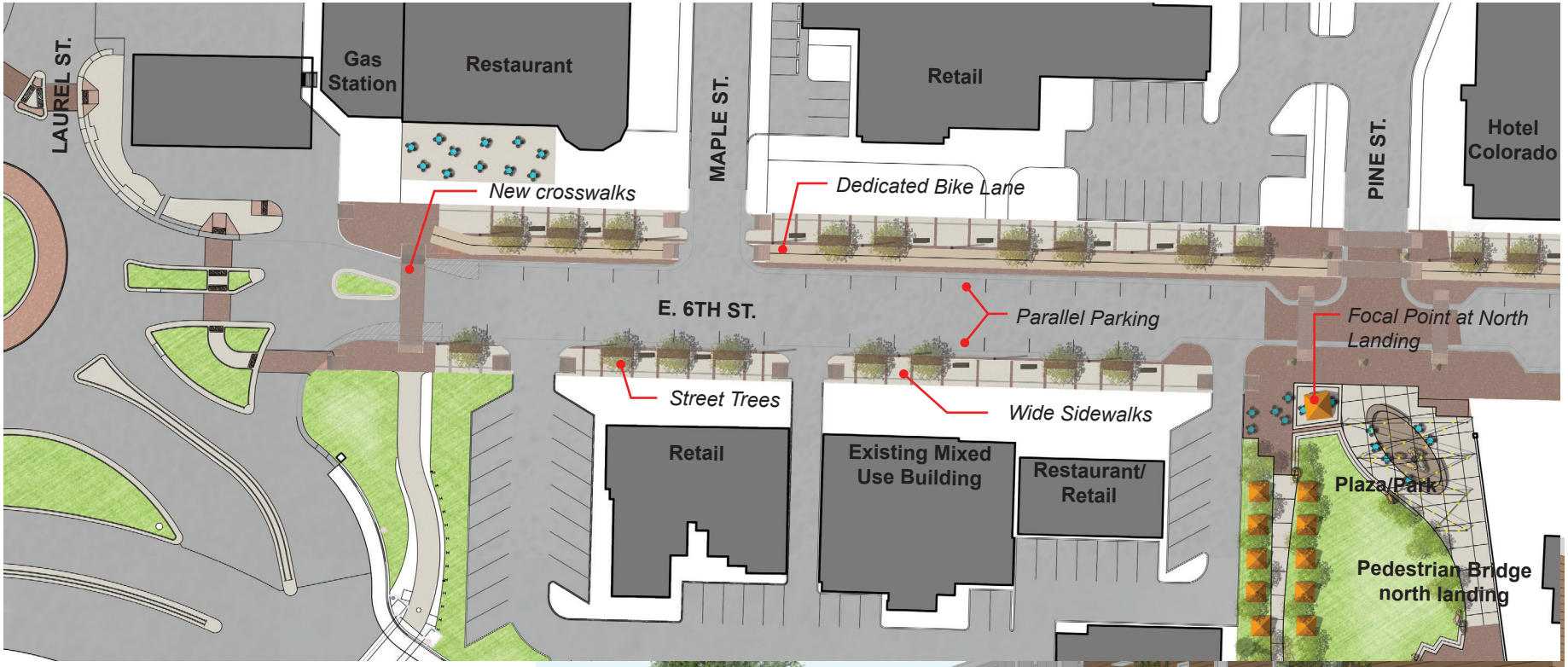
Phase 4 consists of implementing pedestrian and bike facility improvements to Highway 6 west of Devereux Road. Currently, a multi-use path exists along the north side of the road, but the pathway is not protected from the travel way and is often covered in gravel, making it unsafe to use. The proposed street section adds a curb and gutter with a landscaped median and 12-foot wide multi-use path.

These improvements will serve as a cohesive connection between North Glenwood and West Glenwood and make bicycling between the two areas a viable alternative. These enhancements should be pursued following the devolution of the street from CDOT. If improvements must be phased, this section should be last.

NOTE:

Street sections for all streets mentioned (phase 1-4) are provided in Appendix B. Please reference these for recommended improvements.

Phase 1 - East 6th Street between Pine and Laurel Streets:

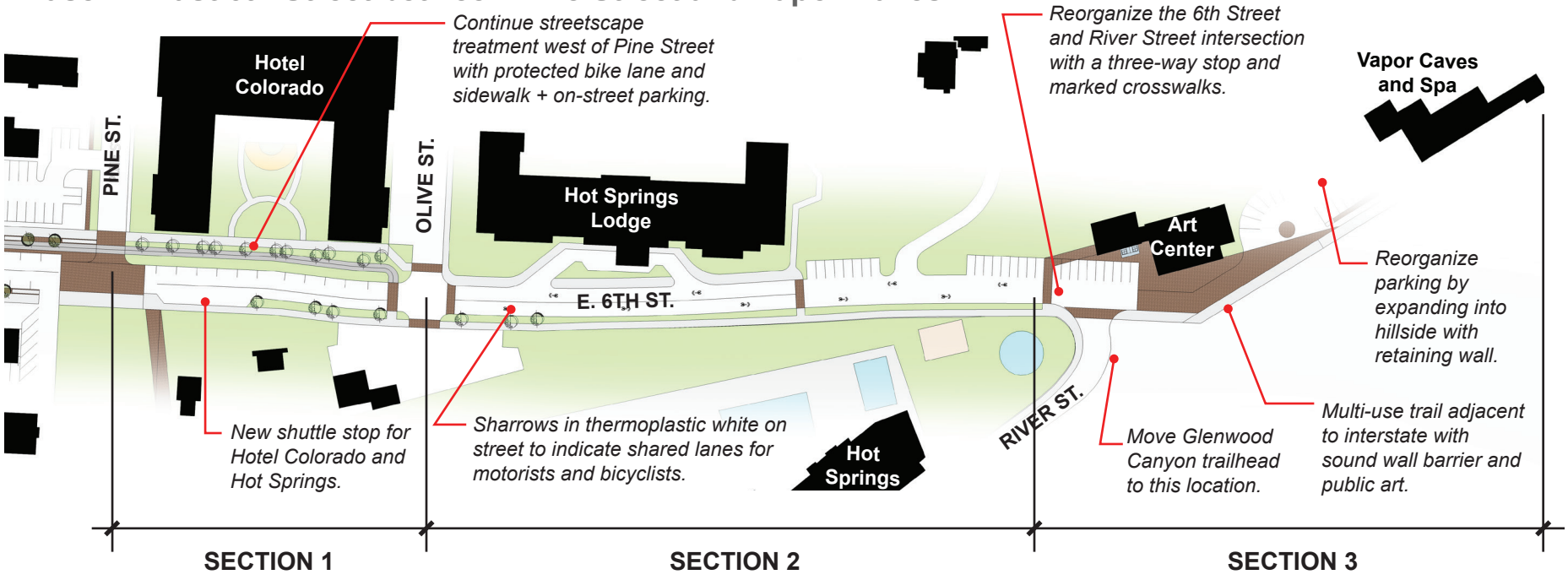


Plan Rendering for E. 6th Street from Pine to Laurel.



Perspective looking east from crosswalk in front of gas station. New development shown on south side of street is for illustrative purposes only - it is not a development proposal.

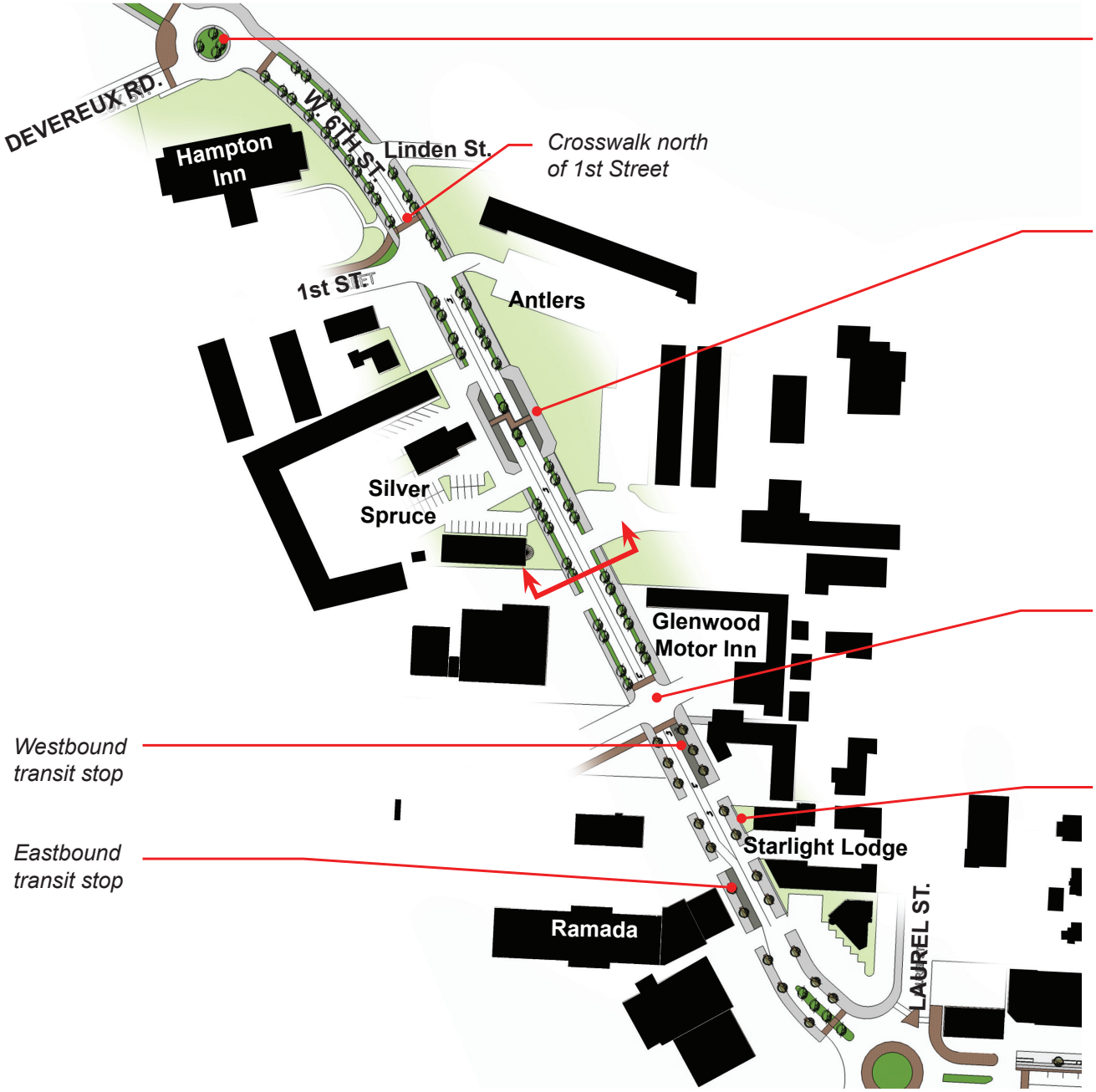
Phase 2 - East 6th Street between Pine Street and Vapor Caves:





Perspective looking east from 6th and North River streets illustrating relocated Glenwood Canyon trailhead, and new I-70 gateway entrance to the city with enhanced landscaping and public art.

Phase 3 - West 6th Street between Laurel Street and Devereux Road



New roundabout and gateway feature; move Traver Trail to intersect at roundabout.

Crosswalk north of 1st Street

Transit stop at Silver Spruce and Antlers (note: if public parking structure and transit hub is built, it would replace this stop).

Crosswalk and intersection at proposed 5th Street connection (future new street to west and pathway to east)

Westbound transit stop

Wider multi-use path (north side only)

Eastbound transit stop

NOTE:

Execution of streetscape improvements on W. 6th dependent upon devolution of Highway 6.

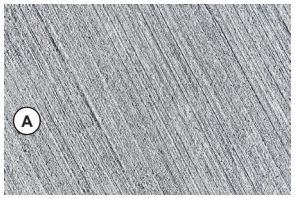
STREETSCAPE MATERIALS

Sidewalk improvements along 6th Street should include a higher degree of detail, as opposed to other streets in the study area. This is to highlight and unify the 6th Street corridor. The materials should be timeless and easy to maintain overtime.

The majority of the streetscape consists of standard gray concrete with a brush finish. In certain areas, a more detailed scoring pattern is proposed to further delineate space and function within the streetscape. Brick paver accent banding is consistent throughout the corridor from Pine Street to Devereux Road. This material is specified to use the same brick pavers from 7th Street in order to tie the two streets together aesthetically. The 6th Street pattern purposefully mimics the 7th Street pattern, but is the inverse (i.e. 6th Street uses brick pavers as the accent as opposed to 7th Street which uses brick as the primary surface material). A buff colored concrete is proposed for the protected bike lane on the north side of 6th Street from Laurel to Olive. The color differentiation will provide a visual contrast so that the bike lanes are not confused with the sidewalk. A bike symbol should also be painted onto the surface for further clarification.



The 6th Street pattern purposefully mimics the 7th Street pattern (above) but is the inverse.



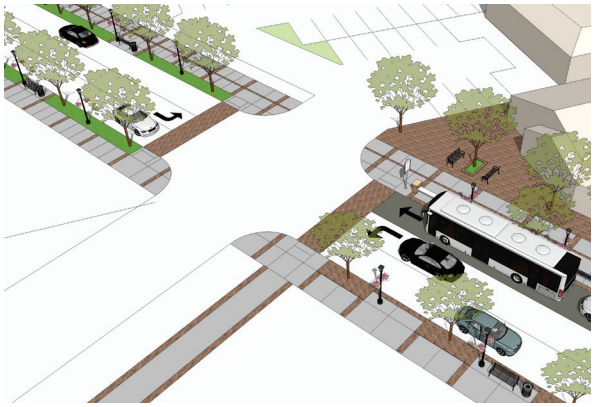
Standard Gray Concrete with a Brush Finish



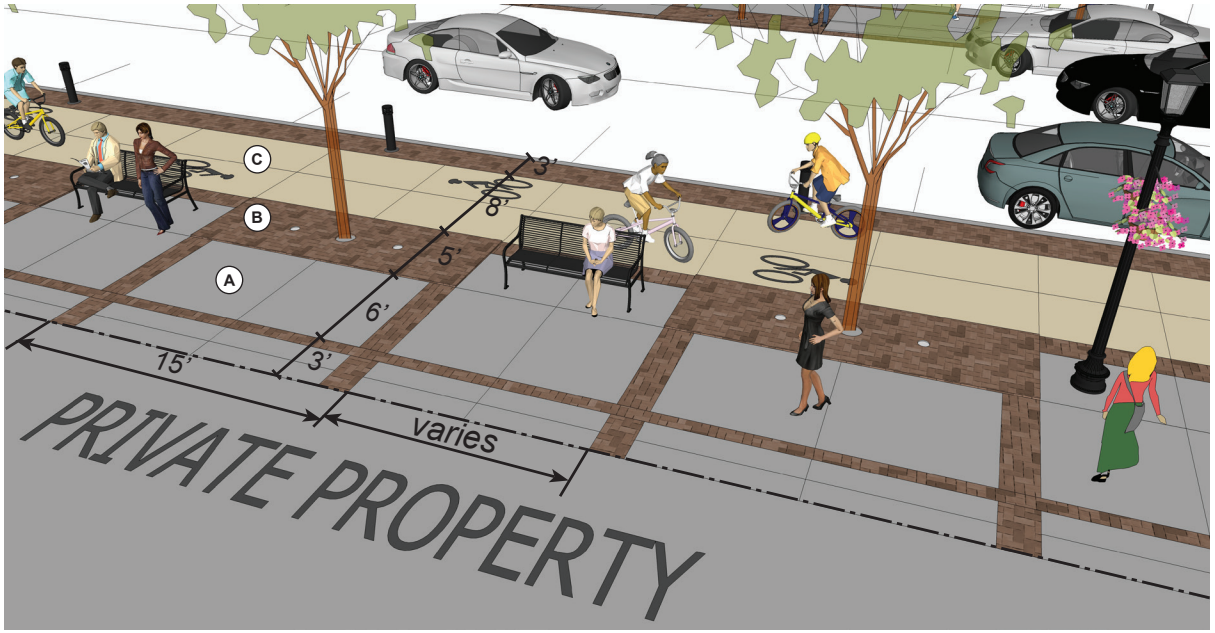
Endicott - Medium Ironspot No. 46 brick pavers (4x8) in herringbone pattern



Colored Concrete - Mesa Buff (Davis Colors)



West 6th Street paving pattern. Note the change at the future intersection in front of Rosi's where street trees transition from paver grates to tree lawns.



East 6th Street paving pattern

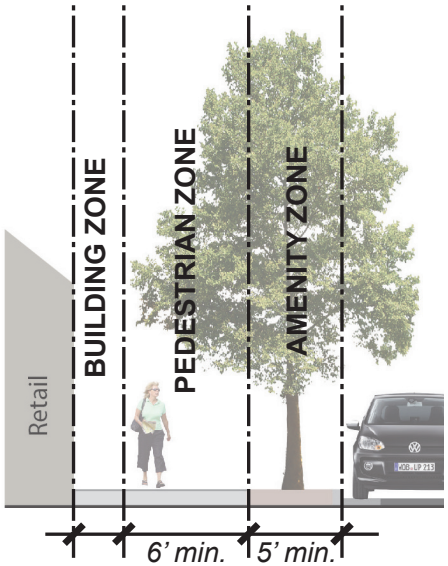
STREETSCAPE KIT OF PARTS

The streetscape "kit of parts" will tie the corridor together aesthetically by using black, powder-coated metal as the consistent color/material. The matte black color also contrasts well with the horizontal material pallette. Each of these elements should be placed within the "amenity zone" of the sidewalk as shown in the illustration below.

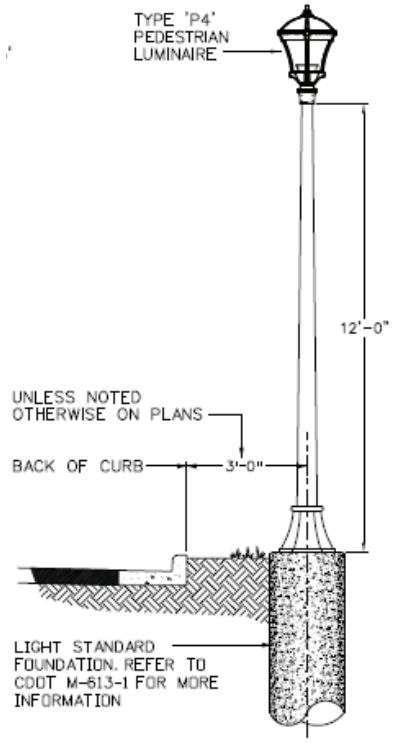
LIGHTING

New pedestrian lighting should match the light fixtures on the new Grand Avenue pedestrian bridge (see excerpt at right from lighting package). Bollards are also planned to further delineate space and to add ambient lighting, especially at the intersection of Pine and 6th and along the protected bike lane.

Pedestrian lights should be spaced approximately 40-feet apart, but no more than 75-feet.



6th Street streetscape area should be split into three "zones" whenever feasible.



The pedestrian lighting will be the same as is being used on Grand Ave. pedestrian bridge.



Architectural Area Lighting - Providence Medium LED lamp



LandscapeForms "Annapolis" Bollard - matte black powder coated metal

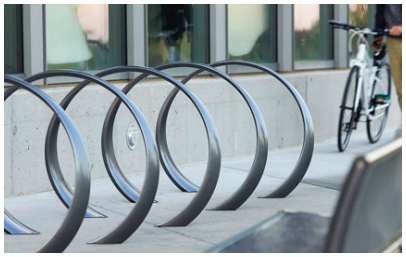
FURNISHINGS

Benches and trash receptacles should utilize existing city specifications for consistency and efficiency. Bike racks should be simple, sleek, timeless, functional, and vandal-proof.

Within the Village Core, two benches per block face is appropriate (i.e. eight benches between Pine and Laurel). Outside the Village Core, benches should be spaced a minimum of 75 feet apart. Provide one trash receptacle per block face, or a minimum of 300 feet apart. Bike racks should be strategically located to be convenient for bike traffic.



Landscape Forms Chase Park 40 gallon trash receptacle in black powder coated steel with modified bear resistant top (or other similar bear resistant style).



Landscape Forms 35 Loop Bike Rack



Landscape Forms Plainwell Bench with Ipe wood and black metal.

LANDSCAPING

A consistent landscaping treatment should be applied throughout the corridor. Street trees are desired to "soften" the streetscape and provide shade in the summer months. Another consistent landscaping treatment is the use of annuals in hanging baskets from the new pedestrian light fixtures, a feature designed to give 6th Street corridor a unique character. This landscaping treatment will be unique to North Glenwood and help contribute to it's identity.

STREET TREES

Street trees should be spaced approximately 30 to 35 feet apart and shall be planted with a 3-inch caliper. There are two conditions for planting street trees along the corridor:

- **Paver Grates** - this system includes a 5' x 15' tree pit with a suspended metal grate for placing brick pavers upon. This system allows water to permeate through the pavers into the soil and provides ample air for healthy tree growth. This system should be applied in the Village Core area.
- **Tree Lawn** - this system includes a 5' min. tree lawn. The lawn area could include sod or low native grasses and shrubs. This condition applies to everywhere except for the Village Core.

Preferred street tree species include Honeylocust variety, Littleleaf Linden, Japanese Lilacs and non-fruit bearing trees like Cleveland Select or Callery Pear. Others may be used as accents or for special circumstances.

HANGING BASKETS

Hanging flower baskets are to be applied to the lighting fixtures throughout the 6th Street corridor. A flexible fixture that allows hanging baskets or banners to be applied should be considered so that when flowers are not appropriate, banners could be hung instead.



Hanging flower baskets are to be applied to the lighting fixtures throughout the 6th Street corridor.



The Honeylocust variety is currently present on the corridor and is preferred for new street trees.

OTHER LANDSCAPING

Private properties are encouraged to contribute to the landscaping of 6th Street with planters or other moveable landscape treatments. These elements should be placed in the "building zone" and would be owned and maintained by the business or property owners. They should be similar in scale, color, material, and style as the proposed streetscape kit of parts.



Businesses on 7th Street have implemented planters that also serve as enclosures for cafe seating.



Planters adjacent to storefronts contribute to the landscaping of 6th Street.



Planters would be owned and maintained by the business. Planters should be similar in scale, materiality, and aesthetics as the proposed streetscape kit of parts.

PUBLIC ART

Public art contributes to a unique identity and is encouraged throughout the 6th Street corridor study area. Art pieces should be strategically placed for high visibility. They may be located along the street, mixed in with other streetscape elements, or in dedicated areas such as parks and plazas. They may be traditional, functional, or whimsical - but they should be scaled appropriately for the environment in which they are situated. For example, larger exhibits are more appropriate in wide-open spaces such as parks whereas smaller, more human-scaled exhibits are more appropriate within the streetscape and adjacent to buildings.

A new public gathering place proposed at the intersection of 6th and Pine, adjacent to the new pedestrian bridge, is intended to feature public sculpture. A rotating sculpture exhibit is proposed for the southwest corner of the park in an “art walk.” These pieces will be displayed on stone slabs so that when there is not an art piece present, the stone slab may serve as a bench. Additionally, a large, prominent, focal sculpture is proposed in the public gathering space near 6th Street. The sculpture will serve a dual purpose - as public art and a unique climbing feature for children.

The City should work with the Art Center and commission local artists whenever feasible for permanent sculptures or exhibits. The art walk is intended to be a dedicated space for local artists as well. Other, temporary art exhibits may also be considered for seasonal draw or special occasions.



A teddy bear sculpture is planned as a focal point for the 6th Street Park as an art piece as well as a play area for kids.







Public art may be incorporated into streetscape elements such as benches.





An art walk is proposed for the southwest corner of the park. Sculptures will be placed on large slabs of stone. When art pieces are not present, they will serve as additional seating areas.



This play on street signs is located in front of the Aspen Art Museum.



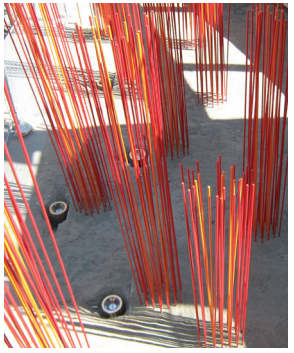
A temporary “pink balls” exhibit occurred in Montreal with pink balls strung on lines and hung over the street.



Public art can be whimsical.



Larger exhibits are appropriate in parks.



Colorful exhibits are eye catching.

SIGNAGE

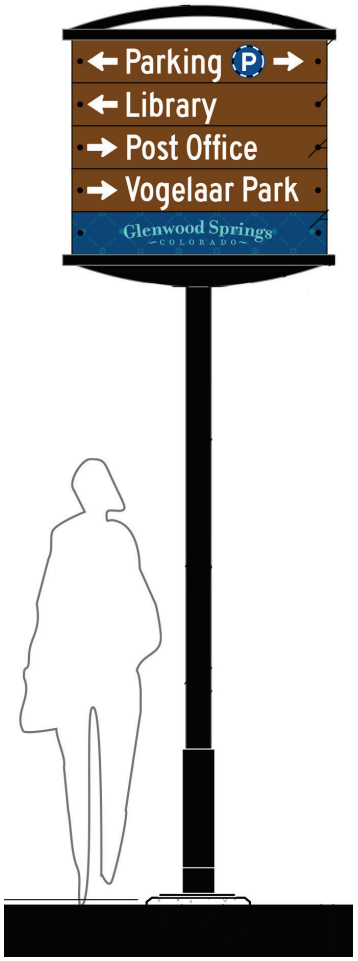
Figure 12 calls out general placement and messaging for new wayfinding signage for the 6th Street corridor. Signage should follow the City's existing Wayfinding Sign Program Standards Manual. There are seven sign types identified for the corridor:

- Type A1 - Primary Vehicular Directional
- Type B2 - Secondary Vehicular Directional
- Type F1 - Parking Lot Directional
- MUTCD - Vehicular Safety/Regulatory
- Type G - Pedestrian Directional
- Type H - Pedestrian Directory
- Type E1 - Park Identification Sign

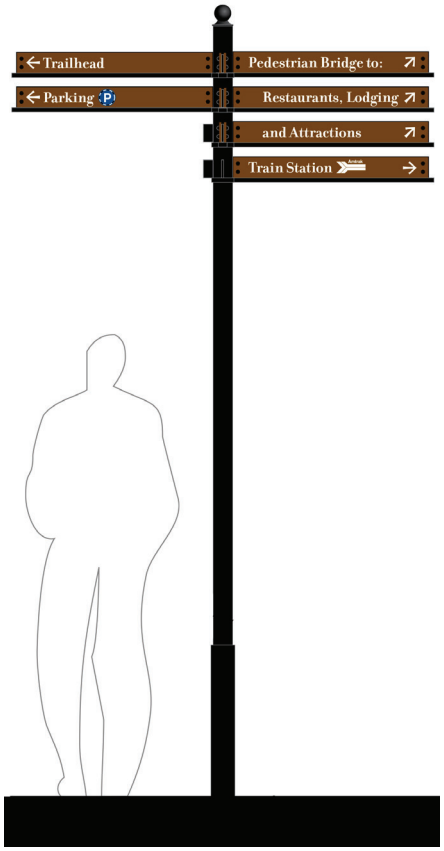
Types A1, B2, MUTCD, and G include preliminary messaging for the signs. Other types include general placement. Further development of a signage program for the corridor will be needed following adoption of this plan.



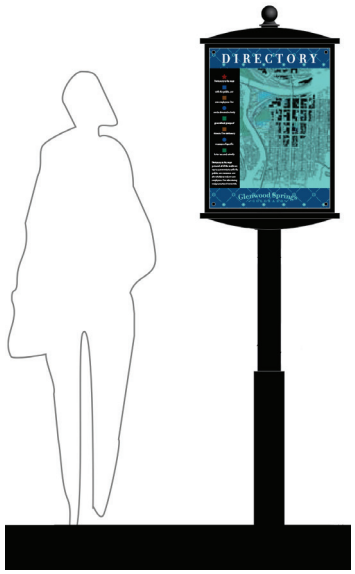
The backs of signs have a custom graphic that make them appealing to look at, even from behind, and call out to passersby that there is messaging that might be of interest



Example of sign type A1 - Primary Vehicular Directional



Example of sign type G - Pedestrian Directional



Example of sign type H - Pedestrian Directory

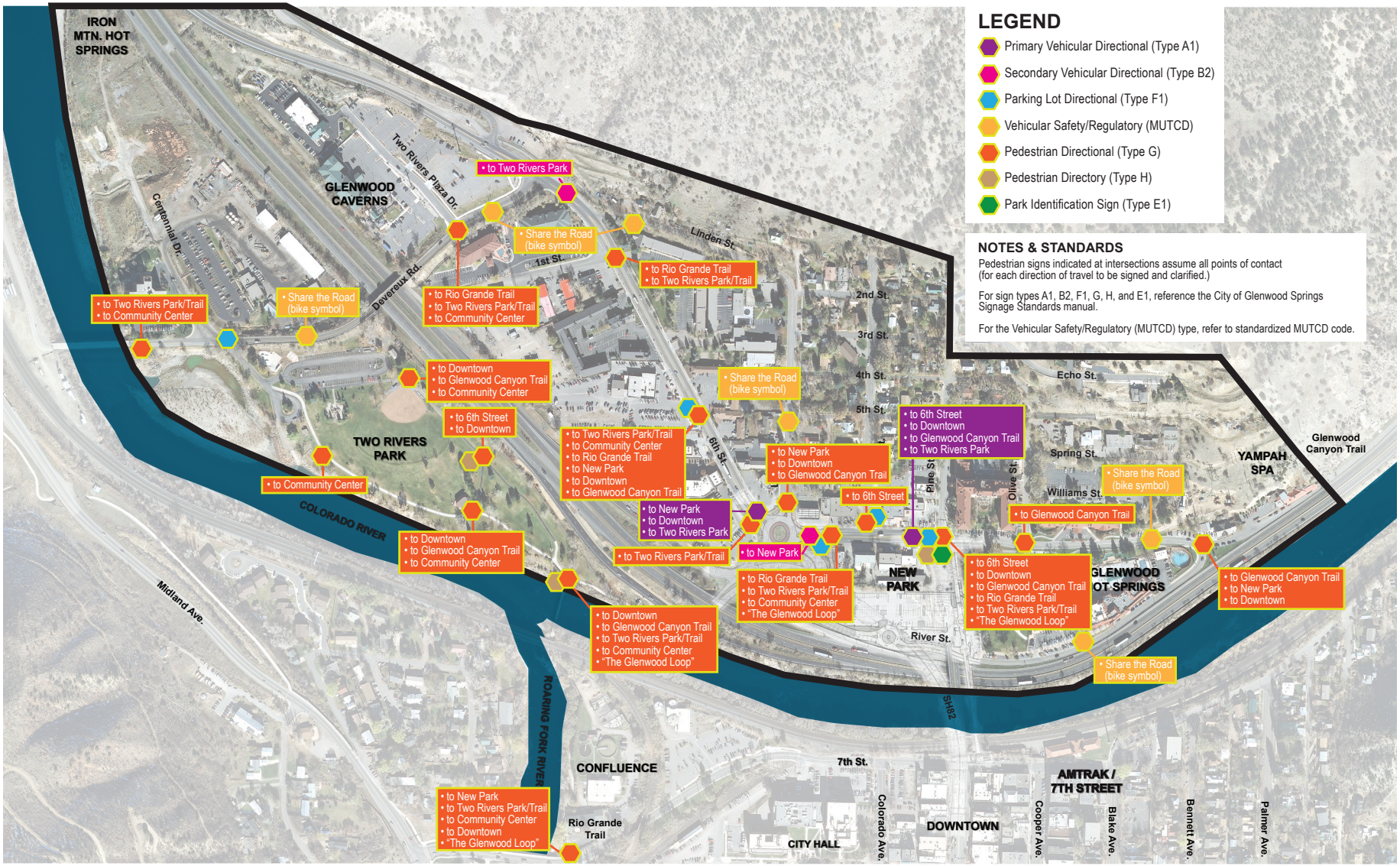


Figure 12 - Wayfinding and Messaging

6. Parks & Open Space

6TH STREET CORRIDOR PLAN

PARKS AND OPEN SPACE GOALS

Currenty, **Two Rivers Park**, the City's largest regional park, is the only public park in the study area. It includes a band shell, baseball field, boat ramp, paved multipurpose trail, skate park, sculpture memorial, and public restrooms. One of its greatest amenities is its half-mile of frontage along the Colorado River. The park is highly active in summer months with boating activities, outdoor concerts and special events, but it could use improvements to restore the river bank and to add enhancements that better connect the park and its users to the river.

Other open space within the study area, includes a few, large landscaped areas that are located on private property. These spaces are good examples of utilizing private property to provide semi-public gathering areas:

- **Antlers Best Western** has a large, green space along 6th Street. This park-like setting includes a grassy area with shade trees and a large bronze sculpture of a moose in center as a focal point..
- **Hotel Colorado** at Pine and 6th includes a large courtyard that serves as a semi-public space. The courtyard is landscaped and includes pathways from the street to the hotel, a veranda and an outdoor cafe.. This space is especially vibrant during the holidays when the hotel and trees are adorned with festive lights and people gather to watch the annual fireworks display.

Primary goals for improving parks and open space in the study area include: implementing a new public park or gathering place at the intersection of Pine and 6th Streets adjacent to the new pedestrian bridge; improving Two Rivers Park to better engage the river; and encouraging private property owners to create landscaped areas around their properties.

IN THIS CHAPTER

PARKS AND OPEN SPACE GOALS 55

NEW 6TH STREET PARK OR PLAZA 56

TWO RIVERS PARK IMPROVEMENTS 61

PRIVATE OPEN SPACE OPPORTUNITIES 62

NEW 6TH STREET PARK OR PLAZA

LOCATION

Immediately adjacent to the new pedestrian bridge north landing is a 16,300 square foot area that was the former landing of the old vehicular Grand Avenue Bridge. A key focal point, this city-owned space can be converted, in whole or in part, to a public park or plaza that would provide a much needed gathering space to serve North Glenwood residents and visitors.

The new park will be at the crossroad of major pedestrian and bicycle routes which connect the 6th Street corridor with the Glenwood Canyon Trail, downtown and the Glenwood Loop, a new trail recommended in this plan. and future Glenwood Riverfront Loop, as well as to downtown Glenwood Springs via the new pedestrian bridge.



Figure 12 - Concept Diagram showing an option for a full-sized park covering the entire 16,300 square foot area.

CONCEPT

This park/plaza will serve as a focal point and gathering place for visitors, residents, and people coming to and from downtown. The pedestrian bridge will provide a seamless and comfortable pedestrian experience from downtown to North Glenwood.

The concept for the park/plaza includes the following main objectives:

- **Connect seamlessly with the pedestrian bridge.** There should not be a hard line where the bridge ends and the park/plaza begins. Rather common elements and materials will blend the two together.
- **Expand the park/plaza into the street with a "piazza."** The intersection of 6th and Pine will integrate high-quality materials to accentuate it as a special place and to draw attention to the area. It could also be closed off for special events and truly serve as an extension of the park/plaza.
- **Activate the space!** Existing and future buildings surrounding the park or plaza should be designed to serve a mix of uses with active ground floors, such as coffee shops, cafes, restaurants or retail businesses and with upper floors devoted to housing. Small "plazas" at each of the corners of the 6th & Pine intersection are indicated on the diagram above. This simply means that when these areas redevelop, any future building should include active ground floor uses that spill outside to overlook and provide "eyes" on the park/plaza. This could include cafe seating, a small plaza with seating areas, or an expanded sidewalk area with outdoor retail or another type of active use. Housing on upper floors also would help add to the vibrancy and provide extra "eyes on the park"
- **Serve as a gathering place.** A large kiosk that includes a map of the area should be included in the park near 6th Street. It could also include advertisement space for nearby businesses. This space should serve as a place for people to meet up and make decisions about where they want to go. An iconic art piece or sign is also appropriate.



In the future, mixed use buildings with active ground floors, such as coffee shops, cafes, restaurants or retail businesses are encouraged to activate the park.



The intersection of Pine and 6th could be closed off for special events and serve as an extension of the park/plaza.



An iconic art piece or sign is appropriate to serve as a logical gathering, or "meet up" place. In Fort Collins, people gather around The Bear.



The bridge should blend into the park/plaza and the then into the street. New mixed use buildings should activate the park. Image above depicts a full-sized park option.

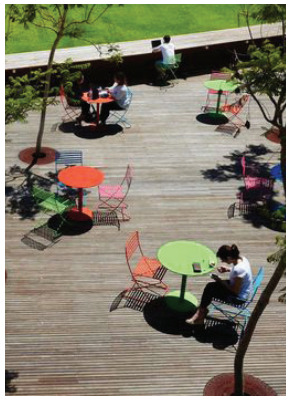
PROGRAMMING

For the park or plaza to be successful, it is essential that certain programming elements are included to keep the area active and vibrant throughout the year. This plan recommends:

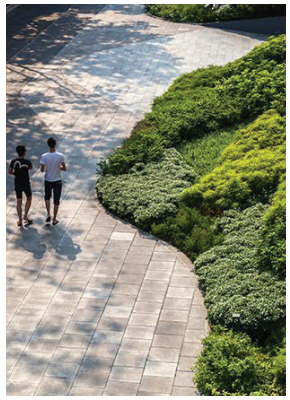
- Organic shapes
- Informal children's play area
- Signature sculpture as "go to" element
- Open lawn area for special events or lounging
- Place for festival tents
- Native landscaping integrated into southern slope
- Landscaped buffer and low site wall on west property line
- Stage area for informal performances
- Overhead festival lighting
- Steps that serve as extra seating areas
- Hanging flower baskets on light poles
- Bistro tables and chairs
- Interpretive signs about Glenwood history
- Bike racks
- Bear resistant trash receptacles, dog bag stations
- Drinking fountain
- Electrical and water service for events and maintenance
- Public art and wayfinding signage
- Natural boulders and materials
- Subsurface stormwater drainage
- Interactive water feature



Steps that serve as extra seating.



Bistro tables and chairs.



Organic shapes.



Informal play area.



Stage area for informal performances.



Open lawn for special events or lounging.



Overhead festival lighting.



Natural boulders/materials.



Public art.

FULL PARK OPTION

Working closely with Parks Department staff, stakeholders and the community, this design option utilizes the entire 16,300 square foot area that was once the north landing of the Grand Avenue Bridge. This plan, pictured at right, shapes the space to become a special gathering place for North Glenwood residents and visitors. A description of the major park elements follows:

1. **6th & Pine Intersection:** this is a traditional street intersection with sidewalks, curb and gutter. It is designed to be a visual extension of the park and could be closed occasionally for special events.
2. **Park Plaza:** the north end of the park serves as a "gateway" to the park and a transition from the "Village Core" district. This area includes a kiosk for people to orient themselves and make decisions. It also includes streetscape elements such as pedestrian lights with hanging flower baskets, benches, and a combination of boulders and planters near the street edge.
3. **Informal Stage:** a slightly elevated space for informal performances is located in the northwest corner. It will also include bistro tables and chairs for socializing or having a picnic.
4. **Children's Play Area:** the oval shape in the northeast corner of the park includes boulders and a unique sculpture for kids to play on. Bistro tables and chairs will surround the play area, as well as two low walls on either end of the oval that will serve as additional seating. This area also includes overhead festival lighting, integrated tensile shade structures, and an interactive water feature.
5. **Promenade:** the wide sidewalk and tree area on the west edge of the park serves as a place for tents to be set up during festivals or celebrations. Trees are spaced appropriately so that tents can fit in between them and electrical outlets will be incorporated into the low wall that defines the west edge of the park. The majority of the time, when tents are not present, these spaces will serve as additional leisure seating areas.
6. **The Lawn:** the lawn area serves as a flexible space for the park. It will be an area for people to hang out and relax in the grass. It will also be an area for events, both organized and informal, in the park such as: movie nights, yoga in the park, art classes, and more.
7. **Art Walk and Play Area:** the southwest corner of the park, at the terminus of the promenade, includes a "landing" area with seating and sculptures as well as an additional play area for children, which will help activate this area of the park. A pathway, or "art walk" wraps around the children's play area which will include a rotating sculpture exhibit. Other children-related events like a story walk could also occur in this space.
8. **Landing:** this area is where the bridge "lands" and the park begins. This expanded space is intended to serve as a second "gateway" with a plaza with steps down to the lawn. It also is where the steps down to the Hot Springs Pool and parking area are located. A sign will be located here to direct pedestrians.
9. **Sloped Area:** this area slopes down to the retaining wall that CDOT will put in as part of the parking lot construction. It includes native seed planting and trees, as well as some large stone slabs that reinforce the "edge" of the park.
10. **Pedestrian Bridge:** the new pedestrian bridge will continue to downtown Glenwood Springs.



Conceptual plan rendering of park.

ALTERNATIVE STUDIES

Alternative design studies were explored due to the overwhelming positive reaction to the conceptual 3-story mixed use building originally shown as a "future" development scenario to activate the park on the western edge. Sparked by City Council's curiosity, the design team explored alternative options for establishing an activating land use within the park/plaza boundaries on public property:

- **OPTION 1:** A 2-story mixed use corner building with ground floor retail and upper floor lofts is shown fronting onto the park and 6th Street. Behind that building, 4 townhomes are placed fronting the park to provide additional housing and "eyes on the park". The design was modified to respond to the more formal edge with a mixture of hard lines and the original natural forms. Program elements remain, except for the informal stage on 6th Street. This option does not allow for on-site parking, as there is no room for access.
- **OPTION 2:** A 1-story retail kiosk building is located fronting the park/plaza and 6th Street. This allows for an active use within the space while still providing ample room for a number of amenities and active uses. Refinements were made to the design to respond to this alternative configuration.

NOTE:

The feasibility of these options will be dependent upon the ability to relocate a number of utility lines which criss-cross the property. This includes water, sewer, electric, and high-pressure gas.



Original park design with existing conditions shown to the west.



Original park design with future conditions showing the existing three buildings as redeveloping into a mixed use building. Note this is a conceptual proposal and did not involve input from the property owners.







Option 1 shows a 2-story mixed use building with townhomes fronting onto the park/plaza to activate and to provide "eyes on the park."



Option2 shows a 1-story retail kiosk building to activate the space and provide ample amenities and activating uses. Refinements were made to the original, larger design to respond to this smaller alternative configuration.

TWO RIVERS PARK IMPROVEMENTS

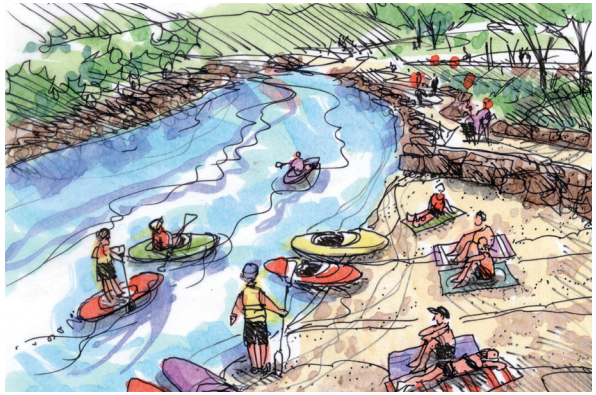
Two Rivers Park is a wonderful amenity for North Glenwood, and the entire city. In the summer months, it is highly active with river sports activities and festivals and events in the park. However, there is a desire to better connect the park to the river and celebrate the Colorado River.

Concepts for enhancements to Two Rivers Park include:

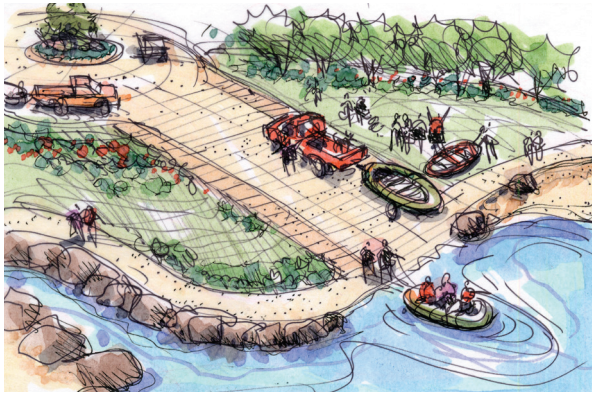
- An island **beach**
- Improved **boat ramp**
- A **riverwalk trail** along the river
- **Picnic areas** along the trail.
- In-stream **water park/surfing zone**
- Improved Two Rivers Park open space area for **special events** with new **pedestrian bridge** over I-70.

NOTE:

A separate design charrette including some members of the corridor plan design team assisted Parks and Recreation department with a visioning exercise to further develop concepts for Two Rivers Park. The sketches on this page are from that exercise.



Surfing zone and beach area.



Improved boat ramp.



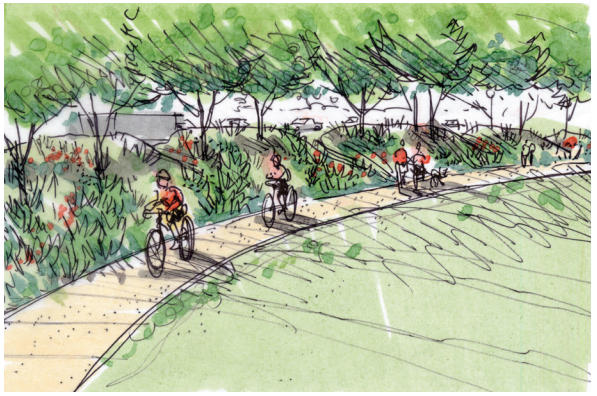
Riverwalk trail and overlook.



Boulder seating area to watch kayakers and rafters.



Picnic areas along trail.



Multi-use path connecting to Rio Grande Trail.

PRIVATE OPEN SPACE OPPORTUNITIES

Other, small open space opportunities on private property should be encouraged throughout the study area. Semi-public spaces on private property help activate and enliven the public realm especially if they occur in highly visible places such as along 6th Street.

A primary concept for enhancing the identity of 6th Street is for buildings to “open up” to the street and blend the outdoors with indoors. As properties redevelop, they should consider opportunities for blurring the line between public an private space. For example, as parcels redevelop, new buildings should be designed with large, traditional storefront windows and should include small entry plazas, courtyards, cafe seating areas, public art or other similar active spaces along the street edge.



Covered, outdoor gaming areas that can be seen from the street and sidewalk blur the line between public and private.



Cafe seating on both sides of the street provide unique experiences and activate the sidewalk.





Small seating areas or gathering spaces adjacent to a building are encouraged.



Small, semi-public plazas with landscaping and seating areas are a pleasant respite to a streetscape experience.



Opening up to the street with large garage doors and seating areas help activate the sidewalk and public realm.

7. Implementation

6TH STREET CORRIDOR PLAN

USING THIS PLAN

The City shall use this Plan as a way to carry out the vision for the 6th Street Corridor, as outlined in the past six chapters. Implementation measures include both administrative tasks as well as capital infrastructure projects. Funding sources and participation will be varied - from within the City, to quasi-governmental entities such as the Downtown Development Authority and/or a new authority, to private developers. Focusing on projects that can be leveraged through partnerships and synergies - where the priorities of this plan are met, as well as other city-wide priorities - is encouraged.

As stated in Chapter 1:

- **The city will use the plan as a way to prioritize public investment** in infrastructure such as streets, parking and utility upgrades, as well as placemaking elements like streetscapes, plazas and park improvements.
- **The city will also use the plan as a tool to evaluate future development proposals** of properties within the project area.
- **Landowners contemplating new development or redevelopment should consult this plan** to ensure that development concepts are in-sync with the vision and goals of this plan.

IN THIS CHAPTER

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MONITORING SUCCESS

The true success of this plan will be realized through implementation. Therefore, the plan shall be continually monitored to ensure projects are properly positioned for funding and to keep priorities on track. Note that there are many factors in play, and priorities may change over time. While flexibility to respond to changes is necessary, projects should always seek to respond to the vision and goals, or "spirit", of this plan.

A 6th Street Corridor Task Force should be organized, which could include members from the Steering Committee for this plan, in addition to the DDA and City staff and leadership. This task force should meet quarterly to check in on progress made, both from the private and public sectors, and discuss where partnerships make sense. This will also ensure transparency and inclusion.

HOW TO USE THIS CHAPTER

This chapter includes a master list of projects to implement, which are listed in a user-friendly spreadsheet. The spreadsheet is divided into "Administrative" and "Capital" projects, and projects are listed in order of their priority:

- Short-Term Projects (0-5 years)
- Mid-Term Projects (5-10 years)
- Long-Term Projects (10+ years)

NOTE:

Short-term projects (0-5 years) will begin after the Grand Avenue bridge project is expected to be completed, mid-year 2018.

LAND USE AND COMMUNITY AND ECONOMIC DEVELOPMENT PROJECTS

ACTION	TIMING	POTENTIAL PARTNERS	FUNDING
Rezoning			
Rezone applicable properties within study area to coordinate with Development Code re-drafting	Short-term	DDA; Community Development	General Fund
Historic District Formation			
Meet with property owners within proposed historic district.	Short-term	Historic Preservation Commission; Frontier Museum; Community Development	N/A
Constract with consultant to prepare National Register District nomination, pending approval from majority of property owners.	Mid-term	Community Development	State Historical Fund Grant / General Fund
Taxing District			
Contract with consultant to evaluate formation of a new taxing district such as a BID or GID; evaluate implementation of an Attractions Tax, or other mechanisms to finance capital improvements within the study area; to evaluate extention of the Tax Increment Finance District.	Short-term	DDA; City Manager; Community Development; Finance; Business/property owners	General Fund

INFRASTRUCTURE PROJECTS

ACTION	TIMING	POTENTIAL PARTNERS	POTENTIAL FUNDING
Devolution of 6th Street			
Devolve Laurel to Pine.	Short-term	Public Works, Engineering, City Manager, DDA, City Council, CDOT	N/A
Assess Laurel to Devereux Road maintenance issues with CDOT.	Short-term		
Consider devolution Laurel to Devereux pending outcome of road maintenance assessment.	Mid-term		
6th Street Streetscape Improvements - Devereux to Vapor Caves			
Stripe 6th Street, Laurel to Pine, for on-street parking and bike lanes.	Short-term	DDA; Engineering	TBD
Create 90% construction plans for 6th Street improvements from Devereux to Vapor Caves; include Devereux and Highway 6 roundabout; phasing plan; construction estimates per phase; identify funding sources	Mid-term	DDA; Engineering; Community Development	TBD
New Public Area at North Landing Pedestrian Bridge			
Determine extent of north landing; contract with landscape architect and civil engineer to create a design plan and cost estimates	Short-term	DDA; Engineering; Community Development; Public Works; City Manager; Parks & Recreation; Private Partnerships	TBD (utilize leftover funds reserved from this Plan)
Develop 100% construction drawings; identify funding sources; secure funding.	Mid-Term	DDA; Engineering; Community Development; Public Works; City Manager; Parks & Recreation; Private Partnerships	TBD; Public-Private Partnership
Construct improvements	Mid-term	DDA; Parks & Recreation; Engineering	TBD; Public-Private Partnership
Construct New Sidewalks			
Olive; Pine; Maple; 5th; Laurel (west side); Linden (south side); West 1st Street	Long-term	Engineering	A & I
Construct Bicycle Sharrows			
6th Street (Olive Street to Vapor Caves) and Devereux Road (Hwy 6 to Centennial)	Short-term	Engineering	Street Tax
Linden and Laurel (new interchange to Hwy 6)	Mid-term		
Devereux Road Improvements			
Develop a plan and cost estimates to complete the sidewalk/path system along Devereux Road between Highway 6 and Centennial Street	Short-term	Engineering	Street Tax
Create 70% construction drawings for Devereux Road improvements based on plan recommendations	Short-term		
Construct improvements	Mid-term		A & I
Devereux-Midland Bridge			
Create 10% construction plans; include cost estimate	Short-term	Engineering	Street Tax
Create 100% construction drawings pending Council prioritization with other infrastructure projects.	Mid-term		
Construct bridge pending Council prioritization and funding	Long-term		A & I

INFRASTRUCTURE PROJECTS, CONTINUED

ACTION	TIMING	POTENTIAL PARTNERS	POTENTIAL FUNDING
Parking Garage			
Plan for north side public garage by selecting location, identifying funding sources, and considering construction timing. Coordinate with Area Wide planning efforts.	Short-term	DDA; Community Development; Engineering; City Manager; Private property owners	Grant
Construct garage	Long-term		Public-Private Partnership
I-70 Pedestrian Bridge			
Assess feasibility of and need for constructing a new pedestrian bridge over I-70. Bridge is dependent on construction of a public parking garage south of W. 1st Street adjacent to Interstate.	Long-term	DDA; Community Development; Engineering	TBD
Bicycle/Pedestrian Loop			
Create and sign a 1.75-mile bike/ped loop utilizing existing multi-use paths and city-owned rights-of-way. Coordinate timing of infrastructure improvements along Devereux Road and Highway 6. Promote the loop in trail maps and on city website.	Short-term	Engineering; Transportation	Grant
Create a secondary outer bike/ped loop. Coordinate with timing of infrastructure improvements including Midland-Devereux Bridge; new ped bridge over I-70; extension of 5th Street	Long-term	Engineering; Transportation	TBD

2022

NORTH LANDING VISION

Process & Look Book

Engagement Summary

North Landing has been a discussion for years following the 6th Street Master Plan in 2016. The first public meeting of the North Landing occurred in March 2019. This charrette was an opportunity for attendees to provide feedback on North Landing conceptuals and National Endowment Art (N.E.A.) commissioned art piece designed for the site. Following the charrette an art piece was designed and constructed. The art piece, Tubing the Colorado, will stay on North Landing following the revitalization of the site and 6th Street.



Tubing the Colorado art piece commissioned and designed for North landing. Art piece will continue to reside on North Landing following construction.

However, the vision of North Landing has been put on a hold due to the pandemic and Grizzly Creek Fire. The Parks and Recreation Commission has re-identified North Landing as a priority this year, especially with the future redevelopment of 6th street. Understanding this cannot happen in a vacuum, the Downtown Development Authority (DDA), Parks and Recreation Commission, the Arts and Culture Board, and North Glenwood Community came to a consensus on a unified vision of North Landing.

The consensus process included at least two representatives from Glenwood Springs Downtown Development Authority Board, Parks and Recreation Commission, Art and Culture Board, and North Glenwood Community. Representatives participated in two public meetings facilitated by City Staff to identify the elements and aesthetics of North Landing. Resulting in the consensus of a conceptual look book and site bubble diagram.

Process

Elements of North Landing | 1st Joint Public Meeting

The first joint public meeting occurred on March 21st, 2022, with 16 participants. During the first half of the meeting, participants broke up into small groups including 1 representative of each board, commission, and community. Small groups identified the top 4 elements needed for North Landing to be successful. All participants came to a consensus on 4 major categories including art, seating, native plants, and flexible amenities.

ART

- Public Art, Music, Performance, Low profile stage
- Rotating Art Areas, the design fits the community
- Design that fits the community: art and building materials

SEATING

- Family-friendly seating
- Intimate seating areas

NATIVE PLANTS

- Trees
- Hardscape & water-smart landscape blend with trees
- Nature/natural landscaping, employing soft transitions
- Mix of Landscaped/hardscape xeric, native trees
- Natural Aesthetic open space

FLEXIBLE AMENITIES

- Restrooms, seating, bike parking, trash (etc.)
- Multiuse Infrastructure with user-friendly adaptions: restrooms, stage, kiosk area for rotating vendors
- Programmable space for performers and vendors
- Versatile, flexible community hub (electric hookups)
- Functioning Public bathroom

Process

Elements of North Landing | 1st Joint Public Meeting

The second portion of the meeting attendees assessed from existing concepts which one aligns best with the values and elements we all want to see on North Landing. The winning conceptual image is below.



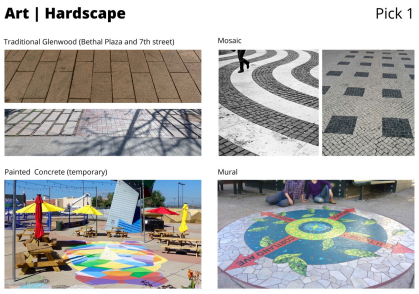
However, there are a few elements within this conceptual that did not align with participants including the following:

- Too much big open space, maybe more plaza space
- Needs for shade with a plaza space
- Soft transition space
- Avoid flat space and more utilization of native landscape
- Explore options for bathroom opportunities outside of North Landing on 6th street.

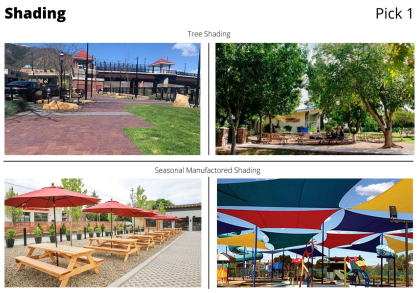
Process

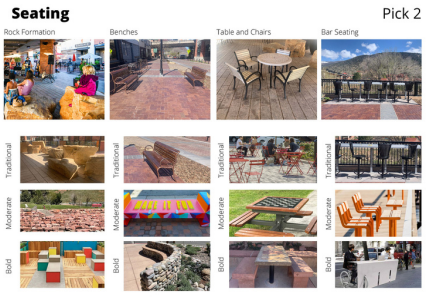
Refining the Elements | 2nd Joint Public Meeting

The second joint public North Landing meeting occurred on May 9th, 2022 with 16 participants. The purpose of this meeting was to dive deeper into what was identified in March as important elements including art, seating, native plants, and multifunctional space. During the meeting, participants broke up into small groups including 1 representative of each board, commission, and community member. The result provided consensus on what participants wanted to see for the aesthetics including hardscape, seating, bathrooms, stage, greenspace, trees and plants, vendors, and types of shading. The images below are the original posters participants were able to choose from. The following pages showcases a look book of those chosen aesthetics.

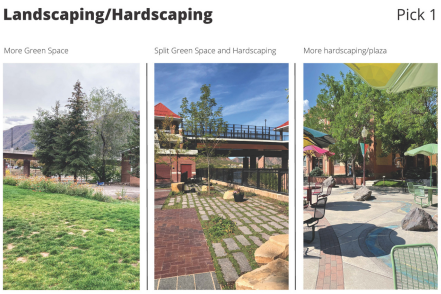


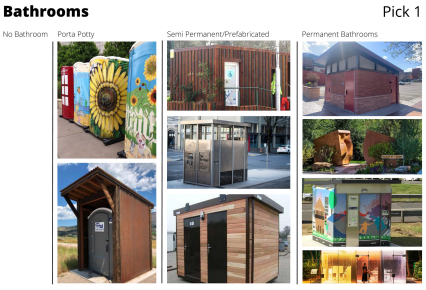


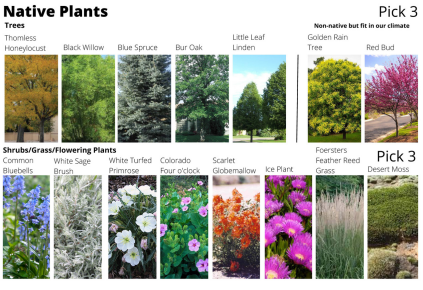






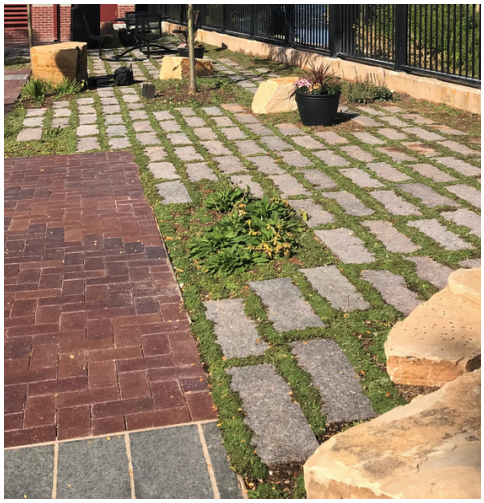






Look Book

Hardscaping | Refining the Elements










North Landing community work session attendees want to make sure that the overall hardscape design is consistent with downtown and 7th street. This should not feel like an island, and it needs to blend seamless into 6th street improvements. However, North Landing is special and will be part of an arts district. Groups felt it would be nice to have some type of mosaic design incorporated. The mosaic design needs to match color/material to be a cohesive design. The priority will be cohesive design over bold artistic design. The hardscape should not be the primary standout feature of North Landing but a nice background.

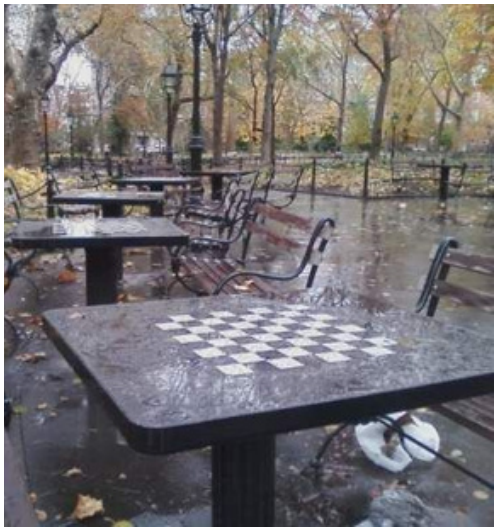
Look Book

Seating | Refining the Elements











North Landing community work session attendees want to see some type of rock, bench, and table/chairs for seating.

- Benches: attendees leaned more towards a bold type of design.
- Table and chairs: Attendees leaned more traditional. The major split between groups was if tables and chairs should be secured like 7th street or unsecured like under the bridge. There was interest in possibly having traditional seating incorporate some type of game on the table such as chess (Etc.)
- Rocks: When it comes to rocks even if attendees did not choose rocks, they really wanted to see them there and keep them traditional.

Look Book

Multipurpose Space | Refining the Elements

An overall "value" that was communicated across all was that while we would like to see space for vendors and performances, no one feature should "dominate" the majority of the Landing. It is also critical that they do not appear to be vacant or unused a majority of the time, whether through actual activation of vendors/performers or by using the space differently (like putting tables and chairs on the performance space when not being used).

Vendor

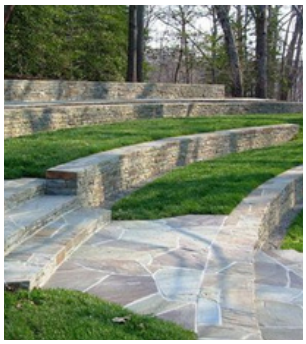




Attendees were split on whether to incorporate a permanent structure for vendor space. Those who did not like the concept's main concern was the amount of space it could take up on the Landing and were concerned that it might remain vacant for much of the year. There was a similar concern with making space to accommodate food trucks on the Landing, and most groups loved the idea instead of bringing food trucks on 6th Street for regularly scheduled events. All groups were supportive of pop-up vendor space coming onto the landing for special events.

Performance Space



Attendees felt strongly that performance space was important and should be incorporated. Most liked the tiered down stage concept but felt that this design may be impractical for the Landing due to its small size. Most liked the idea of the performance space being slightly elevated rather than at-grade, and providing shade either through tree coverage or temporary shade structures is preferred over a permanent stage cover.

Look Book

Bathrooms | Refining the Elements









All groups at the North Landing community work session strongly supported permanent bathrooms that are four-season. The groups suggested either replicating the 7th Street bathroom or creating a restroom more like Minturn's, which has a 3D printed design that mimics the interior of a mine. In terms of placement, attendees suggested the southwest or southeast corner of the Landing near the bridge. A couple additional ideas from the group follow

- Can the end of the lot on the southern end be built up so there is a walkway from the bridge (might have to remove railing on the bridge)?
- Could it be paired with the stage or another use (coffee shop/beer bar)? Bathroom on the bottom floor. Stage/vendor space/coffee shop on top?

Look Book

Landscaping | Refining the Elements

Greenspace vs. hardscape





Attendees envisioned a balance of both greenspace and hardscaping, leaning towards more greenspace over plaza space. The exact ratio varied between 50-80% being greenspace between groups. Plaza space is envisioned adjacent to the pedestrian bridge and 6th Street. Paths should consider human behavior (where are people going to cut across the parcel) and include accessible access and materials. Several mentioned that they liked the look of pavers mixed with greenspace between as seen in the plaza on 7th Street.

Shading







Shading is desired to come primarily from trees; however, there is general consensus that seasonal manufactured shade is acceptable, particularly in the plaza and near the stage area. Trees should also be utilized as informal sound barrier to the Grand Avenue Bridge and Hot Springs Pool parking lot area on the south side of the parcel. Best practices for stage orientation should be addressed during construction drawings.

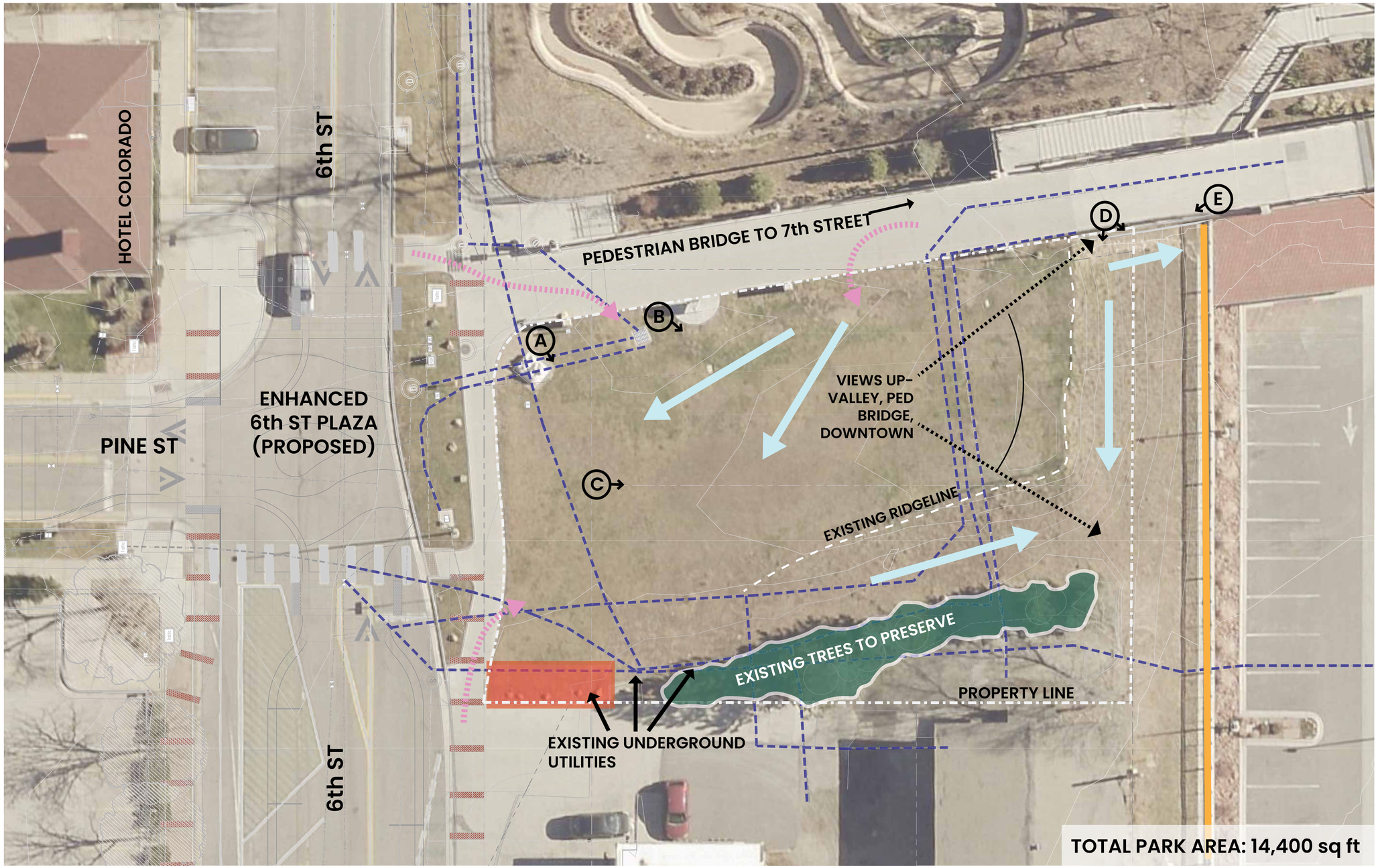
Look Book

Landscaping | Refining the Elements

Plants



Conifer-style trees should be included, but only around the perimeter to avoid blocking sight lines to the multifunction stage. Shade is important throughout North Landing and should come first from trees. If there are trees dispersed in the interior areas of North Landing, they should be tall enough to comfortably sit around with the bushy areas high enough off the ground to see around. Greenspace should also be water waterwise and an example of how Xeriscaping can be functional and beautiful. Native plants are strongly preferred, but it is acceptable to include trees that are not native but are good fits for our climate to diversify canopy of the city. Shrubs, ground cover and flowers should be cohesive and vibrant. Landscaping should look nice year-round and planting choices should follow the recommendation of experts. Greenspace should consider maintenance and upkeep demands. In hardscaped areas that are built up to include green space, natural finish on the materials is preferred.















LEGEND

- EXISTING DRAINAGE
- EXISTING RETAINING WALL
- PEDESTRIAN ACCESS
- EXISTING UTILITIES

EXISTING CONDITIONS DIAGRAM

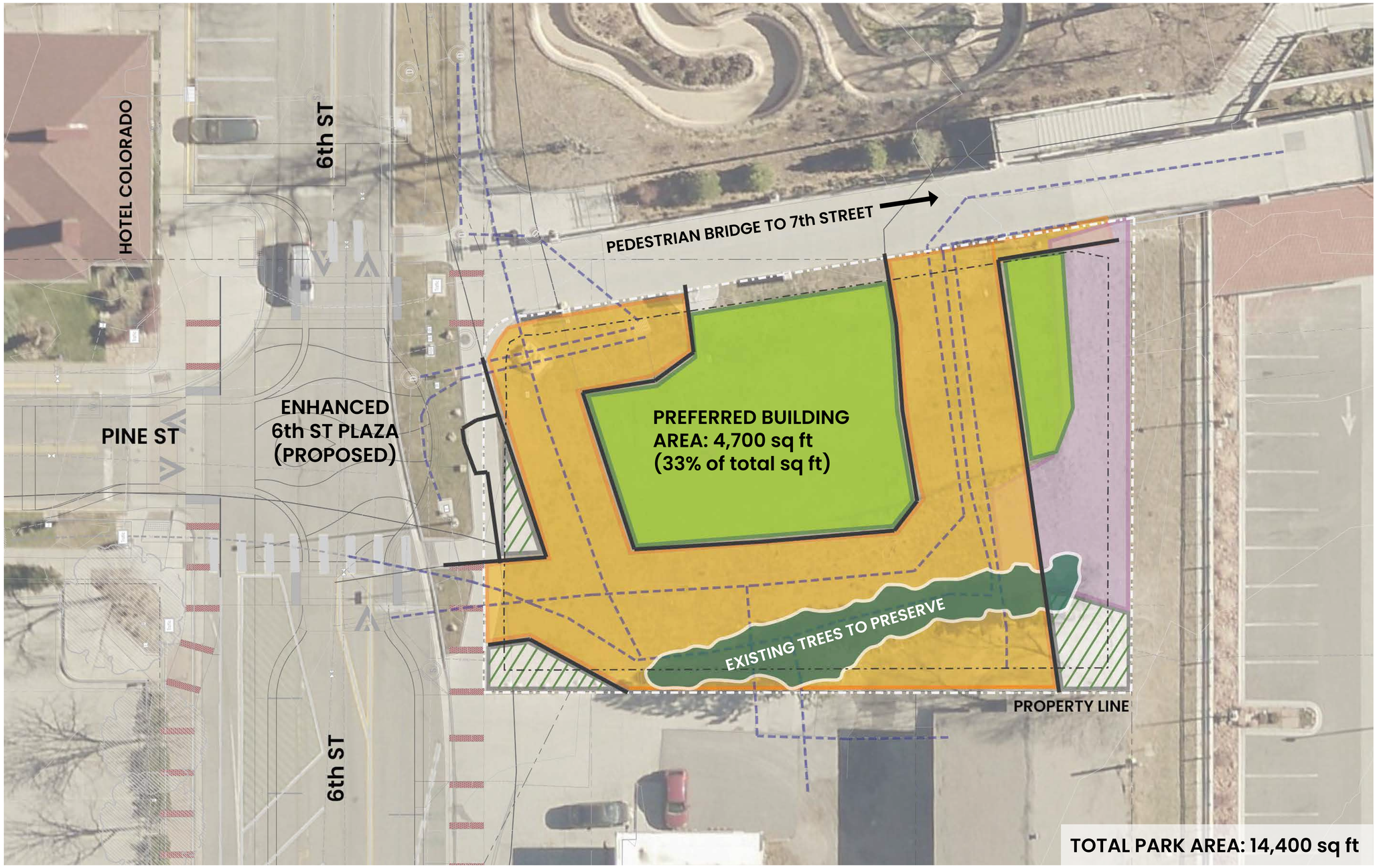
GLENWOOD SPRINGS COLORADO

Glenwood Springs DOWNTOWN DEVELOPMENT AUTHORITY

DHM DESIGN LANDSCAPE ARCHITECTURE URBAN DESIGN + LAND PLANNING ECOLOGICAL PLANNING

Glenwood North Landing Park, JANUARY 2023

SHEET 1



LEGEND

- STEEP SLOPE AREA
  $$$ (HIGH COST TO IMPROVE)
- UTILITIES AREA
  $$$ (HIGH COST TO RELOCATE)
- UNENCUMBERED PARK SPACE
  $ (LEAST COSTLY TO IMPROVE)
- EXISTING TREES
  $$ (COSTLY TO REMOVE)
- UNENCUMBERED PARK SPACE, TOO SMALL TO DEVELOP
- EXISTING UTILITIES
- REQUIRED 10' UTILITIES SETBACK
- REQUIRED 5' PROPERTY SETBACK

0' 10' 20' 40'
Graphic Scale: 1" = 10'-0"

SITE ANALYSIS DIAGRAM

GLENWOOD SPRINGS COLORADO
Glenwood Springs DOWNTOWN DEVELOPMENT AUTHORITY
DHM DESIGN LANDSCAPE ARCHITECTURE URBAN DESIGN + LAND PLANNING ECOLOGICAL PLANNING

Glenwood North Landing Park, JANUARY 2023
SHEET 2

NORTH LANDING

PUBLIC OPEN HOUSE SUMMARY | JANUARY 25, 2023

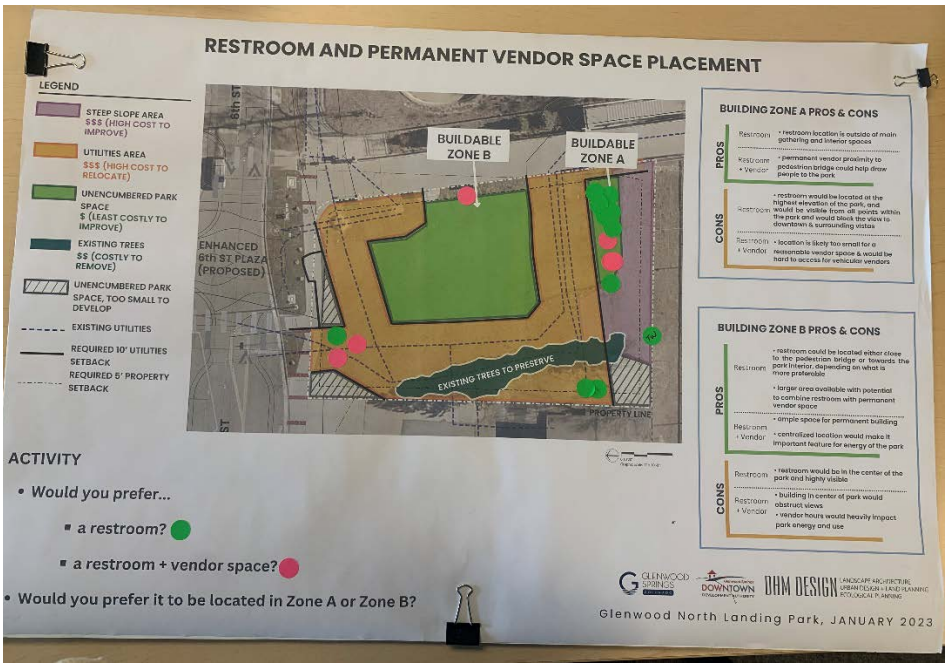
Attendees 16

Prioritization Station: Attendees ranked programming options from 1 to 6. 1 meaning the top priority program. Summary of all results below.

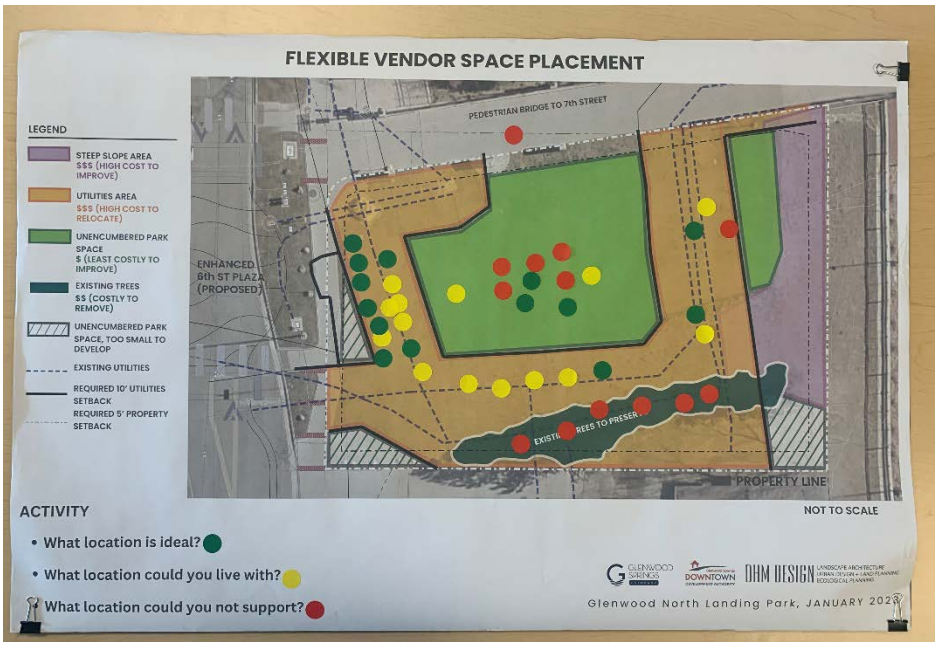


Prioritization	Programming
1	Play Space
2	Multipurpose Space
3	Art Plaza/Walk
4	Flexible Vendor
5	Tiered Seating
6	Community Building (Seating)

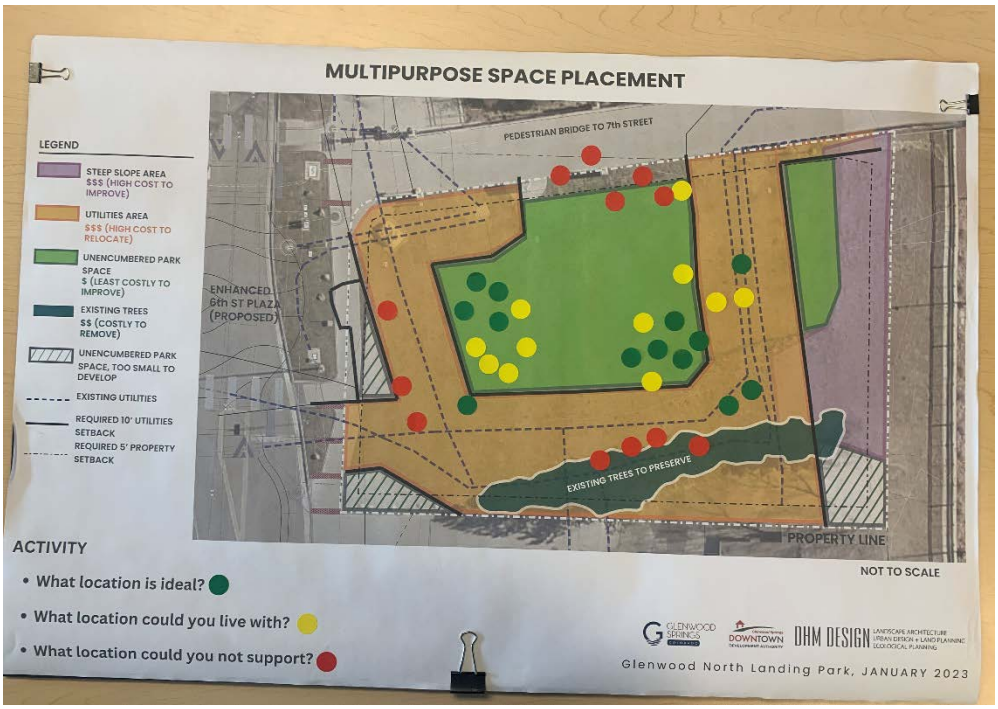
Restroom or Permanent Vendor with Restroom Station: Attendees identified the desire for a restroom or a restroom with a permanent vendor space. In addition, identified the preferred location of choice.



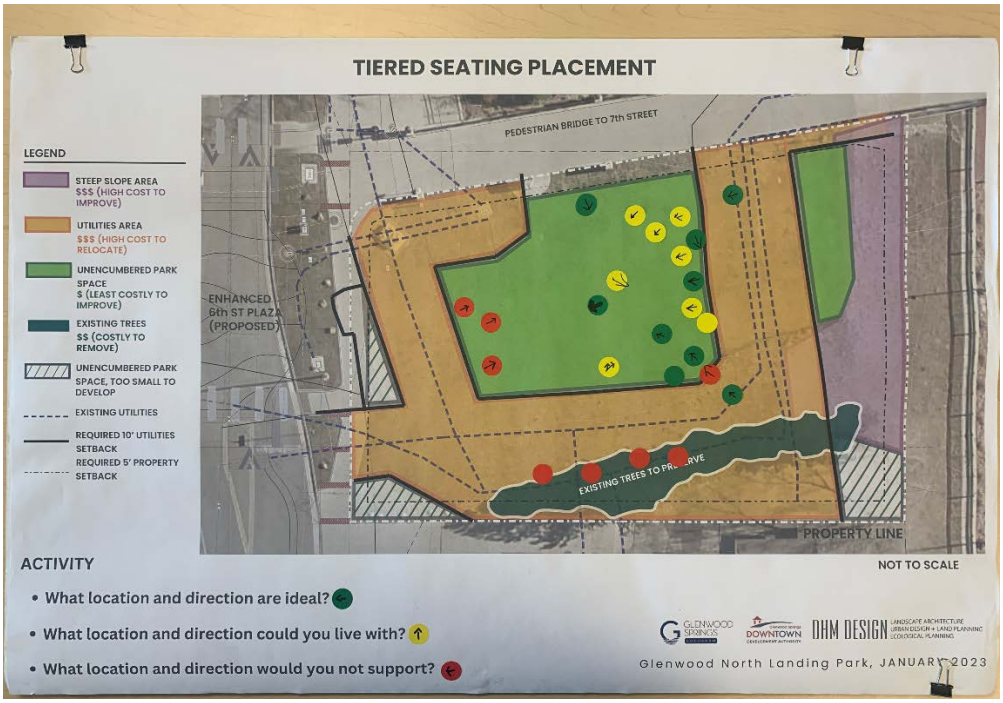
Flexible Vendor Space Station: Attendees identified the general location would prefer, could live with, and not support seeing flexible vendor space.



Multipurpose Space Station: Attendees identified the general location would prefer, could live with, and not support seeing a multipurpose space.



Tiered Seating Station: Attendees identified the general location and direction would prefer, could live with, and not support tiered seating.



City Council
STAFF REPORT
City of Glenwood Springs
February 16, 2023

Agenda Item: Pay as You Throw Request for Proposals

Action Requested: NA

Department: Public Works

Presented By: Matthew Langhorst, Elizabeth Mauro

Strategic Goals: Protect and Preserve our Quality of Life

Background Info: The City Council has been asking staff to move a single trash hauler program forward for a few years now. Staff took that direction, met with surrounding communities that have single hauler contracts in place and hired a consultant to help produce a single hauler Request for Proposal (RFP) that met the needs and requirements that the city is looking for in such a program. What was decided was to move the single hauler discussion toward a Pay as You Throw (PAYT) program which includes required curbside recycling as part of the RFP. The RFP that was sent out to haulers to propose on was modeled partially around Carbondale's PAYT program, which has been successful according to their town staff. Staff received two RFP responses to the proposal, one from Waste Management and one from Mountain Waste. Some of the main questions or information that came up during the review of the RFPs and interviews with the haulers is listed below:

- Does the city prefer to have the program run as a "every week trash (EWT) and every week recycle (EOR) collection schedule" or does the city see this program being a "every week trash and every other week recycle (EOWR) collection schedule"? Each option has a cost and adding a second recycling collection would be more expensive. Eliminating the extra recycling collection would also remove 4-5 more trucks from the streets and alleys each week.
- The haulers will most likely break the city into 4 or 5 zones, and trash and recycling will be collected in each zone on the same day. This means that we only have two trucks collecting materials once a week on our streets. If we go with EOW recycling, we cut that count down to two trucks one week and one truck the next. This is a significant improvement on the damage caused to the streets each week with our current hauler situation.
- Both companies have listed local agents that we would be able to contact during normal business hours, in the Mountain Time zone. After hours contacts will be available also. Mountain Waste does have its billing and administrative staff in Carbondale, Colorado.
- Both companies have agreed to the 15% visual verification for recycling contamination cap. Mountain Waste is willing to put "Oops" tags on the cans prior to them being taken. Waste Management will visually see the contamination during the dump cycle into the truck with a camera, and a notification would be sent to the City to contact the owner and educate them. A fine would also be levied.
- Both companies have a robust education and digital footprint program that would be available to us and the residents. This will be utilized in conjunction with city staff during the role out process and after the program is up and running. Direct text messages and emails can be sent to customers with pick-up date changes, holiday hours, collection issue notifications, etc. Standard phone call and United States Postal Service (USPS) contact methods can still be utilized if digital options are not available at the residents end.
- Both companies have agreed to a quarterly audit of one zone of the city to see how residents are doing with recycling requirements. This will help the city analyze what outreach is working, are people following the recyclable materials rules, and how much we are pulling from the landfill each year. This information will also come from the Materials Recycling Facility (MRF) where the weekly loads will be delivered too.

- Both companies will be utilizing all new containers for the rollout of this program. The old containers will be repurposed outside of the city if they are in good shape, or they will be recycled and new containers created. Both companies can provide wildlife resistant cans, Waste Management will be utilizing a Automatic Side Load (ASL) for most of the city, minus alleyways, so existing resident-owned containers will not be allowed on those ASL routes.
- The Colorado State Legislation passed an extended producer responsibility (EPR) law in 2022 that requires producers of packaging and printed paper sold in Colorado to pay fees that will help fund diversion of these common recyclables. The funds will be used to contract for new service providers in regions of the state where curbside/drop-site collection, transfer and materials processing is not readily available; or will be used to reimburse existing public and private sector providers. Funding may also be used for new infrastructure. This means that the operating and capital cost burden that residents and businesses pay today may be largely erased once EPR is fully implemented. While specific implementation details are yet to be determined, this revenue stream is expected to flow to residential programs as early as 2026 and commercial recyclables by 2028. Although start up is a few years off, local program funding will be prioritized for pre-existing programs and facilities that have established programs and documented costs. If the City of Glenwood Springs moves forward with PAYT as part of the single-hauler contract, they will have a solid program in place in anticipation of EPR funding such that the recycling cost portion of residents' future utility bills will likely be reduced if not eliminated. The mechanics of this EPR program are still in the early stages of development, but it is in the City's interest to be prepared for EPR by having an established and well documented city-wide recycling program.

The RFP did request information on Curbside Composting and weekend collection site staffing for summer months at a city-provided location. This was for informational purposes only. Compost is not a part of the selection process for the PAYT RFP. Mountian Waste provided pricing for both options that could be discussed during this meeting and Waste Management verbally stated that they would be willing to discuss the options available if more information was provided on quantity of large cans hauled and if the curbside was mandatory or if it was an open sign up option with the program. For residents that cannot get curbside composting at their homes, staff has provided a 2-yard container at the recycling center for now. If this is a popular option for residents and the can fills up quickly, we may have to start charging a nominal fee to continue it at the recycling center. This is a test case with the container at this location, but we hope to keep it going. Curbside composting is still available for most residents in Glenwood through private companies.

The council has been provided with the RFP responses and data collected from the haulers in a separate packet to give the council some time to read and think about the options being provided. This discussion is to go over the main points of the RFP, general information within the proposals and to discuss coming State regulations that may change how this program works as noted above. Staff will bring this item back on March 2nd, 2023 for an open public discussion with the RFPs available for public review at that time. Staff will be looking for direction at that time.

Issues: None at this time.

Fiscal Impact: This program will be self-funding with the administrative fee placed onto the bid price from the contractor.

Legal Review: Legal will review the contracts once staff and council have selected a contractor, assuming this program is approved by Council.

Staff Recommendation: The Pay as You Throw program will be brought back to the Council during a regular meeting time for approval or other options available to be discussed.

City Council
STAFF REPORT
City of Glenwood Springs
February 16, 2023

Agenda Item: Transportation Demand Management Discussion

Action Requested: None. For information and discussion.

Department: Engineering

Presented By: Terri Partch

Strategic Goals: Protect and Preserve our Quality of Life

Background Info: The city contracted with Urban Trans to help us develop a Transportation Management Association (TMA) - A group of interested citizens and business owners/leaders to help the city develop a Transportation Demand Management Plan (TDM) including realistic, implementable strategies that the guiding group believes would be effective in meeting the city's traffic goals.

At this meeting we will discuss the consultant plan and current scope of work. Changes could be made with Council's approval.

This is the current scope of work includes:

1.Needs assessment
2.Convene partners and launch the Transportation Management Association (TMA)
3.TMA feasibility analysis
4.Set trip reduction goals
5.Develop TMA Marketing and work plan (recommend TDM strategies to achieve goals)
6.Support TMA implementation (marketing, website development)
7.Evaluate results

In addition, staff held a well-attended public meeting to get feedback on whether or not the public views highway congestion as a problem, ideas on how to solve the problem and to ask for interest in serving on the City's transportation Management Association.

The public comments are attached. In summary, the additional bus service, and pedestrian and bicycle improvements were the most frequently mentioned ideas.

Issues: None at this time.

Fiscal Impact: None at this time.

Legal Review: NA

Staff Recommendation: NA

Comments:

Questionnaire:

I typically walk or ride my bike to most places in town. Sometimes the Rio Grande Trail has a lot of
Would be nice if City supported pedestrians. We have to wait very long to cross Grand Ave.
What is we had golf cart lanes inside GLENWOOD and gave big incentives for people to use them instead of their cars for local trips and designated safe lanes for them
Bus on Midland (27th street north)
Groove to push bike alongside stairs (like the one at the pedestrian bridge downtown) alongside the stairs west of the high school -
to connect Rio grande trail to paths toward river Safer (wider along 7th, less steep on 8th street) between city hall complex and 8th street bridge. Both are unsafe in winter.
And lighting to illuminate pedestrians on BOTH sides of 8th at crosswalks.
nothing
Free bikes or bird scooters but the real issue is traffic driving from parachute etc
Safer conditions for pedestrians and cyclists.
The way the lights are timed is poor for those on foot and conditions within the downtown corridor and along highway 6 are unsafe for cyclists
The way the lights are timed is poor for those on foot and conditions within the downtown corridor and along highway 6 are unsafe for cyclists
Being able to cross grand on a bicycle safely to get to the bike path. The lights run by Cdot are not timed well so traffic going east/west has a short time to get across at lights which makes it dangerous for pedestrians.
A place to park my electric bike where it will be safe and not get stolen!
You are dreaming if you think you're going to get Americans to slow down and leave their cars. The only way it can happen is if there is a large external event which makes it financially impossible for people to drive autonomously.
On demand app based microtransit to cover first/last mile (specifically to South Glenwood that is not served by any transit) and possibly to go beyond first/last mile to get to downtown, high school, grocery store, and Roaring Fork Marketplace.
On demand app based microtransit to cover first/last mile (specifically to South Glenwood that is not served by any transit) and possibly to go beyond first/last mile to get to downtown, high school, grocery store, and Roaring Fork Marketplace.
I drive less than 5 times a week and these trips are usually on the weekend.
better transit service
safer bike facilities
More bike lanes, and sidewalks on both sides of Blake Ave.
Safer walking routes.
The cost of the bus pass must be less than my cost for gas from my house to work...
and I live in the subdivision back by Sopris Elementary and there are no buses that run back there... by the time I would drive to a bus stop I'm already half way to work. I do ride my bike on the path in the summertime, which I love to do, but its too unreliable to do this in the winter.
Higher gas prices. No ice in winter.
I drove from Gwood to Basalt to work at BMS for 13 years, and never took the bus because it was SOOO expensive for my daughter and I.
Workers in Aspen get bus passes but teachers (who make far less) get no bus pass assistance.

ALSO... I live in Glenwood park and there is no bus service from our entire part of town. My daughter and I need to walk almost 1 1/2 miles to get to the closest bus stop. We need bus service to our part of town. We had it when I first moved in, it got taken away and never came back.
Business would have to be re-structured.
Reinstate Ride Glenwood service to South Glenwood neighborhoods - Glenwood Park, Cardiff Glen, Park East, Park West
more bus pick up drop off times. Make it free or close to it
Bus & walkin.
Bus service along Midland Avenue to Park West
For me, there is none as I would have to bike on the interstate, no one lives near me and there is no bus route. When I lived in town, having more places to leave my bike safely would have helped.
Time of day pricing on Grand Avenue like is used in Denver on some of the toll roads. That might even out the traffic.
Services "Last Mile" transportation
Ask up valley employers to provide housing up valley. Removing more commuters on the route would improve traffic flow in Glenwood Springs.
Safety from all the vehicle traffic. More well defined bike lanes
There is nothing that can replace my service truck for the HVAC service work that I do. The multiple trips to the supply house can't be avoided either as I do not always have the necessary parts, although I carry the most common parts needed as much as I have room for.
"Last mile transit" is an issue for me because there is no bus stop near my house
More prompt and better removal of snow/ice from bike trails in the morning,
better bike lanes, easier ways to move through intersections on a bike, easier way to transport children to daycare on a bike.
Depending on weather and the need to carry dogs, I could use an E-bike for many trips.
I do well with my bike, but I would welcome a bike lending/scooter-lending program like Ft Collins has.
Ride sharing up and down the valley might be a possibility. Some sort of subscription service where you are known in the program and--then I would probably be willing to pick up a traveler or ride along. In other words, I would be wearing a badge and the car that picks me up would have a sticker, and we would share a ride up or down the valley--something between hitch-hiking and Uber.
My drivers drive from Parachute, No Name, Rifle, Silt, New Castle, Carbondale and beyond. There are no buses that run at the times that I need them to report in the morning or evening, in addition, they don't run close to where they live at all.
There are no buses that run at the times that I need them to report in the morning or evening, in addition, they don't run close to where they live at all.
It is difficult not to utilize my car when I go food shopping, recycling, etc. here in town. My home location permits me to walk many places or ride my bike now that I am retired but the amount of dirt, air I breath with whatever is put on the snowy roads and noise from 6:00 AM to about 10 AM and again from about 3:30 PM to well into 7 and 8 PM does not provide a healthy life style.
I'm not willing to give up driving where I need to go when I need to go there.
bus with a bike rack
A designated bike path from West Glenwood to South Glenwood. An overpass that should have happened 20 years ago. A bullet train to Aspen.
more frequent bus stops wecycle would be nice for short trips around downtown
a financial incentive to not drive would be nice
Bus
ability to get to meetings outside of glenwood in a timely manner, Ability to transport large items onto the bus.

Ability to see into the buses at night for security reasons.
Electric buses with regular stops along Blake would be a dream come true. Maybe do a loop with Better Glenwood Ride system. More frequent.
Service to 82 stops from neighborhoods as is in Aspen
Small, electric commuter vehicles (bikes, trikes, golf cart-types) that are legal and accepted on the city streets, bike lanes, to move children, groceries, goods, people.
Bike lane on 4mi road
WE need a train that runs from Parachute to Glenwood like a fast track one
It cost more to ride the bus than to drive/ cheaper bus
A stop at cattle creek
I would have liked the city/county government to have had better forethought in the planning and approving of all the new unaffordable housing. Greed has gotten us to this point.
Not feesable living in Silt working in Carbondale. Driving my own vehicle or a company vehicle is the best way due to the hours we work.
Incentives and services available.
Not replacing it. Would move before I stop driving.
Time the lights on Grand so folks turning left don't wait 6 days to get a green !
If the LOVA Trail from New Castle to Glenwood was built, I would use it extensively for commuting when the weather is fair
Direct bus from New Castle to Carbondale. Transferring is tough. Most people working down valley don’t just work in Glenwood, so having a direct service all the way to Carbondale would be ideal.
More bus stops south of Glenwood Springs
I also must drive to Silt & NewCastle. Hours of work vary daily.
Development needs to stop. Too many people live in this area and will only get worse with all the development that is happening. Our quality of life here has been destroyed
more bus service from New Castle
Glenwood to Aspen direct busses that skip Carbondale and Basalt, and Brush Creek. Basically a local from west Glenwood to CMC that then continues all the way to buttermilk before stopping. The detours and crowds at these stops really slow down the commute.
money
I prefer to walk or ride my bike, even though my employer has never incentivized alternatives to driving. My only concerns/obstacles involve the very dangerous Grand Ave crossings and traversing the open space below the high school after dark.
Highway 82 crossing to give pedestrians higher priority, do not relocate the RFTA bike path to allow for bus use, more sidewalks (along Blake Ave.)
Not going to replace it. You should fire Terri Partch because she is absolutely terrible at her job and is actively ruining the city. You should just fix the streets instead of trying to make it harder to drive here.
The Glenwood Park area needs bus service, but it failed in the past for lack of use and cost. I am 81 years old, so my car is the only alternative.
More commuter buses into the neighborhoods. Send commuters with multiple passengers going through Glenwood from New Castle, Rifle, etc. traveling to Aspen to drive thru Midland Ave - Single passenger vehicles to Aspen through Grand but Grand needs slower traffic and multiple slowing
JAMBOARD:
Sliplane for busses
Alternate Route
Grand Avenue Improvements
Roundabouts to reduce speed

downvally commuters impact traffic
There is a bottleneck at 114
Improved Bus Service Along I-70
More reliable Bus service
Open cottonwood pass
Midland to increase routes.
Build South Bridge to use as a by pass. Demand for by pass traffic is created
seasonal bus passes
bike path down valley (assuming this is LoVa)
working towards actually affordable housing
bike infrastructure
conflicts with bike trail useres (bike vs ped)
Partner with larget institutions (VVH)
van pools
Incentives for downvally traffic to be on buses
Better connections to bustang
take the bus to aspen
inrease frequency of Ride Glenwood
Speed limits should be highter
add bus parking
there is no parking at themain bus terminal
Ride or bike to work when it makes sense
run errands before peak times
better lighting for peds and bicycle safety
greater discounts on bus passes for locals
need to knpow more info about ride glenwood
bus schedules may not work with what you need
county wide support with regional solutions
paid parking
speed signs are appreciated- we should ticket speeders with cameras
add bus stop at cattle creek
thru traffic conflicts with local need
add more speed signs around town
More parking at bus stations
protected bike lanes
30 minute RFTA headways
restrict parking on neighborhoods
no free parking (disincentivise to encourage bus ridership)
one ways with protected lanes
free bus passes for workforce
South Bridge
via app - connect people from home to transit
Improve grand avenue crossings
subsidized bus passes
South Bridge
Improve park and ride facilities
rideshare

PAPERS:
Provide business incentives to take public transit or carpool
Bike share
Grand Avenue overpasses
Bus pullouts
Bus frequency
Connection to transit
Cheaper buses
more frequent buses
Cheaper or free buses
More bus stops
Bike racks
bike path down valley (assuming this is LoVa)
No free parking
Improve Hwy 6 bike trails
Better trail maintenance
More trails around town
Better connections around town
Developers need to help pay for all improvements (especially when out of state)
Park and ride facility improvements
more frequent service
;ast mile services
sidewalk improvements in glewnood
downtown core (7th to 14th bike racks
more trees on rio grande
bike trail hwy 6 devereux to donegan
missing connections
lighting
issue with bike share is lack of bike racks
biking and walking on grand is unpleasant
BRT all the way to WG
Bus consistency
alternatives to prevent people from getting stuck
downtown citculator or trolley
Clean, well lit bus stops with ETAs
W GW mall major RGS and HG bus lacking bike rack or parking
overpass at sayer park
More bike racks on buses
quality of bus stops- shelter for wind, lighting, clean, ETA on busses
Paid PArking
bypass
bypass
Zoning revisions
provide services in neighborhoods
less free parking
Speed enforcement on Grand and all streets in GW
Retirement

Make buses cool again
bypass
grocer in w glenwood
Santa should bring me an ebike with a basket
more fun local trolley buses that are smaller and more nimble
Support for patents/kids - how to pick up sick kid at school without a car?
better bike infrastructure
ped bridge from devereux ober RR to GW rec center (or underpass)
Get ride GW off grand, circulate Blake and Midland
Engineers - read human transit
Allow peds thair own signal timing on grand sot hey don't compete with cars all the way to tacobell
Paid Parking
GW not bike friendsly with E/W connections
Biking is seasonal
Transit station in W glenwood - coffee and other draws
correct siewalks and ada ramps, 6th is awful for walking
grocer in w glenwood
better connections to bus
no bus service in south gw
more convenient buses
bike share for multi-family housing (developer incentive)
better bike racks (more secure)
Jet Packs
Electric Bike rebates
Sidewalks

Improve Trail Maintenance	
Improve SH 82 Crossings	Signal Timing
Changes to Code	Golf Cart Use
Additional Bus Service	Middle Midland
Pedestrian and Bike Facility Improvements	High School path and stair improve
Pedestrian and Bike Facility Improvements	Sidewalk improvements on 8th
Lighting Improvements	8th Crosswalks
Nothing	
Bike or Scooter Share	
Pedestrian and Bike Facility Improvements	
Improve SH 82 Crossings	
Pedestrian and Bike Facility Improvements	Hwy 6
Improve SH 82 Crossings	
Improved Bicycle Parking	
Nothing	
First/Last Mile Improvements	
First/Last Mile Improvements	On Demand Transit
Nothing	
Additional Bus Service	
Pedestrian and Bike Facility Improvements	
Pedestrian and Bike Facility Improvements	Blake Avenue
Pedestrian and Bike Facility Improvements	
Affordable bus passes	
Additional Bus Service	South Midland
N/A	
Affordable bus passes	
Affordable bus passes	Reduced bus passes for teachers

Additional Bus Service	South Midland
N/A	
Additional Bus Service	South Midland
Additional Bus Service	Frequency
N/A	
Additional Bus Service	South Midland
Improved Bicycle Parking	
Toll Roads or time of day pricing	
First/Last Mile improvements	
Up-Valley Housing	
Pedestrian and Bike Facility Improvements	
Nothing	
First/Last Mile improvements	
Improve Trail Maintenance	
Pedestrian and Bike Facility Improvements	
Incentives	Ebike rebates
Bike or Scooter Share	
Additional Bus Service	Earlier service
First/Last Mile Improvements	More stops
N/A	
Nothing	
Bike Racks on Buses	
Pedestrian and Bike Facility Improvements	
Additional Bus Service	Frequency
Incentives	Financial for not Driving
N/A	
Bus Improvements	More Storage on Bus

Bus Improvements	Safety
Additional Bus Service	on Blake and Midland
More frequent buses	
Additional Bus Service	
Changes to Code	Golf Carts?
Pedestrian and Bike Facility Improvements	
Train	
Affordable bus passes	
Additional Bus Service	Cattle Creek Stop
Changes to Code	Better Planning
Nothing	
Incentives	
Nothing	
N/A	
Pedestrian and Bike Facility Improvements	LoVa Trail
Additional Bus Service	Direct bus from New Castle to Carb
Additional Bus Service	Stops South of Glenwood Springs
N/A	
Stop Development	
Additional Bus Service	from New Castle
Additional Bus Service	Direct bus from Glenwood to Asper
Incentives	Financial
Lighting Improvements	Trails and SH 82 crossings
Improve SH 82 Crossings	
N/A	
Additional Bus Service	South Midland
Additional Bus Service	South Midland
Infrastructure	SH 82 Bus Lanes
Bypass/Alternate Route	
Infrastructure	SH 82
Infrastructure	Roundabouts

N/A	
Infrastructure	Improvements to Exit 114
Additional Bus Service	I-70 Stops
Bus Reliability	
Bypass/Alternate Route	
Bypass/Alternate Route	
South Bridge	
Affordable bus passes	
Pedestrian and Bike Facility Improvements	LoVa Trail
Changes to Code	Affordable Housing
Pedestrian and Bike Facility Improvements	
Pedestrian and Bike Facility Improvements	
Rideshare/Vanpool	
Incentives	
First/Last Mile improvements	
N/A	
Additional Bus Service	Frequency
Increase Speeds	
Park and Ride Improvements	
Park and Ride Improvements	
N/A	
N/A	
Signal Timing Adjustments	
Affordable bus passes	
Education	Better Ride Glenwood Information
Additional Bus Service	
N/A	
Paid Parking	
Additional Enforcement	
Additional Bus Service	Cattle Creek Stop
N/A	
Additional Speed Signs	
Park and Ride Improvements	
Pedestrian and Bike Facility Improvements	Protected Bike Lanes
More frequent buses	
Parking Restrictions	
Paid Parking	
Pedestrian and Bike Facility Improvements	One way/Protected Lanes
Affordable bus passes	
South Bridge	
Education	App for transit options
Improve SH 82 Crossings	SH 82 Crossings
Affordable bus passes	
South Bridge	
Park and Ride Improvements	
Rideshare/Vanpool	

Incentives	Business Incentives
Bike or Scooter Share	
Improve SH 82 Crossings	Overpasses
Bus Infrastructure	Pull outs
Additional Bus Service	Frequency
Pedestrian and Bike Facility Improvements	
Affordable bus passes	
Additional Bus Service	Frequency
Affordable bus passes	
Additional Bus Service	More stops
Improved Bicycle parking	
Pedestrian and Bike Facility Improvements	
Paid Parking	
Pedestrian and Bike Facility Improvements	Hwy 6
Improve Trail Maintenance	
Pedestrian and Bike Facility Improvements	Additional Trails
Pedestrian and Bike Facility Improvements	
Public Improvement Fees	
Park and Ride Improvements	
Additional Bus Service	Frequency
First/Last Mile improvements	
Pedestrian and Bike Facility Improvements	
Improved Bicycle parking	
Pedestrian and Bike Facility Improvements	More trees
Pedestrian and Bike Facility Improvements	Hwy 6
First/Last Mile improvements	
Lighting Improvements	
N/A	
Pedestrian and Bike Facility Improvements	SH 82
Additional Bus Service	Direct Buses
Bus Reliability	
Alternate routes	
Additional Bus Service	
Improved Bus Shelter	Maintenance
Improved Bicycle parking	West Glenwood Mall
Improve SH 82 Crossings	Overpass at Sayer
Bike racks on Buses	
Improved Bus Shelter	
Paid Parking	
Bypass/Alternate Route	
Bypass/Alternate Route	
Changes to Code	Zoning Revisions
First/Last Mile improvements	
Paid Parking	
Additional Enforcement	
N/A	

Education	
Bypass/Alternate Route	
West Glenwood Grocer	
Incentives	E-Bike
Guaranteed Ride Home	
Pedestrian and Bike Facility Improvements	
Infrastructure	Devereux Ped Bridge
Additional Bus Service	Blake and Midland
N/A	
Improve SH 82 Crossings	Squaredance signal
Paid Parking	
Improve SH 82 Crossings	
N/A	
Park and Ride Improvements	
Pedestrian and Bike Facility Improvements	Hwy 6
West Glenwood Grocer	
First/Last Mile improvements	
Additional Bus Service	South Midland
Additional Bus Service	
Changes to Code	Development Bike Share
Improved Bicycle parking	More secure
N/A	
Incentives	Ebike rebates
Pedestrian and Bike Facility Improvements	

ments

ondale

1

	Responses:
Additional Bus Service	31
Additional Enforcement	2
Additional Speed Signs	1
Affordable bus passes	10
Alternate routes	1
Bike or Scooter Share	3
Bike Racks on Buses	2
Bus Improvements	2
Bus Reliability	2
Bypass/Alternate Route	6
Changes to Code	6
Education	3
First/Last Mile Improvements	10
Guaranteed Ride Home	1
Improved Bicycle Parking	6
Improved Bus Shelters	0
Improve Trail Maintenance	3
Improve SH 82 Crossings	9
Incentives	8
Increase Speeds	1
Infrastructure	5
Lighting Improvements	3
Nothing	7
Paid Parking	6
Park and Ride Improvements	6
Parking Restrictions	1
Pedestrian and Bike Facility Improvements	29
Public Improvement Fees	1
Rideshare/Vanpool	2
Signal Timing Adjustments	1
South Bridge	3
Stop Development	1
Toll Roads or time of day pricing	1
Train	1
Up-Valley Housing	1
West Glenwood Grocer	2

Top Priorities:		
Additional Bus Service	31	Additio
Pedestrian and Bike Facility Improvements	29	7
Affordable bus passes	10	1
First/Last Mile Improvements	10	1
Incentives	8	6
Improve SH 82 Crossings	9	1
		1
		2
		1
		1
		1
		1
		Pedestı
		1
		1
		4
		1
		2
		1
		1
		2
		First/La
		Incenti
		Improv

ɔnal Bus Service Includes:

South Midland	# 1 most common
Middle Midland	
on Blake and Midland	
Frequency	# 2 most common
Earlier service	
Stops South of Glenwood Springs	
Cattle Creek Stop	
I-70 Stops	
Direct Buses	
Direct bus from Glenwood to Aspen	
Direct bus from New Castle to Carbondale	

ːrian and Bike Facility Improvements Include:

High School path and stair improvements	
Sidewalk improvements on 8th	
Hwy 6	# 1 most common
Blake Avenue	
LoVa Trail	
Protected Bike Lanes	
Additional Trails	
SH 82	

ast Mile Improvements Include:

On Demand Transit	
More stops	

ives Include:

Ebike rebates	
Financial for not Driving	
Financial	
Business Incentives	

ve SH 82 Crossings Include:

Overpasses	
Overpass at Sayer	
Squaredance signal	
Signal Timing	

		Categories:
		Short Term Implimentation
Medium Term Implimentation		
Short to Medium Term Implimentation		
Short to Medium Term Implimentation		
		Medium Term Implimentation
Short to Medium Term Implimentation		
Short to Medium Term Implimentation		
Short to Medium Term Implimentation		
Short to Medium Term Implimentation		Long Term Implimentation
Medium Term Implimentation		
Medium Term Implimentation		
Medium Term Implimentation		
Medium Term Implimentation		
Short Term Implimentation	Temp path this year	
Short to Medium Term Implimentation	Hwy 6 plans being completed- we have grant	
Medium Term Implimentation		
Medium to Long Term Implimentation		
Long Term Implimentation		
Long Term Implimentation		
Long Term Implimentation		
Short to Medium Term Implimentation		
Short to Medium Term Implimentation		
Medium Term Implimentation	This is a talking point for Council	
Medium Term Implimentation		
Medium Term Implimentation		
Medium Term Implimentation	Could be included in developer incentived	
Long Term Implimentation		
Long Term Implimentation		
Medium to Long Term Implimentation		
Medium Term Implimentation		

Pilot Programs or implimentation can be completed within the next 1-2 years

Plans can be completed with potential implimentation within the next 2-5 years

Plans will take longer and require major construction funding. These could be completed within the next 5-10 years.

City Council
STAFF REPORT
City of Glenwood Springs
February 16, 2023

Agenda Item: February 2, 2023 Council Minutes

Action Requested: February 2, 2023 City Council Minutes

Department: City Clerk

Presented By:

Strategic Goals:

Background Info:

Issues:

Fiscal Impact:

Legal Review:

Staff Recommendation:

MINUTES

CITY OF GLENWOOD SPRINGS

REGULAR CITY COUNCIL MEETING

FEBRUARY 2, 2023

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 5. :05 Roll Call

Present: Mayor Godes, Mayor Pro-Tem Willman, Councilor Stepp, Councilor Wussow, Councilor Dehm, Councilor Kaup, and Councilor Hershey. Also present were; Steve Boyd, Acting City Manager; Yvette Gustad, Finance Director; Ryan Muse, City Clerk; Matt Langhorst, Director of Public Works; Terri Partch, City Engineer; and Karl Hanlon, City Attorney.

Item 6. :05 Agenda changes and conflicts

None.

Item 7. :05 Council Announcements

No comments were made.

Item 8. :05 Citizens Appearing Before Council (for items not on the agenda-comments limited to 3 minutes)

Citizen comments were made.

Comments were made by Mayor Godes, Councilor Hershey, Councilor Dehm, Councilor Wussow, Acting City Manager Steve Boyd, Councilor Dehm, City Attorney Karl Hanlon, Councilor Stepp, and Mayor Pro-Tem Willman.

:10 Mayor Godes moved, seconded by Councilor Hershey, to approve the closure of the 8th and Cooper public parking garage to the general public from February 23rd through March 6th, and grant use to the Hotel Colorado for $5000 a day. This would include 24-hour security.

Comments made by Councilor Wussow.

Motion passed unanimously.

Citizen comments were made.

Comments were made by Mayor Pro-Tem Willman and City Attorney Karl Hanlon.

Item 9. :19 Consent Agenda

:19 Councilor Dehm moved, seconded by Councilor Wussow, to approve the Consent Agenda.

Motion passed unanimously.

Item 10. :19 Ordinance 2023-03; Downtown Design Standard Overlay

Danielle Campbell, Economic Development Specialist presented.

Comments made by Mayor Pro-Tem Willman, Economic Development Specialist Danielle Campbell, Councilor Stepp, Councilor Kaup, Planner Emery Ellingson, Councilor Dehm, City Attorney Karl Hanlon, Councilor Wussow, and Mayor Godes.

:45 Mayor Godes opened the item for public comment.

:45 Mayor Godes closed the item for public comment.

Comments were made by Mayor Pro-Tem Willman, Economic Development Specialist Danielle Campbell, Councilor Kaup, Councilor Wussow, Councilor Stepp, Councilor Dehm, Mayor Godes, City Attorney Karl Hanlon, and Councilor Hershey.

Item 11. 1:16 Ordinance 2023-01; Code Amendment to Municipal Code Section 070.045 Community Housing Standards and Guidelines including but not limited to Inclusionary Zoning standards. Second Reading

Watkins Fulk-Gray, Senior Planner presented.

1:22 Mayor Godes opened the item for public comment.

Public comment was made.

1:35 Mayor Godes opened the item for public comment.

Comments were made by Councilor Stepp, Senior Panner Watkins Fulk-Gray, Mayor Pro-Tem Willman, Mayor Godes, Councilor Dehm, Councilor Kaup, and City Attorney Karl Hanlon.

1:42 Councilor Kaup moved, seconded by Councilor Dehm, to approve the P&Z recommendation for Ordinance 2023-01; Code Amendment to Municipal Code Section 070.045 Community Housing Standards and Guidelines including but not limited to Inclusionary Zoning Standards.

Comments made by Councilor Wussow, Councilor Hershey, Councilor Dehm, Councilor Stepp, Mayor Godes, and Councilor Kaup.

Ayes: Wussow, Dehm, Kaup, Hershey

Nays: Willman, Godes, Stepp

Motion Passes 4-3

1:57 Councilor Hershey moved, seconded by Councilor Dehm, to continue the South Bridge Update to the February 16th meeting.

Motion passed unanimously.

Comments made by Mayor Godes.

1:58 Mayor Godes left the meeting.

Break 1:58

Item 12. 2:06 Ordinance 2023-04; Amending Section 120.020.100 of the Municipal Code

Karl Hanlon, City Attorney presented.

Comments were made by Councilor Stepp, City Attorney Karl Hanlon, Councilor Kaup, and Councilor Dehm.

2:10 Mayor Pro-Tem Willman opened the item for public comment.

Public comment was made.

2:15 Mayor Pro-Tem Willman closed the item for public comment.

Comments were made by Councilor Stepp, City Attorney Karl Hanlon, Chief of Police Joseph Deras, Mayor Pro-Tem Willman, and Councilor Kaup.

2:17 Councilor Kaup moved, seconded by Councilor Hershey, to adopt Ordinance 2023-04; with the correction to the map as noted.

Comments were made by Councilor Hershey, Councilor Wussow, Councilor Stepp, Mayor Pro-Tem Willman, and Chief of Police Joseph Deras.

Motion passed unanimously.

Item 13. 2:24 North Landing Update

Danielle Campbell, Economic Development Specialist presented.

Comments were made by Councilor Hershey, Mayor Pro-Tem Willman, and Economic Development Specialist Danielle Campbell.

2:31 Mayor Pro-Tem Willman opened the item for public comment.

Public comment was made.

Comments were made by Mayor Pro-Tem Willman.

2:33 Mayor Pro-Tem Willman closed the item for public comment.

Item 14. 2:33 Transportation Planning Updates

Terry Partch, City Engineer presented.

Comments were made by Councilor Kaup, City Engineer Terri Partch, and Mayor Pro-Tem Willman.

2:56 Mayor Pro-Tem Willman opened the item for public comment.

No public comment was made.

2:56 Mayor Pro-Tem Willman closed the item for public comment.

Item 15. 2:56 South Bridge Right of Way Update

Item 15 was previously moved to the February 16th meeting.

Item 16. 2:56 Council Comments

Comments were made by Councilor Hershey.

Comments were made by Councilor Stepp and City Attorney Karl Hanlon.

Comments were made by Councilor Kaup and City Attorney Karl Hanlon.

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

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

Item 17. 3:21 Report from City Administration

Comments were made by Acting City Manager Steve Boyd.

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

Item 18. 3:26 Adjournment

3:26 Councilor Kaup moved, seconded by Councilor Dehm, to adjourn.

Motion passed unanimously.

Karp Neu Hanlon PC
ATTORNEYS AT LAW
www.mountainlawfirm.com

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

Aspen
0133 Prospector Rd.
Suite 4102J
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: January 25, 2023

TO: Glenwood Springs Mayor and Council

FROM: Karp Neu Hanlon, P.C.

RE: Ordinance No. 4, Series 2023 – No Camping Zone

Ordinance No. 4, Series 2023 will amend the City's downtown camping prohibition to include Highway 82/N. River Dr. as it passes under the I-70 overpass at Exit 116. This location is particularly unsafe for camping due to the high volume of traffic coming on and off of I-70 at Exit 116. This location is also a pedestrian and bicyclist connection to the City's trail system connecting from the Hot Springs Pools to Two Rivers Park. When camping blocks the sidewalk in this location, trail users are forced to transit on the vehicular way to access the trail system. This ordinance does not change the status of camping in any locations in the City other than the I-70 underpass.

ORDINANCE NO. 04

Series of 2023

AN ORDINANCE OF THE CITY OF GLENWOOD SPRINGS, COLORADO, AMENDING SECTION 120.020.100 OF THE GLENWOOD SPRINGS MUNICIPAL CODE.

WHEREAS, the City of Glenwood Springs ("Glenwood Springs" or the "City") is a home-rule municipality organized under Article XX of the Colorado Constitution and with the authority of the Glenwood Springs Home Rule Charter; and

WHEREAS, Section 120.020.100 of the Municipal Code addresses the regulation of camping within the City; and

WHEREAS, in order to maintain safe pedestrian and vehicular circulation, the City Council wishes to prohibit camping in a location that creates conflicts and safety hazards with vehicular and pedestrian traffic, on State Highway 82 (North River Drive) as it passes under the U.S. Interstate 70 overpass at Exit 116; and

WHEREAS, City Council finds and declares that the amendment to Section 120.020.100 of the Municipal Code the Development Code regarding the areas in which camping is prohibited, as set forth herein are proper and necessary to advance the public health, safety and welfare of the City's residents.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF GLENWOOD SPRINGS, COLORADO, ORDAINS:

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

Section 2. **Adoption of Map**. Section 120.020.100 is hereby amended by the adoption of a Map entitled "Downtown Area Camping Prohibition", depicted on **Exhibit A** to this Ordinance, as provided for in the definition of *Downtown Area*.

INTRODUCED, READ ON FIRST READING, PASSED AND ORDERED PUBLISHED BY TITLE ONLY THIS 2nd DAY OF FEBRUARY 2023.

CITY OF GLENWOOD SPRINGS, COLORADO

_____

Jonathan Godes, Mayor

ATTEST:

_____
Ryan Muse, City Clerk

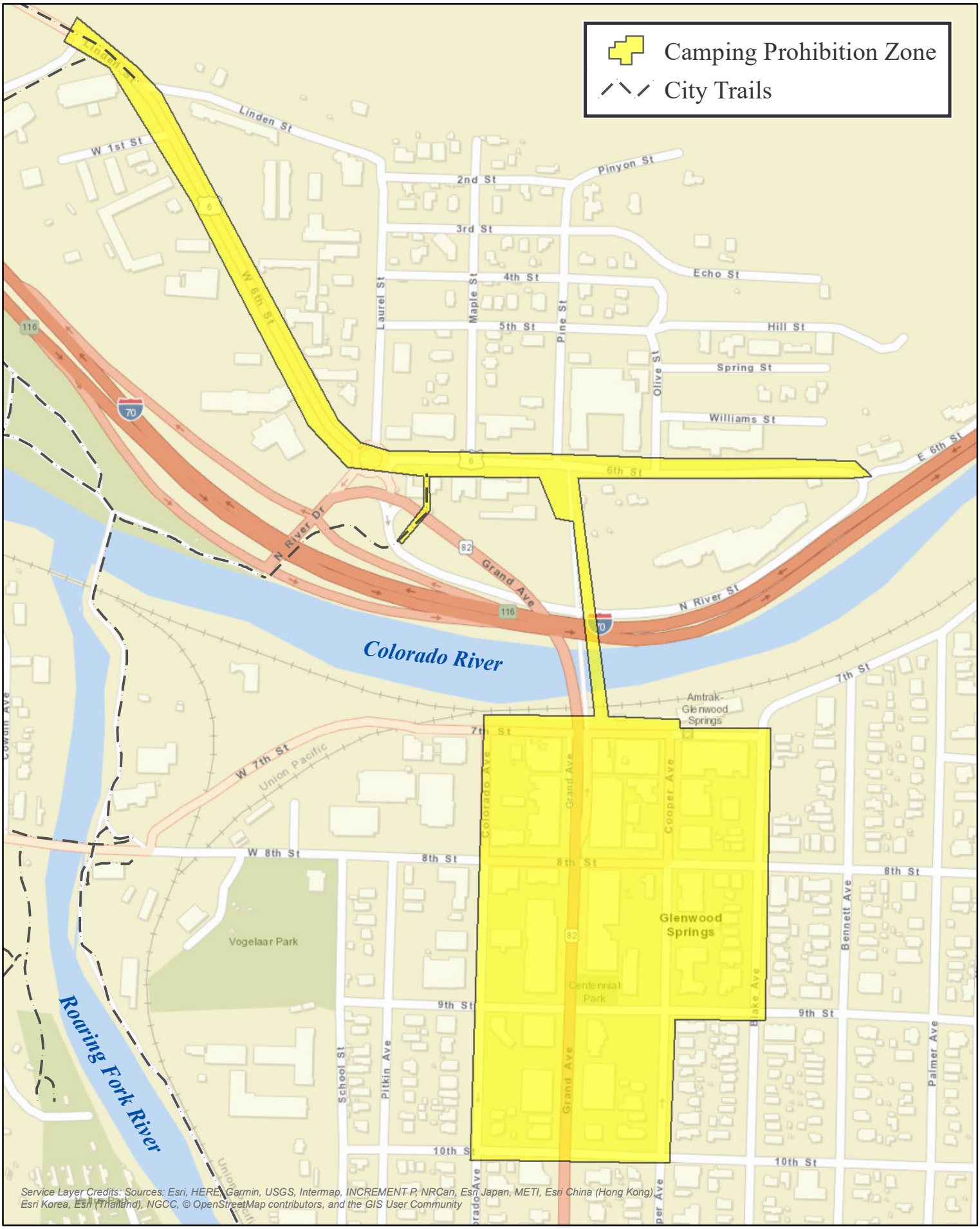
INTRODUCED, READ ON SECOND READING, AND ORDERED PUBLISHED BY TITLE ONLY TO BE EFFECTIVE TEN DAYS FOLLOWING THE DATE OF SECOND PUBLICATION THIS ____ DAY OF _____ 2023.

CITY OF GLENWOOD SPRINGS, COLORADO

_____
Jonathan Godes, Mayor

ATTEST:

_____
Ryan Muse, City Clerk



Downtown Area Camping Prohibition

Feet
0 200 400

This map was produced by the IT Department.
Use of this map should be for general purposes only.
City of Glenwood Springs does not warrant the accuracy of the data contained herein.
Phone – 970-384-6439 Author: JKoenig Date: 01/25/23
N:\GIS\GIS_Projects\Police\CampingProhibitionZone_012523.pdf

City Council
STAFF REPORT
City of Glenwood Springs
February 16, 2023

Agenda Item: Transportation Commission Appointment

Action Requested: Transportation Commission Appointment

Department: City Administration

Presented By: Sara Weigel

Strategic Goals: Preserve and Improve Infrastructure
Provide Efficient and Responsive City Government

Background Info:

Councilor Wussow and Councilor Kaup Recommendation
Reppoint Steve Smith to a regular seat on the Transportation Commission with a term beginning March 2023 and expiring March 2026.

Upcoming Vacancy
One regular seat with a term expiring March 2026. This seat will need to be filled this month.

Applicant

- Steve Smith, a city resident, has served on the Transportation Commission since March 2020. Steve was deemed eligible for reappointment to a regular seat with a term expiring March 2026.

Composition of the Transportation 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.

Issues: None

Fiscal Impact: None

Legal Review: None

Staff Recommendation: Staff defers to City Council.

View results

Respondent

10 Anonymous

120:03
Time to complete

Transportation Commission Application

Thank you for your interest in serving your community. Please answer all questions on this application.

Composition of the Transportation Commission
(Per the Glenwood Springs, CO Municipal Code 020.020.040)

- 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.

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 *

Steven Smith

3. Home Address *

[redacted]

4. Mailing Address *

[redacted]

5. Home Phone *

[redacted]

6. Work Phone *

[redacted]

7. Mobile Phone *

[redacted]

8. Email Address *

[redacted]

9. Occupation *

environmental research

Personal and Professional Interests

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

Transportation, with its associated impacts and opportunities, is a dominant feature of life in Glenwood Springs. The city sits astride two primary regional travel and commuting routes, and is home to a unique diversity destinations for local travel. The current predominance of motor-powered travel is diminishing the value of living here and is contributing to harmful the entire planet, as fossil fuel burning shifts the global climate.

I have devoted many years to the promotion of less impacting modes of transportation, primarily bicycling and walking, hoping to temper transportation's effects, locally and globally. I have learned two relevant things in the course of that work: 1) the geography and culture of Glenwood Springs lend themselves to completing many local trips without a car; and 2) the most effective transportation decisions--about policy, infrastructure, and funding--are made locally, especially through local government.

I would like to continue serving on the Transportation Commission to help bring together those two dynamics--local features and the power of municipal government.

In particular, now that city council has embraced staff and commission work on transportation demand management--seeking to reduce traffic volumes, rather than building to accommodate it--it will be an exciting time to serve.

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

I believe that the Transportation Commission has basically three important contexts in which to advise city council and city staff: 1) respond to requests for review and recommendations regarding specific policies and funding decisions; 2) research and present new ideas, technologies, and policies for the council and staff to consider; and 3) bring to the transportation discussions practical, everyday experience.

12. Please list any of Glenwood Springs past transit/transportation studies and your familiarities with them. *

- Member of the original citizens advisory committee evaluating the proposal for a south bridge
- Helped present to city council the original background information and options for possible implementation of a bike share network in Glenwood Springs
- Participant in corridor optimization study
- Member of city council-appointed temporary committee on transportation infrastructure, preparing recommendations on design standards for parking, crosswalks, roundabouts, and transit stops
- Managed valleywide, seven-jurisdictions election campaign, securing voter approval to fund and reorganize Roaring Fork Transit Agency into Roaring Fork Transportation Authority
- Member of original city River Commission, helping design the RiverTrail system and promoting the successful election campaign to fund that system
- Current member of the city Transportation Commission, including work on recent transportation infrastructure projects and land-use/development proposals

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

I believe that my experience and insights from studying and promoting bicycling for practical local trips--and from daily bicycle travel for my own version of those trips--bring a helpful perspective to discussions and decisions regarding transportation. That same experience helps me understand the broader picture of local transportation, including the full array of travel modes.

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? *

I believe that I long have approached public policy in a thoughtful, equitable, ethical manner. I have learned that advocating for a particular approach or view necessarily must engage and respect the views and ideas that others bring to the discussion. Transportation is inherently a world of trade-offs and integrated approaches.

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

I testified before Congress in support of legislation to protect certain public lands in Colorado, legislation that many of my environmental-advocate colleagues opposed. In my view, the legislation was well crafted, and the protections it included were critical and timely. Others opposed the legislation based on political turf squabbles. I thought the former outweighed the latter, but it lost me some standing and even tarnished some friendships.

16. Transportation Commission members generally meet the first Tuesday of each month at 7:30 AM. Special meetings may occur during the month, such as an evening work session with City Council. In addition to meetings, there are monthly packet materials to review in preparation for the meetings. Do you have any existing time commitments that will hamper your ability to serve? *

No.

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

(As noted above), I have served on the city's original River Commission, on the current Transportation Commission, south bridge citizens advisory committee, several other topical working groups. In addition, I have served on the boards of directors for Wilderness Workshop, Aspen Valley Land Trust, and Bicycle Colorado, and the governor's statewide Colorado Bicycle Advisory Commission.

18. Please enter today's date *

1/30/2023

19. Have you previously served on the Transportation Commission? *

No

X Yes

Reappointment Applicants

20. Why do you think you should be reappointed? *

I have diligently participated in the work of the commission, in what I believe to be a respectful and professional manner. I feel that the commission has matured and gained sharpened focus over the past three years, and now it is ready to engage more thoughtfully and effectively on practical transportation issues. I feel that I have contributed to the commission's evolution, and I would like to help with that new engagement.

21. Have you served two full successive terms on the Transportation Commission? *

No.

Powers and Duties of the Transportation Commission

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

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:

(2) March:
Transportation 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 our 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

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.

(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:

(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
February 16, 2023

Agenda Item: Financial Advisory Board Appointment

Action Requested: Financial Advisory Board Appointment

Department: City Administration

Presented By: Sara Weigel

Strategic Goals: Provide Efficient and Responsive City Government

Background Info:

Mayor Pro Tem Willman and Councilor Stepp Recommendation
Appoint Ksana Oglesby to a regular seat on the Financial Advisory Board with a term expiring February 2026.

Vacancies
Current Vacancies: Three regular seats with terms expiring February 2026.
Upcoming Vacancy: One regular seat with a term from March 2023 through February 2025

Applicant
Ksana Oglesby, a city resident, previously served on the Financial Advisory Board until 2022. Ksana was deemed eligible for reappointment.

Composition of the Financial Advisory Board
Seven (7) members of which at least six (6) are City residents. One member shall be employed in the finance industry; one member shall be employed by the tourism industry; and one member may be a non-resident, but shall own or be employed by a business within the City.

Issues: None.

Fiscal Impact: None.

Legal Review: None.

Staff Recommendation: Staff defers to City Council.

View results

Respondent

8 Anonymous

346:48
Time to complete

Financial Advisory Board Application

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

Composition of the Financial Advisory Board
(Per the Glenwood Springs, CO Municipal Code 020.020.040)

- Seven (7) members of which at least six (6) are City residents. One member shall be employed in the finance industry; one member shall be employed by the tour ism industry; and one member may be a non-resident, but shall own or be employed by a business within the City.

Personal Information

1. Membership Qualifications *

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

- [x] Resident of Glenwood Springs within city limits.
- [ ] Resident outside of Glenwood Springs city limits, but within the 81601 zip code.
- [ ] Non-resident who owns or is employed by a business within Glenwood Springs city limits.

2. Name *

Ksana Oglesby

3. Home Address *

[redacted]

4. Mailing Address *

[redacted]

5. Home Phone *

[redacted]

6. Work Phone *

[redacted]

7. Mobile Phone *

[redacted]

8. Email Address *

[redacted]

9. Occupation *

Nonprofit CFO

Personal and Professional Interests

10. Why are you interested in serving on the Financial Advisory Board? *

I believe it is important to be engaged in government at the local level. I am looking to use my knowledge and experience in finance and accounting to help the City.

11. What do you view as your role if selected as a member to the Financial Advisory Board? *

I view my role as a member of the Financial Advisory Board as helping City Council and staff to better understand and evaluate financial issues facing the City. This is done by using the members' financial expertise to review, discuss, and provide recommendations to Council on financial issues, including the budget and grant awards.

12. What do you perceive as the major purpose of the Financial Advisory Board? *

From my perspective, the major purpose of the Financial Advisory Board is to provide financial expertise, beyond that which the staff or Council may possess. It provides an additional layer of review and analysis from those with financial knowledge and expertise across different industries.

13. What area of expertise do you feel you can best provide to the Financial Advisory Board? *

I am the CFO for a nonprofit and have twenty years of financial and accounting experience.

14. What time commitment are you able to contribute as a board member? *

I have served on the board before, including on various subcommittees and can commit to attending the monthly meetings as well spending the time necessary to review grants, the budget, and other proposals as needed.

15. If you have a specific purpose for applying for this board, please explain. *

I believe that, as a citizen of Glenwood Springs, it is important to be involved. I have lived in Glenwood over twenty five years and have a vested interest in the town remaining a vibrant one. I have no particular agenda beyond that.

16. Please select today's date. *

2/5/2023

17. Have you served on the Financial Advisory Board before? *

- ( ) No
- (•) Yes

Reappointment Applicants

18. Why do you think you should be reappointed? *

I believe that I provided valuable financial expertise to the City during my years on the Financial Advisory Board. I think that having someone from the human services sector provided a good balance of viewpoints and experience.

19. Have you served two full successive terms on the Financial Advisory Board? *

I have been off the Board for a year, having previously been term limited. Prior to that, I served for two terms.

Powers and Duties of the Financial Advisory Board

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

(d) Powers and Duties of Financial Advisory Board. The Financial 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 Financial Advisory Board shall be binding upon the City or anyone acting on its behalf.

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:
February:
Finance Advisory Board;

(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 our 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

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.

(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:

(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
February 16, 2023

Agenda Item: Parks and Recreation Commission Appointment

Action Requested: Parks and Recreation Commission Appointment

Department: City Administration

Presented By: Sara Weigel

Strategic Goals: Protect and Preserve our Quality of Life

Background Info:

Councilor Wussow Recommendation
Appoint Ashley Moffat to a regular seat with a term from March 2023 through March 2026.

Upcoming Vacancy
One regular seat with a term expiring March 2026. This seat will need to be filled this month.

Applicant

- Ashley Moffat, a city resident, has applied for the regular seat that will be vacated on March 1, 2023 by James Fosnaught who has reached his term limit. Ashley currently holds the alternate seat on the Parks and Recreation Commission, which will become available upon her appointment to the regular seat. Ashley is eligible for appointment.

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 the age of eighteen at appointment) who shall serve a one-year term from June 1 to May 31 of the following year.

Issues: None.

Fiscal Impact: None.

Legal Review: None.

Staff Recommendation: Staff defers to City Council.

View results

Respondent

13 Anonymous

40:40
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.

- [x] 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 *

Ashley Moffatt

3. Home Address *

[redacted]

4. Mailing Address *

[redacted]

5. Home Phone *

[redacted]

6. Work Phone *

[redacted]

7. Mobile Phone *

[redacted]

8. Email Address *

[redacted]

9. Occupation *

Water Resource Engineer

Personal and Professional Interests

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

I'm currently serving as an alternate on the Parks and Recreation Commission, and would like to be a full-time voting Commissioner. I'd also like to continue working on the South Canyon Master Plan.

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

The role of a commissioner is to help guide City Council in making decisions related to the goals and priorities of that particular commission. That guidance includes personal expertise, as well as being a representative of the greater community. It also means collaborating with City Staff and Commissioners from other commissions to efficient and effectively advance goals.

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

As a former River Commissioner and current member of the North Glenwood Caucus, I've participated in numerous public planning and outreach meetings. My mantra is that you can't complain unless you're trying to be part of the solution. And, that means participating in programming, planning, and community meetings.

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

My main areas of interests, as it relates to Parks & Rec are (1) working on planning efforts to maximize the benefit and enjoyment of current and future parkland, while not being overly burdensome to staff, (2) working with other commissions on crossover projects, and (3) assisting City Staff in advancing the goals of the commission.

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.

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

As it relates to being on a Commission, when I was on the River Commission, we recommended changes to the land use code regarding the removal of riparian vegetation and use of chemicals within a certain distance of the stream/river. We then advocated for those changes in front of the Planning and Zoning Commission and City Council. A number of land owners on the Roaring Fork River did not agree with the proposed changes, and were unhappy with our recommendation.

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.) *

No.

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

I previously served on the City's River Commission for 6 years, and was the Chairman for 2 of those years. I have been an alternate member on the Parks & Rec Commission this last year. And, I'm also a member of the North Glenwood Caucus. In addition, professionally, I have worked for a number of boards, commissions, municipalities, and districts.

18. Please select today's date. *

1/31/2023

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

- [ ] No
- [x] Yes

Reappointment Applicants

20. Why do you think you should be reappointed? *

I worked with City Staff on the review of responses related to the South Canyon Master Plan, and I'd like to continue to be involved in that project.

21. Have you served two full successive terms on the Parks and Recreation Commission? *

No.

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 our 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

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.

(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:

(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
February 16, 2023

Agenda Item: Airport Board Appointment

Action Requested: Airport Board Appointment

Department: City Administration

Presented By: Sara Weigel

Strategic Goals: Provide Efficient and Responsive City Government

Background Info:

Councilor Stepp Recommendation
Appoint Joe Mueller to a regular seat with a term from March 2023 through March 2026.

Upcoming Vacancy
One regular seat with a term expiring March 2026. This seat will need to be filled this month.

Applicant

- Joe Mueller, a resident within the 81601 zip code, has applied for the regular seat that will be vacated on March 1, 2023 by David Merritt who has reached his term limit. Joe currently holds the alternate seat on the Airport Board, which will become available upon his appointment to the regular seat. Joe is eligible for appointment.

Composition of the Airport Board
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.

Issues: None.

Fiscal Impact: None.

Legal Review: None.

Staff Recommendation: Staff defers to City Council.

Respondent

6 | Anonymous

18:38
Time to complete

Airport Board Application

Thank you for your interest in serving your community. Please answer all questions on this application.

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

- 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.

Personal Information

1. Membership Qualifications *

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

- [ ] Resident of Glenwood Springs within city limits.
- [x] 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 *

Joe Mueller

3. Home Address *

[redacted]

4. Mailing Address *

[redacted]

5. Home Phone *

[redacted]

6. Work Phone *

[redacted]

7. Mobile Phone *

[redacted]

8. Email Address *

[redacted]

9. Occupation *

President, Mueller Construction Services, Inc. - Heavy/Civil Contracor

Personal and Professional Interests

10. Do you have any specific areas of interest relating to the airport? Do you have any particular perspective related to its use or development? *

I am a private pilot and a plane owner with the home base of the plane in Glenwood Springs. My perspective rellated to the airports' use is to keep it as an airport and make improvements to it (develop it as as airport) such that it adds value to our community.

11. What do you view as your role if selected as a member to the Airport Board? *

Advisory to the city staff offerning a pilots perspective on all matters

12. Do you have any experience working with people on a board, commission, committee, or as part of some other decision making group? *

In the past Ihave been on our church parish council and am a past president of the council. I am also a Glenwood Rotary member and past president of that service club. I have also served as a board member to our local home owner's association several time.

13. Do you understand that as a member of the Airport Board you would be serving in an advisory role to City Council regarding airport issues? *

Yes

14. If, as a member of the Airport Board, you had to make a decision that was unpopular with either airport users or residents surrounding the airport, how might you approach that situation? *

Listening to all sides is imperative on sensitive matters, making decisions based on facts and not emotion or personal bias, being truthful and transparent to the public is vital

15. The Airport Board meetings typically occur one morning a month, with other occasional related events, meetings, and email contact. Will you be sufficiently available to participate? *

Yes

16. Do you have any areas of expertise that could be helpful to the Board's decision making? *

As a heavy/civil contractor with over 30 years construction experience I can lend perspective on airport improvements as well as offer insight on the pendeing south bridge and tunnel project.

17. Please enter today's date *

4/21/2022

18. Have you previously served on the Airport Board? *

- (•) No
- ( ) Yes

Powers and Duties of the Airport Board

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

(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 City Council on such other matters concerning the Municipal Airport as the Board may deem for the best interests of the City.

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:
Airport Board;

(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 our 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

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.

(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:

(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
February 16, 2023

Agenda Item: Arts and Culture Board Appointments

Action Requested: Arts and Culture Board Appointments

Department: City Administration

Presented By: Sara Weigel

Strategic Goals: Provide Efficient and Responsive City Government
Protect and Preserve our Quality of Life

Background Info:

Councilor Kaup Recommendation
Reappoint John Carr to a regular seat and Ty Hesse to the Youth Representative seat with terms from March 2023 until March 2026.

Vacancies
Upcoming Vacancies
Two regular seats and one Youth Representative seat with terms expiring March 2026.

Current vacancy
One regular seat with a term expiring March 2025.

Applicants

- John Carr, a city resident, has applied for reappointment to a regular seat on the Arts and Culture Board. John was deemed eligible for reappointment.
- Ty Hesse, a Glenwood Springs High School student, has applied for reappointment to the Youth Representative seat on the Arts and Culture Board. Ty was deemed eligible for reappointment.

Composition of the Arts and Culture Board
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.

Issues: None.

Fiscal Impact: None.

Legal Review: None.

Staff Recommendation: Staff defers to City Council.

View results

Respondent

13 Anonymous

29:37
Time to complete

Arts and Culture Board Application

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

Composition of the Arts and Culture Board
(as defined in Title 020 of the Glenwood Springs Municipal Code)

- 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.

Personal Information

1. Membership Qualifications *

You must qualify with one of the options below to be eligible to serve on the Arts and Culture Board. Please select the option that applies to you.

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

2. Name *

John Carr

3. Home Address *

[redacted]

4. Mailing Address *

[redacted]

5. Home Phone *

[redacted]

6. Work Phone *

[redacted]

7. Mobile Phone *

[redacted]

8. Email Address *

[redacted]

9. Occupation *

Artist, Driver

Personal and Professional Interests

10. Why are you interested in serving on the Arts and Culture Board? *

I would like to continue my work with the city after my first term ends in March. I'm looking forward to all the happenings on Sixth Street as well as North Landing. I would love to be a part of the city's overall vision for the Arts specifically creating opportunities for Our Artists.

11. What do you view as your role if selected as a member of the Arts and Culture Board? *

Bringing my informed voice to the table, representing the artist of the city and looking for ways to elevate all involved.

12. Do you have marketing, advertising, or public relations experience or skills? *

yes, 20+ years in Designer -> Art Director at NYC's Top Agencies.
Bravo Community Mural Project - Brooklyn New York

13. Do you have Arts/Culture experience or skills? (ex. Performing arts, visual arts, public arts, museums arts, or education? *

Yes, as an artist, every day is spent creating to some extent. As a graduate of The Art Center in 1997, spending 20+ years in Designer -> Art Director at NYC's Top Agencies and developing as a graffiti/mural and eventually gallery Artist, creating an oputdoor gallery in Brooklyn that has been running for the opus 9 years... Arts/Culture is just what I do.

14. Can you describe an experience making a decision based on public opinion? *

In meetings, as a member of the Board of Arts and Culture, we realized the need for a "Call for Artists... leveraging my expertise, I took these findings and created a presentation that outlined what would eventually become Better Together Mural Project.

15. 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

16. Do you have any existing time commitments that will hamper your ability to serve? *

No

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

2 years in Glenwood Springs

18. Please select today's date. *

12/15/2022

19. Have you served on the Arts and Culture Board before? *

- [ ] No
- [x] Yes

Reappointment Applicants

20. Why do you think you should be reappointed? *

With the success of Better Together Mural Project and with a renewed focus on the City's needs, I believe I truly am an asset to this Community by serving on this board. I consistently show up to meetings, besides the last couple of which I've had personal issues, and definitely bring an energy in an organization that is much needed. My passion for the arts is palatable and infectious which I feel helps with momentum and my fast knowledge and experience helps to inform the overall vision.

21. Have you served two full successive terms on the Arts and Culture Board? *

no

Powers and Duties of the Arts and Culture Board

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

(n) Arts and Culture Board. The powers and duties of the Arts and Culture Board shall be:
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 among artists 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 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.

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:
Arts and Culture Board;

(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)

View results

Respondent

14 Anonymous

1989:56
Time to complete

Arts and Culture Board Application

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

Composition of the Arts and Culture Board
(as defined in Title 020 of the Glenwood Springs Municipal Code)

- 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.

Personal Information

1. Membership Qualifications *

You must qualify with one of the options below to be eligible to serve on the Arts and Culture Board. 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.
- [x] Youth resident (under the age of 18) within the 81601 zip code or attending school within city limits.

2. Name *

Ty Hesse

3. Home Address *

[redacted]

4. Mailing Address *

[redacted]

5. Home Phone *

[redacted]

6. Work Phone *

[redacted]

7. Mobile Phone *

[redacted]

8. Email Address *

[redacted]

9. Occupation *

Student

Personal and Professional Interests

10. Why are you interested in serving on the Arts and Culture Board? *

As a resident of the Roaring Fork Valley, I have relished the tight-knit connections within our small community. I would love to continue to spread and strengthen these bonds through the Arts and Culture Board. As a high school student, I would work to provide the Board and Glenwood Springs as a whole with a perspective on high school habits and life. This will help include the younger population when making decisions that affect the community.

11. What do you view as your role if selected as a member of the Arts and Culture Board? *

As a student, I would continue to provide a unique perspective on art in our community. I can bring ideas to the table regarding the opinions and habits of high school students, and can encourage other students to attend events.

12. Do you have marketing, advertising, or public relations experience or skills? *

I do not have experience in these fields, but I am interested in learning more in the future.

13. Do you have Arts/Culture experience or skills? (ex. Performing arts, visual arts, public arts, museums arts, or education? *

I have played piano since I was in kindergarten, and continue to strengthen my skills to play as well as possible. I have served on the Arts and Culture Board now for almost a year.

14. Can you describe an experience making a decision based on public opinion? *

As a captain of my high school's junior varsity soccer team during my freshman year, I worked to communicate the opinions and perspectives of my teammates to the coaches. I worked to represent the team's thoughts, even when I may not have agreed with them.

15. 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? *

I am confident in my ability to set aside my personal opinions to serve the City of Glenwood Springs.

16. Do you have any existing time commitments that will hamper your ability to serve? *

I do not have existing time commitments that will hamper my ability to attend.

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

This year I served on the Roaring Fork Outdoor Volunteers Project Selection Committee. In this capacity, I worked to select service projects for the 2023 season that will embody the organization's vision. In addition, I have served on the Arts and Culture Board now for almost a year and have enjoyed making connections and sharing the perspectives of other high school students in the Roaring Fork Valley.

18. Please select today's date. *

12/25/2022

19. Have you served on the Arts and Culture Board before? *

- [ ] No
- [x] Yes

Reappointment Applicants

20. Why do you think you should be reappointed? *

I believe that I have been successful in contributing to the Board. I would very much appreciate the opportunity to continue to serve on the Arts and Culture Board.

21. Have you served two full successive terms on the Arts and Culture Board? *

No

Powers and Duties of the Arts and Culture Board

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

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(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 our 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

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.

(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:

(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
February 16, 2023

Agenda Item: Award the Request for Proposal 2023-01P; City Wide Asphalt Projects

Action Requested: Approval of the Awad for Proposal 2023-01P, City Wide Asphalt Projects to Frontier Paving

Department: Public Works

Presented By: Matthew Langhorst

Strategic Goals: Preserve and Improve Infrastructure

Background Info: The City of Glenwood Springs each year looks at the roadway system and plans out crack sealing, chip seal and asphalt replacement projects. This year the city has two large roadway construction projects going out to bid; a crack seal proposal and this asphalt replacement Request for Proposal (RFP). This RFP included the replacement of Caesar Court asphalt, the milling and overlay of Blake Avenue from the Walmart south parking lot to the old Blake Gate location, replacement of Centennial Street and the Devereux intersection with Centennial, the completion of the paving on Red Valley Drive which is currently 50% gravel and the paving of the parking stalls along Mount Sopris Drive by the Red Cliff Apartments. The full replacement of Lincolnwood Drive was on the bid schedule also for this year, but the cost exceeded the budgeted amount. If other projects come in under budget or projects have to be dropped, staff will move this project back onto the 2023 list. The Centennial Street project is a shared cost project with the Iron Mountain Hot Springs, so this helps the city's dollars go further. Four contractors bid on the project, but Frontier Paving was the low qualified bidder. Staff has already met with Frontier and they are excited to get the projects scheduled and moving. Two of the projects will be scheduled around the City's crews performing work prior to Frontier starting, but those projects are scheduled first thing in the spring' so we do not impact the contractors' schedule. As noted above, the pricing for the work fits within the city's 2023 Street Tax as budgeted.

Issues: None at this time.

Fiscal Impact: The projects fits within the City's 2023 Street Tax budget.

Legal Review: Let will review the contract prior to signatures.

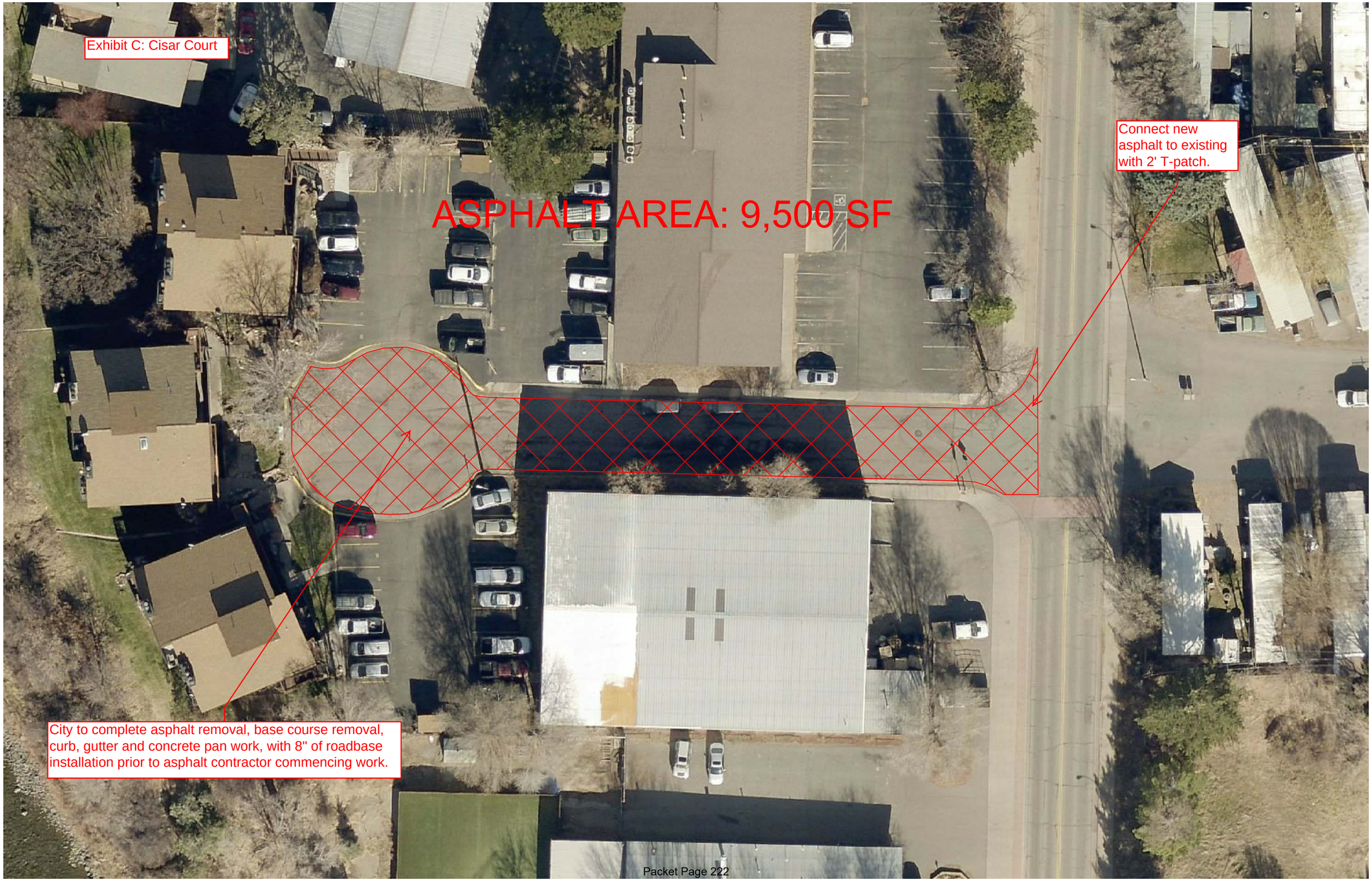
Staff Recommendation: Staff is Recommending Approval of the Awad for Proposal 2023-01P, City Wide Asphalt Projects, to Frontier Paving Inc, excluding Lincolnwood Drive.

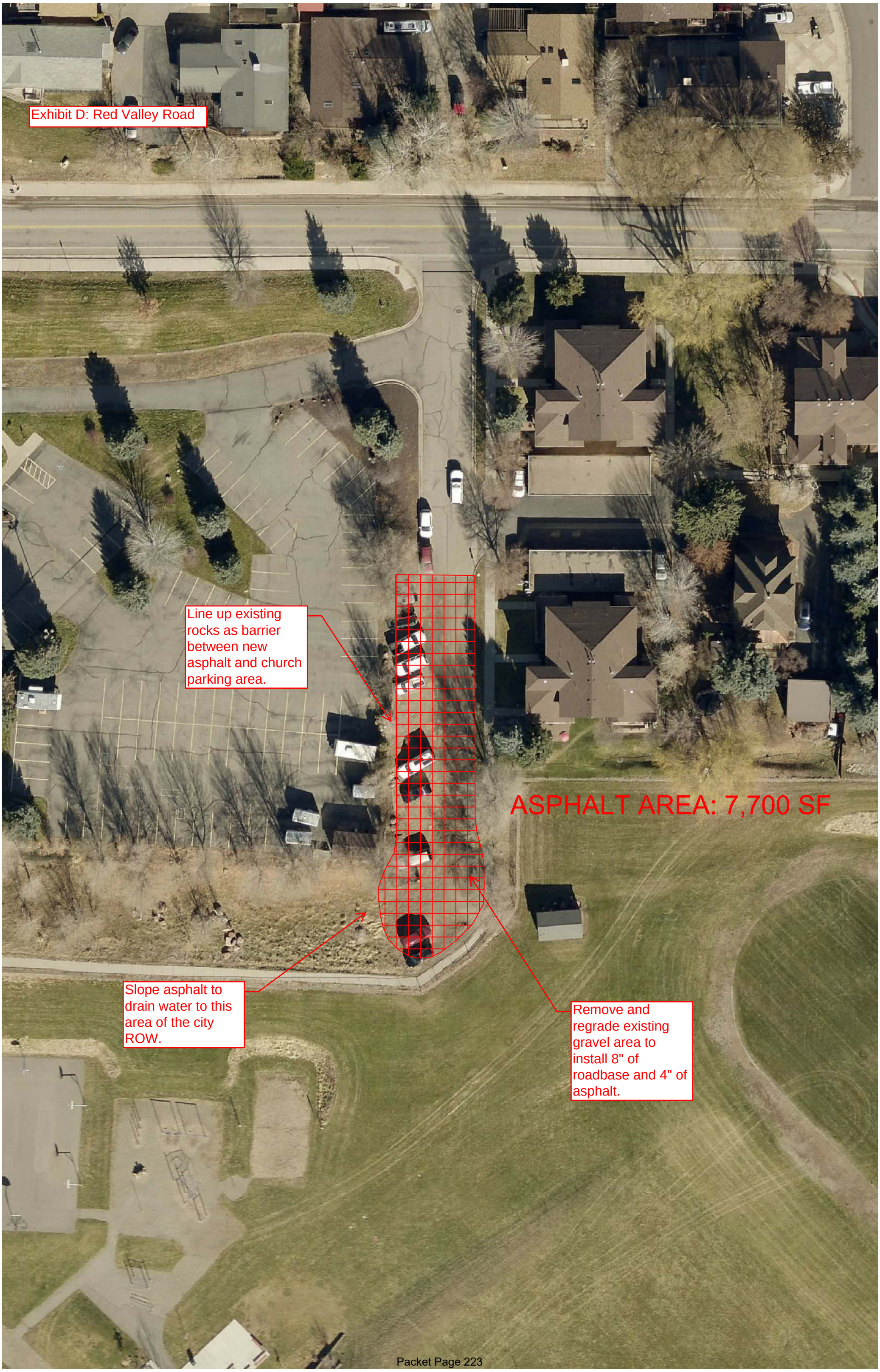

Exhibit A: Blake Avenue from Walmart Employee Parking to Old Blake Gate
Tie to existing asphalt with 2' T-patch.
City to replace valley pan and inlet grade prior to asphalt work.
ASPHALT AREA: 30,000 SF
City to replace cross pan prior to asphalt work.
2" Mill and overlay hatched area, 30,000 SF withSX-75, R20, PG 64-22 HMA design mix.
Connect to existing asphalt with 2' T-patch.

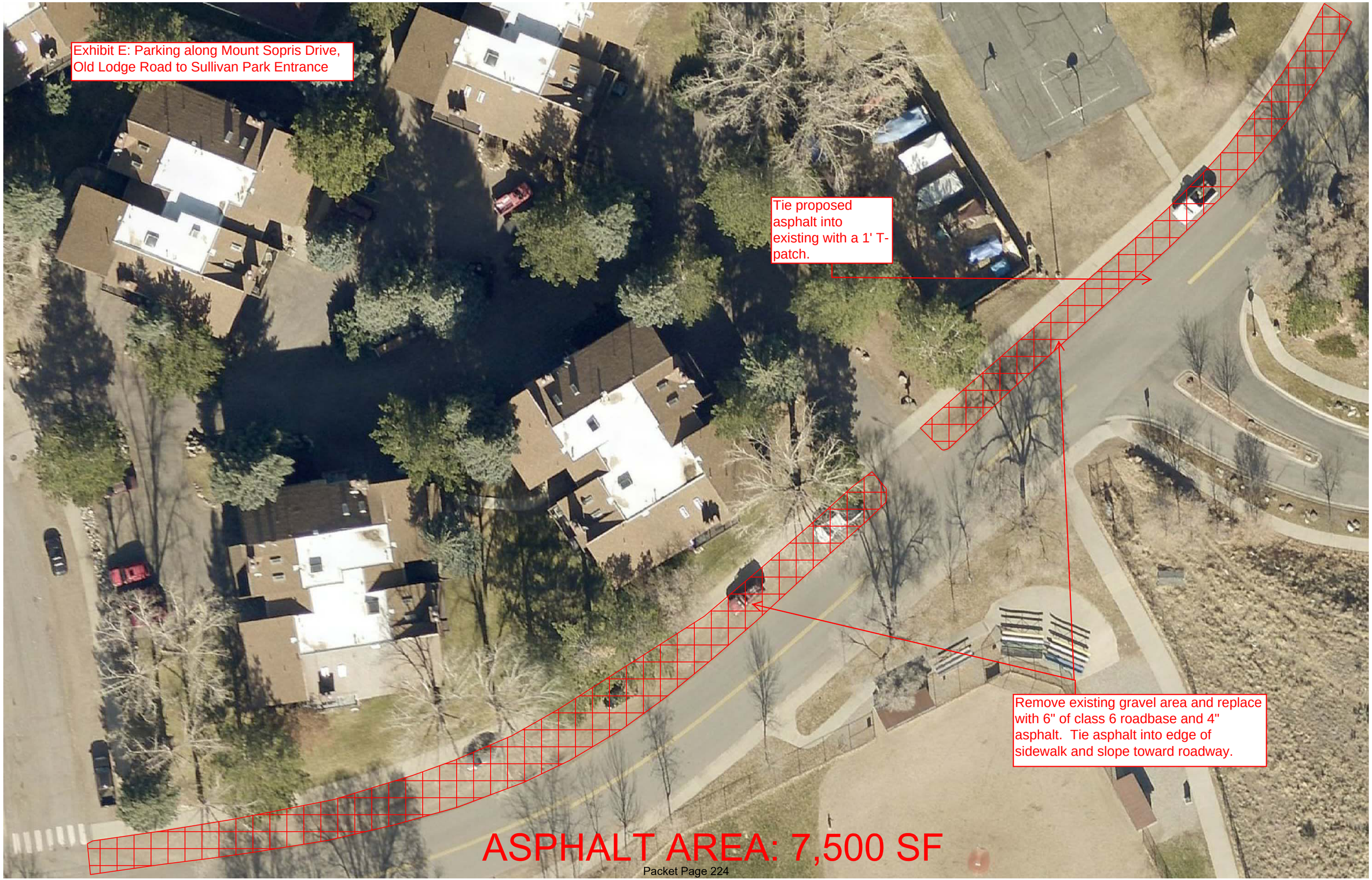
Exhibit B: Centennial Street and Devereux Road Intersection

12,900 SF of remove and replace, new section to be 8" of class 6 roadbase and 4" of asphalt.

6200 SF of Mill and Overlay Area.


Exhibit C: Cisar Court
ASPHALT AREA: 9,500 SF
Connect new asphalt to existing with 2' T-patch.
City to complete asphalt removal, base course removal, curb, gutter and concrete pan work, with 8" of roadbase installation prior to asphalt contractor commencing work.


Exhibit D: Red Valley Road
Line up existing rocks as barrier between new asphalt and church parking area.
ASPHALT AREA: 7,700 SF
Slope asphalt to drain water to this area of the city ROW.
Remove and regrade existing gravel area to install 8" of roadbase and 4" of asphalt.


Exhibit E: Parking along Mount Sopris Drive, Old Lodge Road to Sullivan Park Entrance
Tie proposed asphalt into existing with a 1' T-patch.
Remove existing gravel area and replace with 6" of class 6 roadbase and 4" asphalt. Tie asphalt into edge of sidewalk and slope toward roadway.
ASPHALT AREA: 7,500 SF

City Council
STAFF REPORT
City of Glenwood Springs
February 16, 2023

Agenda Item: Award the Request for Proposal 2023-03P; South Canyon Landfill Concrete Crushing Services

Action Requested: Award the Request for Proposal 2023-03P; South Canyon Landfill Concrete Crushing Services to Gould Construction

Department: Public Works

Presented By: Matthew Langhorst, Elizabeth Mauro

Strategic Goals: Preserve and Improve Infrastructure

Background Info: The City of Glenwood Springs South Canyon Landfill takes in concrete, stone, and other cementateous debris that we store in one location in the landfill. Staff then contracts a crushing service to come in once every year or two to crush that material into a product that is useable at the landfill. It has been about 2 years since this crushing service occurred and the pile needs to be reduced so we can take in more material. A Request for Proposal (RFP) was issued for this service and two responses were received. Gould Construction and Loudwire Crushing out of Fort Lupton were the two bidders. Gould Construction was the low bid at $273,500 to crush the 13,000 tons of material we have on site. The only difference in pricing between the two bids was the mobilization fee, which was a difference of $16,500. Staff would like to award this bid to Gould Construction and get them going as soon as possible on the work. The landfill has budgeted $160,000 for concrete crushing service in 2023. Staff will replace the appropriation of the water truck purchase ($144,000) at the landfill with a supplemental for this task so the overall landfill budget will not need to be increased.

Issues: None at this time

Fiscal Impact: The scope of the project can fit into the 2023 landfill budget.

Legal Review: No legal review is needed at this time.

Staff Recommendation: Award the Request for Proposal 2023-03P; South Canyon Landfill Concrete Crushing Services to Gould Construction for $273,500.

BID SCHEDULE:

	Price per Ton (or Each)	Total
1.a Mobilization/Demobilization	$ 13,500 (Each)	$ 13,500.00
1.b Crushing price for 13,000 tons of material	$ 20.00 (Per Ton)	$ 260,000.00
Total		$$ 273,500.00

State the start date that your firm can began the crushing services: 2 - 13 - 23

Days to complete crushing as specified in the Scope of Work: 40 **days**

Does your offer comply with all the terms and conditions? If no, indicate exceptions.
Yes ✓
No _____

Does your offer meet or exceed all specifications? If no, indicate exceptions.
Yes ✓
No _____

SUBMITTED BY:

Name Gould Construction, Inc.

Address 6874 Hyw. 82

City Glenwood Springs, **State** CO **Zip** 81601

Corporate Seal

Firm Name * Gould Construction, Inc. (Corporation)

Signature _____

Title President / CEO

Phone (970 **)** 945 **-** 7291

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

City Council
STAFF REPORT
City of Glenwood Springs
February 16, 2023

Agenda Item: Award the Request for Qualification 2023-04Q; Generator and Automatic Transfer Switch Equipment to Smith Power in Frederick, Colorado

Action Requested: Award the Request for Qualification 2023-04Q; Generator and Automatic Transfer Switch Equipment

Department: Public Works

Presented By: Matthew Langhorst, Mike Hoffman

Strategic Goals: Preserve and Improve Infrastructure

Background Info: The City Water and Wastewater Department has been in the design process for two major infrastructure projects since 2022; replacement of sewer lift station 11,000 and water pump station no. 2. Those design drawings were completed in February 2023, and each location requires a back-up generator for state-required redundancy. Sewer lift station 11,000 is adjacent to Midland Avenue below Glenwood Meadows and water pump station no.2 is above the Oxford Lane cul-de-sac. Staff placed a request for qualifications (RFQ) proposal on Bidnet for both of the generators and automatic transfer switches (ATS) required for the projects. We received 12 responses to that proposal. Staff and our consultants, SGM, reviewed all of the proposals and selected Smith Power with the Rolls Royce generators and ASCO ATS panels due to cost, delivery times and quality of materials. The low bid from GENTECH did not meet the requirements of the RFQ. The differential from the low bid to the Smith bid was $2,319. The $123,832 Smith Power bid has been budgeted within the 2023 approved city budget.

The reason this equipment is not being included in the overall project bid is due to delivery timeframes. A majority of the companies that bid on the project had delivery dates between 30 and 52 weeks and staff would like to finish the construction of this project in 2023. Thus, we are ordering some materials in advance of the actual construction bid to make sure they do not hold up completion of the project.

Issues: None at this time.

Fiscal Impact: This project is budgeted for 2023.

Legal Review: Legal will review contracts to purchase as necessary.

Staff Recommendation: Staff is Recommending Award the Request for Qualification 2023-04Q; Generator and Automatic Transfer Switch Equipment to Smith Power in Frederick, Colorad as the low qualified bidder.

Vendor	Bid	Generator Manufacture	ATS Manufacture	Delivery Date	Exclusions	Vendor Location	Meets Specs	SGM Notes
GENTECH	$121,513.00	Bluestar	Bluestar?	30-40 Weeks		Commerce, CO	Not Reviewed	DQ - Didn't respond to addendum
Smith Power	$123,832.00	Rolls Royce	ASCO	10/23		Frederick, CO	Yes	Recommended
DVL	$127,440.00	GENERAC	TX Series	32-36 Weeks		Denver, CO	No	Does not meet site rating after elevation derate
Colorado Standby	$128,406.60	HDI	ZTG			Kansas	No	Missing heaters, no site rating (elevation derate) given
American Generators	$131,180.00	Triton/Perkins	Thompson	No Guarantee		Florida	Not Reviewed	DQ - Out of State
Wagner	$133,462.04	CAT	CAT			Carbondale, CO	Possibly, Missing Info[1]	Some info missing
Colorado Energy Solutions	$134,662.88	Blue Star	ASCO	40 Weeks		Glenwood Springs, CO	Possibly, Missing Info[1]	Some info missing, warranty term shorter than spec
Cummins	$140,270.00	Cummins	Cummins	52 Weeks		Grand Junction, CO	Yes	Basis of design
Native Instinct	$162,401.08	John Deere/Kohler	KCP	42 Weeks	Fuel Filter Heater	Florida	Not Reviewed	DQ - Out of State
Shalestone	$197,200.00	John Deere/Stamford	GE Zenith			Grand Junction, CO	Not Reviewed	High cost
Power Systems West	$257,920.00	John Deere/Kohler	?	30-35 Weeks	LOTS	Aurora, CO	Not Reviewed	High cost
B2B	No Bid						Not Reviewed	DQ - No bid

City Council
STAFF REPORT
City of Glenwood Springs
February 16, 2023

Agenda Item: Award the Request for Qualification 2023-07Q; Single Phase Transformers

Action Requested: Award the Request for Qualification 2023-07Q; Single Phase Transformers Bid to Western United for 33 Single Phase Transformers

Department: Public Works

Presented By: Matthew Langhorst, Doug Hazzard

Strategic Goals: Preserve and Improve Infrastructure

Background Info: The City of Glenwood Springs Electric Department each year purchases transformers to replace aging infrastructure and to supply new transformers for development projects. The list of 33 single phase transformers includes both of those reasons and the units will help resupply the departments "in house" stock. We received four bids on the transformers.

Issues: None at this time.

Fiscal Impact: This cost was budgeted for in the 2023 approved city budget.

Legal Review: None at this time.

Staff Recommendation: Award the Request for Qualification 2023-07Q; Single Phase Transformers Bid to Western United for 33 Single Phase Transformers for $104,691.15.

Glenwood Springs Electric System
Material Bid Worksheet

Qty.	Description of Material	I.B.M.#	Border States Brett Duran @ Price	Border States Brett Duran Price	Irby Co. Bob Rivers @ Price	Irby Co. Bob Rivers Price	WESCO BILL GLOVER @ Price	WESCO BILL GLOVER Price	Western United Mindy Nelson @ Price	Western United Mindy Nelson Price
10	10 KVA SINGLE PHASE PAD MOUNT TRANSFORMER		6,493.88	64,938.80	7,191.00	71,910.00	0.00	0.00	2817.78	28,177.80
			72 WEEKS		72 - 76 WEEKS				LEAD TIMES NOT LISTED	
7	15 KVA SINGLE PHASE PAD MOUNT TRANSFORMER		6,904.08	48,328.56	12,845.00	89,915.00	0.00	0.00	2,900.00	20,300.00
			72 WEEKS		72 - 76 WEEKS				LEAD TIMES NOT LISTED	
7	25 KVA SINGLE PHASE PAD MOUNT TRANSFORMER		7,483.67	52,385.69	8,287.00	58,009.00	0.00	0.00	3,156.67	22,096.69
			72 WEEKS		72 - 76 WEEKS				LEAD TIMES NOT LISTED	
3	37.5 SINGLE PHASE PAD MOUNT TRANSFORMER		8,962.24	26,886.72	9,924.00	29,772.00	0.00	0.00	3,414.44	10,243.32
			72 WEEKS		72 - 76 WEEKS				LEAD TIMES NOT LISTED	
3	50 KVA SINGLE PHASE PAD MOUNT TRANSFORMER		9,468.37	28,405.11	10,485.00	31,455.00	0.00	0.00	3,627.78	10,883.34
			72 WEEKS		72 - 76 WEEKS				LEAD TIMES NOT LISTED	
3	75 KVA SINGLE PHASE PAD MOUNT TRANSFORMER		11,600.00	34,800.00	12,845.00	38,535.00	0.00	0.00	4,330.00	12,990.00
			72 WEEKS		72 - 76 WEEKS				LEAD TIMES NOT LISTED	
			TOTAL	$255,744.88	TOTAL	$319,596.00	TOTAL	0.00	TOTAL	$104,691.15

Glenwood Springs Electric System
Material Bid Worksheet

Qty.	Description of Material	I.B.M.#	Border States Brett Duran @ Price	Border States Brett Duran Price	Irby Co. Bob Rivers @ Price	Irby Co. Bob Rivers Price	WESCO BILL GLOVER @ Price	WESCO BILL GLOVER Price	Western United Mindy Nelson @ Price	Western United Mindy Nelson Price
36	10 KVA SINGLE PHASE PAD MOUNT TRANSFORMER		0.00	0.00	0.00	0.00	7,934.00	285,624.00	0.00	0.00
							34 - 36 WEEKS			
36	15 KVA SINGLE PHASE PAD MOUNT TRANSFORMER		0.00	0.00	0.00	0.00	7,981.00	287,316.00	0.00	0.00
							34 - 36 WEEKS			
36	25 KVA SINGLE PHASE PAD MOUNT TRANSFORMER		0.00	0.00	0.00	0.00	8,474.00	305,064.00	0.00	0.00
							34 - 36 WEEKS			
36	37.5 SINGLE PHASE PAD MOUNT TRANSFORMER		0.00	0.00	0.00	0.00	9,038.00	325,368.00	0.00	0.00
							34 - 36 WEEKS			
36	50 KVA SINGLE PHASE PAD MOUNT TRANSFORMER		0.00	0.00	0.00	0.00	9,685.00	348,660.00	0.00	0.00
							34 - 36 WEEKS			
36	75 KVA SINGLE PHASE PAD MOUNT TRANSFORMER		0.00	0.00	0.00	0.00	10,732.00	386,352.00	0.00	0.00
							34 - 36 WEEKS			
			TOTAL	0.00	TOTAL	0.00	TOTAL	$1,938,384.00	TOTAL	0.00

QUOTE # 677135-00
CUSTOMER COPY QUOTED DATE 2/01/23

BILL TO:
WESTERN UNITED ELECTRIC
100 BROMLEY BUSINESS PKWY

BRIGHTON CO80603

SHIP TO:
GLENWOOD SPRINGS ELEC. SYSTEM
2301 WULFSOHN

GLENWOOD SPRINGS CO81601

DESCRIPTION	PRODUCT NUMBER	QTY	UNIT PRICE	EXT PRICE

TRANSFORMER LOSS DATA IS BASED ON ANSI C57.12.00:
LOSS GRT: AVE VOLT% : 100
NL TEMP BASIS: 85 LL TEMP BASIS: 85
-QUOTED PER GLENWOOD SPRINGS ELECTRIC SYSTEM SPECIFICATION FOR SINGLE PHASE PAD-MOUNTED DISTRIBUTION TRANSFORMERS. NO DATE ON SPEC.

$104,691.15

-UNITS ARE QUOTED WITH A LOSS EVALUATION FORMULA OF NL=$5.12 LL=$1.464 AND TO MEET DOE 2016 EFFICIENCY REQUIREMENTS.
-UNITS ARE QUOTED AS ANSI TYPE II PADMOUNT UNITS.
*EXCEPTION: SECTION 3.6.1 THE LOAD BREAK SWITCH WILL NOT BE PROTECTED BY BAYONET AND ISOLATION LINK.
*EXCEPTION: ERMCO WILL NOT PROVIDE PROVISIONS FOR JACKING.
*EXCEPTION: ERMCO WILL NOT PROVIDE LATCHING FOR DOOR IN OPEN POSITION.
*EXCEPTION: ERMCO WILL PROVIDE TRUCK BED LINER UNDERCOATING IN LIEU OF TARMASTER.
*EXCEPTION: KVA WILL BE PAINTED ON THE RIGHT SIDE OF SILL IN YELLOW PAINT,NOT MUNSEL 7GY3.29/1.5.
-PLEASE NOTE THAT UNITS WILL BE 32" TALL IN ORDER TO ACCOMMODATE THE REQUESTED LOAD BREAK SWITCH. PLEASE SEE ATTACHED DRAWINGS FOR DIMENSIONS THAT ERMCO WILL BE PROVIDING.

Lead times not listed.

****

PRICES ARE GOOD FOR RECEIPT OF AN ORDER WITHIN 30 DAYS FROM 02/06/23 BUT SUBJECT TO REVIEW AT TIME OF SHIPMENT.

ITEM 1				
PADMOUNT DIST. TRANSFORMER ITEM# : 1.00	PADMOUNT	10	2817.78	28,177.80
NL= 32 LL= 133				
OPTIONS BEGIN.....				
TYP2A	LOW PROFILE, ANSI STD. TYPE II			
L	LOOP FEED WITH 200 AMP STRAP			
010	10 KVA			
003	13200GRDY/7620 95BIL 1BU			
003G	13200GRDY/7620			
001	NO TAPS			
441	240/120 (3 LVBU ONLY) LHL			

QUOTE # 677135-00
CUSTOMER COPY QUOTED DATE 2/01/23

BILL TO:
WESTERN UNITED ELECTRIC
100 BROMLEY BUSINESS PKWY

BRIGHTON CO80603

SHIP TO:
GLENWOOD SPRINGS ELEC. SYSTEM
2301 WULFSOHN

GLENWOOD SPRINGS CO81601

DESCRIPTION	PRODUCT NUMBER	QTY	UNIT PRICE	EXT PRICE
E58	GENERIC DUAL/LOAD (DS) BAYO & ISO			
A00	ECI ISOLATION LINK BY CONFIGURATOR			
003	GENERIC HV BUSHING WELL 3-90 OR 98			
100	ERMCO STANDARD INSERTS			
000	COPPER STUD SECONDARY BUSHINGS.			
400	4 HOLE NEMA H SPADES 3.50 WIDE			
T	BRK-B4-MAKE T (STD) GRDY 61-65			
014	14GA MILD STEEL DOOR			
1	GREEN 3MIL W/BLACK UNDERCOAT 6" UP			
HWENG	NO PCB ERMCO OPTIONAL NAMEPLATE			
S	STANDARD PALLET (SHIPPED STACKED)			
0	STD TX MINERAL OIL			
OPTIONS END.....				
ITEM 2				
PADMOUNT DIST. TRANSFORMER	PADMOUNT	7	2,900.00	20,300.00
ITEM# : 2.00				
NL= 40 LL= 210				
OPTIONS BEGIN.....				
TYP2A	LOW PROFILE, ANSI STD. TYPE II			
L	LOOP FEED WITH 200 AMP STRAP			
015	15 KVA			
003	13200GRDY/7620 95BIL 1BU			
003G	13200GRDY/7620			
001	NO TAPS			
441	240/120 (3 LVBU ONLY) LHL			
E58	GENERIC DUAL/LOAD (DS) BAYO & ISO			
A00	ECI ISOLATION LINK BY CONFIGURATOR			
003	GENERIC HV BUSHING WELL 3-90 OR 98			
100	ERMCO STANDARD INSERTS			
000	COPPER STUD SECONDARY BUSHINGS.			
400	4 HOLE NEMA H SPADES 3.50 WIDE			
T	BRK-B4-MAKE T (STD) GRDY 61-65			
014	14GA MILD STEEL DOOR			
1	GREEN 3MIL W/BLACK UNDERCOAT 6" UP			
HWENG	NO PCB ERMCO OPTIONAL NAMEPLATE			
S	STANDARD PALLET (SHIPPED STACKED)			
0	STD TX MINERAL OIL			
OPTIONS END.....				
ITEM 3				
PADMOUNT DIST. TRANSFORMER	PADMOUNT	7	3,156.67	22,096.69
ITEM# : 3.00				

QUOTE # 677135-00
CUSTOMER COPY QUOTED DATE 2/01/23

BILL TO:
WESTERN UNITED ELECTRIC
100 BROMLEY BUSINESS PKWY

BRIGHTON CO80603

SHIP TO:
GLENWOOD SPRINGS ELEC. SYSTEM
2301 WULFSOHN

GLENWOOD SPRINGS CO81601

DESCRIPTION		PRODUCT NUMBER	QTY	UNIT PRICE	EXT PRICE
	NL= 59 LL= 307				
OPTIONS BEGIN.....					
TYP2A	LOW PROFILE, ANSI STD. TYPE II				
L	LOOP FEED WITH 200 AMP STRAP				
025	25 KVA				
003	13200GRDY/7620	95BIL 1BU			
003G	13200GRDY/7620				
001	NO TAPS				
441	240/120 (3 LVBU ONLY) LHL				
E58	GENERIC DUAL/LOAD (DS) BAYO & ISO				
A00	ECI ISOLATION LINK BY CONFIGURATOR				
003	GENERIC HV BUSHING WELL 3-90 OR 98				
100	ERMCO STANDARD INSERTS				
000	COPPER STUD SECONDARY BUSHINGS.				
400	4 HOLE NEMA H SPADES 3.50 WIDE				
T	BRK-B4-MAKE T (STD) GRDY 61-65				
014	14GA MILD STEEL DOOR				
1	GREEN 3MIL W/BLACK UNDERCOAT 6" UP				
HWENG	NO PCB ERMCO OPTIONAL NAMEPLATE				
S	STANDARD PALLET (SHIPPED STACKED)				
0	STD TX MINERAL OIL				
OPTIONS END.....					
ITEM 4					
PADMOUNT DIST. TRANSFORMER		PADMOUNT	3	3,414.44	10,243.32
ITEM# : 4.00					
	NL= 80 LL= 405				
OPTIONS BEGIN.....					
TYP2A	LOW PROFILE, ANSI STD. TYPE II				
L	LOOP FEED WITH 200 AMP STRAP				
037	37.5 KVA				
003	13200GRDY/7620	95BIL 1BU			
003G	13200GRDY/7620				
001	NO TAPS				
441	240/120 (3 LVBU ONLY) LHL				
E58	GENERIC DUAL/LOAD (DS) BAYO & ISO				
A00	ECI ISOLATION LINK BY CONFIGURATOR				
003	GENERIC HV BUSHING WELL 3-90 OR 98				
100	ERMCO STANDARD INSERTS				
000	COPPER STUD SECONDARY BUSHINGS.				
400	4 HOLE NEMA H SPADES 3.50 WIDE				
T	BRK-B4-MAKE T (STD) GRDY 61-65				
014	14GA MILD STEEL DOOR				

QUOTE # 677135-00
CUSTOMER COPY QUOTED DATE 2/01/23

BILL TO:
WESTERN UNITED ELECTRIC
100 BROMLEY BUSINESS PKWY

BRIGHTON CO80603

SHIP TO:
GLENWOOD SPRINGS ELEC. SYSTEM
2301 WULFSOHN

GLENWOOD SPRINGS CO81601

DESCRIPTION	PRODUCT NUMBER	QTY	UNIT PRICE	EXT PRICE
1	GREEN 3MIL W/BLACK UNDERCOAT 6" UP			
HWENG	NO PCB ERMCO OPTIONAL NAMEPLATE			
S	STANDARD PALLET (SHIPPED STACKED)			
0	STD TX MINERAL OIL			
OPTIONS END.....				

ITEM 5				
PADMOUNT DIST. TRANSFORMER	PADMOUNT	3	3,627.78	10,883.34
ITEM# : 5.00				
NL= 98 LL= 544				
OPTIONS BEGIN.....				
TYP2A	LOW PROFILE, ANSI STD. TYPE II			
L	LOOP FEED WITH 200 AMP STRAP			
050	50 KVA			
003	13200GRDY/7620 95BIL 1BU			
003G	13200GRDY/7620			
001	NO TAPS			
441	240/120 (3 LVBU ONLY) LHL			
E58	GENERIC DUAL/LOAD (DS) BAYO & ISO			
A00	ECI ISOLATION LINK BY CONFIGURATOR			
003	GENERIC HV BUSHING WELL 3-90 OR 98			
100	ERMCO STANDARD INSERTS			
000	COPPER STUD SECONDARY BUSHINGS.			
400	4 HOLE NEMA H SPADES 3.50 WIDE			
T	BRK-B4-MAKE T (STD) GRDY 61-65			
014	14GA MILD STEEL DOOR			
1	GREEN 3MIL W/BLACK UNDERCOAT 6" UP			
HWENG	NO PCB ERMCO OPTIONAL NAMEPLATE			
S	STANDARD PALLET (SHIPPED STACKED)			
0	STD TX MINERAL OIL			
OPTIONS END.....				

ITEM 6				
PADMOUNT DIST. TRANSFORMER	PADMOUNT	3	4,330.00	12,990.00
ITEM# : 6.00				
NL= 119 LL= 800				
OPTIONS BEGIN.....				
TYP2A	LOW PROFILE, ANSI STD. TYPE II			
L	LOOP FEED WITH 200 AMP STRAP			
075	75 KVA			
003	13200GRDY/7620 95BIL 1BU			

QUOTE # 677135-00
CUSTOMER COPY QUOTED DATE 2/01/23

BILL TO:
WESTERN UNITED ELECTRIC
100 BROMLEY BUSINESS PKWY

BRIGHTON CO80603

SHIP TO:
GLENWOOD SPRINGS ELEC. SYSTEM
2301 WULFSOHN

GLENWOOD SPRINGS CO81601

DESCRIPTION	PRODUCT NUMBER	QTY	UNIT PRICE	EXT PRICE
003G	13200GRDY/7620			
001	NO TAPS			
441	240/120 (3 LVBU ONLY) LHL			
E58	GENERIC DUAL/LOAD (DS) BAYO & ISO			
A00	ECI ISOLATION LINK BY CONFIGURATOR			
003	GENERIC HV BUSHING WELL 3-90 OR 98			
100	ERMCO STANDARD INSERTS			
000	COPPER STUD SECONDARY BUSHINGS.			
400	4 HOLE NEMA H SPADES 3.50 WIDE			
T	BRK-B4-MAKE T (STD) GRDY 61-65			
014	14GA MILD STEEL DOOR			
1	GREEN 3MIL W/BLACK UNDERCOAT 6" UP			
HWENG	NO PCB ERMCO OPTIONAL NAMEPLATE			
S	STANDARD PALLET (SHIPPED STACKED)			
0	STD TX MINERAL OIL			
OPTIONS END.....				

100% CTR @ TIME OF SHIPMENT

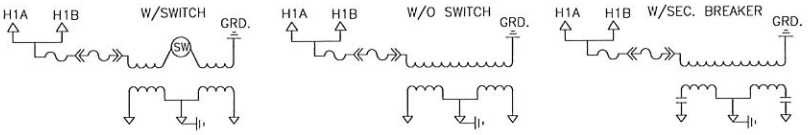
48 HOUR NOTICE

DELIVERY TO BE FLAT BED

H. V.: 13200GRDY/7620 95BIL 1BU

L.V..: 240/120 (3 LVBU ONLY) LHL 30 BIL

TAPS: NO TAPS



ITEM AND/OR STOCK #	KVA	DIMENSIONS IN INCHES A WIDTH	B HEIGHT	C TANK DEPTH	D DOOR DEPTH	E CABLE OPENING	APPROX. GAL. OIL	APPROX. WEIGHT LBS.
1	10	36	32	13	16	12.375	39	678
2	15	36	32	13	16	12.375	39	699
3	25	36	32	15.7	16	12.375	47	821
4	37.5	36	32	15.7	16	12.375	45	878
5	50	36	32	17.2	16	12.375	49	950
6	75	36	32	20.2	16	12.375	57	1125

"E" = "D" − 3.625"	DIM "F" IS :	IF DIM "A" IS
	10"	32"
	12"	34" & >

PART	DESCRIPTION	QUANTITY
1	CONDUIT ENTRANCE AREA	1
2	FUSING : GENERIC DUAL/LOAD (DS) BAYO & ISO ECI ISOLATION LINK BY CONFIGURATOR	
3	PARKING STAND	1
4	GENERIC HV BUSHING WELL 3-90 OR 98 15 kV ERMCO STANDARD INSERTS BRK-B4-MAKE T (STD) GRDY 61-65 (LBRK SW)	2 1
5	(1) ALUMINUM NAMEPLATE (STANDARD)	1
6	P.R.V.: GENERIC.25 10PSI35SCFM (-01 OR -30)	1
7	1.00 IN. OIL LEVEL PLUG	1
8	LVBU: COPPER STUD SECONDARY BUSHINGS. .625 IN. - 11 STUD SPADES: 4 HOLE NEMA H SPADES 3.50 WIDE	3
9	COMPARTMENT COVER	1
10	LIFTING BOSS (.625"-11 BLIND TAPPED)	4
11	DETACHABLE GROUND STRAP	1
12	1.000 NPT DRAIN VLV w/SAMPLING DEV	1
13	.500"-13 SILICON BRONZE PENTABOLT (STANDARD)	1
14	PADLOCK HASP	1
15	GROUND NUT W/ GROUND LUGS #10-1 TINNED LUG (DEFLT.STD)	3 2
16	REMOVABLE SILL	1
17	DOOR RETAINER	1
18	TAP or DUAL VOLTAGE SWITCH: NOT REQUIRED	
19	SECONDARY BREAKER HANDLE: NOT REQUIRED	
20	NO CONDUIT ENTRANCE HOLE REQUIRED	

ADDITIONAL FEATURES

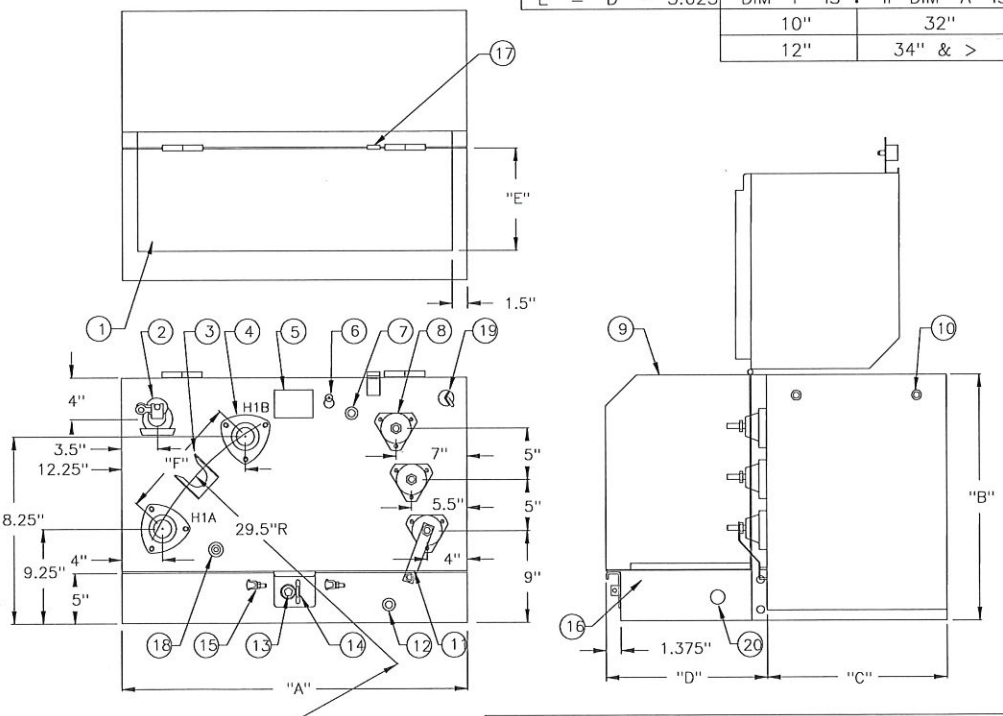
KVA DECAL: STENCIL KVA IN YELLOW ON DOOR WAS(

ANCHOR CLEATS 2

FILL PORT: FILL PLUG

OIl TYPE: STD TX MINERAL OIL

TK | DR | SL: MS | 14GA MS | 14GA MS



POINT 4" BELOW PAD SURFACE
10" RIGHT OF TRANS. CENTERLINE AND
12" IN FRONT OF TRANS. FRONT PANEL

** UNCONTROLLED **

ERMCO

CUSTOMER: GLENWOOD SPRINGS ELEC. SYSTEM

RFQ/SPEC #:

SCALE:	DATE:	BY:	QUOTE NUMBER:
NTS	02/01/23	JBB	677135

Bid Amount: $104,691.15
Solicitation Number: 2023-07Q

WESTERN UNITED ELECTRIC SUPPLY
Mindy Nelson
100 BROMLEY BUSINESS PARKWAY
BRIGHTON Colorado
80603 United States

Request for Qualifications 2023-07Q
Single Phase Transformers

Buyer:
City of Glenwood Procurement Department
101 West 8th St / Glenwood Springs, CO 81601 / ryan.muse@cogs.us

2023-07Q SINGLE PHASE TRANSFORMERS

Section I: Introduction

The City of Glenwood Springs uses the Rocky Mountain E-Purchasing System ("BidNet") to post solicitations and any supporting or additional information, including Addenda, Bid Sheet, and awards. Quotes must be submitted prior to close on BidNet. The City of Glenwood cannot accept a response that did not come through the right channel on time. All documents and information are available at www.bidnetdirect.com/cityofglenwoodsprings. If you require additional information regarding BidNet call Vendor Support at 800-835-4603 anytime Monday-Friday from 6:00 am to 6:00 pm Mountain Time.
Bids may ONLY be submitted electronically to BidNet: www.bidnetdirect.com/cityofglenwoodsprings no later than the required time and date. If your bid is being submitted electronically and if the bid security is in the form of certified funds, those funds MUST be received prior to the bid opening date and time.

Section II: Scope

The City of Glenwood Springs is requesting quotes from qualified firms and/or individuals.

The attached Specs are for (33) pad-mounted distribution transformers, single-phase, compartmental-type, for use on a 13.2/7.62-kV, 3-phase,4-W, grounded-wye, underground distribution system.

(10) 10 kva
(7) 15 kva
(7) 25 kva
(3) 37.5 kva
(3) 50 kva
(3) 75 kva

All bids must be submitted on a single PDF document to BidNet no later than the due date specified in the timeline.

Section III: Timeline

	DATE	TIME
Questions and Clarifications Due	JANUARY 26	5:00 p.m.
Questions Answered	JANUARY 31	2:00 p.m.
Request for Proposals (RFQ) Due http://www.bidnetdirect.com/cityofglenwoodsprings	FEBRUARY 7	2:00 p.m.
Target Award Date (Subject to Change)	FEBRUARY 20	2:00 p.m.

2023-07Q SINGLE PHASE TRANSFORMERS

Section IV: Specifications

Please see the attached pdf

Section V: Selection Criteria

In evaluating proposals, the City of Glenwood Springs shall recommend for award the submittal offering the City the best value. Price is a principal consideration; however, the City may consider quality, delivery, service, warranty, past performance, and reliability among other factors when making their determination. S/He may conduct such investigations as s/he deems necessary to establish the responsibility, qualifications, and financial ability of the Proposers, proposed sub-contractors and other persons and organizations to do the Work in accordance with the Contract Documents to City's satisfaction within the prescribed time. The City reserves the right to reject the Submittal of any firm that does not pass any such evaluation to the City's satisfaction. Please include a direct link to, or a copy of the specifications of the product(s) you are bidding on with all relevant warranty information and submit your best and final offer.

Section VI: Miscellaneous

Contract Terms.

Any contract resulting from a selection arising from this RFQ shall include The City of Glenwood's Terms and Conditions, and any other written requirements of the City, including but not limited to the City's Insurance Requirements, if applicable. Revisions to the City's Terms and Conditions will not be accepted.

Submission of Quotes.

By submitting a response to the RFQ, each bidder represents that they have read and completely understand the RFQ documents.

Errors.

Bidders shall promptly notify the City of Glenwood of any ambiguity, inconsistency, or error, which they may discover upon examination of the RFQ documents.

Federal and State Law.

All quotations must conform to the minimum federal and state regulations applicable to the City of Glenwood with respect to bidding, discrimination, wage rates, conflicts of interest, etc. It is the bidder's responsibility to understand the City's regulatory environment.

Rejection/Acceptance of Quote.

The City of Glenwood reserves the right to purchase none, all or part of the materials/services listed and to waive any formality associated with this proposal if it is determined to be in the best interest of the college.

GLENWOOD SPRINGS ELECTRIC SYSTEM
2301 Wulfsohn Rd
Glenwood Springs, CO. 81601
(970) 384-6352 FAX (970) 945-5521

Specifications for Single-Phase, Pad-Mounted, Distribution Transformers: **(10) 10 kva, (7) 15 kva (7) 25 kva (3) 37.5 kva (3) 50 kva (3) 75**

1.0 SCOPE

1.1 This specification covers pad-mounted distribution transformers, single-phase, compartmental-type, for use on a 13.2/7.62-kV, 3-phase, 4-W, grounded-wye, underground distribution system.

1.2 Ratings: Transformers shall be rated as follows, in the quantities specified in the

Voltage Ratings
Insulation Class: 15-kV
BIL: 95-kV
Primary: Single-rated . . . 13200 GrdY/7620 V
Secondary: 240/120
Frequency: . . . . . .60 Hertz

KVA Ratings
All kilovolt-ampere ratings, based on 65 degrees C rise above ambient at full load, shall be **(10) 10 kva (7) 15 kva (7) 25 kva (3) 37.5 kva (3) 50 kva (3) 75 kva**

1.3 All transformers shall be provided with a four-position loop switch, as specified herein.

2.0 GENERAL

2.1 The latest revisions of the following references and applicable standards shall form a part of this specification:
Institute of Electrical and Electronics Engineers (IEEE)
American National Standards Institute (ANSI)
National Electrical Manufacturers Association (NEMA)
American Society for Testing and Materials (ASTM)

2.2 If conflicts between this specification and the aforementioned standards arise, the provisions of this specification shall apply.

3.0 CONSTRUCTION

3.1 General

Transformers shall be dead front, oil-immersed, self cooled, compartmental-type. Transformers shall consist of the transformer tank with high- and low-voltage cable terminating compartment, which shall be assembled as an integrated unit for mounting on a pad. The assembly shall restrict the entry of water (other than flood water) into the compartment so as not to impair the operation of the transformer.

There shall be no exposed screws, bolts, or other fastening devices which may be externally removable. In addition, there shall be no openings through which foreign objects such as sticks, rods, or wires might be inserted to contact live parts.

The door handle and hasp shall be so designed and of such a material as to limit breaking or bending. Door handle(s) shall have provision for being secured with a single padlock having a ½" diameter shackle; handle and provision for locking shall be so designed and located as to limit prying, cutting, or breaking of the locking mechanism. One or more captive and recessed pentahead bolts shall be provided for additional security of the compartment door and shall be accessible only after the padlock has been removed.

As facing the front of the transformer, the kVA rating shall be painted in one to two inch numerals in the lower right hand corner of the exterior side of the sill. The color shall be Munsel 7GY3.29/1.5 or equal.

Lifting, rolling, and jacking provisions shall be provided, such that the unit can be lifted, slid, or skidded, or a combination of these, into place on the mounting surface without disturbing the high- or low-voltage cables.

3.2 Tank

Transformer tank shall be sealed-tank construction with a welded main cover. Tank shall be of sufficient strength to withstand a pressure of 7 psig without permanent distortion.

Provisions for tank grounding shall be supplied in both the high- and low-voltage compartment; provisions shall consist of steel pads, each with a ½-13 UNC tapped hole, 7/16" deep.

The tank shall have an oil drain valve with sampling device and an automatic pressure relief valve with a permanently attached pull device for manual pressure relief.

3.3 Compartments

The high-voltage and low-voltage cable terminating compartment shall be either Type-1 Arrangement or Type-2 Arrangement.

The high-voltage and low-voltage portions of the compartment shall be located side by side on one side of the transformer tank. When viewed from the front the low-voltage portion shall be on the right.

Access to the termination compartment shall be provided by a single door. If a lift-up hood or a single door provides access to both the high-voltage and low-voltage portions of the compartment, one-point latching with provision for a locking device shall be provided. Hinge pins and associated barrels shall be of corrosion-resistant materials, passivated AISI type 304 or the equivalent.

Door or compartment hood shall be removable to facilitate making connections and permit cable pulling. Door shall also be equipped for latching in the open position.

Removable sill on compartment shall be provided to permit rolling or skidding of unit into place over conduit studs in foundation.

Bottom edges of the compartments shall be so constructed as to provide for the use of hold-down devices accessible only from the compartments. All compartment and transformer surfaces in contact with the mounting surface and up to at least one inch above it shall be treated with "tarmaster" or equal to minimize corrosion.

Brackets shall be provided to allow the temporary use of loadbreak, feed-through,

grounding or isolating bushings without disturbing the other connections.

3.4 Instruction Nameplate

Instruction nameplate shall conform to ANSI/IEEE C57.12.00 - latest edition.

3.5 Bushings

The high-voltage bushings shall be universal well type with inserts rated 15-kV, 200 ampere load break. Each bushing shall have a suitable shipping cover. The bushing wells shall be leak tested.

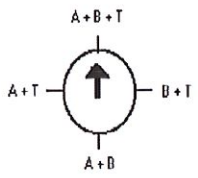
All high-voltage bushings shall be designed for use with separable insulated high-voltage connectors, per ANSI C57-12.25-latest edition and C57.12.26-latest edition.

Low-voltage bushings shall be tinned, NEMA 4-hole, spade-type which are rotatable.

3.6 Accessories

3.6.1 Switch

A 200 ampere, internal, oil-immersed, gang-operated, load-break, manually operated switch shall be provided on all transformers for the looped primary cable system. The switch shall be a four-position switch, capable of switching 200 amperes to permit sectionalizing of the looped system. The switch will include the following four positions:



Line A + T, Line B + T, Line A + B + T, Line A + B. See diagram.

The switch handle shall be located in the primary compartment and must be hot-stick operable.

The switch shall be protected with bayonet type, load sensing fusing. The bayonet fuse shall be oil immersible and shall be capable of being removed under load with a hotstick. An isolation line shall be provided to prevent refusing of a faulted transformer, The fuse holder shall include an oil drip plate, alignment device and manual pressure release.

3.6.2 Fuse

The transformer shall be protected with bayonet type, load sensing fusing. The bayonet fuse shall be oil immersible and shall be capable of being removed under load with a hotstick. An isolation line shall be provided to prevent refusing of a faulted transformer. The fuse holder shall include an oil drip plate, alignment device and manual pressure release.

3.6.3 Oil

Transformers shall be furnished with the following oil handling accessories:

1) Filling provision.
2) Drain provision.

3.6.4 Other Requirements

1) The high-voltage neutral shall be internally grounded.
2) The low-voltage neutral shall be a fully insulated bushing. A ground pad shall be provided on the outer surface of the tank. A removable ground strap sized for the rating of the transformer shall be provided and connected between the neutral bushing and the ground pad.

3) All units shall be dead-front, loop feed style for load break terminator connections.
4) PCB'S: All transformers shall have a **nameplate** stating that the insulating fluid **does not contain PCB's**
5) Exterior paint will be Manufacturer Green.

4.0 MANUFACTURER'S RESPONSIBILITIES

4.1 Tests

Manufacturer's standard tests shall be performed for all transformers, per NEMA TR 1. Tests shall include, but not be limited to:

4.1.1 Full Load Loss Tests.
4.1.2 Iron Loss and Exciting Current Tests.
4.1.3 Applied and Induced Dielectric Tests.
4.1.4 Polarity, Ratio, and Impedance Tests.
4.1.5 Impulse Tests.

Test reports shall be submitted to the Owner in triplicate. Owner reserves the right to witness all tests.

4.2 Data to be Submitted with Quotation

4.2.1 Delivery Date.
4.2.2 Impedance Data.
4.2.3 Outline Drawings with Transformer Dimensions.
4.2.4 Weight.
4.2.5 Guaranteed Core and Load Losses.

4.3 Notice

4.3.1 Manufacturer shall notify the Owner forty-eight (48) hours prior to delivery of equipment. Delivery shall be made to the City of Glenwood Springs' south yard.
4.3.2 Delivery to be made with open flat bed trailer only.

5.0 LOSS EVALUATION

Core and load losses will be evaluated as follow:

Core Losses	Winding Losses Cost Value
$ 5.12/watt	$ 1.464/watt

Evaluated losses for each transformer will be calculated by multiplying the appropriate dollars/watt values listed above by the guaranteed core losses at 100% voltage and the guaranteed load losses at 65 degree C full load rating, respectively.

The manufacturer will be billed back at the dollar values listed above for all losses above the guaranteed losses on each transformer.

BORDER STATES

Quote

BSE Quote: 26922419
Sold-To Acct #: 113008
Valid From: 02/09/2023 **To:** 02/16/2023
PO No: 2023-07Q - Single Phase Transformer
PO Date: 02/09/2023
Payment Terms: Net 25th prox

Border States Electric - DEN
10899 Havana Street Ste 1140
Commerce City CO 80022
Phone: 303-336-7360

Created By: Kenneth Dawson
Tel No: 303-336-7392
Fax No:

CITY OF GLENWOOD SPRINGS
2222 DEVEREUX RD
GLENWOOD SPGS CO 81601-8702

Inco Terms:
PPA prepaid & allow freight

Ship-to:
CITY OF GLENWOOD SPRINGS
50629 HIGHWAY 6
GLENWOOD SPGS CO 81601-2536

Job Name:
2023-07Q - Single Phase Transformers
Reference Number
0000308484
Order Note:
FOR AN ADDITIONAL CHARGE, THE HI-LIFT SINGLE-PHASE TRANSFORMER IS AVAILABLE. PLEASE SEE THE ATTACHED FLYER AND CONTACT YOUR HI REPRESENTATIVE FOR ADDITIONAL INFORMATION.
NOTE
* DUE TO CURRENT COST VOLATILITY, HOWARD INDUSTRIES RESERVES THE RIGHT TO CHANGE PRICES AT ANY TIME TO COVER INCREASES IN THE KEY TRANSFORMER COST FACTORS BEYOND THE COMPANY'S CONTROL.
DUE TO COVID-19, LABOR AND RAW MATERIAL SHORTAGES, AS WELL AS OTHER SUPPLY CHAIN DISRUPTIONS, HOWARD INDUSTRIES RESERVES THE RIGHT TO MODIFY LEAD TIMES AT ANY TIME ON BOTH ORDERS THAT HAVE ALREADY BEEN PLACED AND ON FUTURE ORDERS.
ORDERS REQUIRING APPROVAL DRAWINGS: LEADTIMES QUOTED ASSUME THAT APPROVAL DRAWINGS WILL BE SIGNED AND RETURNED TO HOWARD INDUSTRIES WITHIN TWO WEEKS OF RECEIPT OF SAID DRAWING. SHOULD THE PROCESS REQUIRE ANY ADDITIONAL TIME BEYOND THESE TWO WEEKS, THAT ADDITIONAL TIME WILL BE ADDED TO THE QUOTED LEADTIME.
TRANSFORMERS ON THIS QUOTATION ARE DESIGNED TO COMPLY WITH DOE EFFICIENCY REQUIREMENTS EFFECTIVE FOR COVERED TRANSFORMERS COMPLETING MANUFACTURE BEGINNING JANUARY 1, 2016.

Cust Item	BSE Item	Material MFG - Description	Quantity	Price	Per	UoM	Value
10	000010		10 EA	6,493.88	/ 1	EA	64,938.80

- 10 KVA 1 PHASE MO PADMOUNT TRANSFORMER
PRODUCT: 1-PHASE PADMOUNT ANSI C57.12.25 TYPE 2 DEAD FRONT SINGLE VOLTAGE
KVA: 10 KVA
HV: 13200GRDY/7620 95KV BIL
LV: 240/120 30KV BIL 3 BUSHINGS
TAPS: NO TAPS
TANK: MILD STEEL
LOSSES: NO LOAD = 35, LOAD = 125, TOTAL = 160
IMPED = 1.9
OIL TYPE: MINERAL
**NOTE: EXCEPTION TO JACKING PROVISIONS, SECTION 3.1, A THREE PHASE FEATURE. WE WILL COMPLY WITH C57.12.25 OR C57.12.38.
**NOTE: EXCEPTION TO C57.12.26, SECTION 3.5, A THREE PHASE STANDARD. WE WILL COMPLY WITH C57.12.25 OR C57.12.38.

72-72 WKS

Border States Electric - DEN
10899 Havana Street Ste 1140
Commerce City CO 80022
Phone: 303-336-7360

Quote

BSE Quote: 26922419
Sold-to Acct #: 113008
Valid From: 02/09/2023 **To:** 02/16/2023

Cust Item	BSE Item	Material MFG - Description	Quantity	Price	Per	UoM	Value
20	000020	- 15 KVA 1 PHASE MO PADMOUNT TRANSFORMER PRODUCT: 1-PHASE PADMOUNT ANSI C57.12.25 TYPE 2 DEAD FRONT SINGLE VOLTAGE KVA: 15 KVA HV: 13200GRDY/7620 95KV BIL LV: 240/120 30KV BIL 3 BUSHINGS TAPS: NO TAPS TANK: MILD STEEL LOSSES: NO LOAD = 50, LOAD = 174, TOTAL = 224 IMPED = 1.8 OIL TYPE: MINERAL 72-72 WKS	7 EA	6,904.08 / 1		EA	48,328.56
30	000030	- 25 KVA 1 PHASE MO PADMOUNT TRANSFORMER PRODUCT: 1-PHASE PADMOUNT ANSI C57.12.25 TYPE 2 DEAD FRONT SINGLE VOLTAGE KVA: 25 KVA HV: 13200GRDY/7620 95KV BIL LV: 240/120 30KV BIL 3 BUSHINGS TAPS: NO TAPS TANK: MILD STEEL LOSSES: NO LOAD = 70, LOAD = 283, TOTAL = 353 IMPED = 2.3 OIL TYPE: MINERAL 72-72 WKS	7 EA	7,483.67 / 1		EA	52,385.69
40	000040	- 37.5 KVA 1 PHASE MO PADMOUNT TRANSFORMER PRODUCT: 1-PHASE PADMOUNT ANSI C57.12.25 TYPE 2 DEAD FRONT SINGLE VOLTAGE KVA: 37.5 KVA HV: 13200GRDY/7620 95KV BIL LV: 240/120 30KV BIL 3 BUSHINGS TAPS: NO TAPS TANK: MILD STEEL LOSSES: NO LOAD = 90, LOAD = 386, TOTAL = 476 IMPED = 2.0 OIL TYPE: MINERAL 72-72 WKS	3 EA	8,962.24 / 1		EA	26,886.72
50	000050	- 50 KVA 1 PHASE MO PADMOUNT TRANSFORMER PRODUCT: 1-PHASE PADMOUNT ANSI C57.12.25 TYPE 2 DEAD FRONT SINGLE VOLTAGE KVA: 50 KVA HV: 13200GRDY/7620 95KV BIL LV: 240/120 30KV BIL 3 BUSHINGS TAPS: NO TAPS TANK: MILD STEEL LOSSES: NO LOAD = 105, LOAD = 512, TOTAL = 617 IMPED = 2.3 OIL TYPE: MINERAL 72-72 WKS	3 EA	9,468.37 / 1		EA	28,405.11

Border States Electric - DEN
10899 Havana Street Ste 1140
Commerce City CO 80022
Phone: 303-336-7360

Quote

BSE Quote: 26922419
Sold-to Acct #: 113008
Valid From: 02/09/2023 **To:** 02/16/2023

Cust Item	BSE Item	Material MFG - Description	Quantity	Price	Per	UoM	Value
60	000060	- 75 KVA 1 PHASE MO PADMOUNT TRANSFORMER PRODUCT: 1-PHASE PADMOUNT ANSI C57.12.25 TYPE 2 DEAD FRONT SINGLE VOLTAGE KVA: 75 KVA HV: 13200GRDY/7620 95KV BIL LV: 240/120 30KV BIL 3 BUSHINGS TAPS: NO TAPS TANK: MILD STEEL LOSSES: NO LOAD = 156, LOAD = 637, TOTAL = 793 IMPED = 1.8 OIL TYPE: MINERAL QUOTED PER GLENWOOD SPEC DATED 1/30/23 EVALUATED: NO LOAD= 5.120 LOAD= 1.464 SINGLE PHASE PAD MOUNTS DEAD FRONT, LOOP FEED, BAYONET FUSING, WELLS & INSERTS, SECONDARY SPADES, FOUR POSITION LOAD BREAK SWITCH, DRAIN VALVE WITH SAMPLING DEVICE. 2016 DOE COMPLIANT **NOTE: ITEMS 001-002, 004-006 UPDATED PER EXISTING DESIGNS. 72-72 WKS	3 EA	11,600.00 / 1		EA	34,800.00

Total $			255,744.88
State Tax $	0.000 %	0.00	
County Tax $	0.000 %	0.00	
Local Tax $	0.000 %	0.00	
Other Tax1 $	0.000 %	0.00	
Other Tax2 $	0.000 %	0.00	
Other Tax3 $	0.000 %	0.00	
Tax Subtotal $	0.000 %		0.00
Net Amount $			**255,744.88**

To access BSE's Terms and Conditions of Sale, please go to
https://www.borderstateselectric.com

The quoted sales tax is an estimate only based upon the information provided in this quote and will be finalized at the time of Invoice based upon the material purchased, quantity purchased, and delivery location.

Shipping and handling fees in this quote are an estimate only and will be finalized at the time of Invoice.

All clerical errors contained herein are subject to correction. In the event of any cost or price increases from manufacturers or other suppliers, caused by, but not limited to, currency fluctuations, raw material or labor prices, fuel or transportation cost increases, and any import tariffs, taxes, fees, or surcharges, BSE reserves the exclusive right to change its pricing at the time of shipping and will provide notice of any such change to its customers prior to costs being incurred.

Bid Amount: $255,744.88
Solicitation Number: 2023-07Q

Border States Industries
BRETT DURAN
10899 Havana Street
Brighton Colorado
80601 United States

Howard Industries, Inc.
ISO 9001:2015
10002179



Hi-Lift™ Single Phase Pad-mounted Distribution Transformer (U.S. Patent Pending)

*Available For An Additional Charge

Electric utility engineers and operations personnel have often expressed the need for an improved locking system for single-phase padmounted transformers, one that is easier to operate and less affected by dirt, sand, ice, and snow. In response, Howard Industries has developed the Hi-Lift™ locking system (U.S. patent pending).

The Hi-Lift™ transformer features a raised locking assembly located high on the transformer hood, rather than on the base sill at ground level. The security bolt and pad lock are located well above ground-level contaminants and consequently are much less likely to be affected by ant mounds or accumulation of dirt, sand, ice, or snow.

The ergonomically-friendly handle placement results in an easier, safer lift. The new handle height gives crew personnel the option of a stoop lift or squat lift with minimum postural deviation, thus diminishing the risk of harm to the lumbar spine.

Hi-Lift™ transformers meet the requirements of all applicable IEEE standards, including the enclosure integrity requirements of IEEE Standards C57.12.28 and C57.12.29.

Hi-Lift™ Benefits

- Ergonomic design improves safety and ease of use for crew personnel (ergonomic evaluation report available)
- Reduces exposure to ant mounds and accumulation of dirt, sand, ice or snow
- Reduces exposure to ground-level corrosive elements
- Provides positive latching action
- Provides better protection for padlock
- Increases lock visibility for easier crew inspection and maintenance

Contact Howard Industries or your regional sales representative to inquire about Howard's new Hi-Lift™ transformer.

Howard Industries,Inc.
Laurel, MS USA 39440
www.howardtransformers.com

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Phone: (601) 425-3151

Document No. 2.4.170
Revision: 4
Issued: February, 2019

Terms of Sale for Fluid-Filled Distribution Transformers (Domestic Market)

General

The standard terms and conditions as stated herein constitute the sales contract between Howard Industries, Inc., (hereinafter referred to as "Supplier") and the Purchaser, unless otherwise noted on a Supplier quotation or order acknowledgement. In the event of a conflict between the provisions of a Supplier quotation or order acknowledgement and the standard terms and conditions as stated herein, the provisions of the Supplier's quotation or order acknowledgement shall prevail.

No part of these standard terms and conditions may be altered nor may any additions or deletions be made unless authorized in writing by the Supplier's Marketing Department.

Quotations

Prices shall be quoted F.O.B. destination, freight prepaid. Quoted prices shall not include sales, use, excise, or any other state and local taxes for which the Purchaser may be liable. Written and verbal quotations shall expire thirty (30) days from the date of the quotation.

Purchase Orders

All purchase orders shall be subject to the approval of the Supplier's Marketing Department. The Supplier shall reserve the right to decline any order.

Schedules

Upon receipt of a purchase order and its entry into the production schedule, the Supplier shall send to the Purchaser an acknowledgment, which states and estimated shipping schedule. It shall be the Supplier's intent to honor this schedule if at all possible.

The Supplier shall not be held liable for delay in performance or failure to perform its obligations, if such delay or failure to perform results from situations not reasonably within the Supplier's control, including acts of God, strikes or other labor disputes, civil or military insurrection or riot, delays in transportation, delays as a result of poor vendor performance; causalities such as fire or explosion, or the acts, regulations, or restrictions of governmental authorities.

In cases where the Purchaser requires approval drawings, the production schedule shall begin on the date the approved drawings are received by the Supplier's Marketing Department. This schedule shall be based on current production capabilities and shall supersede any previously stated schedule.

Modification of existing orders by the Purchaser may cause a change in the originally stated shipping schedule.

The Supplier reserves the right to manufacture and ship any items in advance of the acknowledged shipping schedule, unless expressly forbidden by the Purchaser at the time of the order entry.

Cancellation and Modification

The Supplier may hold the Purchaser liable for any expenses incurred or commitments made on any purchase order which is canceled or modified by the Purchaser. In the event the Supplier chooses to manufacture any items in advance of the acknowledged schedule and such advance manufacture is not expressly forbidden by the Purchaser, such advance manufacture shall not void the Purchaser's liability for modifications and cancellation charges as stated herein.

Payment
All accounts are payable net thirty (30) days after the date of the invoice. If Purchaser fails to pay any invoice in full within the time stated in the payment terms hereof, Seller may, without notice, accelerate the due date of all outstanding invoices and require that all outstanding invoices, including any interest thereon, be immediately due and payable in full.

Warranty
Supplier warrants to the original Purchaser that distribution transformers (hereinafter "Equipment") manufactured by Supplier shall be free from defects in material and workmanship under normal use and service conditions. The term of this Warranty shall be the lesser of twelve (12) months from the date of initial installation or eighteen (18) months from date of manufacture.

If within the Warranty period any Equipment shall be proved to Supplier's satisfaction to be defective, such Equipment shall be repaired or replaced at the Supplier's option. Decision on the method and extent of repairs rests solely with Supplier. Supplier's obligation hereunder shall be limited to such repair or replacement, F.O.B. its factory, and shall be conditioned upon Supplier's receiving written notice of any alleged defect within ten (10) days after its discovery and at Supplier's option, return of such Equipment or parts prepaid to Supplier's factory. The costs for removal of defective Equipment and re-installation of repaired or replaced Equipment shall be at Purchaser's expense.

In order to be covered by this Warranty, the Equipment must be properly installed according to accepted industry practices and protected by properly installed and coordinated voltage surge suppressors, current overload, and other current protective devices as appropriate. This Warranty does not cover Equipment that has been subjected to negligence, abuse, accident, or damage after delivery to Purchaser; improper installation, operation, maintenance or storage; modification other than by Supplier; or storage or operation in "Unusual Service Conditions" as defined by IEEE Standard C57.12.00.

In order to qualify for repair or replacement under the provisions of this Warranty, the Supplier may require that defective Equipment be returned to the Supplier's factory and in such event will provide written authorization to Purchaser. The Supplier will not be responsible for Equipment returned without such written authorization. The Supplier will assume no liability for expenses incurred for repair or replacement of Equipment that is not in accordance with the provisions of this Warranty.

THIS WARRANTY STATES THE SUPPLIER'S ENTIRE AND EXCLUSIVE LIABILITY AND THE PURCHASER'S EXCLUSIVE REMEDY AND SUPPLIER HEREBY DISCLAIMS ALL OTHER WARRANTIES OF ANY SORT, EXPRESS OR IMPLIED, EXCEPT THAT OF TITLE. SUPPLIER HEREBY SPECIFICALLY DISCLAIMS ANY IMPLIED WARRANTIES OF MERCHANTABILITY, COURSE OF DEALING, USAGE OF TRADE AND FITNESS FOR A PARTICULAR PURPOSE, NOTWITHSTANDING ANY PURPORTED TERMS AND CONDITIONS CONTAINED IN ANY DOCUMENT PREPARED BY PURCHASER IN CONNECTION WITH THIS SALE. SUPPLIER SHALL NOT BE LIABLE FOR CONSEQUENTIAL, SPECIAL OR INCIDENTAL DAMAGES OF ANY KIND WHATSOEVER, INCLUDING, BUT NOT LIMITED TO, LOSS OF REVENUE OR PROFITS.

Standard Transformer Warranty
Fluid-Filled Distribution Transformers
(Domestic Sale)

Howard Industries, Inc. (hereinafter "Supplier") warrants to the original Purchaser that fluid-filled distribution transformers (hereinafter "Equipment") manufactured by Supplier shall be free from defects in material and workmanship under normal use and service conditions. The term of this Warranty shall not exceed the lesser of twelve (12) months from date of initial installation or eighteen (18) months from date of manufacture.

If within the Warranty period any Equipment shall be proved to Supplier's satisfaction to be defective, such Equipment shall be repaired or replaced at the Supplier's option. Decision on the method and extent of repairs rests solely with Supplier. Supplier's obligation hereunder shall be limited to such repair or replacement, F.O.B. its factory, and shall be conditioned upon Supplier's receiving written notice of any alleged defect within ten (10) days after its discovery and at Supplier's option, return of such Equipment or parts prepaid to Supplier's factory. The costs for removal of defective Equipment and re-installation of repaired or replaced Equipment shall be at Purchaser's expense.

In order to be covered by this Warranty, the Equipment must be properly installed according to accepted industry practices and protected by properly installed and coordinated voltage surge suppressors, current overload, and other current protective devices as appropriate. This Warranty does not cover Equipment that has been subjected to negligence, abuse, accident, or damage after delivery to Purchaser; improper installation, operation, maintenance or storage; modification other than by Supplier; or storage or operation in "Unusual Service Conditions" as defined by IEEE Standard C57.12.00.

In order to qualify for repair or replacement under the provisions of this Warranty, the Supplier may require that defective Equipment be returned to the Supplier's factory and in such event shall provide written authorization to Purchaser. The Supplier shall not be responsible for Equipment returned without such written authorization. The Supplier shall assume no liability for expenses incurred for repair or replacement of Equipment that is not in accordance with the provisions of this Warranty.

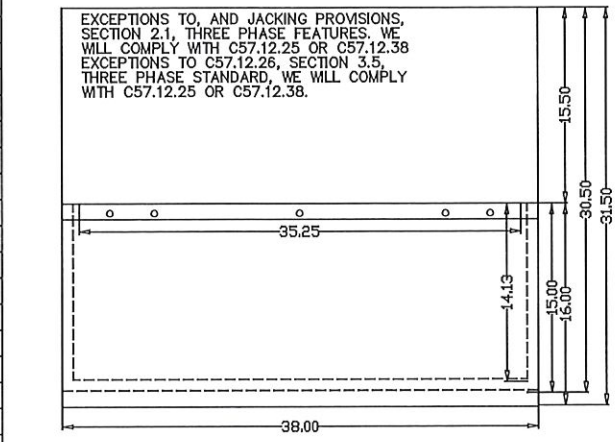
THIS WARRANTY STATES THE SUPPLIER'S ENTIRE AND EXCLUSIVE LIABILITY AND THE PURCHASER'S EXCLUSIVE REMEDY AND SUPPLIER HEREBY DISCLAIMS ALL OTHER WARRANTIES OF ANY SORT, EXPRESS OR IMPLIED, EXCEPT THAT OF TITLE. SUPPLIER HEREBY SPECIFICALLY DISCLAIMS ANY IMPLIED WARRANTIES OF MERCHANTABILITY, COURSE OF DEALING, USAGE OF TRADE AND FITNESS FOR A PARTICULAR PURPOSE, NOTWITHSTANDING ANY PURPORTED TERMS AND CONDITIONS CONTAINED IN ANY DOCUMENT PREPARED BY PURCHASER IN CONNECTION WITH THIS SALE. SUPPLIER SHALL NOT BE LIABLE FOR CONSEQUENTIAL, SPECIAL OR INCIDENTAL DAMAGES OF ANY KIND WHATSOEVER, INCLUDING, BUT NOT LIMITED TO, LOSS OF REVENUE OR PROFITS.

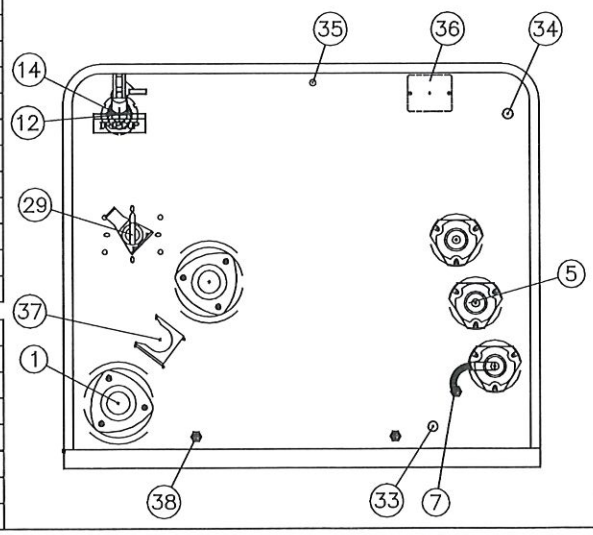
	DESCRIPTION
1	HV
5	LV
7	REMOVABLE COPPER GRD STRAP
12	DRIP SHIELD
14	HV FUSE HOLDER
29	LBOR SWITCH
33	DRAIN PLUG
34	FILL PLUG
35	PRESSURE RELIEF VALVE
36	NAMEPLATE
37	PARKING STAND
38	GROUND PADS
48	SECURITY BOLT
51	STANDARD SILL (REMOVABLE)
52	SS LIFTING LUGS
58	MUNSELL 7GY3.29/1.5
65	MILD STEEL TANK
69	SS HINGES AND PINS

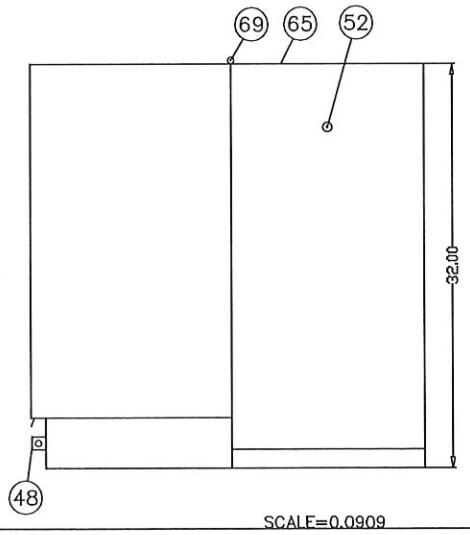
	SPECIAL NOTES
	ANSI ARC RADIUS
	CONTAINS LESS THAN 1PPM PCB

DWG NO	0620000467003	
DWG BY	SS	DATE: 02/02/23
APP BY		CC. 745

EXCEPTIONS TO, AND JACKING PROVISIONS, SECTION 2.1, THREE PHASE FEATURES. WE WILL COMPLY WITH C57.12.25 OR C57.12.38 EXCEPTIONS TO C57.12.26, SECTION 3.5, THREE PHASE STANDARD, WE WILL COMPLY WITH C57.12.25 OR C57.12.38.







QUOTE NO. FT0467003

HOWARD INDUSTRIES

LAUREL, MS USA 39440

SINGLE PHASE PAD DISTRIBUTION TRANSFORMER

CUSTOMER: CITY OF GLENWOOD SPRING	
SPEC. NO: GLENWOOD	SPEC. DATE: 13023.
KVA: 25.0 ; BIL: 95 ; TAPS: NONE	
HIGH VOLTAGE: 13200GRDY/7620	
LOW VOLTAGE: 240/120	
APPROX. CORE AND COIL WEIGHT:	212
APPROX. TANK AND ACCESS. WEIGHT:	273
GAL. OF OIL: 64 ; APPROX. WEIGHT:	479
APPROX. TOTAL WEIGHT:	965

REV.	DATE	DESCRIPTION	BY / APP
A			
B			

NOTE: THE WEIGHTS, DIMENSIONS, AND COMPONENT PLACEMENT ARE APPROXIMATE AND SUBJECT TO CHANGE WITHIN THE CUSTOMER SPECIFIED LIMITS.

SCALE=0.0909

Quotation

irby
A Sonepar Company

STUART C IRBY BR573 DENVER
5055 LIMA STREET
DENVER CO 80239-2625
303-576-0656 Fax 303-576-0729

QUOTE DATE	ORDER NUMBER
02/09/23	S013406181

REMIT TO:
STUART C. IRBY CO.
POST OFFICE BOX 843959
DALLAS TX 75284

PAGE NO. 1

SOLD TO:
CITY OF GLENWOOD SPRINGS
101 8TH ST.
GLENWOOD SPRINGS, CO 81601-3303

SHIP TO:
CITY OF GLENWOOD SPRINGS
2222 DEVEREUX ROAD
GLENWOOD SPRINGS, CO81601-8702
970-384-6352

ORDERED BY: KIMBERLY DELGADO

CUSTOMER NUMBER	CUSTOMER ORDER NUMBER	JOB/RELEASE NUMBER	OUTSIDE SALESPERSON
104185			Scott S Chenell

INSIDE SALESPERSON		REQD DATE	FRGHT ALLWD	SHIP VIA
Greg S Hopki		02/09/23	Yes	DIRECT

ORDER QTY	SHIP QTY	LINE	DESCRIPTION	Prc/UOM	Ext Amt
10EA		1	^*HOIN S107612-NT-3B-LP-W-DF-BF 1P PAD-MT 10KVA HV: 13200GRDY/7620 95KV BIL LV: 240/120 30KV BIL, 3 BUSHINGS NO TAPS, LOOP FEED, WELLS & INSERTS, DEAD FRONT, BAYONET FUSE TANK: MILD STEEL LOSSES: NO LOAD = 35, LOAD = 125, TOTAL = 160 IMPED = 1.9 OIL TYPE: MINERAL HOWARD-HUNTER $6364EA *DIRECT* QTE FT-0467 *PART#	7191.000EA	71910.00
7EA		2	^*HOIN S157612-NT-3B-LP-W-DF-BF 1PH PAD-MT 15KVA HV: 13200GRDY/7620 95KV BIL LV: 240/120 30KV BIL, 3 BUSHINGS NO TAPS, LOOP FEED, WELLS & INSERTS, DEAD FRONT, BAYONET FUSE TANK: MILD STEEL LOSSES: NO LOAD = 50, LOAD = 174, TOTAL = 224 IMPED = 1.8 OIL TYPE: MINERAL	12845.000EA	89915.00

*** Continued on Next Page ***

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Quotation

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INSIDE SALESPERSON		REQD DATE	FRGHT ALLWD	SHIP VIA
Greg S Hopki		02/09/23	Yes	DIRECT

ORDER QTY	SHIP QTY	LINE	DESCRIPTION	Prc/UOM	Ext Amt
7EA		3	^**HOIN S257612-NT-3B-LP-W-DF-BF 1PH PAD-MT 25KVA HV: 13200GRDY/7620 95KV BIL LV: 240/120 30KV BIL, 3 BUSHINGS NO TAPS, LOOP FEED, WELLS & INSERTS, DEAD FRONT, BAYONET FUSE TANK: MILD STEEL LOSSES: NO LOAD = 70, LOAD = 283, TOTAL = 353 IMPED = 2.3 OIL TYPE: MINERAL	8287.000EA	58009.00
3EA		4	^**HOIN S3776912-NT-3B-LP-W-DF-BF 1PH PAD-MT 37.5KVA HV: 13200GRDY/7620 95KV BIL LV: 240/120 30KV BIL 3 BUSHINGS TAPS: NO TAPS TANK: MILD STEEL LOSSES: NO LOAD = 90, LOAD = 386, TOTAL = 476 IMPED = 2.0 OIL TYPE: MINERAL	9924.000EA	29772.00

*** Continued on Next Page ***

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Quotation

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STUART C IRBY BR573 DENVER
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303-576-0656 Fax 303-576-0729

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104185			Scott S Chenell

INSIDE SALESPERSON		REQD DATE	FRGHT ALLWD	SHIP VIA
Greg S Hopki		02/09/23	Yes	DIRECT

ORDER QTY	SHIP QTY	LINE	DESCRIPTION	Prc/UOM	Ext Amt
3EA		5	^**HOIN S507612-NT-LP-DF-W-BF 1PH PAD-MT 50KVA HV: 13200GRDY/7620 95KV BIL LV: 240/120 30KV BIL 3 BUSHINGS TAPS: NO TAPS TANK: MILD STEEL LOSSES: NO LOAD = 105, LOAD = 512, TOTAL = 617 IMPED = 2.3 OIL TYPE: MINERAL	10485.000EA	31455.00
3EA		6	^**HOIN S757612-NT-LP-DF-W-BF 1PH PAD-MT 75KVA HV: 13200GRDY/7620 95KV BIL LV: 240/120 30KV BIL 3 BUSHINGS TAPS: NO TAPS TANK: MILD STEEL LOSSES: NO LOAD = 156, LOAD = 637, TOTAL = 793 IMPED = 1.8 OIL TYPE: MINERAL	12845.000EA	38535.00
			. **72-76 WEEKS LEAD TIME** . QUOTED PER GLENWOOD SPEC DATED 1/30/23 EVALUATED: NO LOAD=5.120 LOAD=1.464 SINGLE PHASE PAD MOUNTS DEAD FRONT, LOOP FEED, BAYONET FUSING, WELLS & INSERTS,		
*** Continued		on	Next Page ***		

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INSIDE SALESPERSON	REQD DATE	FRGHT ALLWD	SHIP VIA
Greg S Hopki	02/09/23	Yes	DIRECT

ORDER QTY	SHIP QTY	LINE	DESCRIPTION	Prc/UOM	Ext Amt
			SECONDARY SPADES, FOUR POSITION LOAD BREAK SWITCH, DRAIN VALVE WITH SAMPLING DEVICE. 2016 DOE COMPLIANT **NOTE: ITEMS 001-002, 004-006 UPDATED PER EXISTING DESIGNS. FOR AN ADDITIONAL CHARGE, THE HI-LIFT SINGLE-PHASE TRANSFORMER IS AVAILABLE.PLEASE SEE THE ATTACHED FLYER AND CONTACT YOUR HI REPRESENTATIVE FOR ADDITIONALINFORMATION. **NOTE** * DUE TO CURRENT COST VOLATILITY, HOWARD INDUSTRIES RESERVES THE RIGHT TO CHANGEPRICES AT ANY TIME TO COVER INCREASES IN THE KEY TRANSFORMER COST FACTORS BEYOND THE COMPANY'S CONTROL.DUE TO COVID-19, LABOR AND RAW MATERIAL SHORTAGES, AS WELL AS OTHER SUPPLY CHAIN DISRUPTIONS, HOWARD INDUSTRIES RESERVES THE RIGHT TO MODIFY LEAD TIMES AT ANY TIME ON BOTH ORDERS THAT HAVE ALREADY BEEN PLACED AND ON FUTURE ORDERS. ORDERS REQUIRING APPROVAL DRAWINGS: LEADTIMES QUOTED ASSUME THAT APPROVAL DRAWINGS WILL BE		
***	Continued	on	Next Page ***		

** Reprint ** Reprint ** Reprint **

Quotation

irby
A Sonepar Company

STUART C IRBY BR573 DENVER
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DENVER CO 80239-2625
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104185			Scott S Chenell

INSIDE SALESPERSON		REQD DATE	FRGHT ALLWD	SHIP VIA
Greg S Hopki		02/09/23	Yes	DIRECT

ORDER QTY	SHIP QTY	LINE	DESCRIPTION	Prc/UOM	Ext Amt
			SIGNED AND RETURNED TO HOWARD INDUSTRIES WITHIN TWO WEEKS OF RECEIPT OF SAID DRAWING. SHOULD THE PROCESS REQUIRE ANY ADDITIONAL TIME BEYOND THESE TWO WEEKS, THAT ADDITIONAL TIME WILL BE ADDED TO THE QUOTED LEADTIME. TRANSFORMERS ON THIS QUOTATION ARE DESIGNED TO COMPLY WITH DOE EFFICIENCY REQUIREMENTS EFFECTIVE FOR COVERED TRANSFORMERS COMPLETING MANUFACTURE BEGINNING JANUARY 1, 2016.		

*** This is a quotation ***

Prices firm for acceptance within 30 days with the exception of commodity prices which are subject to change daily. Quotation is void if changed. Complete quote must be used unless authorized in writing.

Subtotal	319596.00
S&H CHGS	0.00
Sales Tax	0.00
TOTAL	319596.00

OUR PRODUCT AND SERVICES ARE SUBJECT TO, AND GOVERNED EXCLUSIVELY BY, OUR TERMS AND CONDITIONS OF SALE, WHICH ARE INCORPORATED HEREIN AND AVAILABLE AT www.irby.com/terms. ADDITIONAL OR CONFLICTING TERMS ARE REJECTED, VOID AND OF NO FORCE OR EFFECT.

** Reprint ** Reprint ** Reprint **

Irby
Bob Rivers
5055 Lima Street
Denver Colorado
80239 United States

Bid Amount: $319,596.00
Solicitation Number: 2023-07Q

Quotation

Quote Date	**Thursday, February 9, 2023**	**11198 E. 45th Ave. Suite 150 Denver, CO 80239**	
Customer:	City of Glenwood Springs	**No Pages:**	1 OF 1
Attn:	Kimberly Delgado	**Job Name:**	**Single Phase Transformer RFQ**
Salesperson:	Bridget Morgan	**Contact:**	**o.303.217.7524 | bridget.morgan@wesco.com**

Item#	Qty	Description	Unit Price	U/M	EXT Price	Cancelable/ Returnable Y/N	Freight Terms	Lead Time
1	36	DOE efficiency10kva 13.2GY/7.62 - 120/240 Bayonet fuse+LBS ONAN	$7,934.00	EA	$285,624.00	N	PPD NO CHG	34-36 WKS ARO
2	36	DOE efficiency15kva 13.2GY/7.62 - 120/240 Bayonet fuse+LBS ONAN	$7,981.00	EA	$287,316.00	N	PPD NO CHG	34-36 WKS ARO
3	36	DOE efficiency 25kva 13.2GY/7.62 - 120/240 Bayonet fuse+LBS ONAN	$8,474.00	EA	$305,064.00	N	PPD NO CHG	34-36 WKS ARO
4	36	DOE efficiency 37.5kva 13.2GY/7.62 - 120/240 Bayonet fuse+LBS ONAN	$9,038.00	EA	$325,368.00	N	PPD NO CHG	34-36 WKS ARO
5	36	DOE efficiency 50kva 13.2GY/7.62 - 120/240 Bayonet fuse+LBS ONAN	$9,685.00	EA	$348,660.00	N	PPD NO CHG	34-36 WKS ARO
6	36	DOE efficiency 75kva 13.2GY/7.62 - 120/240 Bayonet fuse+LBS ONAN	$10,732.00		$386,352.00	N	PPD NO CHG	34-36 WKS ARO

MOQ PER ITEM: QTY:36

Wesco presents this quote with the understanding that this is more than the QTY requested, but given the significant lead times as well as transformer market conditions we are quoting this for current and future use.

TERMS AND CONDITIONS

Lead Times: Estimated schedules at the time of quote are 9 to 10 weeks for drawings, 22 to 24 weeksfor produciton, first 2 container 5 to 6 weeks to test, package and ship, 2 contianers every 6 to 8 weeks after.

In the event of any components such as, copper, core steel, mineral oil etc are subject to abnormal price increases, and the Factory is not able to otherwise mitigate these increases, the factory may pass along those specific incremental cost increases.

Shipment Dates from the factory are based on the payments and approvals being made on time, delays in payment of approvals ay cause delays in shipping

Scheduled production times are estimates and not garunteed, they are subject to raw material delivery estimates at the time of quotation.

Routine Tests are included for all new manufactured units

		Total:			$1,938,384.00			

By accepting this quote, you agree that the Wesco terms and conditions of sale published at www.wesco.com/termsofsale are expressly incorporated into and shall govern this transaction, unless an agreement between the parties exists.
This offer shall be firm for a period of seven (7) business days from the date of this offer (Except on wire and cable quotes which are valid for 1 day)
Cable prices are subject to metals escalation/de-escalation at time of shipment or order receipt date
Cable reel & length tolerances are per factory standards
Non-stock items are non-cancellable and non-returnable
Branch and factory stock are subject to prior sales. Out of stock material subject to factory lead times
A 30% restock is subject to all return requests. Returns requested after 90days of ship date will not be accepted.
The BOM provided is based on our interpretation of the specs, accuracy therefore is the responsibility of the purchasing party.
Any changes to this BOM may result in price changes. Partial award may result in a price increase
Any manufacturer price increases may result in a change to the price stated on this quote (even after time of order)
Quoted lead times are an interpretation of the most current manufacturer information and are not firm, they may be adjusted at any time.
Wesco will not be held liable for any project delays caused by a manufacturer supply chain issues or shipment delays
Transit times with all freight carriers are extremely delayed, Wesco not to be held responsible for delayed deliveries by freight companies
Subject to Buyer's credit worthiness. Please add an additional 5 workdays to the lead time if a new credit account needs to be opened.
Prices quoted are subject to adjustment should Duty and Tariff rates change from time of bid/quotation to time of order. WESCO reserves the right to adjust its pricing for goods affected directly or indirectly by changing duties/tariffs/trade agreements and significant currency fluctuations

Bid Amount: $1,938,384.00
Solicitation Number: 2023-07Q

WESCO Distribution
Bill Glover
11198 E 45th Ave #150
Denver Colorado
80239 United States

Bid Exceptions
We are submitting with MOQs above the requested quantities. This is the Triton MOQ, this is a great opportunity to get new transformers on a very short lead time, for current and future use. Please reach out with any questions.

Standard Terms & Conditions

1. DEFINITIONS. As used in these Terms and Conditions (hereinafter, "Terms"), "Triton" means Triton Transformer and its employees, agents, officers, assigns, and representatives. "Customer" means the party purchasing a product directly from Triton. Triton and Customer may be referred to herein individually as "Party" or collectively as the

"Parties". "Quote" or "Quoted" refers to only the written quotation document provided by Triton to the Customer.

2. TERMS OF SALE/RENTAL. Should Customer offer to purchase and/or rent any equipment, services, or other items (hereafter, "Equipment") from Triton, Triton's acceptance of such is conditioned upon Customer's assent to these Terms. Any term, provision, or condition in conflict with, in addition to, or in modification of these Terms shall not be binding upon Triton unless such is accepted in writing by an authorized officer of Triton. These Terms are not an acceptance of any offer of Customer to purchase and/or rent, and all offers to purchase and/or rent made by Customer must be approved and accepted by Triton. These Terms shall be applicable whether or not they are enclosed with Equipment received by the Customer.

3. PRICES, PAYMENT TERMS and SECURITY INTEREST. Unless agreed to in writing by the Parties, prices quoted by Triton are current at the date of Quote and shall be subject to revision. Prices shall expire thirty (30) days from the date of Quote unless Triton receives a valid and complete purchase order before such time. The amount due shall be paid within the time period specified on the Quote. To secure the purchase price of the Equipment purchased by Customer from Triton, and any other amounts due by Customer to Triton, Customer grants and Triton retains a security interest in the Equipment until such time that any amounts due to Triton by Customer are paid in full.

4. TITLE AND DELIVERY. All deliveries shall be FOB or Ex Works ("EXW") (Incoterms 2000) the equipment's location. If delivered ("destined") to port, to a freight forwarder, whether arranged by Triton or by Customer, the freight forwarder will be defined as a representative of Triton and not of Customer. Risk of loss and title to all Equipment (if paid in full) furnished by Triton shall pass directly to Customer at Triton's location. All Delivery dates are estimates and under no circumstances does Triton guarantee date of Delivery.

5. RENTAL . Should Customer rent Equipment from Triton: Customer shall be liable for the return of the Equipment to Triton's location in the same condition as it was sent, ordinary wear expected. In the event that any of Triton's Equipment is lost or damaged after the time the Equipment leaves its location, Customer shall continue to pay rent on the Equipment until (1) the equipment is returned and Customer pays Triton the full cost to repair the Equipment or (2) Customer pays Triton the full replacement cost (i.e. the retail cost) of the Equipment.

6. CANCELLATION OR REVISIONS. An order may be canceled or revised only upon written approval by Triton in its sole discretion. Cancellation charges for a stock (not custom) order shall not be less than 25% of the Equipment price, and due upon invoicing, unless written consent is made by Triton. In the event Triton does not approve such cancellation or revision, Customer shall remain liable for the full price of the Equipment ordered.

7. WARRANTY. The only warranty applicable to the Equipment shall be such written warranty provided for on the Quote and shall be 12 months from the date of sale. Any warranty provided by Triton with respect to the Equipment shall have no force or effect unless and until full payment for such Equipment has been received by Triton. All warranties on Triton sales are handled directly from the factory as third party warranty.

8. INDEMNITY AND RELEASE. Customer agrees to indemnify Triton and hold it harmless from any and all claims and expenses, including attorney's fees and costs, arising from Customer's use of the Equipment. By using the Equipment, Customer hereby agrees to release Triton from any and all claims, obligations, damages (actual or consequential), and/or cost that Customer may incur arising out of, or in any way, related to the Equipment.

9. LIMITATION OF DAMAGES. CUSTOMER UNDERSTANDS AND AGREES THAT IN NO EVENT SHALL CUSTOMER OR ANY THIRD PARTY ENTITLED TO THE RECOVERY OF INDIRECT, EXEMPLARY, ACTUAL, CONSEQUENTIAL, INCIDENTAL, SPECIAL, LIQUIDATED, PUNITIVE, OR OTHER DAMAGES. Customer agrees and acknowledges that no special circumstances are present or contemplated by the Parties that would entitle Customer to consequential or special damages. Customer's maximum remedy for a breach of these Terms is the recovery of monies paid to Triton for the Equipment involved in the breach.

10. FORCE MAJEURE . Triton shall not be liable for failures in performance due to acts beyond its control, including, but not limited to, acts of God, embargo, stoppage of labor, failure to secure materials or labor from usual sources of supply, riots, acts of war, pandemic, fire, and acts of governmental or military authorities.

11. MEDIATION, ATTORNEY'S FEES, and GOVERNING LAW. In the event of any dispute with respect to these Terms or performance of the Parties hereunder which cannot be reasonably settled by the Parties, Triton and Customer agree to submit the dispute to mediation prior to initiating any litigation. The site of mediation shall be mutually agreed to between both parties. If any action or proceeding shall be commenced to enforce these Terms, or any right arising in connection with these Terms, the prevailing Party shall be entitled to recover from the other Party, reasonable attorneys' fees, costs, and expenses incurred.

12. SEVERABILITY, NO-ASSIGNMENT, NON-WAIVER, and ENTIRE AGREEMENT. Every provision of these Terms is intended to be severable. If any term or provision is illegal, invalid, or unenforceable, such shall not affect the remainder. In lieu of such illegal, invalid, or unenforceable provision, there shall be added automatically, as part of these Terms, provisions similar in terms as necessary to render such provision legal, valid, and enforceable. Triton's failure to enforce any or all of these Terms shall not constitute a waiver of its rights with respect to the same or any subsequent breach. Customer agrees not to assign or otherwise transfer its rights or obligations under these Terms without written consent of Triton. These Terms state the entire agreement between the Parties, are binding and controlling, and supersedes all prior proposals and understandings, whether oral or written and all other prior communications between the Parties relating to the subject matter of these Terms.

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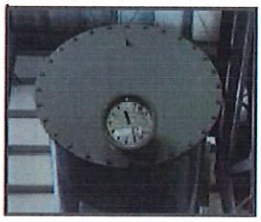
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City Council
STAFF REPORT
City of Glenwood Springs
February 16, 2023

Agenda Item:	Letter of Support for the Colorado Department of Transportation Grant
Action Requested:	Colorado Department of Transportation (CDOT) has requested that the City sign a letter of support for a grant application. Specifically, the grant requests funding for Cottonwood Pass safety improvements and Glenwood Canyon bridge joint and rail replacement.
Department:	Engineering
Presented By:	Terri Partch
Strategic Goals:	Ensure Public Safety
Background Info:	Please see the attached letter.
Issues:	None.
Fiscal Impact:	None.
Legal Review:	NA
Staff Recommendation:	Approve the Mayor's signature on the grant letter of support.

City of Glenwood Springs
101 West 8th Street
Glenwood Springs, CO 81601

Wednesday, February 08, 2023

The Honorable Pete Buttigieg, Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Support for Phase I: I-70 Corridor Resilience and Connectivity Improvements - RAISE 2023

Dear Secretary Buttigieg:

As Mayor of Glenwood Springs, Colorado, I write to express my strong support for the Colorado Department of Transportation (CDOT) as they pursue federal funding for Phase I of the I-70 Corridor Resiliency and Connectivity Improvements Project (the Project). The improvements of this project, especially combined with its subsequent phases, will advance regional and statewide resiliency, mobility, and connectivity to and through rural communities along Interstate 70 (I-70) and Western Colorado.

I-70 is the only contiguous east/west route in Colorado, serving as the gateway to Colorado's thriving outdoor recreation industry on the Western Slope; it is also a Critical Freight Corridor that supports significant statewide and national economic growth. Glenwood Canyon, a nationally-renowned scenic mountain feature along the I-70 corridor, experiences extreme weather and natural disaster events like rockslides, frozen roads, flash floods, and even wildfires, that often close the corridor and reroute travelers hundreds of miles and several hours.

While not a designated or endorsed detour, Cottonwood Pass is used by travelers during Canyon closures because of the shorter travel times it provides compared to the official detours. Cottonwood Pass is an unpaved, largely residential route that does not have the capacity to accommodate the traffic volumes from I-70. To improve the safety and mobility of the road for local residents, region visitors, and the occasional detour traffic, CDOT, in partnership with Eagle County and other local partners, will implement safety improvements along the county roads the intersect with Cottonwood Pass; these locations were defined by the Counties based on known safety issues.

Improvements of this Project include:

- Cottonwood Pass safety and mobility improvements including curve softening, enhanced sight distance and increased road width in specific areas to accommodate two vehicles passing.
- Glenwood Canyon modular bridge joints and structural rail preliminary engineering and construction

We appreciate your consideration and respectfully request USDOT to prioritize funding to support this worthy proposal.

Sincerely,

Jonathan Godes
Mayor of the City of Glenwood Springs, Colorado

CC: Shoshana Lew, Executive Director of Transportation for the Colorado Department of Transportation

City Council
STAFF REPORT
City of Glenwood Springs
February 16, 2023

Agenda Item:	Letter of Support for the East Vail Pass Wildlife Overpass Grant
Action Requested:	Colorado Department of Transportation (CDOT) and Summit County have requested that the City sign a letter of support for its a grant application for funding the installation of three wildlife crossings on the westbound lanes of I-70, and 16 miles of wildlife fencing between Vail Pass and Copper Mountain.
Department:	Engineering
Presented By:	Terri Partch
Strategic Goals:	Protect and Preserve our Quality of Life
Background Info:	Please see attached letter.
Issues:	None.
Fiscal Impact:	None.
Legal Review:	NA
Staff Recommendation:	Approve the Mayor's signature on grant letter of support.

City of Glenwood Springs
101 West 8th Street
Glenwood Springs, CO 81601

The Honorable Pete Buttigieg
US Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

RE: Support for I-70 East Vail Pass Wildlife Crossing - RAISE 2023

Dear Secretary Buttigieg:

As Mayor of the City of Glenwood Springs, I am writing to express my strong support for Colorado Department of Transportation (CDOT) and Summit County as they pursue a RAISE 2023 grant for the I-70 East Vail Pass Wildlife Crossings Project. The project will install three wildlife crossings on the westbound lanes of I-70 and 16 miles of wildlife-exclusion fencing between Vail Pass and Copper Mountain and leverage existing bridge infrastructure on I-70 to provide landscape permeability across one of the state's largest interstates.

The project is a collaborative effort between CDOT, Summit County, Colorado Parks and Wildlife (CPW), U.S. Forest Service (USFS), and Summit County Safe Passages, a nonprofit agency. The main goals of this Project include:

1. Restore landscape connectivity for deer, elk, moose, bighorn sheep, and the federally threatened Canada lynx across 12 miles of the White River National Forest
2. Restore connectivity for over 17,000 acres in the West Ten-Mile Creek Watershed
3. Improve traveler safety along a significant freight and transit corridor in the Southern Rocky Mountains and central Colorado by reducing wildlife-vehicle collisions

The Transportation Commission recently awarded the project $750,000 from the state general fund via the bipartisan Senate Bill 151 'Safe Crossings for Colorado Wildlife and Drivers'. Project partner Summit County Safe Passages is receiving donations for the project and is leveraging private sector interest to secure project support, such as building partnerships with Vail and Copper Mountain, and Arapahoe Basin ski resorts; and Summit County recently submitted a grant for $.5M to the National Fish and Wildlife Foundation to advance the project to a 30% design milestone. This project is an enormous priority for CDOT, CPW, USFS, Summit County, and Colorado as we work to make our transportation network safer for all residents, people and wildlife alike.

We whole-heartedly support this project and request USDOT to prioritize RAISE grant funding for this worthy proposal.

Sincerely,

Jonathan Godes
Mayor, City of Glenwood Springs

Karp Neu Hanlon PC
ATTORNEYS AT LAW
www.mountainlawfirm.com

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

Aspen
0133 Prospector Rd.
Suite 4102J
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: January 13, 2023

TO: Mayor and City Council

FROM: Karp Neu Hanlon, P.C.

RE: Fourth Amendment to Agreement for Immediate Possession and Conveyance of Property Interests

---

In June 2017 in preparation for the Grand Avenue Bridge project, the City entered into an Agreement for Immediate Possession and Conveyance of Property Interests with the owners of property near the 8th Street bridge (the Butler Rents property) to obtain permanent right-of-way for 8th Street and an easement for drainage and pedestrian/bike access through the Property. The original agreement contained certain development incentives to encourage the redevelopment of the property as follows:

> 10. In the event that the matter is resolved through negotiation, without the need for judicial proceedings of any kind, and in furtherance of the development of the residual parcel within five years, the City of Glenwood Springs will agree to the following items, in addition to paying fair market value of the property to be acquired:
>
> a. Count the conveyed Property as full satisfaction of the owner's parklands dedication requirement that is associated with residential development on the Owner's residual Property and no further parklands dedication shall be required by the City of Owner; and
>
> b. Approve two additional access between the residual parcel and the City's riverfront pathway of at least 30 feet in aggregate width including access that wraps around the northwest corner residual property near which the existing Church structure stands and the balance of the access as mutually agreed to best integrate the residual parcel with the City's riverfront pathway and protect the health, safety and welfare of the public; and
>
> c. Contribute five (5) City of Glenwood Springs EQR taps for potable water and waste water upon the date of development. Said EQR taps can only be used on Owner's residual parcel and the ability to use those taps shall run with title to the Owner's residual parcel. Owner shall receive no credit or rebate in the event those taps are not used within the five-year period; and

d. The City will assist the Owner in applying to enlarge current EPA planning area in order to provide federal, state and local government resources for planning and economic analysis of the future development of Owner's residual property; and

e. A waiver of any land use application fees charged by the City for any development application or variance filed by the owner with the City within the five-year time period following the execution of this agreement; and

f. The City recognizes that the acquisition of the Property has the potential to interfere with and/or complicate the development of the Owners' residual property. As such, the City will consider in good faith and deal fairly in accommodating the impacts of the Property acquisition and other relevant matters if/when the Owner applies for any variance of setback requirements, design, height, parking and/or other zoning variances driven by said Property acquisition. The City and Owner contemplate that any development of the property will include (but not be limited to) commercial, residential and/or mixed use of the property to the fullest extent allowed, and nothing herein shall be considered to limit these uses.

The Third Amendment to the Agreement provided that the development incentives in the Agreement can be used for 5 years and would expire on May 31, 2023. The global pandemic slowed progress on potential redevelopment of the property and the owners are requesting and additional year, until May 31, 2024, to utilize those incentives. Both Legal and Community Development have been in contact with the owners and their potential development partners. Staff is supportive of the extension and recommend Council approve the Fourth Amendment extending the deadline to use the development incentives until May 31, 2024.

FOURTH AMENDMENT TO AGREEMENT FOR IMMEDIATE POSSESSION AND CONVEYANCE OF PROPERTY INTERESTS

This Fourth Amendment to Agreement for Immediate Possession and Conveyance of Property Interests ("Third Amendment") is made and entered into this ___ day of _____ 2023, by and between 406 WEST 7TH, LLC, a Colorado limited liability company (also referred to herein as "Owner"), and the CITY OF GLENWOOD SPRINGS, COLORADO (also referred to herein as the "City").

WHEREAS, on June 7, 2017, the Parties entered into an Agreement for Immediate Possession and Conveyance of Property Interests (the "Agreement"); and

WHEREAS, on July 5, 2017 the Parties entered into an Amendment to Agreement for Immediate Possession and Conveyance of Property Interests; and

WHEREAS, on November 28, 2017 the Parties entered into a Second Amendment to Agreement for Immediate Possession and Conveyance of Property Interests; and

WHEREAS, on May 17, 2018, the Parties entered into a Third Amendment to Agreement for Immediate Possession and Conveyance of Property Interests; and

WHEREAS, the Parties desire to enter into this Fourth Amendment to the Agreement on the terms and conditions stated herein.

NOW THEREFORE, for good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties agree as follows:

1. The time to utilize the development credits set forth in Section 10 of the Agreement set to expire on May 31, 2023, is extended to May 31, 2024.

2. Except for the foregoing amendment, all other terms and provisions of the Agreement, as amended shall remain in full force and effect as written.

406 WEST 7TH, LLC

BY:_____
Barbara B. Wyatt, Manager

STATE OF COLORADO)
) ss.
COUNTY OF ARAPAHOE)

The foregoing instrument was acknowledged before me this ____ day of _____ 2023, by Barbara B. Wyatt, Manager of 406 West 7th, LLC.

Witness my hand and official seal.

My commission expires: _____

_____
Notary Public

CITY OF GLENWOOD SPRINGS, COLORADO

By: _____
_____, City Manager

ATTEST:

_____
City Clerk

Approved as to form:

KARP NEU HANLON, P.C.
For the City of Glenwood Springs, Colorado

_____
Karl J. Hanlon, City Attorney

AGREEMENT FOR IMMEDIATE POSSESSION AND CONVEYANCE OF PROPERTY INTERESTS

THIS AGREEMENT is made and entered into this 7th day of June 2017, by and between 406 West 7th, LLC (also referred to herein as "Owner"), a Colorado limited liability company, and the City of Glenwood Springs (also referred to herein as the "City").

RECITALS:

1. The City of Glenwood Springs has the power under the Colorado Constitution to acquire property by eminent domain. This includes taking property that is needed by the public for transportation, drainage, roadways, or recreational purposes.

2. The City of Glenwood Springs has been impacted by significant construction, including the Grand Avenue Bridge Project, which has intensified traffic pressure on City streets and pedestrian rights of way. The City has responded, in part, by emphasizing non-motorized, bicycle, and pedestrian traffic. The City has also evaluated its vehicular traffic, transportation, and storm water drainage needs.

3. A portion of the property located at 406 West 7th Street has been acquired by the Colorado Department of Transportation, which constructed a temporary roadway and other temporary improvements on the property.

4. The City of Glenwood Springs intends to acquire a permanent interest in the property owned by 406 West 7th, LLC because it is necessary to make certain public improvements, including building stairs to connect a riverfront path to Eighth Street, constructing a storm sewer, and converting the Colorado Department of Transportation temporary property acquisition and improvements into permanent, City owned property and public improvements.

5. The City of Glenwood Springs agrees to pay the fair market value of the interest to be acquired, and the parties are committed to reaching an agreement regarding value. In the meantime, however, the City requires immediate possession of the property so that it can begin work on its transportation and drainage project.

Therefore, in light of the foregoing recitals, the parties agree as follows:

COVENANTS:

6. 406 West 7th, LLC hereby grants and conveys to the City of Glenwood Springs immediate and uncontested, exclusive possession (subject only to CDOT's existing rights of possession) of the Owner's property as described and depicted on Exhibits A

and B attached hereto (the "Property") upon the execution of this Agreement. The City will have the survey points for the Property to be acquired staked on the ground within ten days of execution, said staking will include the use of witness corners in the event any of the corners to the property are within the currently utilized public right of way. The City is willing to accept conveyance of the entire Property in Fee from the Owner, but in consideration of potential benefits to the Owner, the City agrees herein to give the Owner the option of having the City acquire only the portion of the Property identified and depicted on Exhibit A ("8th Avenue Right of Way") in fee with the City acquiring title to the balance of the Property described and depicted on Exhibit B via either fee grant or, at the Owner's sole timely election, a grant of easement conveying all necessary above ground, surface and below ground rights for construction, operation, maintenance, replacement, repair and operation of a public sidewalk and stairs and storm sewer facilities as well as any necessary appurtenant structures to those improvements. All grants shall be made via documents containing warranty of title and shall convey marketable title to the City, the fee conveyance shall be made by a deed conforming with the statutory definition of a special warranty deed and the grant of easement shall contain warranty of title language limiting the warranties contained therein to a special warranty by Owner. Owner agrees to make its election and execute all necessary documents to effect said conveyance no later than thirty days from the execution of this Agreement.

7. Within ninety (90) days from the date of the Owner's election under Paragraph 6 above, the City of Glenwood Springs will make a written offer to compensate 406 West 7th, LLC for the taking of the Property. The City's offer will be based upon the appraisal of a certified, licensed appraiser. Said licensed appraiser will be employed by the City at the City's sole expense and both parties to this Agreement shall have the full and fair opportunity to discuss value of the Property and to provide opinions relating to the value thereof to the Appraiser. Only written and signed submissions of such information, if otherwise admissible, may be offered as evidence in any judicial proceeding to determine the value of the property.

8. The City's offer will remain open for 120 days after the receipt of the offer Owner. While the offer is pending, Owner may obtain its own independent appraisal and the City will pay the reasonable cost of the owner's appraisal so long as it is received within the 120-day period. Pursuant to C.R.S. § 38-1-121, the parties agree that the date that the Owner received notice from the City of the City's intent to acquire the property on Friday, May 23, 2017.

9. After considering the Owner's appraisal, the City will make a written final offer. Said written final offer will be tendered to the Owner within 30 days following the receipt of the Owner's appraisal by the City.

10. In the event that the matter is resolved through negotiation, without the need for judicial proceedings of any kind, and in furtherance of the development of the residual parcel

within five years, the City of Glenwood Springs will agree to the following items, in addition to paying fair market value of the property to be acquired:

a. Count the conveyed Property as full satisfaction of the owner's parklands dedication requirement that is associated with residential development on the Owner's residual Property and no further parklands dedication shall be required by the City of Owner; and

b. Approve two additional access between the residual parcel and the City's riverfront pathway of at least 30 feet in aggregate width including access that wraps around the northwest corner residual property near which the existing Church structure stands and the balance of the access as mutually agreed to best integrate the residual parcel with the City's riverfront pathway and protect the health, safety and welfare of the public; and

c. Contribute five (5) City of Glenwood Springs EQR taps for potable water and waste water upon the date of development. Said EQR taps can only be used on Owner's residual parcel and the ability to use those taps shall run with title to the Owner's residual parcel. Owner shall receive no credit or rebate in the event those taps are not used within the five-year period; and

d. The City will assist the Owner in applying to enlarge current EPA planning area in order to provide federal, state and local government resources for planning and economic analysis of the future development of Owner's residual property; and

e. A waiver of any land use application fees charged by the City for any development application or variance filed by the owner with the City within the five-year time period following the execution of this agreement; and

f. The City recognizes that the acquisition of the Property has the potential to interfere with and/or complicate the development of the Owners' residual property. As such, the City will consider in good faith and deal fairly in accommodating the impacts of the Property acquisition and other relevant matters if/when the Owner applies for any variance of setback requirements, design, height, parking and/or other zoning variances driven by said Property acquisition. The City and Owner contemplate that any development of the property will include (but not be limited to) commercial, residential and/or mixed use of the property to the fullest extent allowed, and nothing herein shall be considered to limit these uses.

11. In contrast to Paragraph 10, above, if an agreement cannot be reached as to value of the Property, the City of Glenwood Springs shall promptly commence condemnation proceedings.

12. All obligations contained herein shall be enforceable through specific performance.

13. Time is of the essence in the performance of the obligations set forth herein.

14. **Indemnification; Governmental Immunity.** To the extent permitted by law, the City shall defend, indemnify, and hold Owner harmless from any and all claims, suits, costs, and liability occasioned by the City's actions or inactions, or those actions or inactions of the City's agents, employees, or invitees, arising out of the right of possession of the Property granted herein. The City shall further defend and hold harmless Owner from and against any injury, claim or damage to any third party arising out of or in connection with City's operations under this Agreement. Notwithstanding the foregoing, nothing herein shall be deemed a waiver of the Colorado Governmental Immunity Act, C.R.S. § 24-10-101 *et seq.*, by the City. The City will require its contractors involved in the construction of any improvements in and/or upon the Property to name the Owner as an additional insured on all general liability policies. The City further agrees that the indemnification clause contained herein shall also be incorporated into any Easement Grant which is entered into by the parties as a result of this Agreement.

406 WEST 7TH, LLC

BY: Barbara B Wyatt
ITS: manager

STATE OF COLORADO)
) ss.
COUNTY OF Arapahoe)

The foregoing instrument was acknowledged before me this __day of June 2017, by Barbara B. Wyatt, manager of 406 West 7th, LLC.

Witness my hand and official seal.

JOHN DEBRUYN
NOTARY PUBLIC
STATE OF COLORADO
NOTARY ID # 19974010628
MY COMMISSION EXPIRES 02-10-2020

John DeBruyn
Notary Public

City of Glenwood Springs, Colorado

By: _____
Debra Figueroa, City Manager

Approved as to form:
KARP NEU HANLON, P.C.
For the City of Glenwood Springs, Colorado

_____
Karl J. Hanlon, City Attorney

STATE OF COLORADO)
) ss.
COUNTY OF Garfield)

The foregoing instrument was acknowledged before me this 7 day of June 2017, by Debra Figueroa, City Manager and Karl J. Hanlon, City Attorney.

Witness my hand and official seal.

_____
Notary Public

BETHLEHEM S. WISE
NOTARY PUBLIC
STATE OF COLORADO
NOTARY ID #20154027118
My Commission Expires July 9, 2019

EXHIBIT "A"

PARCEL
DATE: June 6, 2017
DESCRIPTION

A Parcel of land being a portion of Parcel "A" described in Reception No. 807737, recorded on September 6, 2011, in the Garfield County Clerk and Recorder's Office, located in the Northeast Quarter of the Southwest Quarter of Section 9, Township 6 South, Range 89 West, of the Sixth Principal Meridian, in Glenwood Springs, Garfield County, Colorado, said tract or parcel being more particularly described as follows:

Commencing at the Center West Sixteenth Corner of said Section 9, being a 3" aluminum cap marked "W 1/16 C-C S9 1976", whence the West Sixteenth Corner between said Section 9 and Section 16 of said township and range, as referenced by two 3-1/4" aluminum caps as described in the Field Notes of the Bureau of Land Management Dependent Resurvey by Cadastral Surveyor George E. Allen, accepted on September 5, 1997, bears S02°50'47"W, a distance of 2,708.96 feet (basis of bearing – assumed);

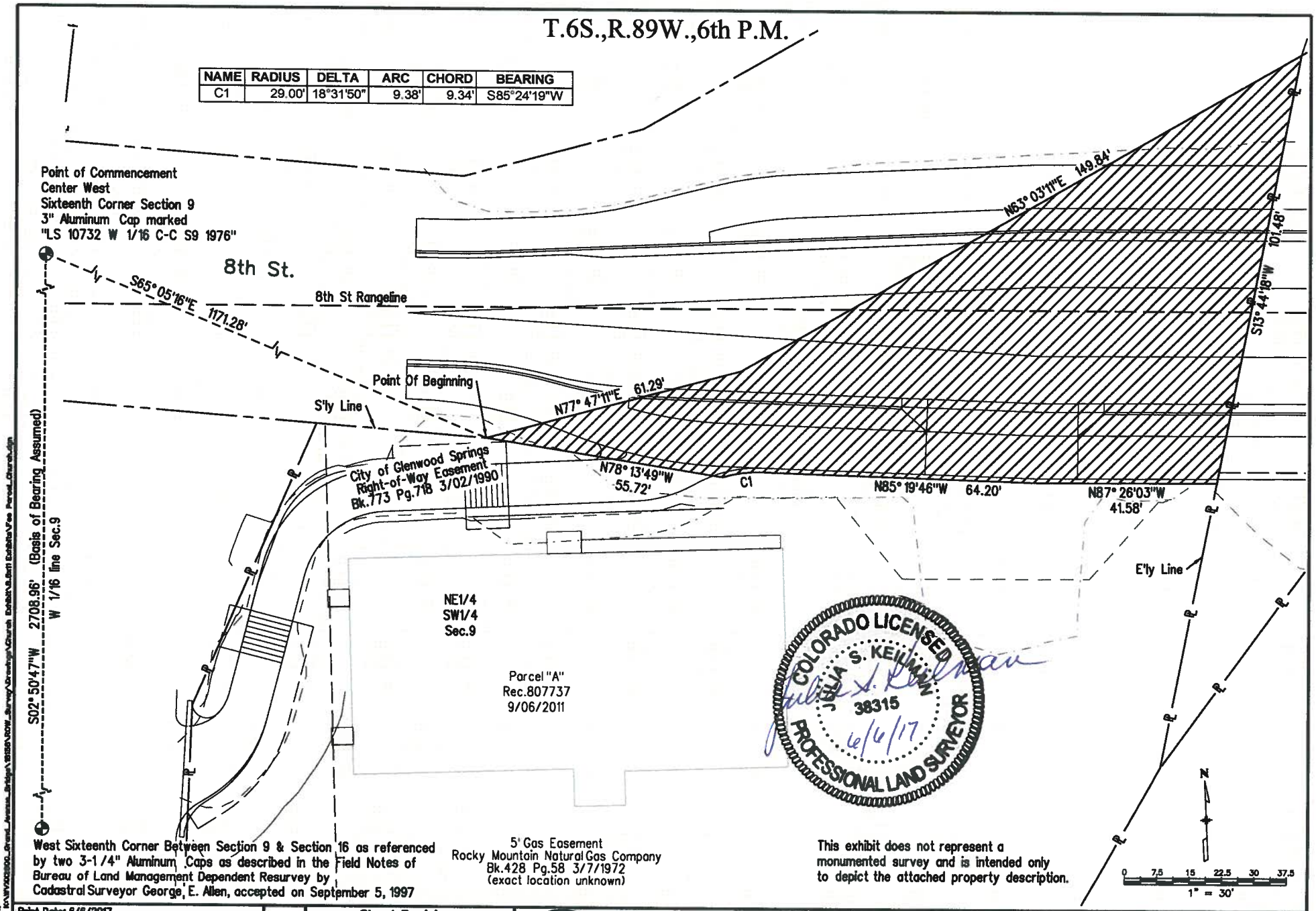
Thence S65°05'16"E a distance of 1171.28 feet to the southerly Right of Way line of 8th Street and the POINT OF BEGINNING;

Thence the following two (2) courses coincident with said southerly Right of Way line;
1. N77°47'11"E, a distance of 61.29 feet;
2. N63°03'11"E, a distance of 149.84 feet to the easterly line of said parcel of land described at Reception No. 807737;
3. Thence S13°44'18"W, coincident with said easterly line, a distance of 101.48 feet;
4. Thence N87°26'03"W a distance of 41.58 feet;
5. Thence N85°19'46"W, tangent with the following described curve, a distance of 64.20 feet;
6. Thence along the arc of a curve to the left, having a radius of 29.00 feet, a central angle of 18°31'50", a chord bearing of S85°24'19"W a distance of 9.34 feet, and an arc distance of 9.38 feet;
7. Thence N78°13'49"W non-tangent with the last described curve a distance of 55.72 feet to the POINT OF BEGINNING.

The above described Permanent Easement contains 7,847 square feet, (0.180 Acres), more or less.



Julia S. Keilman
Colorado Professional Land Surveyor No. 38315
For and on Behalf of JACOBS Engineering Group Inc.
707 17th Street, Suite 2400
Denver, CO 80202



Print Date: 6/6/2017
File Name: Fee Parcel_Church.dgn
Horiz. Scale: As Noted Vert. Scale: As Noted

JACOBS

Sheet Revisions		
Date:	Comments	Init.

City of Glenwood Springs
101 West 8th Street
Glenwood Springs, CO 81601

As Constructed	Parcel Area	Project No./Code
No Revisions:	7,847 SQ. FT	
Revised:	0.180 Acres ±	
Void:	Designer: / Detailer: / Sheet Subset:	Structure Numbers / Subset Sheets: 1 of 1
		Sheet Number 1

EXHIBIT "B"

POTENTIAL EASEMENT
DATE: June 6, 2017
DESCRIPTION

A Permanent Easement being a portion of the parcels of land described in Reception No. 807737, recorded on September 6, 2011, in the Garfield County Clerk and Recorder's Office, located in the Northeast Quarter of the Southwest Quarter of Section 9, Township 6 South, Range 89 West, of the Sixth Principal Meridian, in Glenwood Springs, Garfield County, Colorado, said tract or parcel being more particularly described as follows:

Commencing at the Center West Sixteenth Corner of said Section 9, being a 3" aluminum cap marked "LS 10732 W 1/16 C-C S9 1976", whence the West Sixteenth Corner between said Section 9 and Section 16 of said township and range, as referenced by two 3-1/4" aluminum caps as described in the Field Notes of the Bureau of Land Management Dependent Resurvey by Cadastral Surveyor George E. Allen, accepted on September 5, 1997, bears S02°50'47"W, a distance of 2,708.96 feet (basis of bearing – assumed);

Thence S65°05'16"E a distance of 1171.28 feet to the to the southerly Right of Way line of 8th Street and the POINT OF BEGINNING;

1. Thence S78°13'49"E non-tangent with the following described curve a distance of 55.72 feet;
2. Thence along the arc of a curve to the right, having a central angle of 18°31'50", a radius of 29.00 feet, a chord bearing of N85°24'19"E a distance of 9.34 feet, and an arc distance of 9.38 feet;
3. Thence S85°19'46"E tangent with the last described curve a distance of 25.76 feet;
4. Thence S39°40'14"W a distance of 20.53 feet;
5. Thence N88°59'08"W a distance of 109.69 feet;
6. Thence S01°00'52"W a distance of 50.13 feet;
7. Thence S45°27'27"W a distance of 31.96 feet;
8. Thence S67°54'16"W a distance of 19.36 feet;

Thence the following two (2) courses coincident with the westerly line of said parcel of land described at Reception No. 807737;

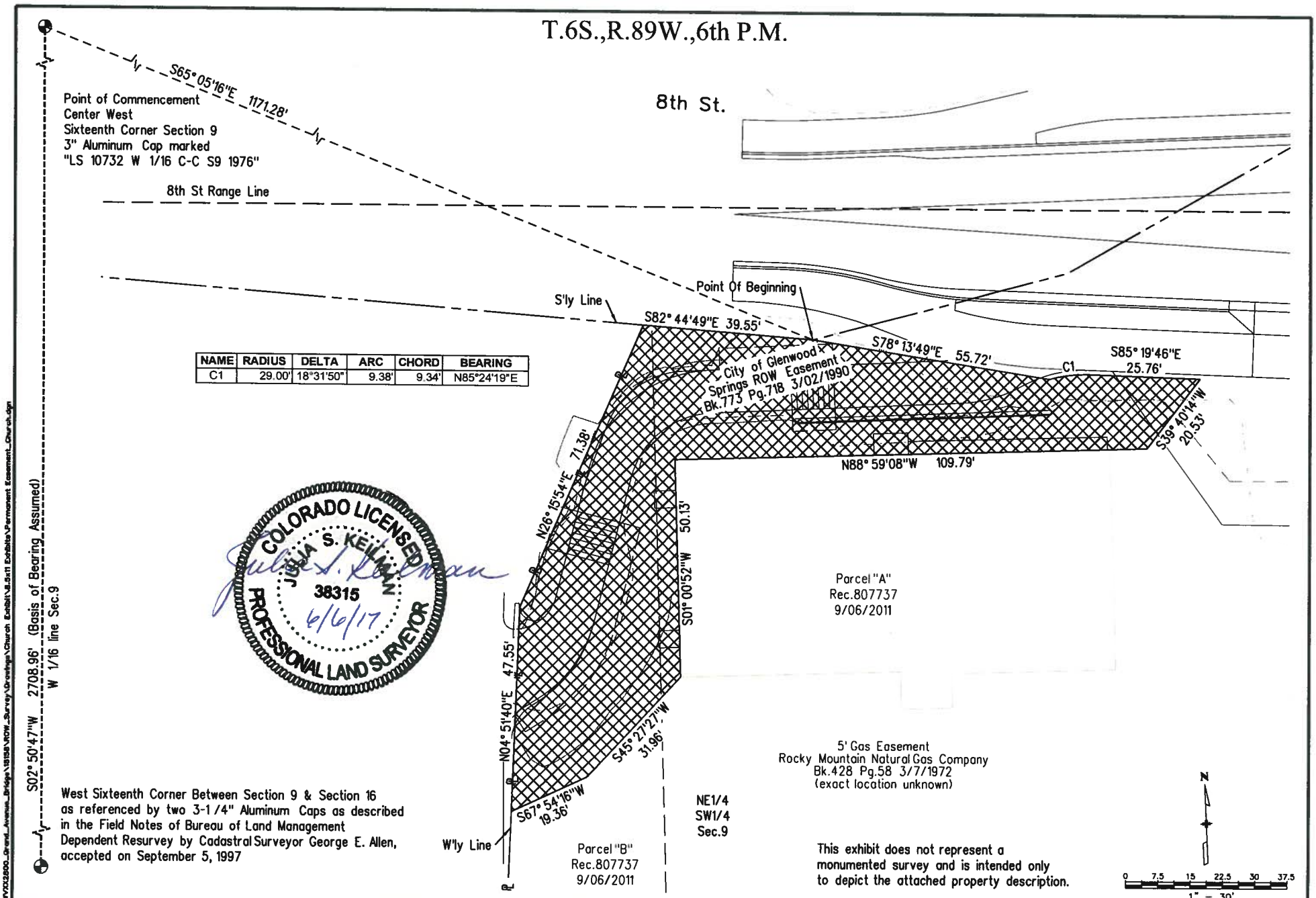
9. N04°51'40"E a distance of 47.55 feet;
10. N26°15'54"E a distance of 71.38 feet;
11. Thence S82°44'49"E, coincident with said southerly Right of Way line a distance of 39.55 feet to the POINT OF BEGINNING.

The above described Permanent Easement contains 5,384 square feet, (0.124 Acres), more or less.

Julia S. Keilman
Colorado Professional Land Surveyor No. 38315
For and on Behalf of JACOBS Engineering Group Inc.
707 17th Street, Suite 2400
Denver, CO 80202



T.6S.,R.89W.,6th P.M.



NAME	RADIUS	DELTA	ARC	CHORD	BEARING
C1	29.00'	18°31'50"	9.38'	9.34'	N85°24'19"E

COLORADO LICENSED
JOSHUA S. KELLMAN
38315
6/6/17
PROFESSIONAL LAND SURVEYOR

Print Date: 6/6/2017
File Name: Permanent Easement_Church.dgn
Horiz. Scale: As Noted Vert. Scale: As Noted

JACOBS

Sheet Revisions		
Date:	Comments	Init.

City of Glenwood Springs
101 West 8th Street
Glenwood Springs, CO 81601

As Constructed	Permanent Easement Area	Project No./Code
No Revisions:	5,384 SQ. FT 0.124 Acres ±	
Revised:	Designer: / Structure Numbers:	
Void:	Detailer:	
	Sheet Subset: / Subset Sheets: 1 of 1	Sheet Number 1

AMENDMENT TO AGREEMENT FOR IMMEDIATE POSSESSION AND CONVEYANCE OF PROPERTY INTERESTS

This Amendment to the Agreement for Immediate Possession and Conveyance of Property Interests ("Amendment") is made and entered into this ____ day of June 2017, by and between 406 West 7th, LLC, a Colorado limited liability company, and the City of Glenwood Springs (collectively, the "Parties").

RECITALS:

WHEREAS, on June 7, 2017, the Parties entered into an Agreement for Immediate Possession and Conveyance of Property Interests (the "Agreement"); and

WHEREAS, the Parties desire to amend the Agreement on the terms and conditions stated herein.

NOW THEREFORE, for good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties agree as follows:

1. Paragraph 6 of the Agreement is amended to revise the last sentence to read as follows:

> "…Owner agrees to make its election and execute all necessary documents to effect said conveyance no later than forty-two (42) days from the execution of this Agreement or by July 19, 2017."

Except for the foregoing amendment, all other terms and provisions of the Agreement shall remain in full force and effect as written and are unaffected by this Amendment.

IN WITNESS WHEREOF, the Parties have executed this Amendment on the day and year first written above.

406 WEST 7TH, LLC

_____
BY: Barbara B. Wyatt
ITS: Manager

STATE OF COLORADO)
) ss.
COUNTY OF _____)

The foregoing instrument was acknowledged before me this _____ day of July 2017, by Barbara B. Wyatt, Manager of 406 West 7th, LLC.

Witness my hand and official seal.
My commission expires: _____

_____
Notary Public

CITY OF GLENWOOD SPRINGS, COLORADO

Debra Figueroa, City Manager

Approved as to form:
KARP NEU HANLON, P.C.
For the City of Glenwood Springs, Colorado

Karl J. Hanlon, City Attorney

STATE OF COLORADO)
) ss.
COUNTY OF GARFIELD)

The foregoing instrument was acknowledged before me this 5th day of ~~June~~ July 2017, by Debra Figueroa, City Manager and Karl J. Hanlon, City Attorney of City of Glenwood Springs, Colorado.

Witness my hand and official seal.
My commission expires: 1/24/2019

ANGELIQUE PETTERSON
NOTARY PUBLIC
STATE OF COLORADO
NOTARY ID 20114003802
MY COMMISSION EXPIRES JAN. 24, 2019

Notary Public

SECOND AMENDMENT TO AGREEMENT FOR IMMEDIATE POSSESSION AND CONVEYANCE OF PROPERTY INTERESTS

This Second Amendment to Agreement for Immediate Possession and Conveyance of Property Interests ("Second Amendment") is made and entered into this 28th day of November 2017, by and between 406 West 7th, LLC, a Colorado limited liability company (also referred to herein as "Owner"), and the CITY OF GLENWOOD SPRINGS, COLORADO (also referred to herein as the "City").

WHEREAS, on June 7, 2017, the Parties entered into an Agreement for Immediate Possession and Conveyance of Property Interests (the "Agreement"); and

WHEREAS, on July 5, 2017 the Parties entered into an Amendment to Agreement for Immediate Possession and Conveyance of Property Interests; and

WHEREAS, the Parties desire to enter into this Second Amendment to the Agreement on the terms and conditions stated herein.

NOW THEREFORE, for good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties agree as follows:

1. The City agrees that it will construct a 5 foot wide sidewalk leading to the door on the north side of the building from the public sidewalk to be constructed by the City on the Property. The City will further construct 5 foot wide landings at the 1 door on the north side and the 2 doors on the west side of the building. The City will construct these improvements at the time the City constructs the final, permanent improvements on the Property.

2. Except for the foregoing amendment, all other terms and provisions of the Agreement shall remain in full force and effect as written and are unaffected by this Amendment.

406 WEST 7TH, LLC

Barbara B. Wyatt, Manager

BY: Barbara B. Wyatt, Manager

STATE OF COLORADO)
) ss.
COUNTY OF ARAPAHOE)

The foregoing instrument was acknowledged before me this 29th day of November 2017, by Barbara B. Wyatt, Manager of 406 West 7th, LLC.

TERESA A HAMMER
NOTARY PUBLIC
STATE OF COLORADO
NOTARY ID 19984003711
MY COMMISSION EXPIRES 04/12/2018

Witness my hand and official seal.

Teresa A Hammer
Notary Public

My commission expires: 4/12/18

CITY OF GLENWOOD SPRINGS, COLORADO

By: _____
Debra Figueroa, City Manager

Approved as to form:
KARP NEU HANLON, P.C.
For the City of Glenwood Springs, Colorado

_____
Karl J. Hanlon, City Attorney

STATE OF COLORADO)
) ss.
COUNTY OF GARFIELD)

The foregoing instrument was acknowledged before me this 8th day of ~~November~~ December 2017, by Debra Figueroa, City Manager and Karl J. Hanlon, City Attorney.

ANGELIQUE PETTERSON
NOTARY PUBLIC
STATE OF COLORADO
NOTARY ID 20114003802
MY COMMISSION EXPIRES JAN. 24, 2019

Witness my hand and official seal.

_____
Notary Public

My commission expires: 1/24/2019

City Council
STAFF REPORT
City of Glenwood Springs
February 16, 2023

Agenda Item: Resolution 2023-09; Adopting the 2023 Update to the 2011 Comprehensive Plan

Action Requested: Recommendation for Approval of the Glenwood Springs Comprehensive Plan Update 2023

Department: Economic and Community Development

Presented By: Jim Hardcastle, Danielle Campbell, Hannah Klausman

Strategic Goals: Provide Efficient and Responsive City Government
Preserve and Improve Infrastructure
Protect and Preserve our Quality of Life

Background Info: In July of 2021, the City of Glenwood Springs began a 17-month public process to update its 2011 Comprehensive Plan. Communities typically review and update their comprehensive plans every 3-5 years.

Purpose of the Comprehensive Plan

A Comprehensive Plan provides a blueprint of how the community should grow in the future, identifying goals, policies, and strategies to reach a collective vision. The document is designed to be long-range in nature contemplating some issues twenty years into the future. The plan addresses issues relating to land use, transportation, community character, economic development, housing, parks and open space, among others. It also is a requirement of the State of Colorado for municipalities with a population of more than 2,000.

A Plan will:

- Capture the vision of the community,
- Affect future decision-making positively,
- Help identify factors influencing and shaping a community,
- Allow analyzing and evaluating of competing interests,
- Provide guidance for the orderly growth, development, and physical appearance of a community, and
- Equitably build consensus, commitment from officials, staff, the community, and other stakeholders.

This is an official public document that is intended to be used by public officials, citizens and developers as one of the tools in making decisions about future development. This Comprehensive Plan is an advisory document that suggests or recommends policies and ideas. By adopting the Comprehensive Plan the Commission and City Council are not automatically creating law. Rather, the Comprehensive Plan acts as an umbrella document from which more detailed plans, policies, and programs may be developed, and regulations formally enacted by ordinance.

Public Process and Plan Development

A Comprehensive Plan is a compilation of broad-based goals and ideas that are collected over time during an extensive public outreach process. This is not to say a consensus of opinion is reached on every issue. There continues to be a wide diversity of opinion on many of the issues confronting the

city, such as transportation, the mass and scale of downtown, annexation, housing, evacuation routes, and the future of the airport, among others. Staff believes that this Comprehensive Plan succeeds in bringing direction to many of these and other sensitive issues that have confronted the city for years by presenting ideas for further consideration and study, and more importantly, by presenting a series of recommended next-steps to move the city forward.

The project began in July 2021 with a two-week long Community Survey administered by Magellan Strategies. The survey collected baseline data regarding important topics to be addressed throughout the process. In December of 2021, the City selected a planning consultant, Cushing Terrell, and created a dedicated Steering Committee to bring both a broad range of viewpoints and subject matter expertise to the process. Outreach efforts were focused on the following strategies:
1. Build upon the previous survey results.
2. Leverage the experts and resources of the City to bring educated input to the plan.
3. Create a process that was both inclusive and understandable.
4. Focus on engaging a broad and diverse group of community members.

Based on the themes that emerged from the 2021 Community Survey, consideration of the Update was initially broken into the following categories:

- Growth
- Housing
- Tourism + Economic Development
- Climate + Resiliency
- Mobility

In addition, a website, named Vision Glenwood, was built to provide a user-friendly homepage for the project throughout the process. The site is intended to serve as the city's outreach tool after completion of the Update effort as well. The website assisted the team with disseminating accurate and timely information. Since its launch, the website has accumulated 1,450 total visitors and 88 new registrants during the outreach. The site provided critical information as represented by 152 document downloads.

2023 Vision & Goals

This Comprehensive Plan includes a vision statement and broad-based goals for what the community aspires to be. The 2023 vision and goals are very similar to those in the 2011 Comprehensive Plan with some slight modifications. During the public engagement process, it was found that although the City may have changed physically in the 12 years since the last Comprehensive Plan was adopted, the community's core goals and values generally remain the same, though with the addition of climate resiliency and natural hazard protection.

Vision Statement

"The City of Glenwood Springs desires to maintain its character and preserve its cultural and natural resources by implementing a proactive plan to achieve directed and balanced development, social and economic diversity, address its transportation needs, and continue advancing its climate goals."

Goals

- Promote long-term, sustainable, and diverse economic development
- Maintain Glenwood Springs as the regional tourism, retail, commercial, and governmental center of Garfield County
- Preserve Glenwood's character while maintaining livability and increasing the vibrancy and commercial success of the downtown area and throughout Glenwood Springs
- Address transportation needs and provide multiple, convenient travel choices
- Direct development to locations and building forms that are cost effective to serve
- Provide equitable and diverse housing for the entire community

- Support social diversity
- Preserve cultural resources
- Preserve natural resources and protect against hazards
- Advance climate and resiliency

To achieve these goals, the Plan outlines a series of strategies and policy actions. The recommended goals are located in each category within Chapter 4.0 Plan Framework. The tables of corresponding strategies and action items are found in Chapter 5.0 Plan Implementation, pages 97-114.

Project Development Timeline

Between December 13, 2021and November 15, 2022 , the consultant team conducted the majority of the community outreach events and meetings as listed on page three in this report. Comments obtained were spread over a broad range of topics. Over the course of the outreach process, thousands of data points were recorded and analyzed. These data points included online comments, voting packets, post-it note comments at open houses, pop-ups and other events, comments from focus groups, dot-voting, survey responses, and website map and forum comments. There were three rounds of open houses held (one virtual, two in-person – each with two sessions), a LatinX community picnic, an online forum, an online survey, subject matter expert focus groups, steering committee meetings, target-area pop-ups, and municipal presentations. In addition, the Comprehensive Plan has had a constant presence at the project website: https://www.visionglenwood.com where events were advertised, and news and information continually posted.

The first set of draft recommendations based on the information gathered was officially presented to the Steering Committee at their meeting on August 9, 2022. What followed was a series of four Steering Committee meetings, one open house, two online surveys with one allowing citizens to comment on the draft of the Update Plan, and countless hours by Staff and the consultant spent addressing comments necessary for inclusion in the Plan. Additionally, City Council held two work sessions, on December 1, 2022 and January 5, 2023, with the Planning and Zoning Commission and Steering Committee members. These comments, coupled with a Draft Plan online survey which netted 81 responses from December 13, 2022 through January 6, 2023, resulted in Plan revisions that are reflected in the current January 17, 2023 draft.

On January 17, 2023, the City's planning consultant delivered a draft plan based on comments received from numerous events such as; outreach events, a community picnic, open houses, stakeholder interviews, steering committee meetings, three surveys, focus groups, work sessions with City Council, and technical informational meetings with various City departments as well as outside agencies. These outreach efforts are summarized throughout the Appendix of the Plan and include estimated attendance for most events. Over the course of the twelve months and 40 events, nearly 1,500 comments were received from the public. Comments were spread out over a broad range of topics. Comments were generally sorted into plan elements that mirrored the content of the Update Plan. Additionally, this draft reflects, and is consistent with plans, policies and guidelines that were adopted by the City since 2011.

The extent of the changes that were completed since the first draft on November 21, 2023, including comments from the Council work sessions and the community survey which closed on January 6, 2023, brings the draft up to date to present as attached to this report.

Comprehensive Plan adoptions are outlined in Colorado State Statute: CRS 31-23-206 thru 208. State statute requires no less than 2/3 affirmative votes of the Planning Commission to adopt the Plan. Staff has included State statutory provisions as an attachment to this report. The Glenwood Springs Municipal Code Section 020.020.030 details the adoption process internally with recommendation by the Planning and Zoning Commission and approval by the City Council.

There are no specific approval criteria outlined in either of these codes. However, staff has provided suggested findings for adoption that detail the process, public engagement, vision and goals of the

plan and compliance with other policies and plans in place.

The 2023 Glenwood Springs Comprehensive Plan Update is rooted in community input; the feedback received from people living, working, visiting, and leading this community is critical to the validity and success of the Plan. The City of Glenwood Springs Planning and Zoning Commissioners and individuals who represented various organizations and stakeholder groups were selected to serve on a Project Steering Committee (PSC). The primary roles of the PSC were to provide guidance throughout the planning process and bring a broad range of viewpoints and subject matter expertise into the process.

This path to completion has involved many engagement exercises meant to listen to the public. Those events included the following:

- 6 Open Houses
- 2 Hispanic/Latino Focus Groups/Picnics
- 10 Steering Committee Meetings
- 3 Online Survey
- 9 Pop-up Events/Displays
- 8 Focus Group Meetings
- 1 Board & Commission Liaison+ Steering Committee Meeting
- 2 City Council Work session involving the Planning & Zoning Commission and Comprehensive Plan Steering Committee
- 1 Planning & Zoning Commission - Public Hearing (6-0 Approval)
- 1 City Council Regular meeting (today) - Public Hearing

In addition, ten Project Steering Committee meetings were held and included discussion on all of the plan topic areas. The Glenwood Springs Comprehensive Plan Update also received an outpouring of input and support from an active, engaged, and diverse community. Because of the quality and amount of input received, this Plan is able to capture and represent the identity and future vision of Glenwood Springs in the goals, strategies, and actions herein. Special thanks to all those who participated in the engagement process.

The Planning and Zoning Commission (P&Z) discussed the Policy Action Plan and would like Staff to consider annual updates to P&Z on progress.

Issues:

Steering Committee, City Council, and the Planning and Zoning Commission have indicated the need to create a community character section within the Comprehensive Plan. Community Character is described as community values. Traditionally, in a Comprehensive Plan, it is often identified as what the community wants to preserve and strengthen. Reviewing the draft Comprehensive Plan, Glenwood Community Character is sprinkled throughout. Staff has created the following table based on the draft Plan to address this need for Council Review.

We Value:	Referenced
Social diversity in residents, workers, and visitors	25, 35, 39, 40, 50, 58, 74, 86, 93
Compact, walkable, and talkable neighborhoods	40, 49, 50, 51, 58, 66,
Sustainable tourism	61,65, 81, 82, 103, 112, 113
Multimodal connectivity and safety	29, 38, 48, 66-68
Diverse and historic architecture and neighborhoods	22, 27, 38, 42, 51, 56
Arts, culture, and recreation businesses and amenities	61, 64, 65, 81, 84, 85, 86, 92, 93, 102, 103, 110, 111, 113

Connection and preservation of nature (Rivers and Natural Resources)	7, 22, 28, 44, 50, 51, 84, 88
Resiliency and sustainability economy and environment	39, 62, 69, 81, 94, 105, 108,109, 111, 112, 114
Regionalism and partnerships	87, 25, 29, 30, 51, 54, 60-62, 66, 68, 30, 47, 66, 87
Livability for all	7, 35, 42, 51, 61, 66-68, 74, 75, 78
Diversity and choice among small businesses	25, 30, 51, 57, 61, 62

This list is drafted in a bulleted format today. However, with Council direction and approval it can be left within the existing format, expanded into formal statements, or drafted into descriptive language.

Fiscal Impact: The City received a Department of Local Affairs (DOLA) grant for $100,000 to complete the Comprehensive Plan update. The Comprehensive Plan Update 2023 includes an action plan that identifies numerous activities for staff and partner agencies. Some of these action items will include fiscal costs and staff time but are not quantifiable at this time.

Legal Review: Legal has drafted the resolution for Council adoption which is attached to this staff report.

Staff Recommendation: City Council may take one of the following actions:

- Recommend approving the 2023 Glenwood Springs Comprehensive Plan for adoption with findings;
- Continue the public hearing to a regular City Council meeting with the request for additional revisions, additions or information; or
- Deny the Plan with findings.

Staff supports approval of the Comprehensive Plan Update 2023 from the Planning and Zoning Commission, which reviewed the application at their regularly scheduled meeting on January 24, 2023 and voted 6-0 in favor of recommending the Plan, with the following suggested findings:

Recommended Findings

1. The Community Development Department conducted a series of public outreach events to solicit input about the future development of the city and surrounding areas.
2. The outreach efforts generated opinions about transportation, housing, economic development, parks and open space, community character, and natural & cultural resources, among others.
3. A Steering Committee made up of individuals serving on City Council, the Planning and Zoning Commission, and other city boards & commissions assisted in providing input and direction on the development of the Comprehensive Plan's vision statement, goals, strategies, and action items.
4. The vision statement and goals reflect the broad-based values of the community.
5. The objectives and strategies contained within the Plan are offered for consideration and further study for the purpose of helping to achieve the desired goals.
6. The 2023 Glenwood Springs Comprehensive Plan Update provides a guide for development within the community in a manner that achieves the community's desired vision

RESOLUTION 2023-09

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GLENWOOD SPRINGS, COLORADO, APPROVING AND ADOPTING THE UPDATE 2023 TO THE 2011 CITY OF GLENWOOD SPRINGS COMPREHENSIVE PLAN.

WHEREAS, the City of Glenwood Springs ("Glenwood Springs" or the "City") is a home-rule municipality organized under Article XX of the Colorado Constitution and with the authority of the Glenwood Springs Home Rule Charter; and;

WHEREAS, the City, acting through its Planning Commission and City Council, is authorized pursuant to C.R.S. §§ 31-23-201, *et seq.* and Glenwood Springs Municipal Code § 020.020.030(f)(1), to recommend and adopt a master or comprehensive plan to guide the physical development of the municipality; and

WHEREAS, by Resolution No. 10, Series 2011 the Planning Commission recommended and City Council adopted the 2011 City of Glenwood Springs Comprehensive Plan; and

WHEREAS, in furtherance of the City's goals of updating its comprehensive plan, the City established a Comprehensive Plan Steering Committee that met regularly to develop the vision, goals, and actions set forth in the comprehensive plan and initiated and executed an in-depth planning effort including outreach events and community surveys and involving City staff, City elected and appointed officials, property owners, residents, and other stakeholders; and

WHEREAS, City staff collected the information gathered during the aforementioned outreach and meetings and included it in the Glenwood Springs Comprehensive Plan Update 2023 to the Comprehensive Plan 2011 (the "Comprehensive Plan"), attached hereto as **Exhibit A** and incorporated by this reference; and

WHEREAS, the Comprehensive Plan includes maps, descriptive material, and other matter intended by the Steering Committee, Planning Commission, and City Council to form the whole or part of the plan; and

WHEREAS, on January 24, 2023 the Glenwood Springs Planning Commission held a duly noticed public hearing on the Comprehensive Plan and recommended adoption to the City Council; and

WHEREAS, on February 16, 2023 the Glenwood Springs City Council held a duly noticed public hearing on the Comprehensive Plan; and

WHEREAS, notices of both hearings have been published once in the official newspaper of general circulation within the City and once in the official newspaper of Garfield County, as required by law. Because the official newspaper of the City and the County is the same, a single publication was made to satisfy for both notices.

WHEREAS, City Council finds and declares that the approval and adoption of the 2023 City of Glenwood Springs Comprehensive Plan as set forth on **Exhibit A** is in the best interest of the residents of the City.

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 Comprehensive Plan Update 2023 to the Comprehensive Plan 2011 as set forth on **Exhibit A** attached hereto and incorporated herein.

INTRODUCED, READ, AND PASSED THIS 16th DAY OF FEBRUARY 2023.

CITY OF GLENWOOD SPRINGS, COLORADO

_____

Jonathan Godes, Mayor

ATTEST:

_____

Ryan Muse, City Clerk

2023

GLENWOOD SPRINGS COMPREHENSIVE PLAN UPDATE

DRAFT
REVISED
1.17.23



Acknowledgments

City Council

Jonathan Godes (Mayor)
Charlie Willman (Mayor Pro Tem)
Marco Dehm
Tony Hershey
Shelley Kaup
Paula Stepp
Ingrid Wussow

Planning & Zoning Commission

George Shaver, Chair
Carolyn Cipperly
Amy Connerton
April Davey
Peter Waller
Joy White
Mitchell Weimer
Amber Wissing

City of Glenwood Springs Staff

Emery Ellingson, Planner II
Watkins Fulk-Gray, Senior Planner
James Woodrow Hardcastle Jr., Long Range Principal Planner
Trent Hyatt, Long Range Planner
Hannah Klausman, Assistant Director

Danielle Campbell, Economic Development Specialist
Jennifer Ooton, Assistant City Manager
Bryana Starbuck, Public Information Officer
Terri Partch, City Engineer

Project Steering Committee

Planning & Zoning Commission Members
James Fosnaught
David Hauter
Trish Kramer
Sandy Lowell
Andy Mueller
Sumner Schachter

2023 Glenwood Springs Comprehensive Plan Update prepared by:

CushingTerrell.

Cushing Terrell cushingterrell.com

303 E 17th Ave, Suite 105 | Denver, CO 80203

Consultant Team:

- Fehr & Peers
- Leland Consulting
- Connect One Design

DRAFT

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EXECUTIVE SUMMARY

An Update to the 2011 Plan

This 2023 Comprehensive Plan represents a technical update of the 2011 Plan and is not a complete rewrite of the 2011 Plan.

Instead, it draws from more recent data and community input and addresses high priority updates to key Plan Elements including Land Use & Growth Management; Community Character & Vitality; Economic Development & Tourism; Transportation & Mobility; Housing; Public Utilities & Services; Parks, Recreation, Open Space & Trails; Natural Resources; Cultural Resources & the Arts; and Climate & Hazards. These Elements are all framed around three overarching guiding principles: Community Character, Resiliency, and Equity.

Document Organization

The following describes how this document is organized and defines terms that are used throughout.

- PLAN ELEMENTS: Organizational tools of planning areas by focus/discipline
- VISION: Our shared picture of what we want our community to be in the future
- GOALS: Markers that indicate where we are in relation to where we would like to be. Results that we want to achieve
- STRATEGIES: Methods for how we can achieve our goals and advance priorities
- ACTIONS: Specific tasks under related strategies

Figure 10: Plan Framework





Vision

The City of Glenwood Springs desires to maintain its character and preserve its cultural and natural resources by implementing a proactive plan to achieve directed and balanced development, social and economic diversity, address its transportation needs, and continue advancing its climate goals.

Goals

- Promote long-term, sustainable, and diverse economic development
- Maintain Glenwood Springs as the regional tourism, retail, commercial, and governmental center of Garfield County
- Preserve Glenwood's character while maintaining livability and increasing the vibrancy and commercial success of the downtown area and throughout Glenwood Springs
- Address transportation needs and provide multiple convenient travel choices
- Direct development to locations and building forms that are cost effective to serve
- Provide equitable and diverse housing for the entire community
- Support social diversity
- Preserve cultural resources
- Preserve natural resources and protect against hazards
- Advance climate and resiliency goals as a core community value

Future Land Use

Throughout the technical planning and community engagement process, new ideas for the way land is used in Glenwood Springs have emerged. This Plan's updated Future Land Use Map on page 41 represents the community's vision for the use of land within the City's Urban Growth Boundary, and its designations indicate the general character of desired uses.

Areas of Change

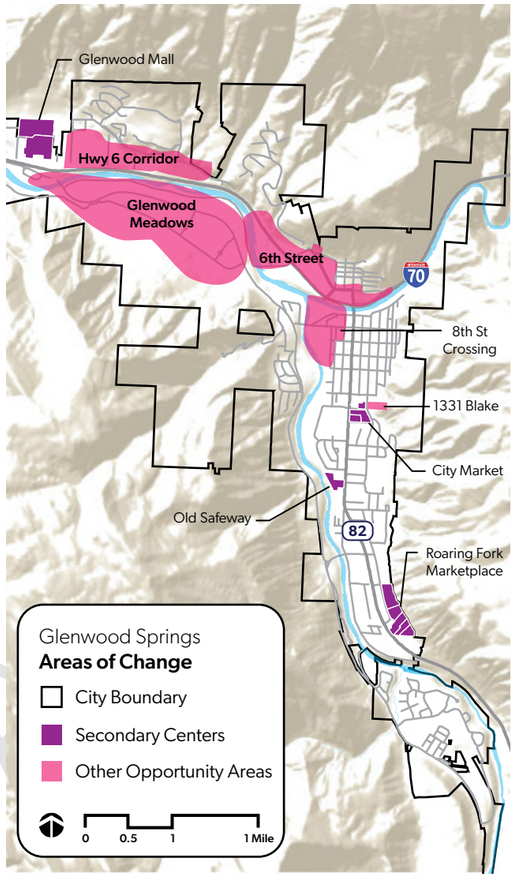
Identified Areas of Change are intended to accommodate future growth through infill and redevelopment, and are targeted for growth to address housing demand and provide a mix of uses that are compatible with existing character.

Secondary Centers

Secondary Centers, where mixed-use development is envisioned, have the potential to accommodate a significant amount of future growth. In several cases anchored by grocery stores, these areas offer surrounding neighborhoods convenient access to a variety of services, shops, and restaurants. Secondary Centers in Glenwood Springs include:

- Safeway Site (20th Street & Grand Avenue)
- City Market Site (14th Street and Grand Avenue)
- Roaring Fork Marketplace (3200 block of South Grand Avenue)
- West Glenwood Mall (51000 block of Highway 6)

Figure 13: Areas of Change



Other Opportunity Areas

Several other larger parcels dispersed throughout the community could accommodate more intensive development, and should include streetscape improvements and other amenities such as parks and civic spaces. These areas include:

- Glenwood Meadows
- Highway 6 Corridor
- 8th Street Crossing & Confluence Area
- 1331 Blake Avenue
- City-owned land

Plan Implementation

This Plan's Implementation Matrix is a tool to organize action steps that will help implement the strategies outlined in the Plan Elements chapter. This tool will be used by City staff and leadership as a guide to monitor how the plan program and decisions will occur over the life of the plan. Each action is assigned responsible parties to take leading roles, and an anticipated length of time for completion.

Action Plan

Land Use & Future Growth				
#	**Policy/Action**	**Champion**	**Timeline**	**High Priority**
1.1	**Promote Transit Oriented Development (TOD).**			
1.1.A	Plan for transit stations located in all mixed-use neighborhoods by incorporating principles of smart growth, new urbanism and green building.	Engineering/RFTA	Near Term	
1.1.B	Concentrate growth in Glenwood Springs in locations that can be served by high-frequency transit.	Engineering and Community Development	Near Term	
1.2	**Encourage a compact urban form.**			
1.2.A	Increase allowable unit densities in areas where supporting infrastructure is available.	Community Development	Near Term	x
1.2.B	Consider density or zoning bonuses to provide affordable and workforce housing.	Community Development	Ongoing	x
1.2.C	Identify opportunities for vertical mixed-use (residential over commercial) and live-work housing.	Community Development	Near Term	
1.3	**Focus growth in areas of change.**			
1.3.A	Implement existing and prepare future Sub-area plans for: Confluence Riverfront Park and 8th St Crossing, 6th Street, W. Hwy 6 Corridor, S. Midland Ave, former Safeway redevelopment site, Walmart/Roaring Fork Market, River Corridor Overlay, West Glenwood Mall.	Community Development	Ongoing/ Near Term	x
1.3.B	Implement the annexation plan.	Community Development	Ongoing	x
1.3.C	Establish key metrics associated with growth scenarios and timelines to ensure ongoing, sustained infrastructure needs are met.	City	Near Term	x

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1.0: INTRODUCTION

1.1 | Document Organization

The following describes how this document is organized and defines terms that are used throughout.

- PLAN ELEMENTS: Organizational tool of planning areas by focus/ discipline
- VISION: Our shared picture of what we want our community to be in the future.
- GOALS: Markers that indicate where we are in relation to where we would like to be. Results that we want to achieve.
- STRATEGIES: Methods for how we can achieve our goals and advance priorities
- ACTIONS: Specific tasks under related strategies

1.2 | The Planning Process

Comprehensive plans are established by state law for the general purpose of "guiding and accomplishing coordinated and harmonious development which, in accordance with present and future needs and resources, will best promote the general welfare of the inhabitants."[1] Comprehensive plans apply to municipal boundaries as well as up to three miles in the surrounding area.

It is understood that when a comprehensive plan is followed by decision-makers to help guide growth, community goals will be more fully achieved. If future development is allowed to ignore the comprehensive plan, it is likely that the vision, as well as many goals and plan strategies, will not be achieved. The success of the comprehensive plan depends upon the commitment and the will of elected and appointed public officials, the development community, City staff, and residents to implement this Plan's goals, strategies, and actions.

1. CO Rev Stat § 31-23-206 (2016)

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1.3 | Purpose of a Comprehensive Plan

A Comprehensive Plan is an advisory document that guides the future evolution and changes in a community over the next 10-15 years. The Plan is a "road map" for fostering a desirable and sustainable place to live, work, and visit. It establishes goals and strategies for advancing key community priorities, including Land Use & Development; Community Character; Economic Development; Multimodal Transportation; Housing; Public Utilities & Services; Parks & Open Space; Natural Resources; Cultural Resources & the Arts; and Climate & Hazards. The Comprehensive Plan sets the stage for more detailed planning through master plans, capital planning, small area plans, and development regulations.

The Glenwood Springs Comprehensive Plan is a long-term Plan for the City's future. The future land use designations and plan strategies are advisory in nature. The Plan does not grant property rights, nor restrict them. While the Comprehensive Plan is not legally binding, it provides guidance for zoning, budgeting, capital improvement decisions, and policymaking, and serves as a general guide for other long-range and subarea plans.

The Comprehensive Plan acts as a roadmap for Glenwood Springs' future



1.4 | Relationship to Other Plans

The Comprehensive Plan establishes the vision for the community for the next 10-15 years and serves as the foundation for several documents that provide more detailed guidance for how Glenwood Springs will evolve in the future. The plans outlined in this section also provide guidance to other City departments and functions including transportation, parks and recreation, and utilities and services (water, police, fire), and various city facilities.

This 2023 Comprehensive Plan represents a technical update of the 2011 Plan and is not a complete rewrite of the 2011 Plan.

Instead, it draws from more recent data and community input and addresses high priority updates to key Plan Elements such as Land Use & Growth Management, Community Character, Economic Development & Tourism, Housing, and Transportation.

6th Street Master Plan (2017)



The current Comprehensive Plan is supported by several functional plans that guide Glenwood Springs:

- Public Art Plan (2021)
- MOVE Study (2021)
- 2020 Recreation for Rural Communities (2020)
- Area Wide Master Plan (2019)
- Regional Housing Study (2019)
- Economic Development Strategy (2018)
- Confluence Area Plan (2017)
- 6th Street Master Plan (2017)
- Parks and Recreation Master Plan (2016)
- Long Range Transportation Plan 2015-2035
- Energy and Climate Action Plan (2009)
- Citywide Historic Preservation Plan (2008)

Plans and studies are commonly updated, and the City should update existing plans where possible, before embarking on new planning efforts.

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1.5 | Plan Amendment Process

The City will review the Comprehensive Plan every three to five years, but more frequent revisions may be necessary to reflect changes in community goals and needs. The Plan may be revised either through an administrative amendment process or through a formal plan amendment.

For administrative amendments, the Community Development Director has the authority to:

- Make minor additions or clarifications to the policy section
- Correct errors or grammar
- Allow the processing of a rezoning application request without a plan amendment when the existing zoning is inconsistent with the Comprehensive Plan, but the property is adjacent to a land use designation that would support the requested zone district.

A formal plan amendment is required when a requested change significantly alters land use or the Comprehensive Plan document. Amendments to the Comprehensive Plan will be approved by City Council with a recommendation by the Planning and Zoning Commission. An amendment may be submitted concurrently with a rezoning, subdivision, development permit, or other land use application. An amendment may be requested by a resident, property owner, City or County official, or City staff.

The City may amend the Comprehensive Plan if the proposed change is consistent with the vision, goals, and strategies of the Plan and one or more of the following:

- Subsequent events have invalidated the original premise and findings; and/or
- The character and/or condition of the area has changed such that the amendment is consistent with the plan; and/or
- Public and community facilities are adequate to serve the type and scope of land use proposed; and/or
- An inadequate supply of suitably designated land is available in the community to accommodate the proposed land use; and/or
- The community or area will derive benefits from the proposed amendment.

1.6 | Plan Interdependencies

The Plan represents a combination of public and technical inputs and professional judgment, that together define the goals and strategies needed to advance the community's vision. The Plan provides guidance on many issues that confront the community and presents a strategy for the City to take shape in a sustainable manner.

Many of the issues identified in this Plan are interrelated, and therefore overlap with other important topics, usually in multiple ways. For example, a strategic decision to guide new growth inward and upward, rather than outward, beyond the city limits, may encourage activation and vitality but may also change the character of the community and neighborhoods where the new growth is located.

Regional context is also a factor that contributes to the complexity of issues in Glenwood Springs. Glenwood Springs is in a strategic position and serves many people who live and work in the region. Transportation, traffic congestion, commuting patterns, affordable housing, the location of jobs, and even the quality of air, water, and native habitat, are all impacted by land use decisions. What happens in one area affects another, despite local efforts to address any or all these issues.



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1.7 | Community Engagement Process

Overview

The 2023 Glenwood Springs Comprehensive Plan Update is rooted in community input; the feedback received from people living, working, visiting, and leading this community is critical to the validity and success of the Plan. Preceding the 2023 Update effort, the City of Glenwood Springs hired Magellan Strategies to conduct a community survey. The survey received 861 responses and the data was analyzed to understand resident feelings around quality of life, growth, economic vitality, transportation and mobility, housing, city services, and budget priorities. Out of these key issues, the consultant team identified themes requiring further refinement from the public. The 2023 Comprehensive Plan Update utilized these results as the starting place for the public outreach process. Building upon the 2021 Community Survey, the following summarizes the engagement and outreach process and the results of the 2023 Plan efforts (see Figure 1).

Figure 1: Community Engagement Process



Project Steering Committee

The City of Glenwood Springs Planning Commissioners and individuals who represented various organizations and stakeholder groups were selected to serve on a Project Steering Committee (PSC). The primary roles of the PSC were to provide guidance throughout the planning process and bring a broad range of viewpoints and subject matter expertise into the process.

Ten PSC meetings were held monthly, at which the project team presented findings on the following topics:

- Vision / Community Engagement Plan
- Population and Growth Trends
- Growth Strategies, Character Areas
- Mobility & Emergency Access
- Public Utilities, Services, Climate, Hazards, Natural Resources
- Recreation, Parks, Tourism, Future Land Use Map
- Draft Recommendations
- Implementation Actions Part 1
- Implementation Actions Part 2



Figure 2: Outreach Methods

Public Outreach Process & Summary

The Plan outreach process began in December of 2021. Outreach efforts were focused on the following strategies:

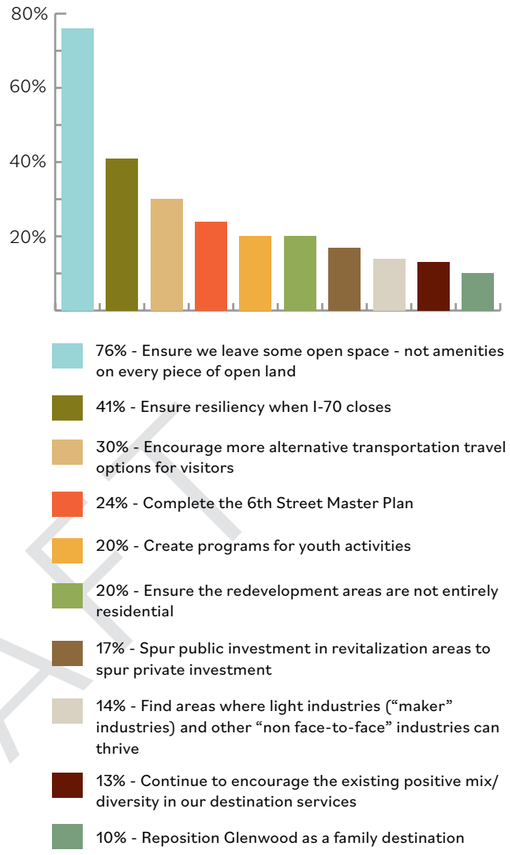
- Build upon the previous survey results
- Leverage the experts and resources of the City to bring valuable input to the plan
- Create a process that was both inclusive and understandable
- Focus on engaging a broad and diverse group of community members.

Based on the themes that emerged from the 2021 Community Survey, consideration of the Update was initially broken into the following categories:

- Growth
- Housing
- Tourism + Economic Development
- Climate + Hazards
- Mobility

Over the course of the eleven month outreach process, thousands of data points were recorded and analyzed for the Plan Update. These data points included online 'jamboard' comments; voting packets; post-it note comments at open houses, pop-ups and other events; comments from focus groups; dot-voting; survey responses; and website map and forum comments.

Figure 3: Top Themes from Community Engagement



Input channels included three rounds of open houses (one virtual and two in-person - each with two sessions), a Spanish-language focused community picnic, an online forum, an online survey, subject matter expert focus groups, Steering Committee meetings, target-area pop-ups, displays, and municipal presentations. In addition, the Comprehensive Plan has had a constant presence at the project website, www.VisionGlenwood.com, where events were advertised, and news and information were continually posted. Each public meeting and input opportunity was advertised in Spanish with interpretation available at meetings and events.

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Figure 4: Community Engagement Plan

DATE(S)	#	EVENT / TASK	TOPIC(S)	TARGET AUDIENCES
Jul 7, 2021 - Jul 21, 2021	1	**2021 Community Survey** (completed prior to the Comprehensive Plan Update)	Quality of life, Growth, Economic Vitality, Mobility, Housing, City Services, and Budget Priorities	Glenwood Springs Residents
Dec 13, 2021	1	**Steering Committee Meeting #1**	Visioning Workshop/Community Engagement Plan	Project Steering Committee, Residents
Feb 8, 2022	1	**Steering Committee Meeting #2**	Population & Growth Trends	Project Steering Committee, Residents
Feb 9, 2022	2	**Open House #1 (Virtual)**	Expanding on theme statements prioritized in the Community Survey	Glenwood Springs Residents
Mar 8, 2022	1	**Steering Committee Meeting #3**	Growth Strategies, Character Areas	Project Steering Committee, Residents
Mar 11 - Apr 16, 2022	9	**Outreach Pop-up Events/Displays**	Glenwood High School, Community Center, City Market, City Hall, River Trail, Walmart, Ross, Bazaar Event, Earth Day Celebration	Glenwood Springs Residents who normally do not attend public meetings
Mar 14 - Apr 1, 2022	8	**Focus Group Meetings**	Climate Action/Resiliency, Recreation/ Tourism, Mobility, Land Use/Growth, Housing/Economy, Sustainable Infrastructure, Historic Preservation	Subject matter experts, community organizations
Apr 12, 2022	1	**Steering Committee Meeting #4**	Mobility, Emergency Access	Project Steering Committee, Residents
Apr 20, 2022	1	**Hispanic/Latino/a Focus Group**	Challenges faced by Hispanic/Latino/a community members	Hispanic/Latino/a community members/organizers
Apr 20, 2022	2	**Open House #2 (in-person)**	Prioritizing theme statements from Open House 1, voting on potential development typologies in Areas of Change	Glenwood Springs Residents
May 20, 2022	1	**Steering Committee Meeting #5**	Public Utilities, Services, Climate, Hazards, Natural Resources	Project Steering Committee, Residents
Jun 14, 2022	1	**Steering Committee Meeting #6**	Recreation, Parks, Tourism, Future Land Use Map	Project Steering Committee, Residents
Aug 9, 2022	1	**Steering Committee Meeting #7**	Draft Recommendations	Project Steering Committee, Residents
Aug 21, 2022	1	**Community Picnic**	Prioritization of Implementation Actions	Hispanic/Latino/a community members
Aug 25, 2022	2	**Open House #3 (in-person)**	Prioritization of Implementation Actions	Glenwood Springs Residents
Aug 30 - Sept 6	1	**Focused Online Survey**	Extended the Open House 3 Prioritization activity	Residents who couldn't attend Open House 3
Sept 13, 2022	1	**Steering Committee Meeting #8**	Implementation Actions Part 1	Project Steering Committee, Residents
Oct 11, 2022	1	**Steering Committee Meeting #9**	Implementation Actions Part 2	Project Steering Committee, Residents
Nov 15, 2022	1	**Steering Committee Meeting #10**	Draft Plan Review	Project Steering Committee
Dec 13 2022 - Jan 6, 2023	1	**Draft Plan Online Survey**	Soliciting community input on the Draft Comprehensive Plan Update	Glenwood Springs Residents

Open Houses

Three open houses were conducted over the course of the engagement process. The objective of the open houses was to ensure broad community involvement and support for the ultimate adoption of the Comprehensive Plan by understanding the concerns and subsequent priorities of stakeholders of Glenwood Springs. The desired outcomes of the open houses were to:

- Inform the attendees about the Comprehensive Plan so they know what it is, why it is important to them, and how they can expect it to affect them
- Gather input regarding their assessment of the 2011 Comprehensive Plan - what worked and what did not
- Collect feedback on the City's updated vision statement
- Prioritize theme statements related to specific topic areas and then further prioritize implementation strategies arising from these themes

The first open house in February 2022 was conducted virtually due to the evolving COVID-19 pandemic. Two sessions were organized, one at lunch time and one in the evening, to maximize participation. Each session was divided into small groups of roughly 10 participants and asked to discuss five topics: Growth, Housing, Tourism & Economic Development, Climate & Hazards, and Mobility. Utilizing the online interactive software Google Jamboards, guests were able to post virtual sticky-notes with comments on the boards under each topic, and on a map of Glenwood Springs. Additionally, a facilitated virtual forum was hosted on the VisionGlenwood website corresponding with the two virtual sessions.

Open House #2 was held in person at the Glenwood Springs Community Center in April 2022. It also featured two sessions to accommodate participants. This event featured boards with charts (see Figure 3 on page 17) featuring the most commonly heard



Open House #2, April 2022

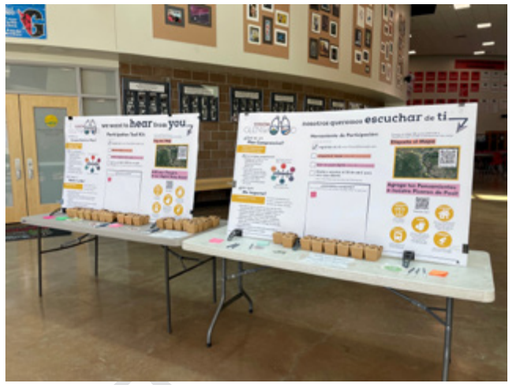
themes that had arisen from previous input, and expanded the previously mentioned five categories to include a sixth category, Recreation & Open Space. Participants engaged in the series of stations at their own pace and were given the opportunity to provide feedback in the form of post-it note comments on boards and prioritize theme statements in voting packets.

The third and final open house was held in person at Glenwood Springs' City Hall in August 2022. Again, two session times were offered, and a number of large boards provided visual content for consideration. At these events, the draft Future Land Use Map (FLUM) was introduced, and participants were asked to prioritize implementation strategies derived from the previously identified themes. Participants were also invited to comment on the draft vision statement and goals. Planning Elements continued to evolve and included the original five: Land Use & Growth Management, Housing, Economic Development & Tourism, Climate & Resiliency, Mobility, the previously added Recreation & Open Space, plus the additional considerations of Community Character as an extension of growth, Cultural Resources and the Arts, Natural Resources, and Public Utilities & Services.

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Pop-Up Events and Displays

In the months between the first and second open houses, a series of "pop-up" events took place. Events at the Rio Grande River Trail (behind the High School), Glenwood Springs Mall foyer, Walmart, and the Recreation Center's Bazaar and Earth Day Celebration were hosted by City staff, while static displays were placed in the City Hall foyer, high school foyer, the Community Center lobby, and the library. All pop-ups featured a take-home "workshop-in-a-box" to solicit additional comments on the five primary Planning Elements and drive traffic to the VisionGlenwood website. Additionally, branded flyers with QR codes were placed in windows of several Hispanic/Latino/a serving businesses.



Pop-up Display

Subject Matter Expert Focus Groups

Ten focus group meetings were conducted with groups of local subject matter experts ranging from 6-12 attendees. These meetings centered on the key Planning Elements of land use/development code/growth, historic preservation, mobility/transportation, housing/jobs/economics, tourism, climate action/resiliency/hazard mitigation, sustainable infrastructure, community amenities/parks/open space, and health/wellness/food equity. Attendees were asked about the goals of their organization, their vision for Glenwood Springs, their biggest challenges, and what current solutions or programs they were working on to address these challenges. Participants were also asked about measures of success and what a successful Comprehensive Plan would look like for them. The takeaways from the focus groups informed the Comprehensive Plan's strategies implementation actions, which were further prioritized by the public at the third open house.



"Workshop in a box"

Community Picnic

Thirty-five percent of the population of Glenwood Springs identifies as Hispanic and/or Latino/a, according to the 2020 redistricting data from the decennial Census. A community picnic was held in Sayre Park, after Saint Stephen Catholic Church's Spanish-lanuage mass service. The event was designed to reach Hispanic and Latino/a community members and to specifically provide an engagement opportunity for monolingual Spanish speakers to provide feedback in their native language. Spanish-language boards corresponded directly to the materials presented at the third open house in English and solicited similar feedback. The event was catered by a locally-owned business, and an announcement was made at mass service inviting chuchgoers to enjoy lunch at the park and give their input.

Community Picnic, August 2022







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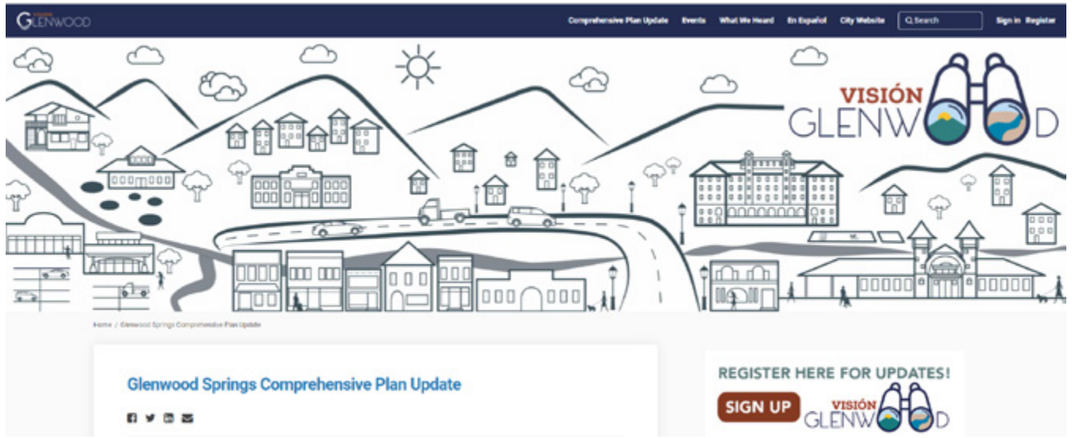


Figure 5: Vision Glenwood Website

Focused Online Survey

As an extension of the prioritization exercise at the third open house, an online survey was offered in English and Spanish. This survey followed the basic format of the third open house and Latino/a community picnic, allowing contributors that could not attend the in-person events to participate in the prioritization of implementation strategies.

Throughout the engagement process, the community's desire to take care of current Glenwood residents was pronounced. Topics that rose to the top included:

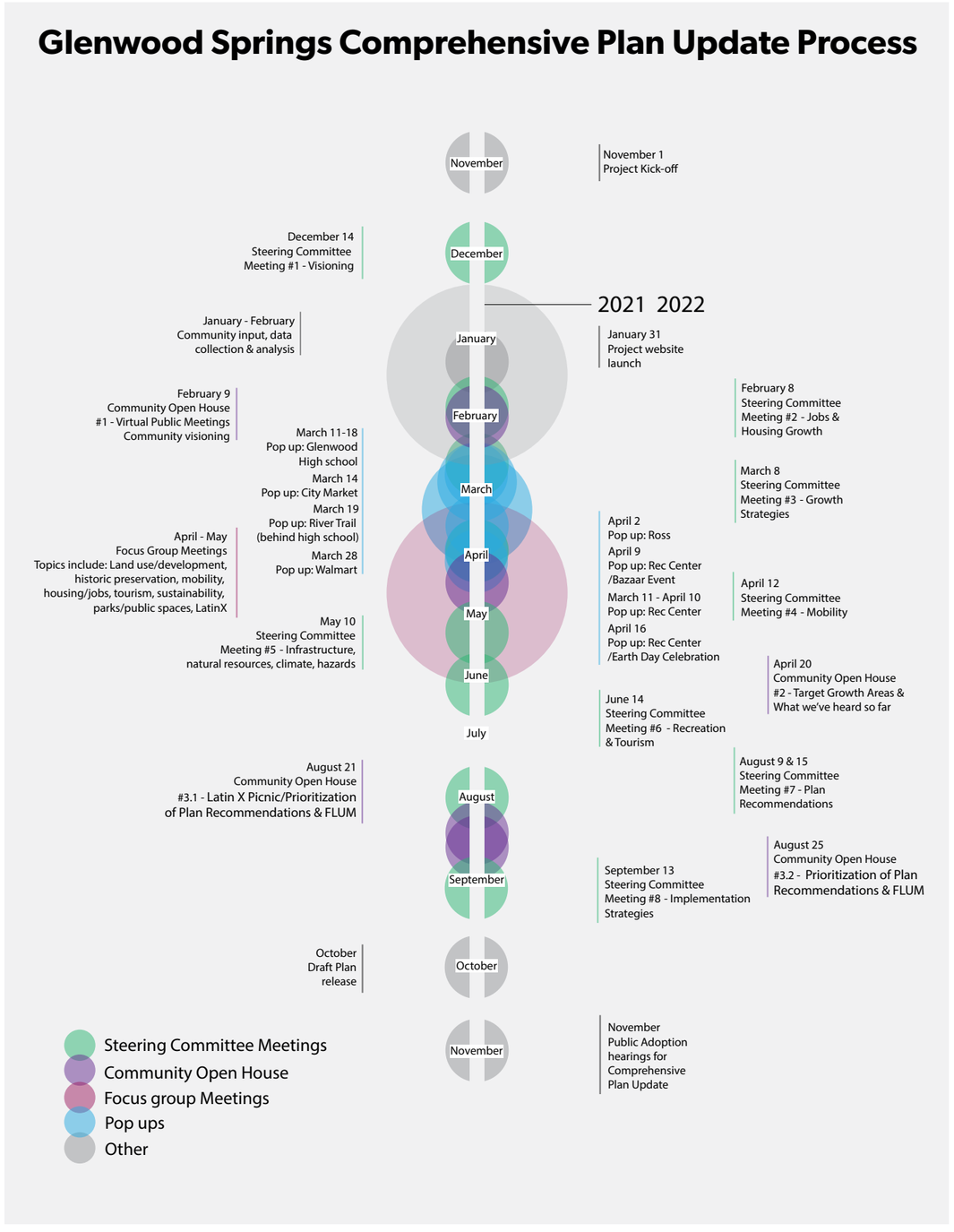
- develop additional sub-area plans for key redevelopment sites,
- balance future growth with available water resources,
- provide incentives and subsidies to attract new workforce and affordable housing for local employees,
- improve public transit access and infrastructure citywide with an emphasis on West and South Glenwood,
- maintain the level of service for emergency personnel and hazard event services,
- ensure funding for community amenities such as parks, urban trails, and open space acquisitions, and educate the public on the importance of protecting the natural setting and wildland-urban interface areas, and
- implement a citywide historic preservation plan.

Conclusions

The Glenwood Springs Comprehensive Plan Update received an outpouring of input and support from an active, engaged, and diverse community. Because of the quality and amount of input received, this Plan is able to capture and represent the identity and future vision of Glenwood Springs in the goals, strategies, and actions herein. Special thanks to all those who participated in the engagement process. Please refer to the Appendix to see a detailed summary of data gathered during this process. For additional information, visit the VisionGlenwood.com website.

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Figure 6: Comprehensive Plan Engagement Schedule





2.0: COMMUNITY CONTEXT

2.1 | Overview

Glenwood Springs, Colorado is a beautiful small city nestled between the Roaring Fork and Colorado Rivers on the western slope of the Rocky Mountains. While the population is small, at just 9,962 residents, it is quite diverse, with more than 30% identifying as Hispanic or Latino/a. Glenwood Springs is situated in an attractive geographic position, as it has potential for future growth, but is physically curtailed by the steep terrain of the surrounding mountains and rivers. Glenwood Springs continues to work to balance its need for growth, maintaining affordable home prices, and protecting the natural environment of the area. Currently, the average median value of a home is $454,158[1], while the median household income is $81,460[2]. In 2020, Glenwood Springs had a poverty rate of 8% with 12.3% of residents of Hispanic or Latino/a origin living below poverty level.

As of 2022, about 73% of Glenwood Springs' total employment was concentrated in five sectors consisting of retail trade, healthcare and social assistance, accommodation and food services, public administration, and food and beverage services. The top industry in Glenwood Springs is retail trade at 18.8%, not unlike many mountain communities. The local workforce is concentrated in service and retail, healthcare, and government. This paints the picture of a tourist and regional commercial hub for Garfield County and the Roaring Fork Valley.

Glenwood Springs has a strong base of locally owned, small businesses. Approximately 85% of the businesses in Glenwood Springs employ fewer than 10 workers and nearly 98% employ fewer than 100 workers. This highlights a natural economic propensity towards small businesses and small-scale economic development. During the height of the COVID-19 pandemic, Garfield County reached a 12% unemployment rate in Spring of 2020. As of August 2022, the unemployment rate has dropped to 2.8%, which is close to pre-pandemic levels.

1. Esri forecasts for 2022 and 2027. U.S. Census Bureau 2000 and 2010 decennial Census data converted by Esri into 2020 geography.

2. Esri forecasts for 2022 and 2027. U.S. Census Bureau 2000 and 2010 decennial Census data converted by Esri into 2020 geography.

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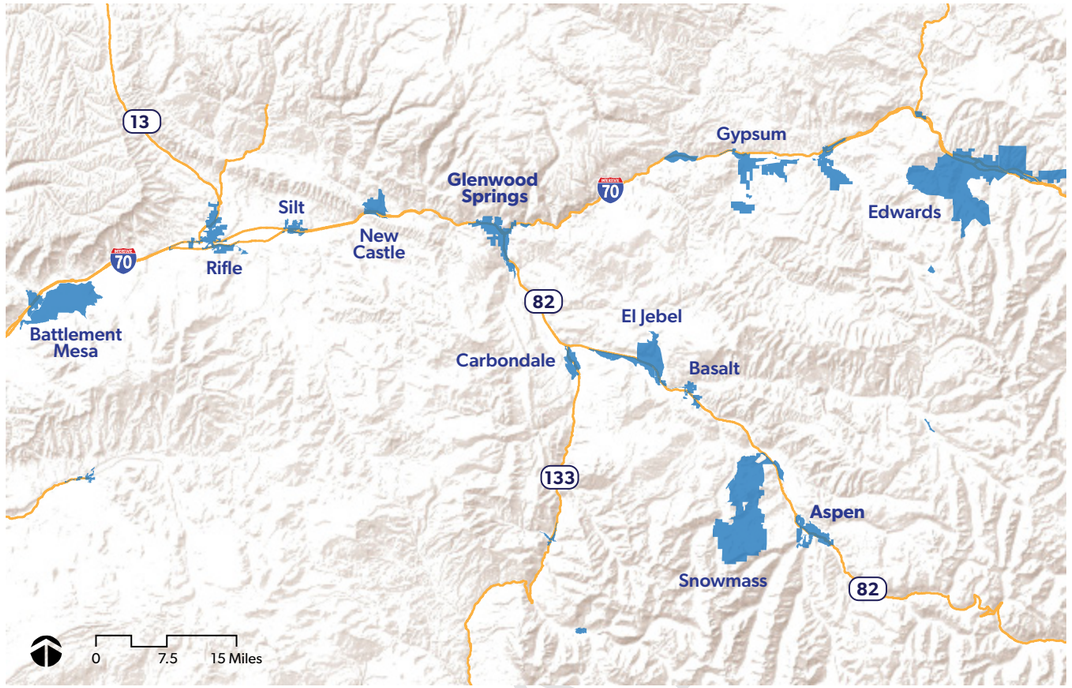


Figure 7: Glenwood Springs Regional Context

Glenwood Springs is different today than it was 20 years ago. Since the early 2000's, growth has delivered new jobs, housing, community facilities, amenities, and services. Critical infrastructure such as roads and water delivery systems have improved. Growth has also brought traffic congestion, higher taxes, and increased use/overuse of community amenities such as parks, trails, and open spaces. The challenge for Glenwood Springs is to ensure that positive changes that result from growth outweigh negative impacts.

Surveys conducted and public input received with this Plan Update indicate that most people, overall, feel that Glenwood Springs has moved in a positive direction, and community members are proud to call Glenwood Springs their home. Plan participants also acknowledged that strong leadership is needed to fulfill the Plan's vision and goals as the community continues to evolve.

2.2 | Current Challenges

Like most mountain communities, Glenwood Springs is experiencing significant growth pressures, traffic congestion, a deficit of attainable and affordable housing, and climate impacts such as wildfires and mudslides. The following section identifies how decision makers, City staff and residents should address and consider these challenges when implementing future policies.

Growth Management

Discussions among community members on how Glenwood Springs should grow and what future growth looks like will continue to be a high priority. Consistent with regional growth policies, Glenwood Springs has provided infrastructure and services to developments, and entered into pre-annexation agreements that are still in place today. The Urban Growth Boundary and Three-Mile Area are jointly recognized by the City and Garfield County, and both entities continue to work together as part of the regional planning process. However, not all community members' views align when it comes to the type and location of development in Glenwood Springs. Decision makers and City staff will need to balance the preservation of community character with growth pressures moving forward. In responding to growth pressures, the City will strive for sustainable development including environmental, fiscal and social sustainability.

Community Character & Vitality

As population growth continues and new infill commercial and residential development pressures increase, Glenwood Springs will need to develop more comprehensive and inclusive methods to evaluate development proposals. This can be done through design review and other means to protect the essential community character and qualities that make Glenwood Springs such a desirable place to live. Planning for an urban form that reflects the community's values, and protecting existing historic and cultural resources and established residential neighborhoods, are high priorities.

As growth continues, there will be an increasing need to maintain and enhance community vitality and seek opportunities to balance infill and redevelopment- growing inward and upward rather than outward - with the creation of active and vibrant places in the community.

Historic Home



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Sustainable Development

Sustainable development refers to how built and non-built environments are designed within the context of human and natural ecological systems, fiscal actions, and social responsibility. All new development should strongly consider environmental, cultural, social and equitable sustainability as core guiding principles.

Environmental sustainability acknowledges the inter-relationship of natural ecosystems and resources. It is understood that humans have an impact on natural systems, and are therefore obligated to reduce unnecessary waste, address pollution, and reduce energy usage to protect the quality of water, air, and soils. Environmental sustainability also refers to the need to protect sensitive river corridors and mountain landscapes, and preserve important ecosystems and habitats.

Fiscal sustainability is living within one's means—as an individual or a community. This means avoiding growth patterns that cost more to serve than the tax revenues they produce. Outward, "greenfield" growth requires the expansion of infrastructure and services, whereas inward growth (infill and redevelopment) takes advantage of existing services and infrastructure, usually in a more fiscally efficient manner.

Sustainability

A recognized definition of 'sustainability' is the ability to meet present needs without compromising the ability of future generations to meet their needs. This means utilizing resources in a way that ensures they are available for future generations.

Social sustainability is taking care of the community in a way that ensures that all people have access to proper shelter, food, education, and a healthy lifestyle. It also means that the benefits that result from growth and development are equitably distributed, and diverse cultures and traditions are celebrated. The physical design of the community can impact its ability to be socially sustainable.

Equitable sustainability centers on ensuring equity among all communities, including disenfranchised and underrepresented communities. Equity is elevated as a core value to ensure a community's vibrancy, as well as individual health and well-being.

Traffic & Congestion on Grand Avenue

State Highway 82 (CO 82) is the Roaring Fork Valley's sole regional commuter corridor. It is also Glenwood Springs' historic Downtown main street (Grand Avenue), and accommodates an average of 25,000 to 29,000 cars and trucks daily.

Traffic on Grand Avenue in Glenwood Springs continues to be a core transportation issue for the community, impacting multimodal mobility around town, growth strategies, quality of life, and emergency evacuation preparedness. Between 2010 and 2021, traffic on CO 82 in South Glenwood Springs grew by 23% (an average of 1.9% annually)[1]. Analysis of mobile device origin-destination data in vehicles traveling on the Grand Avenue Bridge in the peak periods show that about 45% - 60% of traffic in the morning peak southbound and 40% in the afternoon peak northbound is pass-through traffic, mostly from trips between western Garfield County and Carbondale[2], Basalt, Snowmass, and Aspen.[3]

Glenwood is also a commuting destination. There are almost twice as many jobs as workers[4], and more than 75% of workers commute into Glenwood, mostly from Rifle and New Castle[5], and the majority by driving.[6]

1. CDOT continuous counter on CO 82 at MM 2.194 (s/o Blake Avenue)

2. Carbondale region from Carbondale Town limits to Buffalo Valley

3. Based on cell phone data analyzed by Fehr & Peers and collected from January to December 2021 by from StreetLight Data on CO 82. An origin-destination with middle filter analysis to analyze origins and destinations of traffic on CO 82 at both the Grand Avenue Bridge and just north of the Red Canyon Road intersection.

4. U.S. Census Bureau, Longitudinal-Employer Household Dynamics Program.

5. U.S. Census Bureau, Longitudinal-Employer Household Dynamics Program, Job Counts by Home Places, 2019

6. U.S. Census Bureau, American Community Survey 5-year Average, 2015-2019, Means of Transportation to Work by Work Place Geography, Glenwood Springs.



Traffic on Grand Avenue

Additionally, nearly 60% of employed residents who live in Glenwood commute out of the City, mostly up-valley.[7] This dynamic creates a condition of heavy southbound traffic congestion on CO 82 in the morning (from people commuting into, out of, and through Glenwood Springs), and heavy northbound congestion in the afternoon for the same reason.

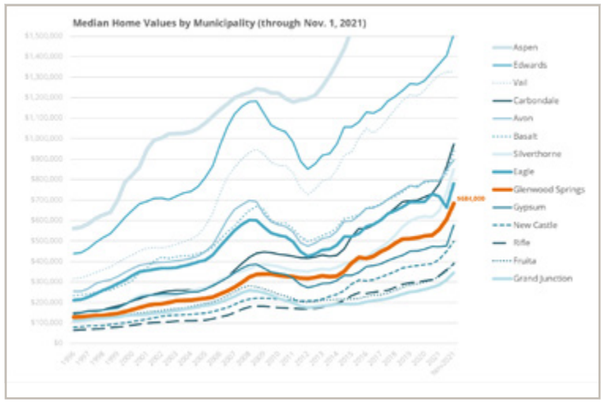
Due to geographic constraints, there is little room to provide alternative relief valves for traffic on CO 82. The Long Range Transportation Plan includes six bridge projects to increase network connectivity that are still planned, but more recent efforts have focused on ways to move more people by other modes. The MOVE Grand Avenue project (completed in 2021) explored ways to extend the VelociRFTA Bus Rapid Transit (BRT) service to downtown and West Glenwood to intercept more inbound, outbound, and through commuters by bus. The city is also investing in a Transportation Demand Management (TDM) program to facilitate more of its nearly 10,000 employees[8] to use more sustainable commuting options, and most projects in the Long Range Transportation Plan are aimed at improving the City's pedestrian and bicycle network.

7. U.S. Census Bureau, Longitudinal-Employer Household Dynamics Program, Job Counts by Places, Where Workers (living in Glenwood Springs) are Employed 2019.

8. U.S. Census Bureau, Longitudinal-Employer Household Dynamics Program, Inflow/Outflow Job Counts, 2019

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Figure 8: Median Home Values by Municipality



Housing Affordability

Identified as the most critical issue facing the Glenwood Springs region, housing affordability has become an even more urgent crisis in recent years. From April 2020 to June 2022 alone, the average (mean) list price for a home in Garfield County has nearly doubled, from $777,000 to just over $1.3 million. One of the most challenging impacts of this rapid housing inflation for Glenwood Springs has been an increasing difficulty in hiring and retaining workers who can afford to live within commuting range of town. In addition, between 2009 and 2019, the number of people needing to commute into Glenwood Springs from outside the city limits to fill healthcare and education jobs (a staple of local middle-income employment), has increased by 47 percent.

It has been widely accepted for at least the past decade that housing affordability is a regional problem in need of regional solutions. To date, the City has joined the newly formed West Mountain Regional Housing Coalition, which aims to address housing regionally. Working together across jurisdictions towards a common goal of increasing affordable housing supply (including workforce housing affordable to households earning near the median income), is more important now than ever, and the City should continue fostering these partnerships.

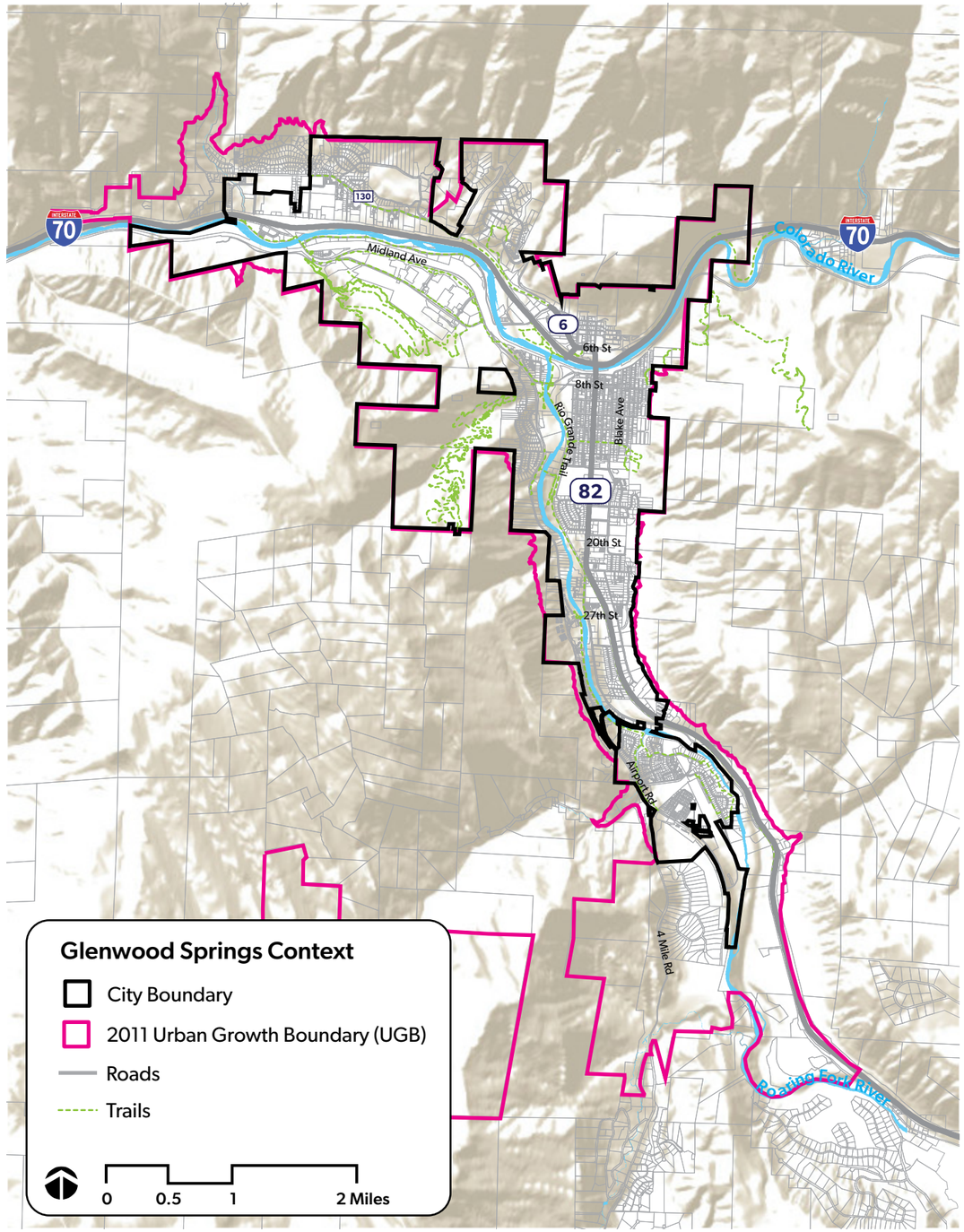
Regional Commercial Center

Over the previous decades, communities such as Rifle have increased in population and have attracted major retailers as well as other businesses. The potential new growth in other communities down river from Glenwood Springs suggests that the western portion of Garfield County will continue to attract both retail and residential development. As growth trends continue to shift in the region, Glenwood Springs will remain a significant regional commercial hub and economic asset in the Roaring Fork Valley. Decision makers and the community should acknowledge and support this important role.

Climate, Resiliency, Hazards, & Emergency Evacuation Response Systems

Climate and resiliency planning is of critical importance. Advancing the City's climate goals and planning for the ability to withstand and recover against adversity as a community are core values. The City is leading by example in reducing carbon emissions from buildings, operations, and other sources, enabling and supporting residents and businesses to follow suit. At the same time, a changing climate will have profound impacts to our community, the environment, public safety, economy, quality of life, and the infrastructure of Glenwood Springs. Hazards such as wildfires, debris flows, flash flooding, and extreme heat can be particularly severe and are at the forefront of concern. At considerable risk are the City's water and electrical systems, streets and stormwater drainage, residential neighborhoods, and its open space and scenic mountainsides. These threats to public safety call for robust emergency response plans, effective communications, and multiple evacuation routes.

Figure 9: 2011 Glenwood Springs Context Map



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3.0: VISION & GOALS

The Plan recognizes the community's desire to direct growth and development to key growth areas, and to maintain its character and vitality. Due to physical constraints, Glenwood Springs' ability to grow is limited, which places a higher emphasis on infill and redevelopment (growing in and up, instead of out). This type of development can be accomplished by creating compact, mixed-use urban centers within the community, developing vacant parcels, and growing outward only where services and infrastructure already exist or where they can be provided in a cost-effective manner.

The community indicated through the engagement process that the Vision Statement from the 2011 Plan still resonated in 2022. The only update that was made was to include advancing the City's climate goals. Similarly, all of the goals from the 2011 Plan were carried forward into this Update, with the addition of one goal focused on climate and resiliency, which was elevated by community members in 2022.

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3.1 | Vision

The following Vision Statement represents our shared picture of what we want our community to be in the future.

Vision

The City of Glenwood Springs desires to maintain its character and preserve its cultural and natural resources by implementing a proactive plan to achieve directed and balanced development, social and economic diversity, address its transportation needs, and continue advancing its climate goals.



3.2 | Goals

The following statements represent the goals that push forward the aspirational elements of the Plan. These goals are in no particular order.

- Address transportation needs and provide multiple convenient travel choices
- Advance climate and resiliency goals as a core community value
- Direct development to locations and building forms that are cost-effective to serve
- Maintain Glenwood Springs as the regional tourism, retail, commercial, and governmental center of Garfield County
- Preserve cultural resources
- Preserve Glenwood's character while maintaining livability and increasing the vibrancy and commercial success of the Downtown and throughout Glenwood Springs
- Preserve natural resources and protect against hazards
- Promote long-term, sustainable, and diverse economic development
- Provide equitable and diverse housing for the entire community
- Support social diversity

These goals will be achieved through a variety of strategies and actionable measures summarized in Chapter 5.0.

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Photo Credit: Kristina Blokhin

4.0: PLAN FRAMEWORK

The Comprehensive Plan is framed around three overarching themes: Community Character, Resiliency, and Equity. There are then 11 Planning Elements that further describe the overarching themes (see Figure 10 on page 38). Each Element includes a background discussion of critical issues that Glenwood Springs faces. These issues were developed based on a review of existing conditions and input from the community. They are intended to inform the strategies and actions for each Plan Element. Strategies are described within each Plan Element Chapter. The actions to achieve each strategy are listed in the Plan Implementation Chapter (5.0).

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Figure 10: Plan Framework

Community Character

Intent – Community character includes a diverse range of architecture and building styles that create a unique sense of place in Glenwood Springs.

The community's character provides attractive environments for pedestrians and bicyclists, and celebrates the abundant open spaces and parks around Glenwood Springs. A key goal of this Plan is to maintain and enhance this character and vitality to reflect the diverse and inclusive nature of the community.



Equity, Health and Well-being

Intent – The City of Glenwood Springs is committed to promoting an equitable community, which is healthy, and considers the well-being of both residents and visitors.

Glenwood Springs is becoming increasingly more diverse. As the population shifts, the diversity of a community is more than just its ethnic or racial makeup. Glenwood Springs' diversity is grounded in its breadth of residents' ages, range of housing types and building styles, and rich history of the community. Glenwood Springs celebrates its diversity and encourages the participation of individuals of varying backgrounds in civic groups and leadership roles.

The City also recognizes our storied history. In each Planning Element, Glenwood Springs aims to thoughtfully consider, navigate, and work to overcome the continuing impacts of the systematic disenfranchisement of traditionally excluded populations. These populations include economically disadvantaged peoples, individuals with disabilities, people of color, indigenous peoples, members of the LGBTQIA+ community, and other marginalized communities.

The Comprehensive Plan provides the foundation for the community's ongoing efforts to promote diversity, and draw from this diversity to further strengthen Glenwood Springs.

Resiliency

Intent – The City of Glenwood Springs is committed to pursuing strategies to ensure the community is resilient in response to social, economic, and environmental events and impacts.

Communities nationwide recognize that future planning must be viewed through the lens of resiliency, to strengthen their ability to adapt to economic, social, and environmental adversity. Resiliency is a fundamental priority to address environmental sustainability, hazard mitigation, and awareness. While resiliency strategies in Glenwood Springs address environmental hazards such as flooding or wildfires, resiliency is also a holistic view of planning, preparedness, and capacity building for long-term stability. A high priority for the City of Glenwood Springs is to update the 2008 Climate Action Plan to provide detailed recommendations and strategies tied to resiliency and equity, and to build upon the goals and strategies articulated in this Plan. The Climate Action Plan should also focus on energy efficiency and renewable energy, waste reduction and diversion, mobility, green and healthy buildings, and respond to the impacts of climate change on human habits and development patterns. This will require additional policy changes and investment in water conservation best practices and resource management.

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4.1 | Land Use & Growth Management

Background

Residents of Glenwood Springs desire the development of compact, walkable, sustainable neighborhoods and districts that feature unique character traits that distinguish Glenwood Springs from other communities in the region. This Plan actively promotes infill development to create thoughtful designs and redesigns of existing and new public and private structures around the community. This infill development is directed to Downtown and identified “Secondary Centers”, which are located near existing neighborhoods and commercial areas. These growth areas are intended to enhance the experience of people living, working, and visiting Glenwood Springs, while preserving the diverse nature of the community. This Plan is promotes developments and redevelopments that honor the shared cultural influences that make Glenwood Springs to stand apart from other communities in the region and beyond.

Land Use & Growth Management are further described in the Future Land Use Map (FLUM).

Future Land Use Map

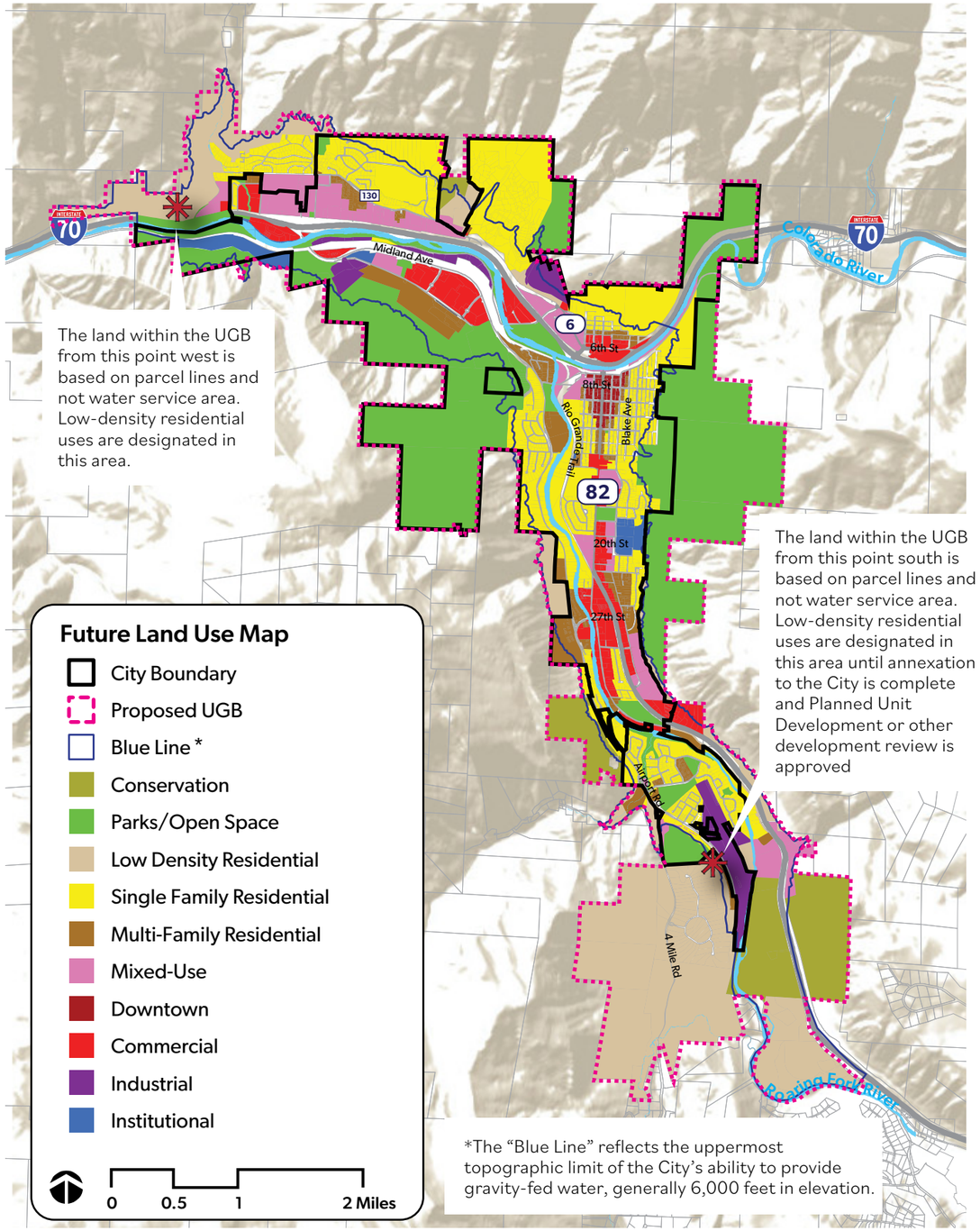
The Future Land Use Map (FLUM) is an expression of how the goals, strategies, and actions outlined in the Comprehensive Plan manifest in land use. The 2023 Comprehensive Plan planning area includes the city boundaries and portions of unincorporated Garfield County which lies within the city’s Urban Growth Boundary (see Figure 11).

The FLUM also focuses on the Areas of Change, with emphasis on select areas where the city anticipates future growth.

The FLUM designations indicate the general character of desired land uses and are therefore somewhat flexible. These uses can often be achieved through more than one zoning designation, giving a rezoning applicant several choices. The FLUM land use designations often follow topography, floodplains, and other physical conditions, and they do not necessarily follow property lines. When there are multiple land uses designated on a property, those designations can be used to encourage certain development patterns within a parcel.

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Figure 11: Glenwood Springs Future Land Use Map



FLUM Designations

Conservation

The Conservation land use designation is applied to properties with an established conservation easement restricting the property to a very limited amount of development.

Parks / Open Space

This land use designation identifies approximate locations for parks as well as for public open space. This designation is intended to include permanent open space, but also allows for limited development such as golf courses and recreation / public facilities.

Low Density Residential

Low Density Residential is a designation for land that is outside of the city limits but within the urban growth area. This designation consists of single-family residential development that is intended to maintain a rural character. Appropriate development densities will be determined by, among other things, current land uses, topographic constraints, existing and future utility connections, and existing road networks.

Single-family Residential

The Single-family Residential land use consists primarily of single-family detached homes and duplexes on a variety of lot sizes. Home occupations may be permitted with additional review. Institutional uses such as churches, schools, parks, and trails are also allowed.

Multi-family Residential

The Multi-family Residential land use designation accommodates multi-family structures of 3 units or greater, and may include home occupation and assisted living facilities as per the City's Zoning code.

Mixed-Use

The Mixed-Use land use designation allows for a variety of uses including commercial, retail, office, restaurant, entertainment, and multi-family housing co-existing through design either in a horizontal or vertical fashion.

Downtown

This designation is intended to reflect the character of the historic Downtown while allowing additional uses that will strengthen and expand the core of the community including retail, offices, restaurants, residences, lodging, and civic uses. Pedestrian friendly design and a mix of uses are envisioned. The downtown is a mix of single and multifamily structures, but it maintains the architectural character of single-family neighborhoods.

Commercial

This land use designation provides a wide range of general retail goods and services for both regional and local markets, in both attached and freestanding structures. Retail uses outside of Downtown that would compete directly with Downtown retail are discouraged.

Industrial

This designation accommodates heavy commercial, light industrial, and industrial uses such as manufacturing, warehousing, distributing, and indoor and outdoor storage.

Institutional

This designation permits uses such as churches, medical facilities, and public buildings and facilities.

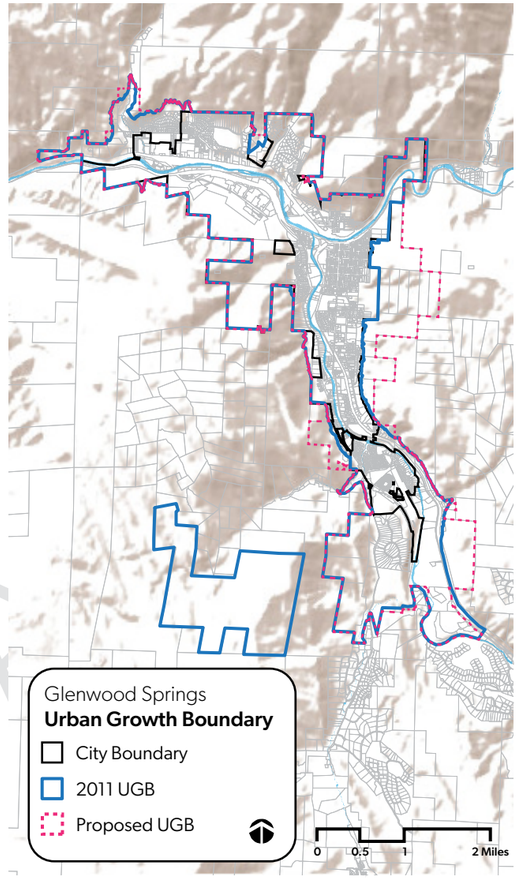
Urban Growth Boundary

The Urban Growth Boundary (UGB) represents an area outside of the City limits that can support future urban-level development (see Figure 11 on page 41). Urban development is characterized by densities typical of urbanized areas, and by the type of infrastructure and services required to support that development such as water, wastewater, roads, police, and emergency services. It also represents areas of future annexation. Although this area lies outside of the City and is subject to Garfield County land use requirements, according to the Garfield County Comprehensive Plan, development and land use within the Urban Growth Boundary should be consistent with the future land use objectives of Glenwood Springs. Both the Garfield County and Glenwood Springs Comprehensive Plans recommend entering into Intergovernmental Agreements to assure mutually acceptable land use and development within the Urban Growth Boundary, and to determine a process by which land use proposals will be evaluated by both jurisdictions.

The Urban Growth Boundary has been determined using the following criteria:

- Ability of the City to provide adequate infrastructure, particularly water service, to new development without placing undue burdens on the City's ability to meet current municipal demands while maintaining adequate levels of service.
- Areas where there would be a public benefit for the City to manage growth, giving consideration to visual impacts, economic impacts and benefits, open space and environmental benefits, and impacts on schools and other public facilities.
- Areas which, if annexed into the City, would simplify the city limits and provide unity of services.
- Location of existing topographical features which serve as opportunities or constraints to development.

Figure 12: Urban Growth Boundary



Since 2011, community priorities have changed, land has been developed, and Glenwood Springs has grown. The Proposed UGB in Figure 12 reflects these shifts.

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Strategies

Future Development

Promote Transit Oriented Development (TOD).

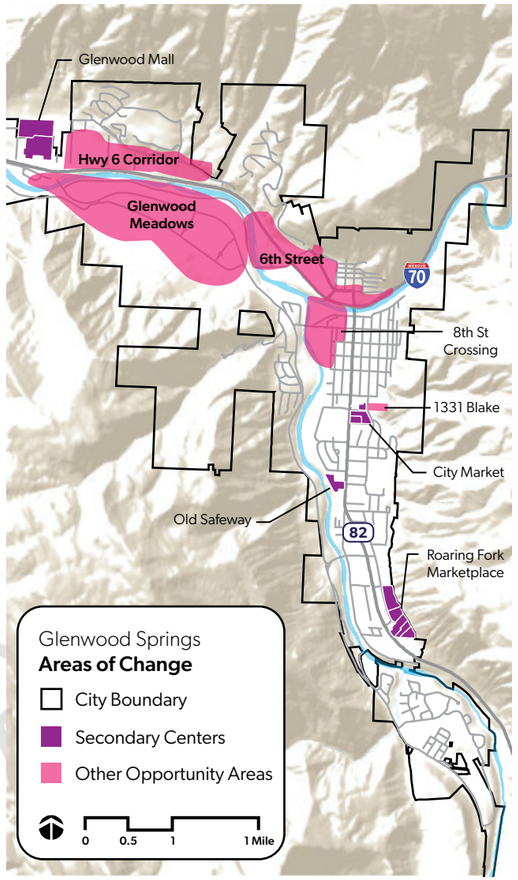
The location of land uses is itself can be used as a strategy to address transportation issues. The location, density/intensity, mix/variety, and character/design of land uses dictate travel choices and patterns. Homes that are within walking distance of employment, shopping and services can reduce vehicle trips. Given the regional nature of travel in Glenwood Springs, locating new development near high frequency regional transit will help mitigate vehicle travel. Land use is a powerful tool to reduce vehicle trips, or shift mobility to other modes, ultimately reducing traffic congestion. The City supports and encourages compact, mixed-use development patterns near regional transit.

Redeveloped areas of the city provide the opportunity to create compact forms of development that are transit-supportive. These development types are located along transit corridors and are intended to support walking, biking, and public transit. The City and the Roaring Fork Transportation Authority (RFTA) should continue to promote redevelopment and the expansion of transit infrastructure to enhance the regional bus service, including Bus Rapid Transit (BRT) between Aspen and Glenwood Springs, and station improvements in Glenwood Springs. BRT service may also help to leverage redevelopment that includes a mix of residential with commercial uses and provides direct access to employment, recreation, and other active mobility facilities.

Encourage a compact urban form.

Direct growth to where infrastructure already exists through infill and redevelopment to allow the efficient delivery of services while preserving community character and protecting cultural and natural resources.

Figure 13: Areas of Change



Areas of Change

Focus growth in Areas of Change.

The following Areas of Change within the existing city limits are intended to accommodate future growth through infill and redevelopment. Areas of Change are therefore targeted for growth to address housing demand and provide a mix of uses that are compatible with existing character. A key strategy to encourage growth in these areas is to create incentives such as flexibility in design, increased density and height bonuses, and reduction of regulatory hurtles, while also considering character and urban form.

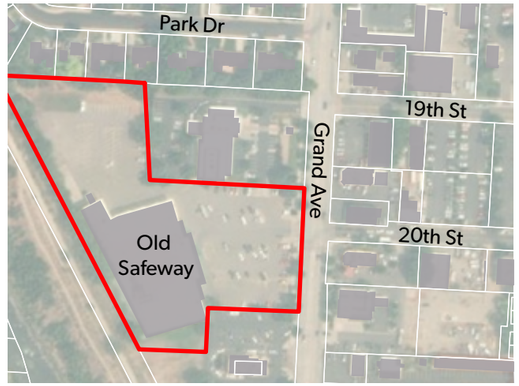


Figure 14: Safeway Site Secondary Center



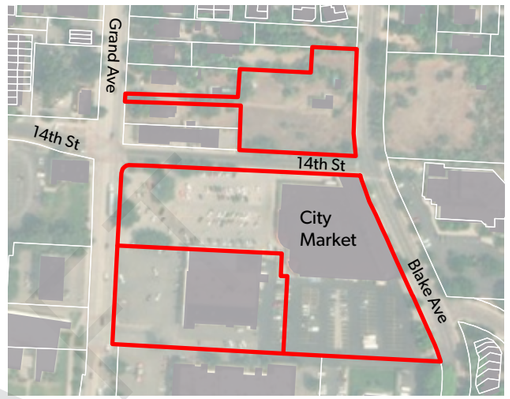
Encourage redevelopment of Secondary Centers.

Secondary Centers have the potential to accommodate a significant amount of future growth consistent with the Comprehensive Plan goals. Mixed-use development should be targeted for Secondary Centers to help address the housing demand over the next 15 years.

In several cases anchored by grocery stores, these Secondary Centers offer surrounding neighborhoods convenient access to a variety of services, shops, and restaurants. Many of these centers were developed years ago in a “strip mall” style of development with large parking lots between the building and the street. As property values and retailing trends have changed, these Secondary Centers are now seen as opportunity locations for new, mixed-use neighborhoods that include a range of supporting uses.



Figure 15: City Market Secondary Center



Potential Secondary Center locations are represented in Figures 13 - 16 and include:

- Safeway Site (20th Street and Grand Avenue)
- City Market Site (14th Street and Grand Avenue)
  - The grocery store is an important anchor for Glenwood Springs. The center including the Walgreens and Schmueser building may someday be redeveloped to include housing and higher density commercial
- Roaring Fork Marketplace / Wal-Mart (3200 block of South Glen Avenue)
- West Glenwood Mall (51000 block of Highway 6)
  - Glenwood Mall and the properties immediately north may be developed into a mixed-use community including a range of medium to high density residential uses with an internal system of sidewalks and community spaces thus creating a center focal point for the west end of town.

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Figure 16: Roaring Fork Marketplace Secondary Center



Figure 17: Glenwood Mall Secondary Center

Roaring Fork Marketplace



Secondary Centers are represented by several physical characteristics:

- These areas are prime locations for Glenwood Springs to accommodate significant additional housing and employment with minimal visual impact on the city's older, more established, traditional neighborhoods.
- Secondary Centers can allow Glenwood Springs to offer a wide range of housing types from rental and ownership townhomes, to rental apartments that are integrated into a mix of uses with neighborhood services, retail, and limited office spaces.
- Secondary Centers can be redeveloped with buildings up to 4-5 stories with the upper stories dedicated for residential uses. Development massing and scale should be compatible with the surrounding neighborhoods, be walkable, and include buffering elements that both protect the surrounding neighborhood, and integrate new development into adjacent neighborhoods.

Other Opportunity Areas:

There are several larger parcels of land dispersed throughout the community and other potential areas that could accommodate more intensive development and that should include streetscape improvements and other amenities such as parks and civic places (See Figure 18 on page 48).

Glenwood Meadows

The Glenwood Meadows development serves as a regional commercial hub, including several apartment complexes located along a transit corridor. This area serves as a logical and ideal place for additional mixed-use development that is within walking distance of commercial areas, recreation, and open space. Live / work units, where the unit is designed to have a living space as well as a workspace for non-nuisance producing businesses, are seen as appropriate here.

Highway 6 Corridor

The Highway 6 Corridor is comprised of auto-oriented commercial/service uses, with residential uses tucked behind. Despite the presence of an elementary school, much of the area lacks walkability and public gathering spaces. This area has potential for significant redevelopment in the future that should include pedestrian interconnectivity, bicycle access, landscaping, and thoughtful building placement so that it transforms into an attractive, accessible, community-oriented corridor. Multi-family housing is will likely continue to be developed north of the corridor.

6th Street

Sixth Street stretching from the base of the Glenwood Adventure Park Gondola to the Hot Springs Resort and Vapor Caves is an opportunity for infill redevelopment. It is connected by the new pedestrian bridge to downtown and offers an opportunity for a public-private partnership. The 6th Street Master Plan was adopted in 2017 and provides guidance on redevelopment for this corridor.



8th Street Crossing

Glenwood Meadows



8th Street Crossing & Confluence Area

The 8th Street Crossing and Confluence Area are currently zoned for industrial and commercial uses. Much of the site is the former location of the City's wastewater treatment plant. Redevelopment of the site into a mixed-use area is outlined in both the 2019 Moving Forward Together Area-Wide Plan and the 2017 Confluence Redevelopment Plan. Efforts to redevelop the area should include a public park space that naturally connects to the Rio Grande Trail and Two Rivers Park, community amenities near the river confluence, uses that address specific needs of the community, and the extension of Downtown. Previous plans for the Confluence Area included reference to a performing arts center as one potential land use within a redeveloped, mixed-use neighborhood.

1331 Blake Avenue

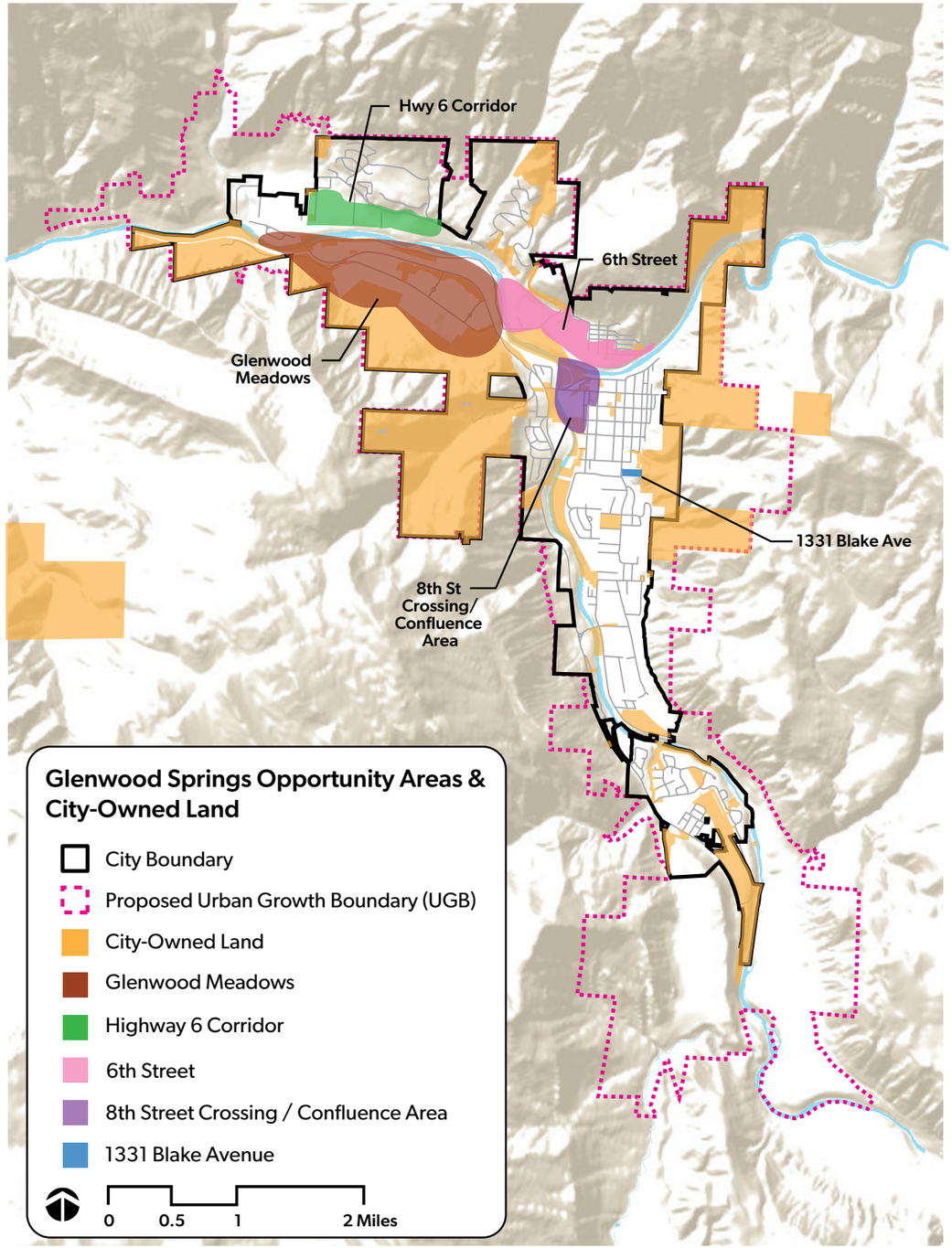
1331 Blake Avenue and the adjacent vacant parcel on the east side of Blake and 14th Streets are an opportunity for infill development.

City-owned Land

The City of Glenwood Springs retains ownership of several parcels along the east bank of the Roaring Fork River (see Figure 18 on page 48). In addition to right-of-way uses, there are several vacant City-owned parcels that can be developed into affordable housing or reserved for parks/open space. Additional considerations related to park amenities or passive open space should be considered.

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Figure 18: Opportunity Areas & City-Owned Land



Existing Neighborhood Areas and Uses

Foster and protect vibrant, diverse, safe, and well-connected neighborhoods.

Individual neighborhoods in Glenwood Springs are uniquely different and are generally walkable, with smaller lots, slower traffic, shaded sidewalks, front porches, and small neighborhood parks. Infill and redevelopment is expected through the addition of accessory dwelling units and where sensitively designed duplexes, townhouses or small apartment buildings may replace bungalows on larger lots. Mobile home parks and other missing middle housing options should be maintained and protected.

Among other things, consider policy changes or development code updates to ensure that new development reflects the scale and character of existing neighborhoods.

The neighborhoods immediately surrounding Downtown have long been zoned for more intensive development. As a result, over time there may be some infill of a variety of housing unit types - such as condominiums, townhouses, and apartments.

Maintain the Municipal Airport.

The Glenwood Springs Municipal Airport has been an area of discussion in the past as a potential future Area of Change. The Plan acknowledges past sub-area planning efforts of the estimated 64-acre Municipal Airport. Future planning of the area should continue to recognize the long-term economic viability of the airport and promote the aviation uses of the airport. When improvements to the road systems and infrastructure are planned and funded, the City will continue to evaluate the configuration of the airport uses on the site.

Areas Targeted for Protection

Preserve the hillsides.

Glenwood Springs is defined by prominent ridge lines, steep slopes, varied unstable geologic conditions, rock outcroppings, and extensive vegetation. Development of hillside areas requires special care. Hillside preservation areas, those with slopes more than twenty percent, should be left undeveloped unless at very low densities, in limited areas, and done with little impact (physically and visually) to the hillsides.

Protect the riversides.

Land and habitat areas along the Colorado and Roaring Fork Rivers should be protected. Attractive, accessible, and healthy riparian areas are highly visible assets that are cherished by the residents of Glenwood Springs. Development that reduces the continuity of the habitat, the hydrologic function, or the visual quality of the river corridor should be discouraged. The expansion of trail corridors, parks and river access points are encouraged. Any development adjacent to the river corridor should also preserve public access to and along the river edge, and assist in the restoration of damaged riparian areas.

Light Pollution

Reduce light pollution.

Residents of Glenwood Springs value the ability to view the stars against a dark sky. The City should continue to enforce its adopted Exterior Lighting Standards to decrease light pollution, which in turn would increase energy efficiency, and should consider expanding on these to include the adoption of all Dark Sky principles.

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4.2 | Community Character & Vitality

Backgound & Context

For years, a primary goal in Glenwood Springs has been to maintain its “small town” character. Recognizing that as the community continues to grow and evolve, retaining the character and vitality of Glenwood Springs is critically important to the future and well-being of the community. Community character is described in a variety of ways. There are physical attributes such as compact, walkable neighborhoods, tree-lined streets, natural features and cultural resources. The character of a place also considers people and how they interact with one another. Community character may have less to do with actual population, and is likely influenced by the physical characteristics of the community and its quality of life.

A key objective of the Plan is to define what makes Glenwood Springs so unique, while managing future growth in a way that retains the essential qualities and characteristics of the community. The goal is to maximize positive impacts and minimize any perceived or real negative impacts that may detract from the character of the community today. To achieve this, growth and development should not only be directed to appropriate areas and discouraged in others, but the City should require good urban form, quality development, and a variety of architectural types that complement and reinforce the character of the community.

Social Diversity

The demographic makeup of the City of Glenwood Springs has changed over the past 10 years, and more emphasis has been placed on serving members of our community who have traditionally been underserved. The diversity of our community contributes to its vibrancy and the rich quality of community. Our City’s character should include physical and social structures that consider all members of our community and their diverse needs.

Livability and Community Vibrancy

While often elusive to define, community character is less about the actual size of the town, and more about its scale and character: the pedestrian scale of Grand Avenue; the diverse neighborhoods with narrow, tree-lined streets; walkable, talkable neighborhoods; safe public spaces; and its active, engaged residents. Glenwood Springs’ community character also includes its compactness, with essential services and many amenities within walking distance.

The City of Glenwood Springs celebrates the surrounding landscape, natural resources including the Colorado and Roaring Fork Rivers, and wildlife. Proximity to outdoor amenities such as trails, parks, and rivers is a distict value to the community. Moving forward, the city should consider open space preservation, planning for growth at a regional scale, maintaining a compact urban form, and directing development to where it makes sense and in a manner that minimizes the consumption of resources and reflects the realities of utility and service delivery systems.

Character Areas

Downtown

The main commercial core in Glenwood Springs, including the area north of the Colorado River, is the heart of the community and the place where the community comes together to live, interact, conduct business, entertain, and relax. This area includes the historic hot springs, Hotel Colorado, and many commercial structures that date from the early 1900s. This area is the ‘living room’ of the community, the center of the city’s hospitality industry, and an entertainment and retail district, with a variety of restaurants, retail shops, civic uses and living opportunities. Downtown Glenwood Springs attracts people and businesses who celebrate the culture and vibrancy of downtown environments, thereby adding to the area’s overall vitality.



Downtown Glenwood Springs

Historic Residential

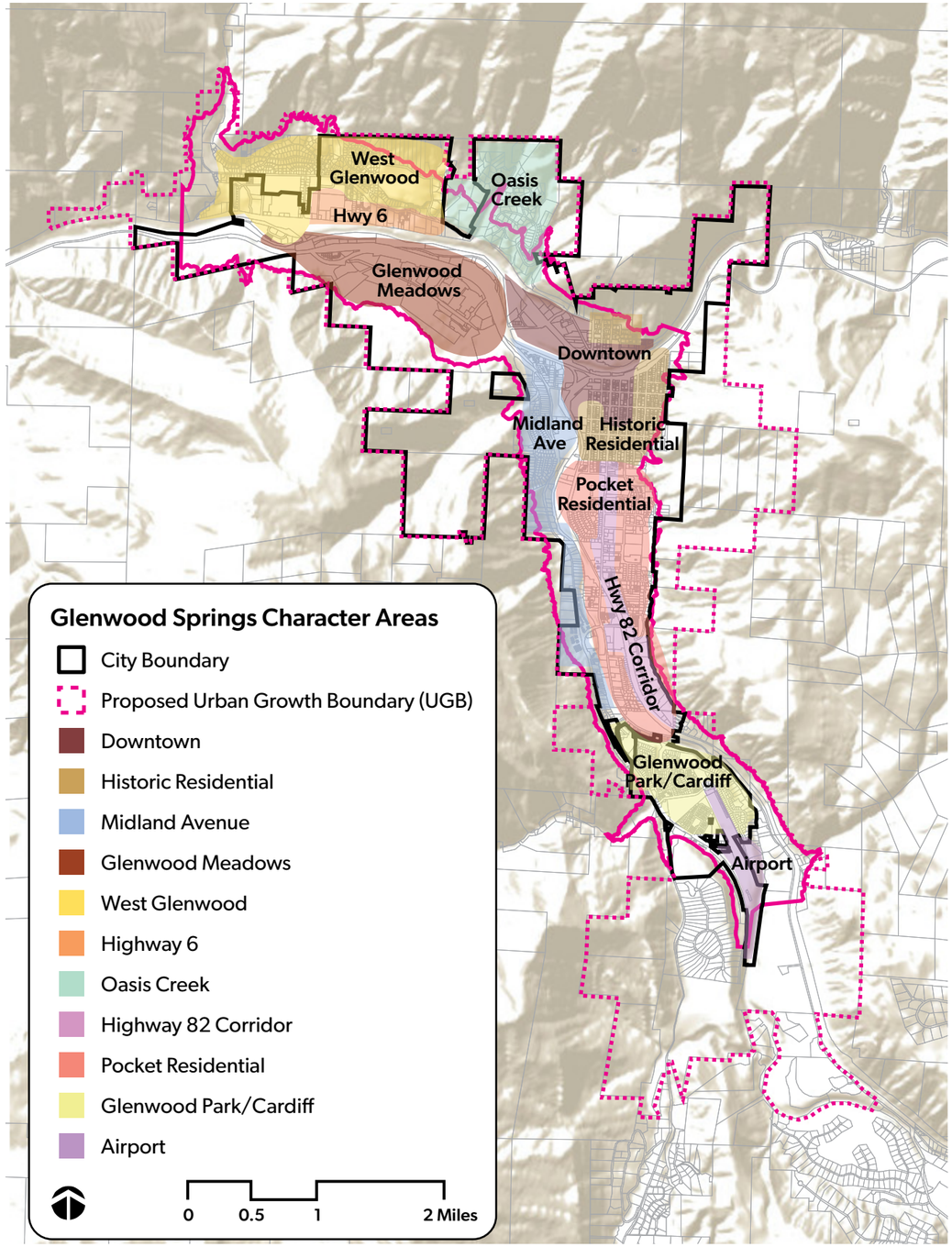
The neighborhoods surrounding Downtown feature tree-lined streets, small residential lots, historic Victorian homes, shaded sidewalks, and front porches instead of garages. These neighborhoods contribute a significant amount of character to the community and should be preserved while allowing gentle density in the form of infill development to increase housing options near jobs.



Historic Residential Neighborhoods

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Figure 19: Glenwood Springs Character Areas



Midland Avenue

Midland Avenue, between the Colorado River and 33rd Street, is characterized by higher density residential development, with many multi-family buildings. There are few commercial uses concentrated on the northern end of Midland Avenue. This area includes central access to recreation opportunities and open space. With easy access to Downtown and schools, Midland Avenue is home to a diversity of households and families.

Glenwood Meadows

Glenwood Meadows has seen recent residential and commercial development, with multi-family housing and both small and large-scale retail and restaurants. Glenwood Meadows is also anchored by the Glenwood Springs Community Center. With easy access to Downtown and commercial uses, the vision for the remainder of buildable land in Glenwood Meadows is mixed-use development to increase housing options in this transit-served area.

West Glenwood

West Glenwood is characterized by quiet, residential neighborhoods that are more suburban in form. While the Glenwood Mall is located in West Glenwood, the area lacks key commercial uses like grocery and restaurants that could reduce vehicle trips for residents. A portion of the West Glenwood community sits outside of the City limits.

Highway 6

The Highway 6 corridor is comprised of largely auto-oriented land uses and commercial pad site properties along the highway, with residential uses tucked behind. Despite the presence of an elementary school, much of the area lacks walkability and public gathering spaces. This area has opportunity for significant redevelopment in the future.



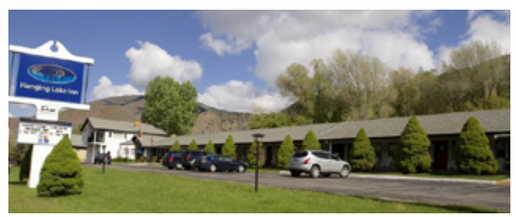
Midland Avenue



Glenwood Meadows



West Glenwood



Highway 6 Corridor

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Oasis Creek

Similar in character to West Glenwood, Oasis Creek is a suburban residential neighborhood traversed by curvilinear streets that lack pedestrian infrastructure. Homes and lots are generally larger than in the more historic parts of the City. This neighborhood is envisioned to remain substantially unchanged with the exception of minor infill and redevelopment.

Highway 82 Corridor

The Highway 82 Corridor (outside of Downtown) is characterized by predominantly auto-oriented commercial land uses and services. Large retailers are located along the corridor as well as smaller-scale commercial uses. The corridor is home to many of the destinations that make Glenwood Springs a regional hub. Mixed-use, infill development is envisioned along the corridor in the form of transit-oriented development.

Pocket Residential

Pockets of residential neighborhoods surround the Highway 82 corridor. These pockets have varying densities and diverse housing types, from single family to multi-family development and everything in between. Although these neighborhoods are experiencing growth pressures, they are envisioned to remain substantially unchanged with the exception of minor infill and redevelopment.



Oasis Creek



Highway 82 Corridor



Pocket Residential

Glenwood Park/Cardiff

Glenwood Park/Cardiff is home to one of the City's elementary schools and a mixture of mid-century/ Victorian-style single family residences and newer townhomes and apartments. Poor access for both public transportation and emergency evacuation are concerns voiced often by residents (which will change with the development of South Bridge). Originally planned commercial uses were never built, but should be considered in the future as infill development occurs to reduce vehicle trips.

Maintain & Administer the Municipal Airport

On approximately 64-acres sits the Glenwood Springs Municipal Airport which serves as a general aviation facility owned and operated by the City of Glenwood Springs via the Airport Enterprise Fund. While the Airport was previously looked at for potential redevelopment, community members articulated the importance of the facility, particularly for use in emergency operations. Community discourse for the Airport area has included discussion of providing more commercial uses to support the facility's use.



Glenwood Park/Cardiff



Airport

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Historic Context

The City's collection of historic buildings, sites and objects represent tangible links with its past and give Glenwood Springs its unique character. In 1999, the City Council adopted a historic preservation ordinance establishing a historic preservation commission for the purpose of protecting and preserving the city's historic and cultural resources. In 2001, the City Council adopted Downtown Design Standards to ensure that new development respects the historic development pattern and special character of Downtown buildings. Then, in 2008, the City Council adopted the Citywide Historic Preservation Plan that outlined the role that historic preservation should play in the network of community planning, economic development, culture, and tourism. It also established goals and actions to protect the buildings, sites and objects that collectively make up the City's unique historical character.

Although the City has numerous historical assets, currently there are only nine buildings or structures that are officially listed in the Colorado State and/or National Registers of Historic Places, and thirteen buildings and sites that are recognized as Local Landmarks.



Hotel Colorado is on the National Register of Historic Places

The South Canyon Bridge is on the National Register of Historic Places



Strategies

Urban Form

Support appropriate mass, scale and density of new development.

The City of Glenwood Springs should support appropriate mass, scale and density of new development in relation to existing neighborhoods. Mixed-use development in the Downtown should allow for taller buildings that may not be permitted in other areas of the community. Building height limitations (up to 5 stories) should meet the development massing and scale of existing, sometimes historic buildings (such as the Hotel Colorado and the Manor senior apartments). Increased density in the core should be contingent upon public benefits, such as the provision of additional civic space, or the improvement of pedestrian amenities at the ground level.

Along Grand Avenue, between 7th and 11th Streets, upper-level stories should be stepped back to preserve the historic 2 to 3 story character of the street. Increased building heights up to 5 stories are encouraged on side and cross streets (Cooper, Colorado, 7th, 8th, 9th), and in acceptable areas north of the Colorado River.

Implement and enforce design standards.

The intent of the existing Design Standards is to ensure that the quality of infill and redevelopment meets community standards, especially within the historic Downtown. New buildings, as well as additions to existing buildings, should be designed to reflect the unique local character of Glenwood Springs and constructed to last for generations.

Simple, feature-less, box-like structures do not have a place among the 19th and early 20th century buildings in the Downtown. Commercial buildings such as 209 8th Street, 701 Grand Avenue, and 909 Colorado Avenue are good examples of ways in which new construction can be designed with an eye to the past, reflecting historic architectural styles. An effort should be made to identify disparities and continue recommending updates to Development and Municipal codes to ensure they are in alignment with the Comprehensive Plan.

Support neighborhood commercial mixed-use development.

Future retail development opportunities in Glenwood Springs should be smaller in scale, filling opportunistic gaps in neighborhood-level goods and services. Providing mixed-use spaces enhances neighborhood function, adds vibrancy, promotes walkability, promotes sense of place, and co-locates multiple destinations, which can reduce traffic congestion.

This Plan also promotes the development of housing above the existing buildings along Grand Avenue. To further protect the two-story architectural character of buildings along Grand Avenue, while also addressing the need for more housing, the Design Standards should be amended to allow additional stories but require that the new construction be stepped-back from the existing building facade.

Neighborhood-scale commercial mixed-use



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Social Diversity

Support social diversity.

Supporting a diverse society will maintain community character and vitality while also making the community more resilient to changes in the regional economy. A broad plan enacted locally and implemented at the neighborhood level that addresses affordable housing, employment, transportation, and community quality of life issues will aid in achieving social diversity. The City should expand communication networks to be more culturally competent to build trust in traditionally excluded communities. Continue to evaluate programming to improve inclusivity for all community members. Create public spaces where everyone feels welcome and support a built environment that is accessible to Glenwood Springs' diverse community.

Create a community for all.

Glenwood Springs prides itself on its inclusivity of all individuals. The City proactively encourages and enables individuals of varying backgrounds to participate in civic groups, leadership roles, and the everyday life of the community. Diversity is celebrated here and equity is at the forefront of decision making. The City should promote aging in place, dual language wayfinding, and accessible recreation opportunities to create a community for all. Continue to reduce or eliminate barriers to participation in civic, social, and public processes and spaces.





Mobility

Provide a multi-modal mobility network.

Glenwood Springs must be a safe and friendly environment for all modes of travel by providing public transit, parking facilities, interconnected pathways, and green spaces to encourage people to safely travel on foot and by bicycle. Downtown should serve as a multi-modal transit hub, with connections between rail, bus, bike, auto and pedestrian travel. Efforts must be made to reduce traffic congestion, provide equal access to community facilities, and assure the safe and efficient movement of people and goods across barriers such as rivers, railroads, and highly congested roadways.

Develop parking strategies and partnerships.

Urban form and character are often dictated by parking. With infill development comes the need to provide additional parking, which is often on-site in the form of surface parking lots, or in some cases, parking structures above or below ground. Encouraging infill development in the Downtown will require more parking. The City should pursue broader strategies that consider shared parking opportunities for a mix of uses, allowing parking spaces to be used during the day and at night, which serve residents, visitors, and employees in a more efficient way. The City should consider the right partnerships to build public/private structures to reduce building footprints and surface parking lots.

Historic Preservation

Protect historic resources and buildings.

Historic buildings and resources are a key ingredient to the character of a place. The City should continue to preserve historic structures while encouraging compatible and sensitive redevelopment that contributes to the character of Glenwood Springs. Contributing historic resources should be mapped, and the City's existing Design Standards should be modified as needed to address additions and modifications in a manner that preserves the integrity of the original building.

City staff should identify structures of merit and approach property owners about preservation of these structures, in coordination with the Historic Preservation Commission.

The City should create an incentive program to discourage the demolition of structures that are historic or have architectural significance. Incentives can include property tax relief or funding assistance for rehabilitation.

Preserve the Cardiff Coke Ovens

Located south of the city limits, the Cardiff Coke Ovens were used to process coal into coke for use by area smelters and are significant for their association with the railroading and mining history of the lower Roaring Fork Valley dating back to the 1880s. All the ovens are on land owned by the Glenwood Springs Historical Society and were listed on the National Register of Historic Places in 1996.

Currently, there are plans to construct a South Bridge over the Roaring Fork River in the general vicinity of the ovens. Any new roads in the area should take into consideration and mitigate any negative impacts the bridge or connecting roadways may have on this historically significant location. These improvements should include access to the ovens so residents and visitors can learn about their historical connection to the history of the surrounding area. The City should consider acquiring adjacent land in order to protect and preserve the ovens for future generations.

Cardiff Coke Ovens



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Photo Credit: Kent Kanouse

4.3 | Economic Development & Tourism Management

Background

Glenwood Springs is a regional hub that threads together three major economic zones: the Colorado River Valley, the Roaring Fork Valley, and the Eagle River Valley. In addition to a robust visitor-based tourism and recreation industry, Glenwood Springs plays an important role as a crossroads for local and regional services. This role enables Glenwood Springs to maintain greater economic diversity and resilience than its surrounding communities.

Healthcare Services

Healthcare services, including hospital and clinic-type medical facilities along with long-term rehabilitation and care centers, make up a healthy sector of Glenwood Springs' economy that serves both the surrounding resident community and attracts spending from outside the region. Glenwood Springs' location is well-suited for these services due to its central location between up-valley Roaring Fork development areas and I-70/ Western Slope residentially-oriented areas extending to Grand Junction.

Professional Service Employers

Glenwood Springs is in a naturally advantageous location for engineering and construction-related professional and technical service employers. Ranging from sole proprietorships to mid-sized firms, these employers serve the Roaring Fork and I-70 corridor areas, both in the realm of private sector development and in support of transportation and infrastructure projects. Higher salaries in these professions have helped make hiring and retention less of an issue than in some industries, but rapidly rising housing costs are presenting new challenges even among this well-paid sector.

Retail

Retail activity is critical to the fiscal health of Glenwood Springs, and retailers have historically benefitted from its role as regional center - drawing retail spending in from visitors and households outside its borders. Market support for new larger-scale retail development in Glenwood Springs is more limited now than during previous planning efforts. This is due to gradually tapering population growth rates, strong competitive supply activity along I-70 across Garfield and Eagle Counties, and the continued rise in e-commerce retail activity.

The visitor-based recreation industry, historically centered around the Hot Springs attraction, is now complemented by several cultural and recreational offerings. Best known as a historic destination for vacationers with diverse natural amenities, most particularly hot springs, Glenwood Springs has transitioned to become a destination with access to world-class ski areas, mountain biking, spectacular fly fishing, and kayaking that attracts 1.3 million visitors a year. Not to mention Glenwood Springs' downtown commercial district which offers a mix of entertainment and cultural venues, retail, higher education, and professional offices that serve residents and visitors alike.

The Glenwood Springs area continues to serve as a hub for active recreation in the Western Slope and as a gateway to the Roaring Fork Valley.

Because residents of Glenwood Springs and the surrounding area have a natural inclination towards an outdoor-oriented lifestyle and active recreation interests, opportunities for many local-serving shops and services should also appeal to visitors.



Retail shops on Grand Avenue

Industrial

In today's global economy, there are many smaller footprint and advanced manufacturing light industrial uses that could certainly add jobs and increased wealth to the community, while respecting architectural rules and clean industry. Small-scale, quiet, clean manufacturing or fabrication businesses could locate Downtown or the in 6th Street Corridor. Imagine a store front where visitors and residents would watch a production scale 3D printer producing commodities. Determined on a case-by-case basis, these uses could be integrated into mixed-use development.

Other small manufacturing businesses could locate in the River Industrial zoning districts. There is opportunity to annex additional I-2 zoned land at the south end of Old Highway 82. Limited lot depths could accommodate production in injection molding technologies and other linear assembly processes. Some lots, or assembled lots, may be used for medium-scale operations such as pre-fabricated or modular building structures.

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Role as a Regional Center

To increase resiliency to historic boom and bust economic cycles of western Colorado, efforts must be undertaken to continue to diversify the local economy. The City should acknowledge both historical economic drivers and cyclical patterns such as the oil and gas periods, the regional economy, and new, emerging economic influences such as technology and remote work that may influence Glenwood Springs' position in the region. Many centralized support and management activities serving various industries are drawn to Glenwood Springs as a secondary location to Grand Junction. The City should continue to build on existing assets and community strengths while determining the appropriate mix and type of businesses and industries that would be attracted to Glenwood Springs. Quality of life, quality infrastructure and an educated and qualified workforce are keys to attracting quality businesses and employment opportunities.



Glenwood Springs is a regional hub for auto commerce



Garfield County Government Center

Public Sector

Public sector activity remains strong in Glenwood Springs, in part due to its position as the county seat for Garfield County. The city's accessibility and crossroads location have also attracted some federal and state field offices. While governmental facilities do not directly generate tax revenues, their employees spend a portion of their wages locally and may also reside within the city. Colorado Mountain College also plays an important part in the public sector sphere, providing higher education opportunities as a community college with a range of training and degree options.

Strategies

Regional Hub

Retain Glenwood Springs' role as a regional commercial hub.

It is important that Glenwood Springs retain its role as a regional employment and commercial center. When comparing the City's annual operations expenditures with several Colorado municipalities, Glenwood Springs provides a relatively high level of service to its residents that is more than double what is offered by similarly sized municipalities in Colorado. This level of service is directly related to the sales tax revenues that the City receives from its commercial businesses.

In considering expansion of municipal boundaries or infill projects, maintaining the current balance of residential and nonresidential land uses could help sustain the levels of service currently enjoyed by Glenwood Springs residents, businesses, workers, and visitors. For every housing unit in Glenwood Springs, there are 629 square feet of non-residential floor area. Most of the demand for services (68%) originates from housing units within the municipal boundaries, while the remaining 32% originates from visitors and from individuals working in Glenwood Springs but residing elsewhere.

Ensure adequate food access.

Retain and expand food access for local residents. Although Glenwood Springs is not a food desert, it does lack grocery amenities to support the local community. The loss of Safeway has changed the landscape for the availability of and access to fresh foods. To meet the local demand, the City should consider attracting or supporting a local food co-op; continue to seek additional grocers; support the farmers market, community supported agriculture programs, and other food markets.

Focus on local-serving economic development.

The City should consider focusing on smaller-scale, local-serving economic development opportunities that play to Glenwood Springs' locational advantages and outdoor/lifestyle strengths.

The City should approach commercial development regulations, incentives, and approvals with a "locals first" philosophy, prioritizing meeting the needs of residents and local employees. Happy residents and workers will in turn make Glenwood Springs a more enjoyable place for visitors to spend time and money. A key strategy is to support small-scale businesses like those that can serve as natural placemaking enhancements in addition to being a source of employment and fiscal revenue flows.



City Market is one of few grocery options in Glenwood Springs

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Business and Industries

Attract and retain diverse businesses and industries.

Although Glenwood Springs has a strong tourism market, the City has positioned itself as a regional commercial hub with an expansive shopping center. The City is a job center in the region for large employers in the government and medical fields. Lessons from the COVID-19 Pandemic highlighted the importance of a resilient economy by diversification. The City should continue to preserve and enhance the diversification of business and industries in Glenwood Springs.

The region attracts a perennial influx of high energy people with a love of outdoor recreation and gear, including some with entrepreneurial ideas capable of supporting successful local industry. Explore the possibility of incubator 'maker's' spaces tailored to fostering such entrepreneurship.

Make space for new employers and the expansion of existing employment centers.

Glenwood Springs benefits from its economic diversity in terms of added resilience against boom-bust business cycles and a wider range of possible wages for local workers than would be available under a strictly hospitality-based economy. Maintaining adequate housing supply is a critical factor in the city's economic sustainability. The city's planning efforts should also prioritize potential attraction or expansion of desirable higher-wage employers.

Revitalize Underutilized Properties

Target public investment to spur private investment. Use best practices to encourage redevelopment of underutilized properties, including partnering with the Downtown Development Authority.



Food Truck Friday



Visitors ride the gondola to the Adventure Park

Attracting and Retaining a Workforce

Encourage workforce training and development.

Work to ensure a well-trained workforce. Partner with Colorado Mountain College to continually cultivate relevant two- and four-year degree programs and curricula that remain in tune with the needs of the local and regional workforce.

Ensure adequate development of workforce housing.

Continually evaluating and updating incentive programs and other public subsidies (such as city-funded road, sewer, and transportation infrastructure) can help attract new housing supply within reach of local employees. This is increasingly vital to maintaining a functioning local economy.



The Hot Springs are a popular destination for visitors

Tourism

Support the management of sustainable tourism in Glenwood Springs.

Tourism has long been an important player in the Glenwood Springs economy. Thoughtful management of tourism ensures positive visitor experiences while maintaining a high quality of life for residents. Glenwood should continue its "sustainable tourism" strategy, which aims to meet the needs of visitors, industries, the environment, and the community, while considering the environmental, socio-cultural, and economic impacts of the present and future.

The City should continue efforts to support the tourism market, its agencies and its amenities / facilities such as the Vapor Caves, Doc Holliday grave site, Glenwood Caverns, Glenwood Hot Springs Pool, Iron Mountain Hot Springs and other outdoor recreation amenities. The City should preserve and enhance recreational opportunities (river access, kayak park, parks, and trails) and City-owned assets to attract visitors who are stewards of what attracts them to Glenwood Springs. The City should address a lack of lodging diversity with options that integrate with Downtown and 6th Street attractions.

The Sunlight Ski area provides a special and valued amenity for the residents of Glenwood Springs. It also attracts many visitors to the area. There may be an opportunity for the City to assist in supporting the ski resort so that it remains a tourist attraction as well as a community amenity.

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4.4 | Transportation & Mobility

Background

The vision for transportation in Glenwood Springs is an integrated, balanced, and more resilient multi-modal transportation system –one that supports regional travel needs but not to the extent that it compromises a healthy, dynamic Downtown, economic viability, community and neighborhood character, pedestrian-orientation, and access to the city core. The community supports strategies to mitigate future traffic growth, particularly on CO 82, and improve multimodal mobility options for people to walk, roll, bicycle, and use transit for more trips by fostering regional partnerships and transportation demand management techniques.

The community desires to improve the safety and connectivity of the bicycle and pedestrian network to provide a comfortable environment for people to walk and bicycle to most destinations within the community.

Investment in transit to improve options to travel within, to and through Glenwood Springs is also a priority.

The community desires a more resilient transportation network that supports safe and efficient emergency access and adequate evacuation routes in case of emergency.

The relationship between Glenwood's transportation networks, regional housing and economic systems are intertwined and have interrelated impacts. Given the constraints on transportation corridors and the regional relationships of job centers and housing, Glenwood should support economic development that incentivizes competitive and diverse commerce, industries and services that balances in-town travel and regional travel patterns.

Traffic

Traffic on Grand Avenue in Glenwood Springs continues to be a core transportation issue for the community, impacting multimodal mobility around town, growth strategies, quality of life, and emergency evacuation preparedness. Between 2010 and 2021, traffic on CO 82 in South Glenwood Springs grew by 23% (an average of 1.9% annually)[1]. Analysis of mobile device origin-destination data in vehicles traveling on the Grand Avenue Bridge in the peak periods show that about 45% - 60% of traffic in the morning peak southbound and 40% in the afternoon peak northbound is pass-through traffic, mostly from trips between western Garfield County and Carbondale, Basalt, Snowmass, and Aspen.[2]

Glenwood is also a commuting destination. There are almost twice as many jobs as workers[3], and more than 75% of workers commute into Glenwood, mostly from Rifle and New Castle[4], and the majority by driving.[5] Additionally, nearly 60% of employed residents who live in Glenwood commute out of the city, mostly up-valley.[6] This dynamic creates a condition of heavy southbound traffic congestion on CO 82 in the morning (from people commuting into, out of, and through Glenwood Springs) and heavy northbound congestion in the afternoon for the same reason.

Due to geographic constraints there is little room to provide alternative relief valves for traffic on CO 82. The Long Range Transportation Plan includes six bridge projects to increase network connectivity that are still planned, but more recent efforts have focused on ways to move more people by other modes. The MOVE Grand Avenue project (completed in 2021) explored ways to extend the VelociRFTA BRT to downtown and West Glenwood to intercept more inbound, outbound, and through commuters by bus. The city is also investing in a Transportation Demand Management (TDM) program to facilitate more of its nearly 10,000 employees to use more sustainable commuting options, and most projects in the Long Range Transportation Plan are aimed at improving the city's pedestrian and bicycle network.



Traffic on Grand Avenue

Active Transportation

Glenwood Springs has been gradually building out a network of on-street and off-street pedestrian and bicycle facilities, but numerous gaps remain that create barriers for people trying to walk or bike around the City. The City does not have a comprehensive bicycle and pedestrian network plan, but the Long Range Transportation Plan (LRTP) provides guidance on active transportation network improvements. As of October 2022, the City had completed or was in the process of completing 15 of 44 active transportation projects identified in the LRTP. Additionally, the Roaring Fork Transportation Authority (RFTA) is currently conducting a study to expand the WE-cycle bike share program (that currently operates in Aspen and Basalt) to additional communities in the Roaring Fork Valley, including Glenwood Springs, in order to improve access to transit and first and last mile connections.

1. CDOT continuous counter on CO 82 at MM 2.194 (s/o Blake Avenue)

2. Based on cell phone data analyzed by Fehr & Peers and collected from January to December 2021 by from StreetLight Data on CO 82. An origin-destination with middle filter analysis to analyze origins and destinations of traffic on CO 82 at both the Grand Avenue Bridge and just north of the Red Canyon Road intersection.

3. U.S. Census Bureau, Longitudinal-Employer Household Dynamics Program.

4. U.S. Census Bureau, Longitudinal-Employer Household Dynamics Program, Job Counts by Home Places, 2019

5. U.S. Census Bureau, American Community Survey 5-year Average, 2015-2019, Means of Transportation to Work by Work Place Geography, Glenwood Springs.

6. U.S. Census Bureau, Longitudinal-Employer Household Dynamics Program, Job Counts by Places, Where Workers (living in Glenwood Springs) are Employed 2019.

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Transit

Glenwood Springs is served by the Roaring Fork Transportation Authority, which provides a mix of local and regional transit, including the VelociRFTA Bus Rapid Transit (BRT) line, which provides frequent express service from South Glenwood to Aspen (and communities in between), as well as the Hogback Route to Rifle, and which was recently expanded to provide more frequent service to New Castle. A major barrier that has been identified by RFTA and the City is that the BRT does not regularly serve downtown or West Glenwood (other than a handful of daily runs in mixed traffic to and from the maintenance facility). This has restricted the ability of transit to effectively serve commuters traveling through Glenwood, residents from most of the neighborhoods in Glenwood who commute up-valley, or relieve traffic congestion on CO 82 through town.

The recently completed Multimodal Options for a Vibrant Economy (MOVE) study identifies options for addressing that issue, by identifying options to expand VelociRFTA BRT service to downtown Glenwood and West Glenwood. That plan also includes recommendations for local and regional transit improvements that the City is working toward implementing and a downtown transit center once BRT is expanded downtown. RFTA is also in the process of expanding parking at the South Glenwood Station to address capacity constraints and will be adding a new grade separated bicycle and pedestrian crossing across CO 82 at 27th Street.



RFTA Bus

Traffic Safety

Between 2010 and 2019, Glenwood Springs has had an average of about 300 crashes per year, including an average of about 2.5 severe or fatal crashes per year.[7] There is fluctuation year to year, but overall the crash frequency has remained about the same during that time. Of the fatal and severe crashes 38% involved a pedestrian or bicyclist, the highest of any crash type. Additionally, nearly all of the fatal and severe crashes (96%) occurred on just two roadways in Glenwood Springs, CO 82 and Midland Avenue. This includes 72% on CO 82 and 24% on Midland Avenue. Thus, prioritizing safety improvements along these two major thoroughfares in Glenwood Springs, particularly for people walking and biking across these streets, would likely have the greatest impact on improving traffic safety in Glenwood Springs.

Glenwood Springs also recently completed a Local Road Safety Plan (LSRP) that establishes a goal of eliminating fatal crashes in the City by 2030, reducing severe crashes by 50% by 2030, and eliminating severe crashes involving pedestrians and bicyclists. The LSRP provides a crash profile for the City and high level guidance and strategies to mitigate future crashes.

7. CDOT Crash Data 2010 - 2019 within Glenwood Springs excluding I-70 (https://www.codot.gov/safety/traffic-safety/data-analysis/crash-data)



South Bridge Aerial Alignment Illustration

Evacuation Planning

Evacuation planning is a high priority for the City given the growing population, increasing traffic, more frequent and devastating wildfires nearby, and the vulnerability of Glenwood Springs given its constrained roadway network. The City is currently in the middle of planning and implementing a series of projects using a three-pronged process to better prepare itself in case of a need to evacuate. This includes:

- Completing new network connections to add resiliency (access line breaks to I-70 and South Bridge)
- Collaborating with CDOT to develop a Regional Traffic Emergency Management Plan to be able to stop the inflow of traffic on major highways prior to the City, and
- Developing an Internal Emergency Traffic Management Plan so City staff and emergency workers can effectively control traffic.

South Bridge

The South Bridge project would provide a critical second access between State Highway 82 and the western side of the Roaring Fork River in the south Glenwood Springs area. This new route would improve emergency evacuation, emergency service access, and affect local land use access. As of this comprehensive plan update, the South Bridge project is at a 90% design level. This design includes a tunnel underneath the runway of the Glenwood Springs Municipal Airport.

Cost benefit analysis modeling using fire rates of spread from fires that occurred in the state during 2020 has shown that having the bridge in place substantially reduces loss of life in the southern corridor of the city. The South Bridge project will reduce out of direction travel and associated greenhouse gas release for approximately 1,700 residents that commute daily from the southern corridor to 27th Street Bridge and then south on SH 82.

South Bridge will create another north south route through Glenwood Springs for travelers moving through Glenwood to western Garfield County. Traffic calming has been added to the project to reduce speeds across the project area. However, due to current congestion on SH 82 it is anticipated that the South Bridge project will relieve some of the congestion that occurs on SH 82.

The completion of South Bridge would represent a significant change in Glenwood Springs' infrastructure. Given the far reaching effects that the project could have on Glenwood Springs and beyond, completing a sub area plan contemporaneously with the construction of South Bridge that acknowledges impacts to transportation, economy, land use and housing would be important to appropriately respond and/or prepare for its substantial changes to conditions in Glenwood Springs.

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Strategies

State Highway 82

Continue to evaluate and monitor State Highway 82.

Past studies have evaluated the feasibility of redirecting SH 82 within the Roaring Fork River corridor. Potential alignment studies have determined that due to environmental, technical, socio-economic, financial, political, and other reasons, the realignment of SH 82 is financially and politically challenging and unrealistic. However, the City should continue to monitor and evaluate the SH 82 corridor to ensure the following principles are adhered to:

- Minimize impacts to adjacent properties and neighborhoods
- Support the success and expansion of the Downtown
- Expand transit operations and facilities
- Promote transportation demand management (TDM) solutions
- Encourage land use patterns and public and private projects that support vehicle and pedestrian safety and walkable urban forms
- Permit an extensive trail system
- Allow safe public access along the corridor

Transportation Demand Management

Focus on Transportation Demand Management (TDM).

To mitigate traffic growth, particularly on CO 82, the City will develop a Transportation Demand Management (TDM) Program aimed at making improvements and providing incentives and disincentives to support increasing the non-driving mode share for both local and regional trips within and to Glenwood Springs. TDM strategies are typically aimed at employees and employers and may include free transit, carsharing, bicycle amenities, paid parking and other incentives and disincentives. The city should identify key partners such as large employers and the school district. For example, to better mitigate the impact that schools can have on traffic and congestion, the City should work with the Roaring Fork School District to locate future schools in or near the city limits and on sites that promote walkability and the use of transit (to reduce traffic congestion on Grand Avenue/SH 82).

The City should also work with local employers (hospital, Downtown and Meadows businesses, City Market, CMC and the Glenwood Springs High School, and the County), and regional employers, and other stakeholders to reduce congestion on Grand Avenue by shifting regional employee and tourist traffic to non-single occupant automobiles or transit, and by constructing employee housing closer to employment destinations.



Midland Trail

Regional Traffic Model

Develop a regional traffic model & Regional Transportation Master Plan.

The City of Glenwood should take a proactive leadership role in regional transportation planning and problem solving to benefit goals of Glenwood such as safety and quality of life. The City should work with RFTA, Garfield County, Pitkin County, Eagle County, regional municipalities, and CDOT to develop a Transportation Management Association and Regional Transportation Master Plan to answer key questions about travel patterns/demand and commercial and residential project implications on congestion, mode shift, and trip reduction. The City should also consider recent data indicating a large number (50%) of south bound SH 82 commuters commuting from Glenwood Springs to Carbondale and El Jebel and methods to reduce single occupancy vehicles for those trips.

Expand and enhance regional transit to, from, and through Glenwood Springs.

A core strategy to mitigate future traffic growth on CO 82 in Glenwood Springs will be to improve regional transit to and through Glenwood Springs. For transit to be attractive it should be frequent, reliable, and both cost competitive and time competitive with driving. It is recommended to work with RFTA to improve the VelociRFTA bus rapid transit (BRT) through Glenwood Springs, including prioritizing bus movement, and increasing frequency to Downtown and West Glenwood as studied in the MOVE Grand Avenue project. This would improve options for two of the three dominant regional travel markets during peak times on CO 82, including commuters from Western Garfield County traveling through Glenwood Springs to the Roaring Fork Valley, and commuters from Glenwood Springs commuting up-valley. Eventually extending the BRT west of Glenwood Springs could further meet demand for the inbound and pass-through travel market originating in Western Garfield County.

Additionally, improving the frequency, reliability and speed of transit service along the Hogback route west of Glenwood Springs both to and within Glenwood Springs would also improve options for the inbound commuter travel market from western Garfield County. This would build off the upgrade to 30-minute headways to New Castle that RFTA recently made. The City should also work with RFTA to plan and implement key recommendations in RFTA's destination 2040 Plan within Glenwood Springs that will support more regional trips by transit, including extending the BRT to downtown and west Glenwood, improving transit station in Downtown, and implementing a pedestrian crossing at 27th Street.

Active Mobility

Ensure Downtown is pedestrian-friendly and safe.

The City and CDOT have worked collaboratively over the last decade to make incremental improvements to maximize traffic flow on Grand Avenue, such as adjusting signal timing to the extent feasible. The City will continue to evaluate and consider opportunities to improve flow, such as converting 8th Street and 9th Street to one way as studied in the MOVE Grand Avenue project. Future improvements should not degrade pedestrian comfort or delay and should prioritize bus movement through downtown.

Improve the regional trail network.

Encourage the connection of the inner-city trail network with regional trails such as the LOVA Trail which will be a crucial regional network connecting the Roaring Fork Valley to the Colorado River Valley downriver.

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Enhance the pedestrian and bicycle network.

Other ideas to improve vehicle flow and pedestrian safety on Grand Avenue include potentially removing signals on Grand so that pedestrian timing and length could be added to the remaining signals. Also, adding landscaped medians to Grand Avenue to slow vehicles on the corridor and create pedestrian refuges. Traffic calming elements should be added to all local and collector roadway projects to improve walkability, lower vehicle speed and improve community character.

City plans envision providing both urban and recreation trails that efficiently connect to major points of interest such as shops, parks, schools, and employment centers. The 2015 LRTP identified 44 bicycle and/or pedestrian improvement projects throughout the City, plus an additional five bridge projects that would also improve the active transportation network. Of these 44, 15 have been completed or are in process of completion. The city will work toward completing the remaining active transportation projects in that plan.

Additionally, it is recommended that the city develop a city-wide pedestrian & bicycle plan that integrates recommendations contained in the River trails Plan, LRTP, and other documents in order to elevate pedestrian and bicycle mobility in Glenwood. The plan should identify a bicycle and pedestrian network vision, the specific active transportation facilities on each segment of the network to achieve the desired comfort level (such as protected bicycle lanes, trails, or crossing treatments), and a prioritized list of projects.

Road Network

Develop an efficient and interconnected road network to reduce gridlock, delays, and trips per day.

To reduce the reliance on Grand Avenue, support more multimodal travel, and improve emergency evacuation preparedness the City should continue to identify and connect "missing links" to form an efficient network of streets and bridges. The 2015 LRTP identified six bridge projects, two of which were completed (Grand Avenue and 27th Street), and one is in design (South Bridge), and planned for construction in 2024. The City will continue to implement these connections identified in the LRTP. Additionally, the city should update the LRTP to reevaluate priorities, and potentially identify additional future opportunities for street and trail connections.

In general, network connectivity of streets and trails should be required for all new land development and redevelopment, and applied within a subdivision or neighborhood, and between land uses and neighborhoods.

Any new roadway corridors should be multi-modal - with networks designed for driving, transit, walking, and biking, and should generally take the form of narrow local and collector/connector streets of no more than two lanes with speed limits of 35 miles per hour or slower. Offset connections are encouraged to calm and slow traffic and to create shorter block lengths and intersection densities. Continue to implement and improve the neighborhood traffic calming program, paying particular attention to mitigating the impacts of local street cut through and speeding.

Local Public Transit

Expand and improve Ride Glenwood Transit

Ride Glenwood Springs is the city's local bus system. It serves six stops along Grand Avenue from the Roaring Fork Market Place north to 9th Street. It then continues across the Grand Avenue Bridge and serves six stops along SH6 before looping around the Meadows Mall area and returning back to SH6 and SH 82. The bus service operates at a thirty-minute headway. Ridership on the system has steadily increased. It serves approximately five hundred people on average every day.

The City should analyze opportunities and make investments to improve and expand the local transit network to serve more trips within Glenwood Springs. The core goals would be to reduce reliance on driving, improve economic access for employers, employees, residents, and visitors, as well improve transportation equity for the most vulnerable population that does not have reliable access to a car, including seniors, youth, people with disabilities, and low-income households.

Safety

Plan for emergency evacuation.

The city should continue the progress already made to plan and prepare for emergency evacuation and emergency vehicle response in case of a natural disaster.



Electric Vehicle Charging Station

Green Transportation

Support the expansion of green transportation options.

Continue to plan and provide infrastructure for electric vehicles and e-bikes to reduce greenhouse gas emissions. As the City's fleet of vehicles reach their lifespan, replace them with electric vehicles. Work with RFTA and regional partners to understand the feasibility of electric buses.

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4.5 | Housing

Background

Glenwood Springs has historically been a place where people of all income levels have the opportunity to live, work, play, and raise a family, within the same community. That vision has been increasingly challenging to maintain, however, in an environment of rapidly climbing home prices. For workers in Glenwood Springs to continue to have the ability to live here, both the amount of housing and the variety of housing types need to be increased. The value and impact of affordable owner-occupied housing should not be forgotten or underestimated. When those who wish to put down roots can buy into a community, they are more likely to stay.

By providing housing opportunities for people of all income groups, the community may realize several benefits including reduced traffic congestion, increased social diversity, increased vitality in areas with new housing, and increased economic vitality as workers can shop in the same community where they live. The City reconfirms its commitment to include some percentage of affordable residential units in all new development projects.

Housing Cost Dynamics

Housing prices have been rising faster than wages nationally - a dynamic even more out of balance in desirable mountain locales where residential land supply is limited by topography and demand is partly driven by purchasers outside the local labor market (retirees, second-home owners, corporate/private equity buyers).

The resulting decline in housing affordability hurts the ability of employers to hire and retain employees across all wage levels and adds to traffic congestion as Glenwood Springs workers must increasingly find housing outside of Glenwood Springs (typically further from the Roaring Fork Valley, towards New Castle and Rifle). The reliance on in-commuting has been growing fastest among the Town's large health care and education services sectors.

Housing Supply

Adding new housing supply across a variety of price and rent points will be critical to stem imbalances in affordability and reduce the need for in-commuting.

While the City has seen a surge in multifamily rental development, there has been little added supply of affordable ownership housing (either "naturally affordable" market-rate or subsidized). A healthy balance of rental and ownership housing is important to maintaining opportunities for residents to remain in (or locate to) Glenwood Springs, regardless of life-stage.

Although some residential development sites remain within Glenwood Springs, the long-term capacity of housing land will be increasingly constrained by terrain and infrastructure, so adaptability and creativity in development patterns will be key to maintaining housing supply growth.

Some factors affecting housing affordability, such as land values and construction costs, are outside the City's ability to control. Many other inputs, however--such as land use mix, allowable density, parking requirements, and regulations as to minimum unit size, design, and building materials-- can affect the supply and pricing of housing and are directly influenced by City policies and regulations.

Any housing supply added to the City at any price point can help to put downward pressure on overall market pricing. However, units added at the higher end of the price/rent spectrum are more likely to attract part-time residents or vacation rental owners (as opposed to local employees), gradually shifting the community demographic mix and resulting in more housing that is at least occasionally vacant.



Mobile Homes

Mobile Homes

Mobile homes account for 5% of all housing units in Glenwood Springs, and represent one of the key areas of affordable housing in the community. In Colorado, mobile homes are the State's largest source of unsubsidized affordable housing, or "naturally-occurring affordable housing." Economic, political, and social forces threaten the legal and financial stability of this type of housing, and owners of mobile homes who rent lots in mobile home parks are perhaps in the most vulnerable position. As tenants in mobile home parks, these owners have fewer and weaker rights than their landlords do, and park owners often experience financial difficulties that can best be cured by selling their property to new owners. Many new owners in recent years are private equity firms and corporate buyers who recognize the stable revenues generated by parks and see the profit potential of the rentable lots, which are in high demand because of the shrinking supply of mobile home parks.

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Strategies

Increase Density

Increase housing density.

Identify opportunities to increase allowable unit density in areas where supporting infrastructure (transportation, sewer, public safety) is adequate and impacts on aesthetic and safety for surrounding residents can be mitigated. Individual housing design and quality should be compatible with adjacent uses and quality should be sufficient for long-term livability and energy efficiency. Identify opportunities to build a mix of housing typologies of affordable and workforce through land banking, public private partnerships, and non profit organizations.

Encourage Accessory Dwelling Units (ADUs).

Consider further reduction to limits on the creation of accessory dwelling units (ADUs) where such activity can incrementally add unit density and provide additional owner/renter financial flexibility.

Continue to utilize inclusionary zoning as a tool to produce more affordable and workforce housing.

Continue to pursue and refine regulations related to inclusionary zoning (requirements that a certain percentage of any new residential construction be set aside for certain affordability levels). Maintain regular feedback with developers and property owners to ensure inclusionary targets encourage, rather than deter new housing development (both affordable and overall). Maintain requirements that affordable buyers/renters be employed locally, but revisit and refine definitions of "local" as appropriate.



Medium density housing in Glenwood Springs

Pursue the Community Land Trust model.

Consider establishing or participating in an existing community land trust, possibly in conjunction with philanthropic private-sector or employer-driven funding. In this model, land within the City and surrounding impact areas is acquired and held to be developed as permanently affordable housing, with structures sold to individuals (with built-in limits to appreciation upon resale) and land remaining under trust ownership. Such programs have been tried in the past with limited success, but as other communities around the West experiment with creative arrangements, there may be fruitful emerging best-practices worth adapting here.

Locate housing near jobs and transit.

Consider adding an overlay to the City's land use plan, identifying areas where efforts to encourage new affordable housing may be especially needed and/or promising. Criteria should include proximity to employment areas, access to new or planned public transportation options, and compatibility with well-designed higher-density development. Utilize the housing/transportation index to evaluate true affordability of development proposals.

Promote mixed-use development.

Identify opportunities for vertical mixed-use (residential over commercial) and live-work housing, especially for redevelopment in historic areas where density and land use mix is already established.

Provide diversity in housing types.

By providing affordable and workforce housing opportunities for people of all incomes, seniors, and students, the community may realize several benefits including increases in social diversity and vitality as community members shop in the same community where they live.

Preserve existing, naturally-occurring affordable housing.

Support efforts to maintain a naturally-occurring affordable housing stock in Glenwood Springs, including existing mobile home communities. Strategies for enhancing these communities should be explored to promote a high quality of life and the City could play a role in assisting residents in achieving this.

Regional Approach

Address housing regionally.

Because a portion of affordable housing demand is created in large part by regional conditions (employment and the spread of high housing costs from "up-valley" locations), the responsibility for community housing should also be addressed regionally. Thus, the City should work with Garfield, Pitkin and Eagle counties to combine resources, share strategies, and jointly seek funding and land for community housing projects. Currently, regional efforts are organized at the county scale, with agencies such as Garfield County Housing Authority, the Aspen/Pitkin County Housing Authority

Mobile homes serve as naturally-occurring affordable housing in Glenwood Springs



(APCHA), and the Eagle County Housing Department all pursuing similar housing-related objectives. The City of Glenwood Springs is a founding member of the West Mountain Regional Housing Coalition nonprofit, formed in 2022, that will focus short-term on development neutral strategies including a regional buy-down program, rental assistance, and Accessory Dwelling Unit assistance. The Coalition is dedicated to increasing the availability and accessibility of affordable community housing within Pitkin, Eagle, and Garfield Counties, including but not limited to workforce, senior, supportive, and other housing needs that arise.

Glenwood Springs should continue to support and advocate for multi-county, multi-municipality approaches that can broaden the regional approach to better match the emerging housing market and commuting realities across the Roaring Fork and I-70 west region.

Accommodate seasonal workers.

Explore alternative housing types for accommodating seasonal workers who are often young, single, and seeking very low-cost places to stay. These could include dormitories, hostels, camps, or other accommodations that employers could offer or provide subsidy for. Motels or other lodging could be converted for such extended stay temporary housing uses, as made possible in recent ordinance changes.

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4.6 | Public Utilities & Services

Background

Providing efficient public utilities and services is essential to quality of life, livability and to cost-effective growth. Although some City service costs are not closely tied to the urban form of growth (e.g., administration), there are many services (utility extension, street maintenance, public safety, etc.) that are sensitive to the type and location of growth. If new development occurs in areas that are difficult to serve, growth can challenge a city's ability to keep up with an increased demand for utilities and services. For example, when growth occurs at lower densities, cities generally incur disproportionate additional costs such as repairing and resurfacing longer roadways; cleaning and inspecting longer sewer lines; longer roads to plow snow; and longer trips for police, fire, building inspectors, school buses and parks maintenance crews, when compared to more compact urban land use patterns. The City of Glenwood Springs needs to be efficient and cost-effective to be fiscally sustainable in its provision of services and utilities. The Glenwood Springs Comprehensive Plan provides a general direction for maintaining and improving these functional aspects of the community - often taken for granted- but essential to "livability."

Water

Perhaps no other resource issue in Colorado is more critical than the need for water conservation. It is a growing problem throughout the entire Western United States. As communities like Glenwood Springs continue to be desirable places to live, competing pressure for access to water grows, along with the need to find creative solutions to meet the needs of existing and future residents.

There is a finite amount of water available to allocate to numerous demands. In an arid climate as seen in Colorado, the water supply can be greatly affected by drought and weather patterns.

Strategies

Infrastructure Expansion

Direct growth to areas where utilities and services can be provided efficiently.

Directing growth inward through infill and redevelopment allows new development to avoid unnecessary and expensive utility extensions and service area expansions. Additionally, promoting greater residential density and mixed-use projects allows a savings in private development costs through land and capital investment efficiencies that have the potential to reduce the overall cost of constructing housing.

The existing wastewater treatment plant was built in 2012. This new facility can support redevelopment that intensifies land uses especially in the Downtown, the Confluence Area, and other Secondary Centers.

Allocate for utility expansion.

The City is responsible for providing public utilities including, water, wastewater, broadband, landfill, recycling and electricity. This is accomplished by setting aside sufficient land for future necessary public facilities. As the city evolves, grows, and redevelops over time, land for utility facilities will need to be included in development plans.

Consider fiscal impacts prior to expanding City water and sewer services.

Annexation resulting in the extension of the water and sewer distribution system should be evaluated carefully. The distribution and collection systems require substantial amounts of revenue to build and maintain. Annexations are required to make improvements to serve the developments, including extensions of water/sewer distribution and collection improvements. Similarly, developments within the corporate boundaries of the City are responsible for the installation of all required public improvement and needed water distribution, wastewater collection and underground utility improvements.



Landfill in South Canyon

Plan for increased landfill capacity.

The City is actively taking steps to significantly expand the capacity of its landfill that is in South Canyon. The South Canyon Landfill has approximately 5 years' worth of space remaining as of August 2022. In October 2021, the City applied to the CDPHE for an expansion of the permit, which would add another 20-30 years' worth of space depending on recycling and composting participation in the future and waste reduction efforts. The City should continue to implement waste mitigation programs to help reduce landfill waste to extend the current life of the landfill.

To help extend its life, the city has several programs in place to reduce the number of recyclable materials that are sent to the landfill. The City also owns and operates a commercial composting facility on the South Canyon site which will remain in operation after the landfill closes.

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Continue to support the expansion of broadband infrastructure.

Periodically review advances in small town broadband and internet connectivity. The City is currently well served with high-speed fiber optic internet and ample bandwidth capacity. The City – through the Community Broadband Network – offers fiber to homes throughout the community. CBN offers next-generation technology providing broadband services to Glenwood customers including homes and businesses of all scales. Staff and City leadership should continue to stay abreast of any innovative best practices that could be invested in to keep the city competitive in competing for organizations and workers requiring state of the art connectivity.

Infrastructure Improvements

Complete domestic water infrastructure improvements.

The Urban Growth Boundary may require improvements to the City's water delivery system, particularly its water storage capacity. Currently, the City has waterlines on all the existing bridges including a new waterline that was installed in 2010 on the Old Cardiff Bridge/County Road 156. When South Bridge is constructed, the City will include a waterline with the construction of the project. An alternative to this approach if the South Bridge is never constructed would be the creation of a pedestrian connection to the RFTA trail system that could convey utilities.

Plan and budget for electrical system improvements.

Though there is adequate electric service capacity, improvements to the City's electric facilities will be needed as parcels are redeveloped and infill occurs. This will be especially true if the intensity of the development increases over current conditions. The City's electric distribution service territory is currently served by three substations, Mitchell Creek, North Glenwood, and



Roaring Fork. These substations serve different sections of town and each have their own issues regarding future expansion, development and electrical load impacts. A new electrical substation - the Cardnell Substation - will come online in April of 2023 on land adjacent to the new wastewater treatment facility. The City completes 5-year system review and capital improvement planning efforts every 4 years to ensure long-term capital construction improvements are funded.

Water Conservation

Promote water conservation.

The City continues to actively implement water conservation programs and to actively promote water conservation through use of efficient fixtures, xeriscaping, etc. Domestic water demand has decreased over the last 10 years due to these water conservation efforts. The Public Works Department is currently working on a Water Efficiency Program for 2023 that will include a lawn buy-back program with help from the State of Colorado, assistance for fixture replacement, and an irrigation controller and rain sensor programming.

The US Environmental Protection Agency (EPA) has extensive lists of programs and water conservation measures for communities like Glenwood Springs, as climate change and the need for establishing a water resilient community increases each year. Action-oriented solutions that are realistic and community-driven are critical to pursue and adopt as Glenwood Springs continues to grow and put additional pressure on water resources while those same resources are naturally diminishing.

In addition to the demand for domestic use, recreation and tourism also compete for water. The City recently secured in-stream flow water rights on the Colorado River through Glenwood Canyon to maintain water levels for rafting and whitewater recreation. This achievement is the result of more than nine years of work by the City and showcases the level of effort necessary to maintain even current levels of this resource against ever-growing demands.

The City should consider establishing a water working group, or River Commission Subcommittee on water resiliency whose role is to champion resiliency, open the discussion of conservation, and be the commanding voice that keeps the need for water resource preservation at the forefront of topics in Glenwood Springs. Continual discussion of the issue and giving a voice to the threat of loss as well as celebrating the successes of water conservation efforts in the community are critical in bringing about successful solutions for water conservation.



Electricity Consumption

Increase electrical efficiency.

The City has, and continues to, develop programs to increase electrical efficiency and decrease parasitic electrical drain. The City should continue to increase electrical efficiencies and help reduce the City's carbon footprint. The City has also developed energy savings programs for its commercial and residential customers including energy audits, appliance rebates, and insulation upgrades. This Plan encourages the City to continue to develop energy savings programs to reduce energy consumption citywide.



Renewable Energy

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Public Safety

Provide appropriate levels of service for emergency services.

The City should provide appropriate Level of Service (LOS) for police protection. The City is expected to continue to grow in population. If the population reaches 15,000 residents, the city would need to employ 35 to 36 officers to provide appropriate service levels expected by Glenwood Springs residents. The City should be able to fund the additional staff with the increase in sales and property tax received from the anticipated growth in population.

Assure appropriate levels of fire protection and emergency medical services.

Assure appropriate levels of service and response capability to meet fire suppression, fire prevention, and emergency medical service needs. Anticipate and adjust for current and future impacts of: growth due to increased population, workforce numbers, and tourism; increased building density and height; and a likely increase in occurrence and intensity of wildfires.



Glenwood Police

Glenwood Fire



Regional Wildfire Protection

Apply intergovernmental efforts toward regional wildfire protection.

The City of Glenwood Springs is surrounded by coal seams and forests. Though mitigation to reduce associated hazards is being done by the State of Colorado, this situation of large amounts of fuel adjacent to a community still presents the potential for a catastrophic event. Wildfire could also occur from natural or man-made causes. The City and Rural District are currently working with the newly formed Roaring Fork Valley Wildfire Collaborative to plan, fund and complete landscape scale wildland hazard fuels management projects on public and private lands.

For its part, the City applies Firewise standards to development in forested areas. The Firewise program offers solutions for wildfire safety through subdivision planning, site planning and, in the case of development in forested areas, the provision of creating defensible space between structures and surrounding trees or other fuel sources. The City should continue to educate the community on wildfire awareness and encourage community application of Firewise concepts to existing and new development. This consideration should include adding building code requirements for “ignition resistant” exterior building, deck and fence construction in addition to the Firewise recommendations.

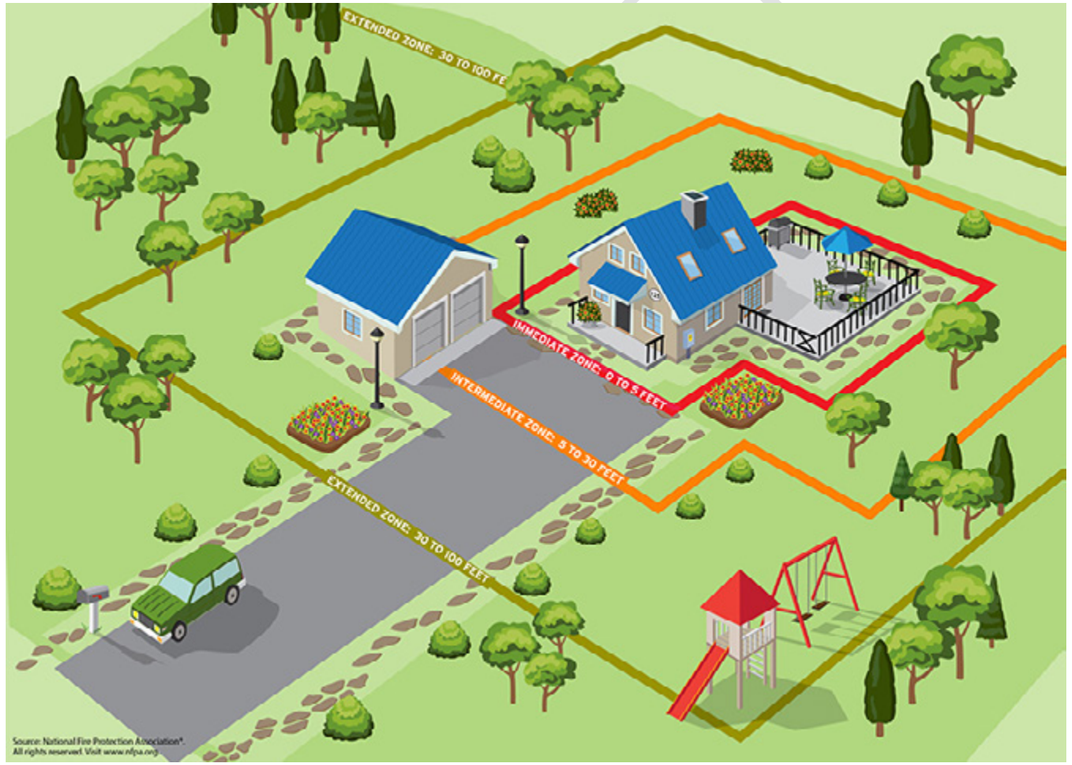


Figure 20: Firewise Diagram

Source: National Fire Protection Association



4.7 | Parks, Recreation, Open Space & Trails

Background

Parks and recreation facilities are essential to a truly livable community. They provide opportunities for relaxation, stress relief, socializing, exercise, and participation. These are community spaces that provide a location for the community to interact and bond.

Glenwood Springs has a multitude of recreation and leisure possibilities both within town and in the immediate surrounding area. The City continues to provide quality parks and recreation opportunities to the community. Community surveys continue to show high satisfaction levels from the community for the quality of parks and selected programs. With its location at the confluence of the Roaring Fork and Colorado Rivers, Glenwood Springs' residents and visitors consider these natural resources as crucial elements to the overall quality of life in the community. They not only provide critical wildlife habitat and add to the visual beauty of the city, but they also afford a wide range of recreational opportunities.

Two documents guide the strategic planning and implementation for the Parks, Recreation, and Open Space within the City. The 2016 Parks and Recreation Master Plan was a technical update and included a strategic plan for a five-year period. The Parks and Recreation Department would like to update this master plan based on Commission for Accreditation of Park and Recreation Agencies (CAPRA) standards and pursue CAPRA accreditation. The accompanying master plan will be a valuable measure of the agency's overall quality of operation, management, and service to the community. In 2020, the City completed the Recreation Economy for Rural Communities (RERC) which elaborated on the recreation industry as the economic driver for the City and provided key implementation strategies to bolster that industry.

Strategies

Parks/Open Space

Focus on securing/maintaining sufficient parkland, green space, and open space.

Since land is at a premium in Glenwood, the City should focus on evaluating future needs for the community and dispersing the same amount of parkland fairly to all areas of the City of Glenwood Springs. Potential opportunities to improve land for future park needs should consider Lone Pine, Chatfield, West Glenwood, Silver Sage, Sopris View, Red Mountain, Wulfsohn, Community Center Playground, and South Glenwood/4 Mile. Ensure funding is allocated for the development and maintenance of parks, trails, and the preservation of open space in the City of Glenwood Springs. This work should also consider the maintenance of the city's tree canopy, including within existing tree lawn areas. The City should continue to modify landscaping and irrigation to maximize water conservation and irrigation efficiency.

Plan for the City-owned land adjacent to the River Trail.

The City owns a significant amount of land along the Roaring Fork River and at the Confluence downtown. Community input indicated that the City should focus on reconnecting the community to the rivers. Some of this land may be considered for community housing. In advance of, or concurrent with, any consideration of uses of the riverfront, the City should conduct an evaluation of the river corridor to identify important or potential public access points, views, wildlife/fishery habitats, and bank/bed conditions to preserve the health of the river.

Sayre Park



Facilities

Improve and expand facilities.

The Parks and Recreation Department maintains parks, trails, civic plazas, and landscaping areas in public rights of way including roundabouts. The need for continued maintenance for park facilities was identified as a theme in the public process and the city should continue to focus on these needs.

Previous planning efforts recommended conducting a feasibility study for a performing arts complex and another study to enclose the existing ice rink. This feasibility study should move forward in part to determine whether there would be cost savings to join all of these uses into one "events center". Consider opportunities for additional accessible facilities that accommodate youth activities, sports-related green spaces, and separate spaces for different types of recreation.

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Trails

Coordinate trail planning, implementation, ongoing maintenance, and expansion.

The community views the parks, trails, and open space network as both key to the health of the community and as a critical tool to reduce car dependency for residents and visitors. Gaps in the trail network should be identified and the City should continue working with volunteer groups and nonprofits to create new trails, as well as work with the Public Works Department to improve existing sidewalk bike routes.

Water

Protect and preserve recreational City water rights.

Recreational In-Channel Diversion (RICD) water rights on the Colorado River protect a suite of river flows throughout the summer, including higher flows for an event around the Fourth of July. The water rights are a significant step in the right direction for protecting the river and will contribute to Glenwood Springs' thriving outdoor economy. This is the second-ever recreational water right for the mainstem Colorado River. The agreement also allows the city to create whitewater parks at three potential locations along the Colorado River.



Whitewater park

Sopris View Trail



Recreational Economy

Ensure safe and sustainable business operations for recreation-based businesses.

Ensure that businesses that support the outdoor recreation economy can operate safely and sustainably, meeting visitors' needs and residents' livelihoods. This includes continuing to monitor existing facilities such as boat ramps, fishing easements, open space easements, etc., and work with partner organizations such the Colorado Parks and Wildlife (CPW) to ensure that current and future needs are met.

Promote economic diversification in the outdoor recreation sector.

Support opportunities for outdoor recreation business development in downtown Glenwood Springs, building on and expanding beyond the tourism economy and supporting entrepreneurship opportunities for residents in partnership with Colorado Outdoor Recreation Industry Office.

Ensure underrepresented groups are included in the recreation economy.

Recognizing that we have a diversity of visitors and residents in our community, ensure that underrepresented groups are involved in, able to access, and benefiting from the outdoor recreation economy.

Softball



Strategic Partnerships

Continue to partner with the Roaring Fork RE-1 School District.

The City and the Roaring Fork RE-1 School District currently have a mutually beneficial partnership that should be continued into the future. The School District provides recreation fields and sports facilities that are used by the community. In return, the City of Glenwood Springs provides access to the Community Center pool for the Glenwood Springs High School Men's Swim Team and Women's Swimming and Diving Team for both practice time and swim meets. As budgets get tighter in the future, there are opportunities to reduce duplication of services between the City and School District, such as maintenance of fields and turf areas. The Parks and Recreation Department should continue to work with, and formalize, facility sharing agreements with the School District -on existing as well as new facilities.

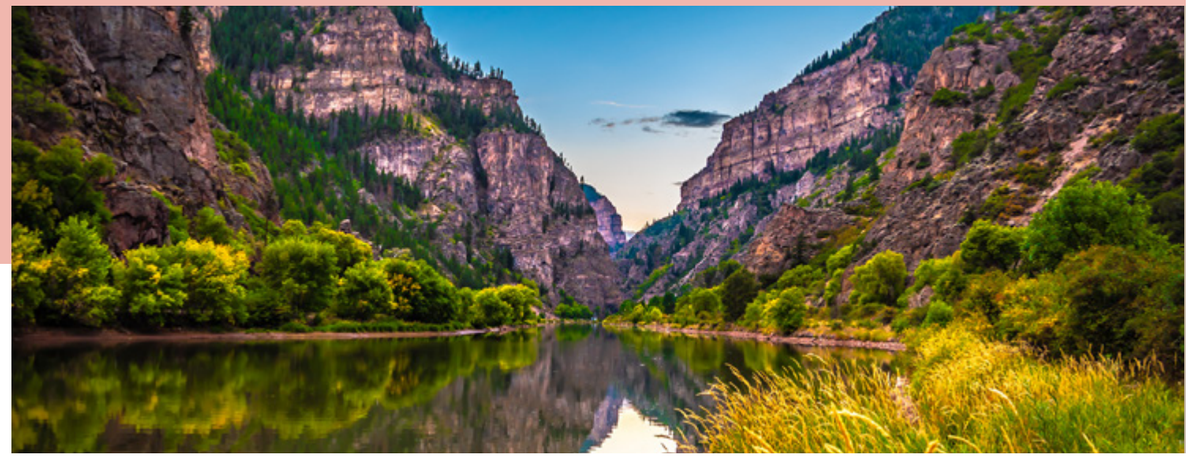
Clinbing wall at the Community Center



Coordinate with other recreation providers and develop partnerships.

The Glenwood Springs Parks and Recreation Department currently partners with several agencies and businesses to provide programs and activities to the community. The Department should explore additional opportunities as well as build on its existing partnerships. Where not already in place, the Department should ensure that all existing and future partnerships are accurately portrayed in a detailed and signed partnership agreement.

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4.8 | Natural Resources

Background

People continue to be attracted to this region and to Glenwood Springs because of its natural setting and resources. The local economy continues to be directly and indirectly dependent on the region's abundant natural amenities, the City's surrounding pristine hillsides, its river corridors, and undeveloped ridgelines continue to be distinctive and important community-defining assets which must be preserved.

Regional planning efforts, maintaining a compact urban form, open space preservation, implementation of the River Management Plan, and directing development to where it makes sense and in a manner which minimizes the consumption of resources and reflects the realities of utility and service delivery systems will aid in preserving the valued assets and achieving the vision.

Issues that continue to be addressed through this planning effort:

- The surrounding rural setting is fast disappearing, especially in the Roaring Fork Valley.
- Light pollution remains an issue among many residents.
- The trail and open space along the Roaring Fork River may be impacted in the future by development of a transportation corridor

Mayor Godes signs the Renewable Energy Contract





Strategies

Leaders in Environmental Stewardship

Continue leadership in protecting the natural setting through a variety of programs, committees, and multi-jurisdictional agreements.

The City is proud of its achievements in protecting its natural resources and is dedicated to continuing existing programs that enforce and improve adopted regulations including those addressing light pollution, hillside preservation, landscaping requirements, and river stewardship. Additional considerations should include water conservation, increased recycling to reduce contributions to the landfill, and increased efforts to maintain high water quality in rivers and streams.

River Corridors

Preserve and enhance the river corridors.

Attractive, accessible, and healthy riparian areas are highly visible assets and prized by the residents of Glenwood Springs. A key concept of the Comprehensive Plan is to expand and improve the greenways along the rivers through town. Development that reduces the continuity of the habitat, the hydrologic function, or the visual quality of the river corridors should be discouraged. Any development adjacent to the river corridor should also preserve public access to and along the river edge, and assist in the restoration of damaged riparian areas.

Land use planning and development should include a "watershed perspective" whenever possible. Include the Roaring Fork Conservancy and the Middle Colorado Watershed Council as referral agents for land use and zoning changes proposed on property adjacent to the rivers. With a "watershed perspective," the land use approval may consider potential and cumulative impacts on stream flows from the point of withdrawal upstream to the point of release downstream. Development that is within the City's watersheds and that is on soils that are "poor" for septic systems should be discouraged.

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Regional Planning

Participate in regional planning efforts and work regionally to protect natural resources.

The City should participate with other regional entities, such as the Bureau of Land Management (BLM), the US Forest Service, Garfield County, and other municipalities, regarding natural resource issues that reach beyond the city limits. Activities occurring on federal lands, such as limestone quarry, strip mining, timber operations and livestock grazing, can have a direct impact on the City's water, quality of life, and safety. It is imperative that the City continue to work with the BLM and US Forest Service to ensure that operations do not negatively impact the City's water service, air quality, or transportation network, and ensure that permitted uses, allowed operations, and lands identified for disposal do not negatively impact valued resources around the City. The City opposes any threats to the livability and environment of our community.

Wildlife

Minimize human/wildlife conflicts.

The City should partner with the Colorado Parks & Wildlife, Forest Service, BLM and other regional agencies to educate the community on how to minimize human / wildlife conflicts. One issue is the attraction of wildlife, particularly bears, to trash and waste. The City should continue to enforce its trash ordinance that requires that dumpsters, including grease dumpsters, be wildlife resistant.



Bighorn Sheep







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4.9 | Cultural Resources & the Arts

Background

Glenwood Springs offers varied arts and cultural programs that connect community members to their heritage and provide opportunities for celebration of the city's diverse population. Often intangible, these are elements that help to enhance the quality of life enjoyed by Glenwood Springs' residents and visitors. Over the past five years, the City has developed additional community events; continued to expand its classroom arts and culture/performance offerings through the Parks and Recreation Division; sought to promote awareness and appreciation of fine, musical and performance arts; and enhanced the use of civic spaces. It has also started work to better maintain existing public art sculptures and murals, and has adopted a new Public Art Master Plan to guide the management and expansion of that program.

The 2021 Public Art Master Plan notes that "targeted interventions of public art can be used to help enliven areas that are in need." The City should continue its efforts to create place-based economic development in civic spaces that can be enjoyed by residents and people who visit the community.

The following represents a list of a number of community assets that contribute to the rich cultural and artistic offerings throughout the community:

- Glenwood Springs Community Arts Center
- Community Center
- Glenwood Springs Arts and Culture Board
- Frontier Historical Society and Museum
- Glenwood Springs Arts Council
- Colorado Mountain College Foundation's ArtShare
- Garfield County Library - Glenwood Springs Branch
- Symphony in the Valley
- Sopris Theatre Company
- Summer of Music

Strategies

Public Spaces

Provide civic spaces like plazas, promenades and parks.

The City should continue to provide attractive public spaces that can be used for public gatherings including visual and performing art events. New development is encouraged to provide public spaces as well. Public spaces provide a location for community members to interact, socialize and build bonds - a valued tradition and part of the culture of Glenwood Springs.



Latino/a Conservation Week



Public Art

Cultural Assets

Work regionally to protect cultural assets.

This region has a rich history. The City of Glenwood Springs should consider partnering with Garfield County, the Historical Society, other municipalities, and state and federal agencies to protect and promote the region's rich architectural, archaeological, and cultural assets, thereby adding to the region's visitor attractions.

Grow Glenwood Springs as a regional multicultural hub.

The City should continue to host and support a scale of seasonal, multicultural and holiday-focused festivals/ special events that add vitality and enhance the character of the community. The City should continue to partner with the Downtown Development Authority, the State of Colorado and others to develop the community as a regional multicultural hub and support burgeoning artistic galleries/makers spaces/studios.

The city operates the Community Art Center from the historic hydroelectric plant to provide a vibrant, people-centric space for access to the visual and performing arts and recreational activities. A need to complete accessibility improvements at the Community Art Center has also been identified.

Glenwood Springs Public Art Master Plan

Strategies:

1. Continue partnership with the Downtown Development Authority and downtown business owners
2. Apply for Colorado Creative District Designation
3. Create a nature based public art series
4. Invest in iconic public art in existing public spaces
5. Utilize and promote local artists
6. Art and Culture campaign with visit Glenwood Springs.

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4.10 | Climate & Hazards

Background

Residents and visitors of Glenwood Springs must begin to associate human behavior with climate and natural hazards that result from changing climate conditions in the region. Glenwood Springs will address climate, resiliency and hazard mitigation as part of a long-term, sustainable infrastructure systems approach considering low impact environmental design, building toward adaptive and changing social and climate needs, hazard mitigation, and emergency response.

Understanding the regional and local ecosystem and how we humans interact with the natural world is the beginning point. Understanding how the infrastructure systems work, including many of the physical elements of the City's essential services such as water, stormwater, sewer systems, broadband, fiber optic technology, and related technologies that serve homes and businesses is paramount to building a resilient Glenwood Springs. Creating flexible policy and strategies to anticipate adaptations to changing conditions is critical.

The City of Glenwood Springs must prioritize an update to its 2008 Climate Action Plan and use that plan to pursue environmentally sustainable strategies over the next 20 years. These strategies should increase renewable energy, energy efficiency, carbon sequestration, water conservation, waste reduction and recycling citywide.The Plan should develop specific strategies to efficiently use existing infrastructure, as well as extend infrastructure as needed to support strategic community growth and redevelopment, while protecting properties and community members from future natural and man-made disasters.

Strategies

Climate Change Mitigation & Adaptation

Prioritize sustainable development practices.

The City must prioritize sustainable development practices as a means to reduce human impacts on the environment. Research clearly defines land development, buildings, and transportation as the leading contributors to greenhouse gas emissions in cities throughout the United States. With increasing pressure for residential and commercial growth, the City should follow International Energy Conservation Code and Transit Oriented Development principles to lead by example in sustainable development.

Balance future growth and development with water resources and other resource capabilities.

Growth should be planned with a set carrying capacity for infrastructure based on future population projections. Water conservation and efficiency should be prioritized requirements for development and redevelopment projects.

Address resiliency planning, reduce and mitigate hazards, and develop emergency response system policies.

Extreme weather, wildfires, floods and other natural disasters occur more frequently as the climate warms. These events impact the local community and the wider region. Emergency response plans are essential. The City is working with Colorado Department of Transportation (CDOT) and Federal Highway Administration (FHWA) on two I-70 access line breaks to facilitate evacuations, and working to develop a local traffic management plan for large-scale fires and other emergency events that require evacuations.

Reduce greenhouse gas (GHG) emissions.

Every community must do its part to make steep reductions in greenhouse gas emissions in the next 20 years. The City has achieved many elements of its 2008 Climate Action Plan; updating the plan with new goals that include equity, followed by implementation of the plan across all sectors of city government, is a high priority.

Increase energy efficiency.

Demands on the electrical grid will increase with the electrification of heating and transportation. Increasing energy efficiency in City buildings and operations and among all customers of Glenwood Springs Electric is a priority.

Address climate change impacts regionally.

Work with the County and other communities in the Roaring Fork Valley to formulate strategies to combat the negative effects of climate change, identified in the 2022 Garfield County Hazard Mitigation Plan Update.



Mudslide on I-70 (Glenwood Canyon) in 2021

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5.0: PLAN IMPLEMENTATION

5.1| Overview

The following Implementation Matrix is a tool to organize action steps that help implement the strategies outlined in the previous chapter. This tool will be used by City staff and leadership as a guide to monitor how the plan program and decisions will occur over the life of the plan. Each action, which represents a step required to implement the goals and strategies, is assigned a responsible party to take the lead role as well as the length of time that will likely take for completion. While they are not identified as champions, various Boards and Commissions will be involved in supporting the implementation of applicable action steps.

Some actions were elevated through the community engagement process as high priorities that the City should focus on first to implement the vision of this plan.

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5.2 | Action Plan

Land Use & Future Growth				
#	**Policy/Action**	**Champion**	**Timeline**	**High Priority**
1.1	**Promote Transit Oriented Development (TOD).**			
1.1.A	Plan for transit stations located in all mixed-use neighborhoods by incorporating principles of smart growth, new urbanism and green building.	Engineering/RFTA	Near Term	
1.1.B	Concentrate growth in Glenwood Springs in locations that can be served by high-frequency transit.	Engineering and Community Development	Near Term	
1.2	**Encourage a compact urban form.**			
1.2.A	Increase allowable unit densities in areas where supporting infrastructure is available.	Community Development	Near Term	x
1.2.B	Consider density or zoning bonuses to provide affordable and workforce housing.	Community Development	Ongoing	x
1.2.C	Identify opportunities for vertical mixed-use (residential over commercial) and live-work housing.	Community Development	Near Term	
1.3	**Focus growth in areas of change.**			
1.3.A	Implement existing and prepare future Sub-area plans for: Confluence Riverfront Park and 8th St Crossing, 6th Street, W. Hwy 6 Corridor, S. Midland Ave, former Safeway redevelopment site, Walmart/Roaring Fork Market, River Corridor Overlay, West Glenwood Mall.	Community Development	Ongoing/ Near Term	x
1.3.B	Implement the annexation plan.	Community Development	Ongoing	x
1.3.C	Establish key metrics associated with growth scenarios and timelines to ensure ongoing, sustained infrastructure needs are met.	City	Near Term	x
1.4	**Encourage redevelopment and prioritize public investment in identified revitalized areas to spur private investment.**			
1.4.A	Strategically plan for future Sub-area plans Confluence Riverfront Park and 8th St Crossing, 6th Street, W. Hwy 6 Corridor, S. Midland Ave, former Safeway redevelopment site, Walmart/Roaring Fork Market, River Corridor Overlay, West Glenwood Mall that encourage private investment.	Community Development	Ongoing	x
1.4.B	Implement 6th Street Master Plan.	Community Development, Downtown Development Authority (DDA)	Ongoing	
1.4.C	Implement the Confluence Riverfront Park and 8th Street Crossing Plan.	Community Development, DDA	Near Term	

Land Use & Future Growth				
#	**Policy/Action**	**Champion**	**Timeline**	**High Priority**
1.5	**Foster and protect vibrant, diverse, safe, and well-connected neighborhoods.**			
1.5.A	Ensure current development standards are consistent and promote high-quality design outcomes and climate resiliancy.	Community Development	Ongoing	x
1.5.B	Update infill design standards to maintain and protect established neighborhood character, form, and resilience.	Community Development	Near Term	x
1.5.C	Integrate emergency management into the review process for large new developments.	Community Development	Long Term	
1.5.D	Consider to amend the land use code to include evacuation planning for new development in vulnerable areas.	Community Development	Long Term	
1.6	**Maintain the municipal airport.**			
1.6.A	Promote safe operations at the municipal airport.	Community Development	Ongoing	
1.7	**Preserve areas targeted for protection.**			
1.7.A	Ensure growth includes green buildings, open space, trees and native vegetation to protect our natural resources.	Community Development	Near Term	x
1.7.B	Maximize new open space/city parks on the edge of city boundaries.	Parks & Recreation	Near Term	
1.8	**Reduce light pollution.**			
1.8.A	Establish and enforce a citywide Dark Sky Ordinance to reduce light pollution.	Community Development	Near Term	x

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Community Character & Vitality

#	Policy/Action	Champion	Timeline	High Priority
2.1	**Support appropriate mass, scale and density in Downtown.**			
2.1.A	Consider updating the Downtown Plan (1998). Prioritize downtown development that includes retail space at the street level, commercial office space at a second level and residential development above. However, priority should be placed on the implementation of sub-area plans, including 6th Street and the Confluence.	Community Development	Long Term	x
2.2	**Support neighborhood commercial mixed-use development.**			
2.2.A	Identify opportunity sites that can support neighborhood-level commercial goods and services, focusing first on increasing food access.	Community Development	Long Term	
2.3	**Support social diversity.**			
2.3.A	Create a free or low cost clinic for people without health insurance.	City	Long Term	
2.3.B	Build community trust in council and governance. Provide more engagement opportunities with the community within City and other planning processes.	City and PIO	Near Term	
2.3.C	Identify opportunity sites that can support neighborhood-level commercial goods and services, focusing first on increasing food access.	Community Development	Long Term	
2.4	**Create a community for all.**			
2.4.A	Support a livable community by providing safety, water, sanitation, mental heath facilities, and housing options for those experiencing homelessness.	Housing Continuum Partners	Near Term	x
2.4.B	Increase communication about all city programs offered with the community in Spanish and English.	PIO	Ongoing	x
2.4.C	Hire multilingual staff or provide education for existing staff.	City	Near Term	
2.4.D	Develop a community hub for a meeting space and an entertainment venue.	City	Long Term	
2.5	**Promote a multimodal network.**			
2.5.A	Improve the Glenwood Springs multimodal system and urban trail network, including bike and pedestrain connectivity throughout town, and filling sidewalk gaps between neighborhoods.	City and RFTA	Ongoing	x

Community Character & Vitality

#	Policy/Action	Champion	Timeline	High Priority
2.6	**Develop parking strategies and partnerships.**			
2.6.A	Create parking access along Devereux road for river access and/or parks.	Parks	Long Term	
2.6.B	Continue to support the efforts of the Downtown Development Authority (DDA) in finding parking solutions in the Downtown core.	Community Development	Long Term	
2.6.C	As new development opportunities arise, reevaluate the potential to create new joint use parking structures at key locations for public and private use.	City Administration & Community Development	Long Term	
2.6.D	Foster the formation of public/private partnerships to provide structured parking in mixed-use developments in all Areas of Change.	City Administration & Community Development	Long Term	
2.7	**Protect historic resources and buildings.**			
2.7.A	Implement the Citywide Historic Preservation Plan.	Community Development	Ongoing	x
2.7.B	Establish a dedicated funding and incentive program for cultural and historic preservation programs in Glenwood Springs to deter the demolition of structures that are historically or architecturally significant.	Community Development	Near Term	x
2.7.C	Map contributing historic buildings, and modify the City's existing Design Standards as needed to address additions and modifications in a manner that preserves the integrity of the original building.	Community Development/GIS	Long Term	
2.7.D	Identify properties eligible for local landmark & pursue outreach with property owners for formal landmarking.	Community Development	Near Term	
2.7.E	Continue to support the Historical Society for preservation and upkeep of the Cardiff Coke Ovens.	Engineering & Historical Society	Ongoing	

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Economic Development & Tourism Management

#	Policy/Action	Champion	Timeline	High Priority
3.1	**Retain Glenwood Springs' role as a regional commercial hub.**			
3.1.A	Identify gaps or missing opportunities that may exist in recreation/light manufacturing sectors.	City	Ongoing	x
3.1.B	Encourage businesses to expand operational hours in the downtown core area.	Economic Development	Long Term	
3.1.C	Encourage spending to support commercial development and businesses by improving and identify new wayfinding throughout town.	Economic Development/ Chamber/DDA	Near Term	
3.2	**Ensure adequate food access.**			
3.2.A	Actively attract new grocery large and neighborhood scale to increase food access in Glenwood Springs.	Economic Development	Ongoing	
3.3	**Attract and retain diverse businesses and industries.**			
3.3.A	Increase and provide consistent communication with businesses for Community Events to collaborate with City-hosted events. This will better position businesses to market and attract new clients.	Economic Development/PIO	Ongoing	x
3.3.B	Explore the feasibility of an incubator 'makers' space tailored to fostering entrepreneurship.	Economic Development	Long Term	
3.3.C	Facilitate the expansion of regional facilities. Work to protect and expand Glenwood Springs' role as a regional hub for medical and educational activity by facilitating expansion of existing facilities where compatible and appropriate. Consider suitable incentives for attracting new educational and healthcare facilities as those opportunities arise.	Economic Development	Long Term	
3.4	**Revitalize underutilized properties.**			
3.4.A	Strategically plan for future Sub-area plans Confluence Riverfront Park and 8th St Crossing, 6th Street, W. Hwy 6 Corridor, S. Midland Ave, former Safeway redevelopment site, Walmart/Roaring Fork Market, River Corridor Overlay, West Glenwood Mall that encourage private investment.	Community Development	Ongoing	
3.4.B	Implement the 6th Street Master Plan.	Community Development	Ongoing	
3.5	**Ensure the provision of housing for the workforce.**			
3.5.A	Evaluate and update incentive programs and other public subsidies (such as city-funded road, sewer, and transportation infrastructure), that help attract new affordable housing supply for local employees to support and attract business development and growth.	Community Development	Ongoing	x

Economic Development & Tourism & Management

#	Policy/Action	Champion	Timeline	High Priority
3.6	**Support the management of sustainable tourism in Glenwood Springs.**			
3.6.A	Find, develop, and promote RV Parking locations and amenities for those who would otherwise pass through. Visitors in RVs often pass through Glenwood Springs, because of the inability to find parking for large vehicles, which is a missed opportunity for the City.	Community Development	Near Term	x
3.6.B	Increase promotion that supports historical tourism and sustainable recreation industries.	Parks and Rec/ Economic Development/Visit Glenwood/Frontier Museum	Ongoing	x
3.6.C	Support and increase engagement with diverse visitors through multilingual marketing.	Visit Glenwood	Ongoing	x
3.6.D	Provide educational information on the pros and cons of the impacts of tourism including local businesses and the tax base contribution as an economic driver.	Economic Development	Near Term	
3.6.E	Increase environmental stewardship promotion to minimize visitor impact	Visit Glenwood	Near Term	
3.6.F	Retain, enhance, and expand the long-standing diverse and sustainable tourist market	Visit Glenwood	Near Term	
3.6.G	Continue to implement recommendations from the Destination Recovery Workshop including attracting responsible visitors and educating them on responsible tourism.	Visit Glenwood	Ongoing	

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Transportation & Mobility

#	Policy/Action	Champion	Timeline	High Priority
4.1	**Continue to evaluate and monitor State Highway 82.**			
4.1.A	Develop and implement mitigation strategies to reduce the impact of regional growth on traffic congestion on major roads, highways, and residential streets.	Engineering, Community Development, GARCO, and RFTA	Ongoing	x
4.2	**Focus on Transportation Demand Management (TDM).**			
4.2.A	Implement a Transportation Demand Management Plan to reduce vehicle miles traveled.	Engineering	Near Term	
4.2.B	Allocate adequate funding to maintain existing multimodal infrastructure.	City Administration	Near Term	
4.3	**Develop a regional traffic model & manage transportation plan.**			
4.3.A	Serve as a leader in regional transportation and strengthen partnerships to pursue federal funding and to "regionalize" non-federal funding commitments. Begin to budget transportation and capital improvement work programs and work with RFTA and others to leverage multi-modal opportunities (such as road/Bus Rapid Transit or road/rail) to fund and implement corridor routes for SH82, Railroad Corridor and South Bridge.	City, RFTA	Ongoing	x
4.4	**Ensure Downtown is pedestrian and bicycle friendly.**			
4.4.A	Consider converting to paid parking Downtown and other Downtown parking management strategies identified in the MOVE study to encourage use by other modes of Downtown.	Engineering, Community Development, RFTA	Near Term	
4.5	**Enhance the pedestrian and bicycle network.**			
4.5.A	To better improve and identify multi-modal connection points in town, conduct an assessment of existing multi-modal infrastructure and define priorities to improve bicycle and pedestrian networksks.	Engineering	Near Term	x
4.5.B	Improve the Glenwood Springs multimodal system and urban trail network, including bike and pedestrian connectivity throughout town, and filling sidewalk gaps between neighborhoods.	City and RFTA	Ongoing	x
4.5.C	Establish a Vision Zero or Local Road Safety Plan policy to address pedestrian safety issues.	Engineering	Ongoing	x
4.5.D	Create a Complete Streets Policy to encourage alternative modes of travel. All transportation infrastructure projects need to include elements to provide safe, efficient use by pedestrians, especially children, and non-motor users, bikes, e-bikes wheelchairs, etc.	Community Development and Engineering	Near Term	
4.5.E	Create a bike share system and last mile system in Glenwood Springs.	City and RFTA	Long Term	

Transportation & Mobility

#	Policy/Action	Champion	Timeline	High Priority
4.6	**Develop an efficient and interconnected road network to reduce gridlock, delays and trips per day.**			
4.6.A	Provide a resilient transportation network that supports safe and efficient emergency access and adequate evacuation routes.	City and CDOT	Ongoing	x
4.6.B	Complete critical street network connections to include the I-70 A-line breaks and South Bridge transportation projects.	Engineering and Public Works	Near Term	
4.7	**Expand local transit and enhance regional transit to, from, and through Glenwood Springs.**			
4.7.A	IImprove public transit access, infrastructure, frequency of local and regional service, and expand park and rides.	City, RFTA, CDOT, and GARCO	Near Term	x
4.7.B	Continue and strengthen partnerships between Federal, State, and Municipalities to build a more robust transportation system to serve the region such as Bustang, Pegasus, and RFTA.	Regional Partners (CDOT, RFTA)	Ongoing	x
4.7.C	Investigate opportunities and feasibility of train, tram, or city street car for residents and visitors and buy electric vans that circulate the city on a regular route.	City and RFTA	Near Term	
4.8	**Support green transportation.**			
4.8.A	Plan and incentivize EV and E-bike growth and operations.	Community Development	Long Term	
4.8.B	As the City's fleet of vehicles reach the end of their lifespan, replace them with electric vehicles.	Glenwood PD, Public Works	Long Term	
4.8.C	Work with RFTA and regional partners to understand the feasibility of electric buses.	City and RFTA	Long Term	
4.9	**Plan for emergency evacuation.**			
4.9.A	Develop a regional emergency management evacuation plan and integrate planning into growth management.	Engineering, CDOT and FHWA	Ongoing	x
4.9.B	Complete cost updates for major projects including South Bridge and disseminate to public. Increase communication and engagement around plans for South Bridge including operations and cost.	Engineering, Finance, PIO	Near Term	
4.10	**Expand and improve Ride Glenwood Transit.**			
4.10.A	Includes improving multi-modal transit to West and South Glenwood.	City, RFTA, CDOT, and GARCO	Near Term	
4.10.B	Evaluate and expand Ride Glenwood to Regional Transit services and improve connections across the City.	City, RFTA	Near Term	
4.11	**Improve the regional trail network.**			
4.11.A	Support the development, connection, and completion of the LoVa Trail.	City	Ongoing	

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Housing

#	Policy/Action	Champion	Timeline	High Priority
5.1	**Increase housing density.**			
5.1.A	Provide incentives for developers to build condos or townhouse units, including identifying and supporting condominiumization opportunities to increase homeownership .	Community Development	Near Term	
5.1.B	Support the ad hoc housing coalition to come up with affordable housing options.	Community Development and Committee	Near Term	
5.2	**Encourage ADUs.**			
5.2.A	Consider policy changes to increase accessory dwelling units.	Community Development	Near Term	x
5.2.B	Address barriers to ADUs such as parking and consider policy changes to increase ADUs in a housing strategy.	Community Development	Near Term	
5.3	**Continue to utilize inclusionary zoning as a toold to produce more affordable and workforce housing.**			
5.3.A	Refine policy and regulations related to inclusionary housing to increase workforce and affordable housing opportunities. Evaluate for 10-25% dedicated affordable units.	Community Development	Ongoing	x
5.3.B	Re-evaluate current deed restriction policies to determine effectiveness for homeownership and adjust City policy accordingly.	Community Development	Ongoing	x
5.3.C	Require qualified workforce and affordable housing buyers and renters under subsidized housing programs to be employed locally within city limits or in close proximity as determined by deed restriction regulations.	Community Development	Near Term	
5.3.D	Review the short term rental policy to determine impact in local housing market.	Community Development and Consultants	Near Term	
5.4	**Pursue a community land trust model.**			
5.4.A	Establish, or participate with an existing community land trust to expand homeownership opportunities.	Community Development	Near Term	
5.5	**Promote mixed-use development.**			
5.5.C	Require high-quality, energy efficient design for mixed-use and higher density housing projects.	Community Development	Near Term	x

Housing

#	Policy/Action	Champion	Timeline	High Priority
5.6	**Provide diversity in housing types.**			
5.6.A	Develop a local Housing Strategy with robust public engagement. The Community Development Department is currently working on a 2023 Housing Strategy Plan. Housing Strategy should address mitigating the cost of housing and rental costs, evaluating the need for subsidies for affordable/ attainable housing.	Community Development	Ongoing	x
5.6.B	Establish baseline annual goals for housing production that promotes a mix of housing types.	Community Development	Long Term	
5.6.C	Identify potential parcels for the development of senior housing and identify partners to develop.	Community Development	Long Term	
5.6.D	Create a policy or program to preserve existing missing middle housing and explore ways to develop new missing middle housing.	Community Development	Near Term	
5.7	**Preserve existing, naturally-occurring affordable housing.**			
5.7.A	Create a policy or program to preserve existing, naturally occurring affordable housing such as mobile homes.	Community Development	Near Term	
5.8	**Address housing regionally.**			
5.8.A	Partner with Garfield, Pitkin and Eagle Counties to combine resources, share strategies, and jointly seek funding and land for community housing projects.	Community Development, Garfield, Pitkin and Eagle Counties	Ongoing	
5.8.B	Support the West Mountain Regional Housing Coalition in its efforts, including a regional buy-down program, rental assistance, and ADU assistance.	Community Development	Ongoing	
5.9	**Accommodate seasonal workers.**			
5.9.A	Explore alternative housing types that accommodate seasonal workers, including dormitories, hostels, camps, or other accommodations that employers could provide subsidy for.	Community Development	Long Term	

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Public Utilities & Services

#	Policy/Action	Champion	Timeline	High Priority
6.1	**Direct growth to areas where utilities and services can be provided efficiently.**			
6.1.A	Connect the 4th electrical substation.	Public Works	Ongoing	x
6.1.B	Update the City Capital Improvement Program (CIP) to compare maximum future growth projections and infrastructure needs (domestic water infrastructure, wastewater improvements) without degrading the environment.	Public Works	Near Term	
6.2	**Allocate land for utility expansion.**			
6.2.A	Determine where land acquisitions for utility expansion are needed and develop a plan accordingly.	Public Works	Near Term	
6.3	**Consider fiscal impacts prior to expanding City water and sewer services.**			
6.3.A	Continue to set utilities and other fees adequately to cover cost impacts of development.	Community Development	Ongoing	x
6.4	**Plan for increased landfill capacity.**			
6.4.A	Incentivize and require recycling and composting in public places and large-scale development projects.	Public Works	Near Term	x
6.4.B	Revise and reinstate policies related to Spring Cleanup and Hazardous Waste Day to promote separate waste streams.	Public Works	Long Term	
6.4.C	Require all-compostable or reusable materials for events that sell food/beverages.	City/Parks and Recreation	Near Term	
6.4.D	Improve residential recycling by expanding the Recycling Center's operational hours.	Public Works and PIO	Long Term	
6.5	**Complete domestic water infrastructure improvements.**			
6.5.A	Address waterline improvements within annexations road networks.	Public Works	Ongoing	
6.6	**Plan and budget for electrical system improvements.**			
6.6.A	Plan and budget for electrical system improvements, including preparation for vehicle and building electrification (process to replace technologies that rely on fossil fuels).	Public Works	Ongoing	x

Public Utilities & Services

#	Policy/Action	Champion	Timeline	High Priority
6.7	**Promote water conservation.**			
6.7.A	Promote an ongoing citywide water conservation program, especially non-potable/irrigation water.	Public Works	Ongoing	x
6.7.B	Implement a Water Efficiency program to include a lawn buy-back program, fixture replacement funding help, irrigation control, and rain sensor programming.	Public Works	Near Term	
6.7.C	Conduct a comprehensive energy and environmental audit of the entire municipal water system to determine the carbon emissions and energy consumption associated with water delivery, water treatment, and wastewater treatment.	Public Works	Near Term	
6.8	**Increase electrical efficiency.**			
6.8.A	Plan and budget for electrical system improvements, including preparation for vehicle and building electrification (process to replace technologies that rely on fossil fuels).	Public Works	Ongoing	x
6.8.B	Continue to purchase renewable/green energy. Consider the development and production of renewable energy when appropriate.	Public Works	Ongoing	x
6.8.C	Replace tall street lights in neighborhoods with a more aesthetic and energy efficient light.	Public Works	Long Term	
6.8.D	Establish and monitor energy conservation programs and reduce electrical consumption.	City Administration and Public Works	Near Term	
6.9	**Provide appropriate levels of service for emergency services.**			
6.9.A	Provide appropriate levels of service for emergency services such as police, fire protection, and hazard events services in response to growth.	City Administration	Ongoing	x
6.10	**Amend codes for fire prevention / possible substation.**			
6.10.A	Update development codes and Capital Improvement Plan to address fire prevention and possible new fire substation needs.	Community Development and Fire	Ongoing	x
6.11	**Apply intergovernmental efforts toward regional wildfire fire protection.**			
6.11.A	Review current intergovernmental agreements to address regional wildfire protection needs.	Fire	Near Term	
6.11.B	Develop ongoing public information service announcements to communicate to community members on public services and programs. Increase bilingual communication and planning for emergency services and hazards.	PIO	Near Term	

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Parks, Recreation, Open Space & Trails

#	Policy/Action	Champion	Timeline	High Priority
7.1	**Focus on securing/maintaining sufficient parkland, greenspace and open space.**			
7.1.A	Review and update park land dedication requirements.	Community Development/ Parks	Near Term	x
7.1.B	Update and implement a Parks and Recreation Master Plan. CAPRA department accreditation and accompanying master plan will be a valuable measure of the agency's overall quality of operation, management, and service to the community.	Parks and Recreation	Near Term	x
7.1.C	Prepare a South Canyon Management Plan.	Parks and Recreation	Ongoing	x
7.1.D	Increase tree canopy for Downtown to maintain the City of Glenwood Springs as a Green City to create a healthy urban environment.	City/Parks and Recreation	Ongoing	x
7.1.E	Develop a funding program to support the maintenance of street trees.	Parks and Recreation	Ongoing	x
7.1.F	Update and monitor tree canopy coverage for climate/ pest related infestations and develop educational and tree replacement programs.	Parks and Recreation	Long Term	
7.1.G	Develop an open space preservation strategy for open lands within and around the perimeter of the Urban Growth Boundary.	Parks and Recreation	Long Term	
7.1.H	Address the Wulfsohn Mountain Park's continuing maintenance and development.	Parks and Recreation	Long Term	
7.1.I	Disperse the same amount of parkland fairly to all areas of the City of Glenwood Springs.	Parks and Recreation	Near Term	
7.1.J	Evaluate existing landscaping requirements to address water conservation practices.	Parks and Recreation	Near Term	
7.2	**Plan for the City-owned land adjacent to the River Trail.**			
7.2.A	Conduct a comprehensive river corridor study to assess land use, land ownership, natural resources (including wildlife fishery habitats), bank/bed conditions, and river access needs to preserve the health of the River.	Parks and Recreation, Engineering	Near Term	x

Parks, Recreation, Open Space & Trails

#	Policy/Action	Champion	Timeline	High Priority
7.3	**Improve and expand facilities.**			
7.3.A	Provide sufficient public restrooms in all future public spaces.	City/Parks and Recreation	Ongoing	x
7.3.B	Consider expanding the community center to include a performing art space.	Parks and Recreation	Long Term	
7.3.C	Upgrade maintenance and operation for parks facilities e.g., public restrooms, trails and bike paths.	Parks and Recreation	Near Term	
7.3.D	Improve and upgrade city parks to be ADA compliant.	Parks and Recreation	Long Term	
7.4	**Coordinate trail planning, implementation, ongoing maintenance, and expansion.**			
7.4.A	Update the 1991 River Trails Master Plan in coordination with transportation plan	Engineering and Parks and Recreation	Near Term	x
7.4.B	Increase new recreational trail development for mountain biking and hiking to continue to be a recreational destination.	Parks and Recreation/RFMBA	Near Term	
7.4.C	Link Two Rivers Park to the proposed Confluence Riverfront Park as a contiguous park connecting Downtown to our two rivers.	Community Development/ Engineering	Long Term	
7.5	**Protect and preserve recreational City water rights.**			
7.5.A	Utilize the Recreational In-Channel Diversion (RICD) recreational water rights on the Colorado River for additional outdoor recreation opportunities.	Parks and Recreation	Near Term	
7.5.B	**Ensure safe and sustainable business operations for recreation based businesses.**			
7.5.C	Create a business resiliency plan to help businesses prepare for and deal with crises (pandemic, wildfires, etc.)	Economic Development, Chamber	Ongoing	
7.6	**Ensure underrepresented groups are included in the recreation economy.**			
7.6.A	Increase programs for all.	Parks and Recreation	Near Term	
7.6.B	Provide more inclusive program offering at the community center to reduce barriers to participation for community for all.	Parks and Recreation	Near Term	
7.6.C	Increase cultural and historic identity in existing parks and trails.	Parks and Recreation	Near Term	

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Natural Resources

#	Policy/Action	Champion	Timeline	High Priority
8.1	**Continue leadership in protecting the natural setting through a variety of programs, committees, and multi-jurisdictional agreements.**			
8.1.A	Develop ongoing public information campaigns and social media communications to educate the community on the importance of protecting the natural setting and urban wildland interface areas.	PIO	Ongoing	x
8.1.B	Assist in Public Outreach and Education of Laws, Regulations and Policies Influencing Water Use by regularly sharing educational information on water policies/programs, river clean up, riparian restoration, sustainable living and the environment.	PIO/Public Works/Parks and Recreation	Long Term	x
8.1.C	Participate in the Colorado Basin Roundtable and other Regional Watershed Programs to improve communication about water availability/ sustainability as well as addressing options for meeting future water needs	Parks and Recreation	Near Term	
8.2	**Preserve and enhance the river corridors.**			
8.2.A	Support efforts to protect and manage usage of the Roaring Fork River, Colorado River Systems, and River Clean up.	City	Ongoing	x
8.2.B	Maintain and continue to evaluate commercial regulations to manage river access to monitor the health and safety of the Roaring Fork and Colorado Rivers.	Parks and Recreation	Ongoing	x
8.2.C	Continue to obtain access easements as opportunities arise along the Roaring Fork and Colorado Rivers for fishing access.	Parks and Recreation	Ongoing	x
8.2.D	Study the feasibility of a River Overlay District. Continue to assess land use and natural resources, and access to the Roaring Fork and Colorado Rivers through completion of the river trail and through City-owned property adjacent to the river.	Parks and Recreation	Long Term	
8.2.E	Determine how the riparian habitat near the confluence could be impacted should it be developed in the future .	Community Development	Near Term	
8.3	**Participate in regional planning efforts and work regionally to protect natural resources.**			
8.3.A	Partner with Garfield County to address water quality issues, such as impacts from leach fields, in those areas that may attract growth (e.g. No Name, Four Mile Creek drainage, the area south of the city limits along SH 82).	City	Long Term	
8.4	**Minimize human/wildlife conflicts.**			
8.4.A	Require wildlife protection and mitigation standards as part of future development reviews and approvals including riparian habitat restrictions for public and private entities.	Community Development	Near Term	x
8.4.B	Require bear proof trash cans where appropriate.	City Administration	Ongoing	x

Cultural Resources & the Arts

#	Policy/Action	Champion	Timeline	High Priority
9.1	**Provide civic spaces: parks, promenades, and plazas.**			
9.1.A	Develop a master plan for civic spaces: parks, promenades, and plazas in the Downtown.	Parks and Recreation/DDA	Near Term	x
9.2	**Work regionally to protect cultural assets.**			
9.2.A	Work regionally with Garfield County and other organizations to promote arts and cultural assets.	Parks and Recreation	Long Term	
9.2.B	Support and increase funding for the Historical Society and Museum.	City	Long Term	
9.3	**Grow Glenwood Springs as a regional multicultural hub.**			
9.3.A	Promote Glenwood Springs as a cultural arts destination, implement the City Public Art Master Plan, and develop indoor and outdoor performance space, and festivals.	Parks and Recreation	Ongoing	x
9.3.B	Advance a feasibility study for a Performing Arts Center. Continue to plan for and encourage the development of a performing arts center - especially where there is adequate parking and pedestrian connections. It should be sited within the Downtown so that it can be near other complementary and synergistic businesses and in turn help bring more vitality to the Downtown.	DDA and City	Long Term	x
9.3.C	Develop 6th Street as an Arts corridor connection from the North Landing to the historic Downtown.	Community Development	Ongoing	x
9.3.D	Implement all-season events.	Parks and Recreation, DDA, Tourism Management Board, Chamber of Commerce	Ongoing	
9.3.E	Increase cultural events for the Latino/a community, for example, Cinco de Mayo, Independence days, and Hispanic Heritage Month.	Parks and Recreation	Near Term	

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Climate & Hazards

#	Policy/Action	Champion	Timeline	High Priority
10.1	**Prioritize sustainable development practices.**			
10.1.A	Implement and update 2008 Climate Action Plan with equity goals.	Community Development	Near Term	x
10.1.B	Encourage the adaptive re-use of existing vacant buildings.	Community Development	Ongoing	
10.1.C	Encourage the use of green infrastructure over gray infrastructure.	Public Works	Ongoing	
10.2	**Address resiliency planning, reduce and mitigate hazards, and develop emergency response system policies.**			
10.2.A	Develop an evacuation plan for the community by conducting a traffic evacuation analysis to identify remaining bottleneck locations and potential connections to address those bottlenecks, and perform a limited parcel analysis to identify particularly vulnerable neighborhoods in town and solutions.	Engineering	Near Term	x
10.2.B	Improve emergency access communications.	PIO	Ongoing	x
10.2.C	Develop wildfire and natural hazard defense plans.	Fire	Near Term	
10.3	**Reduce greenhouse gas emissions.**			
10.3.A	Establish accountability measures and procedures to monitor Climate and Resiliency progress. Update the GHG inventory for City government buildings and operations.	City	Near Term	x
10.3.B	Reconvene a permanent City Energy and Climate Commission.	Engineering	Near Term	x
10.3.C	Replace city fleet of vehicles with electric and hybrid as feasible when existing vehicles need replacement.	Public Works	Ongoing	x
10.3.D	Develop community scale solar arrays or any another green generation.	Public Works	Long Term	
10.4	**Increase energy efficiency.**			
10.4.A	Continue Glenwood Springs Electric Department program to provide rebates to offset capital cost for energy efficiency measures for residents and businesses.	Public Works/ CLEER	Ongoing	x
10.4.B	Update the investment-grade energy audit and greenhouse gas inventory for all City government operations.	Public Works/ CLEER	Near Term	
10.5	**Address climate change regionally.**			
10.5.A	Work with the Mount Sopris and Roaring Fork Conservation Districts to address noxious weed mitigation programs and promoting tree planting programs in the community.	Parks and Recreation	Long Term	
10.5.B	Facilitate private landowners entering into conservation easements on private property.	City	Long Term	
10.5.C	Work with federal agencies and/or private land owners to thin wildfire vegetation on the surrounding hillsides.	Fire	Long Term	

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6.0: APPENDIX



6.2 | Annexation Policy

1. The City will consider annexation only within the Urban Growth Boundary unless there is a compelling public benefit to consider annexation of a parcel outside the boundary.
2. Annexation will occur through petition of the landowner(s). While it is not the intent of the City to compel annexation, the City reserves the prerogative to initiate annexation if found to be in the best interest of the community.
3. Within the Urban Growth Boundary annexation is preferred over development through county jurisdiction, unless there are extenuating circumstances and significant public benefit to do otherwise.
4. Any annexation shall transfer water rights appurtenant or decreed for use on the property proposed for annexation to the City. If there are no water right associated with the property proposed for annexation, the City will determine a water rights dedication fee-in lieu taking into account the proposed and potential future uses of the property. In determining the in-lieu fee the City may also consider any recent transfers of water rights associated with the property proposed for annexation.
5. The City is required to provide annexed parcels with infrastructure (electricity, water, wastewater) and services (police, emergency and other urban services) in a manner that is cost-effective and that does not unduly burden or impair natural resources for Glenwood Springs residents.
6. The City encourages and supports proposed annexations that incorporate walkable, mixed-use development patterns that are compatible with adjacent land uses. [1]
7. The City and Garfield County shall work to jointly review proposed annexations within the Urban Growth Boundary.
8. The City will negotiate with the petitioner for annexation to require the maximum benefit for the City of Glenwood Springs.
9. The City encourages and supports the annexation of properties if they meet the following criteria:
    - Mixed-Use, Walkable Developments
    - Presence of Community Amenities (community gathering spaces, social services)
    - Diversified mix of affordable and market rate housing that includes for-sale housing for homeownership
    - Access to Public Transit
    - Access to recreation amenities (trailheads, parks, open space)
    - Developer contributions for required site infrastructure needs (in lieu fees, upgrades, extension of utilities, roads, etc.)
    - Compatible with adjacent land uses.

6.1 | Glossary of Terms

Accessory Dwelling Unit (ADU)

An attached or detached dwelling unit integrated within a single family dwelling or located in a detached accessory building located on the same lot as the single family dwelling.

Affordable/Workforce Housing

Housing units with our without public subsidy that can be rented at a below market rate and considered “affordable” if an individual or family spends no more than 30% of their income to live there. Workforce housing refers to housing that is attainable to the local workforce.

Bus Rapid Transit

Bus Rapid Transit (BRT) is a term applied to a variety of bus service designs that provide for faster, more efficient and more reliable service than an ordinary bus line. Often this is achieved by making improvements to existing street and traffic signal infrastructure. In Glenwood Springs, the VelociRFTA BRT line provides frequent express service from South Glenwood to Aspen (and communities in between), as well as the Hogback Route to Rifle.

Complete Streets

A way of designing and building streets that focuses on creating a welcoming and safe experience for all people walking, rolling, biking, or taking public transit; they ensure streets balance the needs of people as they get around in different ways.

Contributing Properties

A “contributing” property adds to the historic architectural qualities, historic associations, or archaeological values for which the district is significant because: a)it was present during a period of significance and possesses historic integrity reflected in its character at that time or it is capable of yielding important information about the period; b) it independently meets the National Register criteria; c) it meets the Glenwood Springs Historic Preservation criteria.

Cultural Resources

Unique and nonrenewable intangible and material phenomena that are associated with cultural activities.

Density Bonus

An incentive that permits developers to increase the maximum allowable development on a property in exchange for helping achieve community goals. When related to housing, density bonuses grant additional residential density above the maximum allowed by existing zoning, in return for the housing (or a portion thereof) being deed restricted to occupancy by the local workforce.

Downtown

Generally described as the commercial areas from Laurel Street east to the Glenwood Canyon Trail, and 7th Street south to 11th Street.

Economic Development

The process by which the economic well-being and quality of life of a local community are improved according to targeted goals and objectives.

Future Land Use Map (FLUM)

The Future Land Use Map is a geographical and thematic representation to guide land use planning in specific areas of the City, consistent with the goals and strategies of the Comprehensive Plan.

Inclusionary Zoning

The mandatory inclusion of a percentage of affordable or local housing units, or fees in lieu, as a requirement of development approval for residential development.

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Level of Service

A level of service (LOS) is a ratio of some measurement of public service or facility (such as water pressure for fire protection) related to population.

Median Home Value

The “middle” value of all individual home values. Compared to Average List Price, which is calculated by adding all the sale prices for homes sold in a specific area and dividing that total by the number of properties sold, it is less skewed by homes listed or sold at an extremely low or high price.

Mixed-Use

Urban development that combines different types of uses - commercial, residential, retail, office, cultural, institutional or entertainment - within a building or a group of buildings.

Multi-modal

Multi-modal transportation includes public transportation, bicycle and pedestrian infrastructure, as well as vehicular roads. Multi-modal access supports the needs of all users whether they choose to walk, bike, roll, use transit, or drive.

New Urbanism

A planning and development approach based on the principles of how cities had been built before cars: walkable blocks and streets, housing and shopping in close proximity, and accessible public spaces. New Urbanism focuses on human-scaled urban design.

Public Information Officer (PIO)

A City employee responsible for interfacing with the public, the media, and with other organizations with incident-related information needs.

Recreational In-Channel Diversion (RICD)

Limit water rights to the minimum stream flow necessary for a reasonable recreational experience in and on the water.

Resiliency

The sustained ability of a community to use available resources to respond to, withstand, and recover from adverse situations (e.g. natural hazards, economic crises, or public health crises). This allows for the adaptation of a community after disaster strikes.

Sustainability

A community and its development that meets the needs of the present without compromising the ability of future generations to meet their own needs. Sustainability means that a system can be maintained indefinitely with no (or very little) outside subsidy (financial, energy, etc.). Environmental sustainability means conserving natural resources so that they maintain themselves naturally while still accommodating growth.

Transit Oriented Development (TOD)

Development designed to support and take advantage of transit opportunities and reduce personal vehicle trips by including a combination of several land uses such as commercial, retail, services and higher density residential uses, while incorporating facilities for transit into the design of the development.

Urban Growth Boundary

The boundary outside the city limits that distinguishes where urban development will no longer be encouraged and rural development or the preservation of open space should occur.

Vision Zero

A strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, and equitable mobility for all. This strategy views all traffic deaths as being preventable.

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6.3 | Detailed Community Input





Public Engagement Summary

Introduction

The 2022 Glenwood Springs Comprehensive Plan Update is rooted in community input; the feedback received from people living, working, visiting and leading this community is critical to the validity and success of the Comprehensive Plan Update. Preceding the 2022 Update effort, the City of Glenwood Springs hired Magellan Strategies to conduct a community survey. 861 responses were received and analyzed to understand citizen feelings around quality of life, growth, economic vitality, transportation and mobility, housing, and city services and budget priorities. Out of these key issues, the consultant team identified themes requiring further refinement by the public through a community engagement process specific to the Comprehensive Plan. The following summarizes this process, the ensuing results, and how this input, along with other information and data, have been integrated to create the Update and its corresponding implementation strategies.

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Outreach Events Summary

The Comprehensive Plan Update outreach process began in December of 2021 with the creation of a dedicated Steering Committee to bring both a broad range of viewpoints and subject matter expertise to the process. Based on the themes that emerged from the 2021 Community Survey, consideration of the Update was initially broken into the following categories:

- Growth
- Housing
- Tourism + Economic Development
- Climate + Resiliency
- Mobility

Outreach efforts were focused on the following strategies:

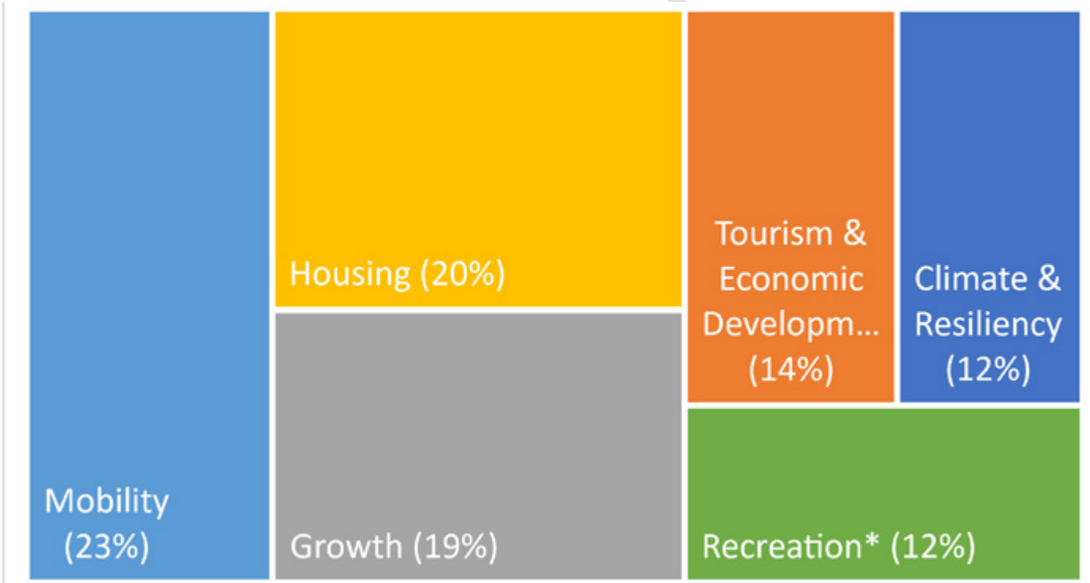
1. Build upon the previous survey results.
2. Leverage the experts and resources of the City to bring educated input to the plan.
3. Create a process that was both inclusive and understandable.
4. Focus on engaging a broad and diverse group of community members.

The consultant team conducted three open houses, a Latinx community picnic, two months of pop-up stations, 9 subject matter expert focus groups, and maintained the visionglenwood.com website throughout. Efforts utilized a variety of input methods to gather input from the community.

Over the course of the ten-month outreach process, thousands of data points were recorded and analyzed for the Comprehensive Plan Update. These data points included online 'jamboard' comments, voting packets, post-it note comments at open houses, pop-ups and other events, comments from focus groups, dot-voting, survey responses, and website map and forum comments. Channels included three rounds of open houses (one virtual, two in-person – each with two sessions), a LatinX community picnic, an online forum, an online survey, subject matter expert focus groups, steering committee meetings, target-area pop-ups, and municipal presentations. In addition, the Comprehensive Plan has had a constant presence at the project website: https://www.visionglenwood.com where events were advertised, and news and information were continually posted.

Public Comment by Category

Over the course of the ten months and 4 events and additional recurring efforts, nearly 1,500 comments were received from the public. Comments were spread out over a broad range of topics. Comments were generally sorted into plan elements that mirrored the content of the Update Plan. Comments fell into the following broad categories.

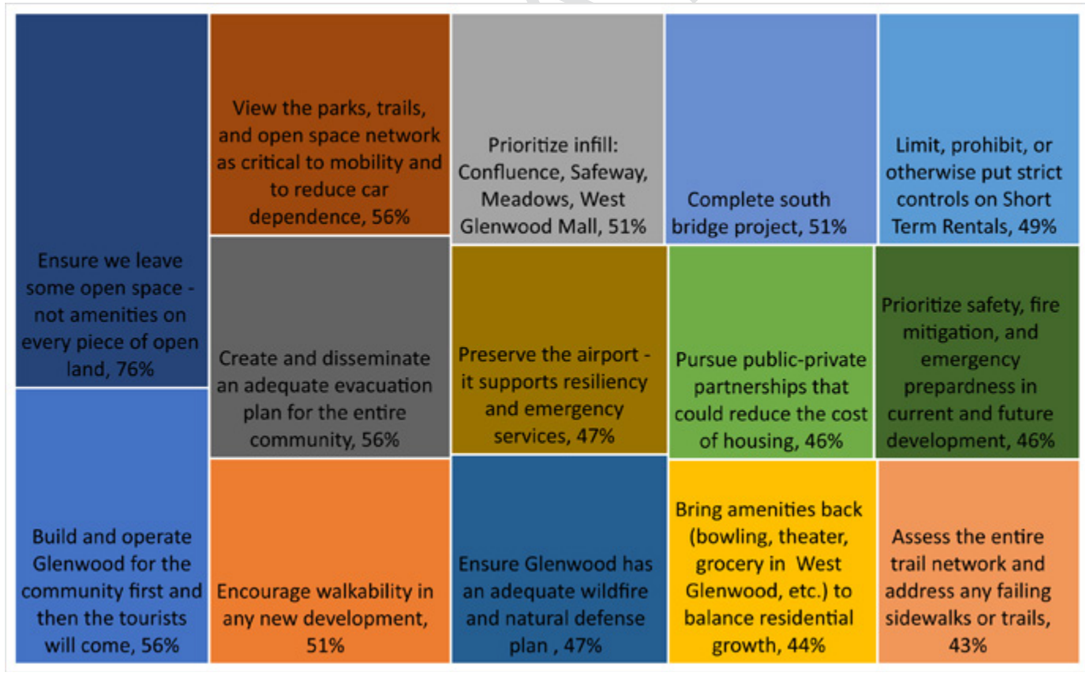


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Overall Comment Themes

The following themes garnered the most votes from the public as their highest priority issues:

- Encourage walkability in any new development
- Prioritize infill: Confluence, Safeway, Meadows, West Glenwood Mall
- Bring amenities back (bowling, theater, grocery in West Glenwood, etc.) to balance residential growth
- Limit, prohibit, or otherwise put strict controls on Short Term Rentals
- Pursue public-private partnerships that could reduce the cost of housing
- Create and disseminate an adequate evacuation plan for the entire community
- Preserve the airport - it supports resiliency and emergency services
- Ensure Glenwood has an adequate wildfire and natural defense plan
- Prioritize safety, fire mitigation, and emergency prepardness in current and future development
- Complete south bridge project
- Assess the entire trail network and address any failing sidewalks or trails
- Ensure we leave some open space - not amenities on every piece of open land
- Build and operate Glenwood for the community first and then the tourists will come
- View the parks, trails, and open space network as critical to mobility and to reduce car dependence



Advertising

Advertising for all Comprehensive Plan Update events was conducted across multiple channels. Newspaper and radio ads were run prior to each event. The City pushed social media ads and sent direct emails to its vast collection of interested citizens. Partner organizations also helped get the word out. All advertising was conducted in English and Spanish.







Open Houses

Overview

Open Houses. Three open houses were conducted over the course of the 10-month engagement process. The objective of the open houses was to ensure broad community support for the ultimate adoption of the Comprehensive Plan by understanding the concerns and subsequent priorities of the citizens and stakeholders of Glenwood Springs. The desired outcomes of the open houses were to:

- Inform the attendees about the Comprehensive Plan so they know what it is, why it is important to them, and how they can expect it to affect them
- Gather input regarding their assessment of the 2011 Comprehensive Plan – what worked and what didn't
- Collect feedback on the City's updated vision statement
- Prioritize theme statements related to specific topic areas and then further prioritize implementation strategies arising from these themes

The first open house in February 2022 was conducted virtually. Two sessions were organized, one at lunch time and one in the evening, to maximize participation. Each session was then further divided into small groups of roughly 10 participants and asked to discuss the above five topics: Growth, Housing, Tourism + Economic Development, Climate + Resiliency, and Mobility. An online software, called Jamboard, allowed guests to post virtual sticky-notes with comments on the board under each topic, as well as on a map of Glenwood Springs.





Additionally, a facilitated virtual forum was hosted on the VisionGlenwood website corresponding to the two sessions above.

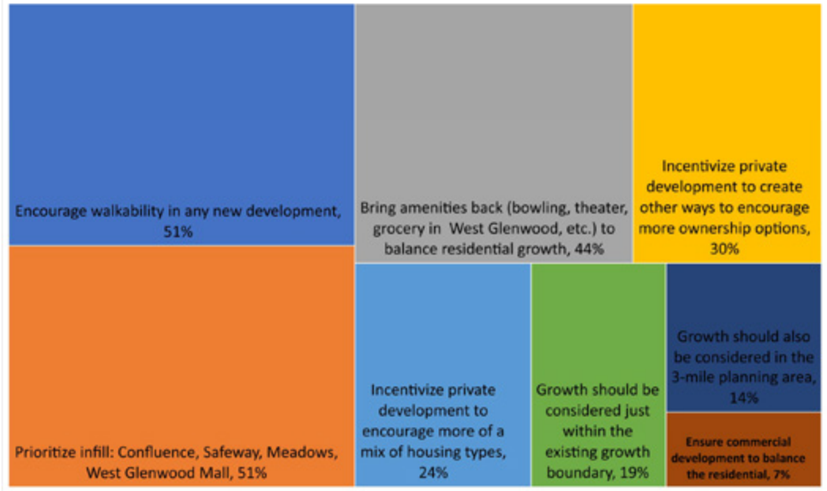
Open House #2 was held in person at the Glenwood Community Center in April. It again featured two sessions to accommodate participants. This event featured large-scale boards with "tree graphs" (see image: tree graph example) featuring the most commonly heard themes that had arisen from the previous input and expanded from the above five categories to include a sixth category, Recreation & Open Space. An example of a tree graph for the Economic Development category can be found below. The largest box in the graph represents the statement that received the most support, the second largest box equals the second most common statement, and so on. Tree graphs for all categories can be found in the Appendix. Participants engaged in the series of stations at their own pace and were given the opportunity to provide feedback and express their opinion in the form of post-it note comments on boards and prioritize theme statements via voting packets.

The third and final open house of the series was held in person at Glenwood Springs' City Hall in August. Again, two session times were offered, and a number of large-scale boards provided visual content for consideration. At this third and final open house, the draft Future Land Use Map (FLUM) was introduced, participants were asked to prioritize implementation strategies derived from the previously identified themes, and invited to comment on the draft vision statement. Categories continued to evolve and included the original five: Growth as represented by the FLUM, Housing, Tourism + Economic Development, Climate + Resiliency, and Mobility, the previously added Recreation & Open Space, plus the additional considerations of Community Character as an extension of growth, Cultural Resources and the Arts, Natural Resources, and Utilities.

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Data Summary & Major Themes

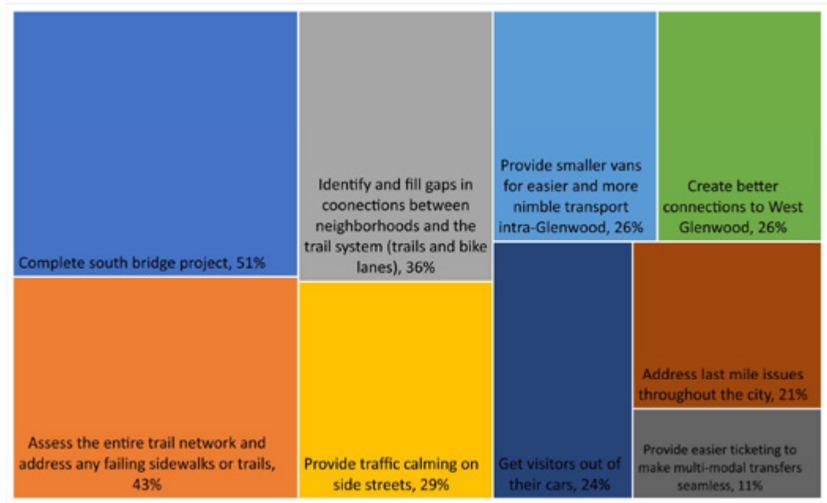
GROWTH



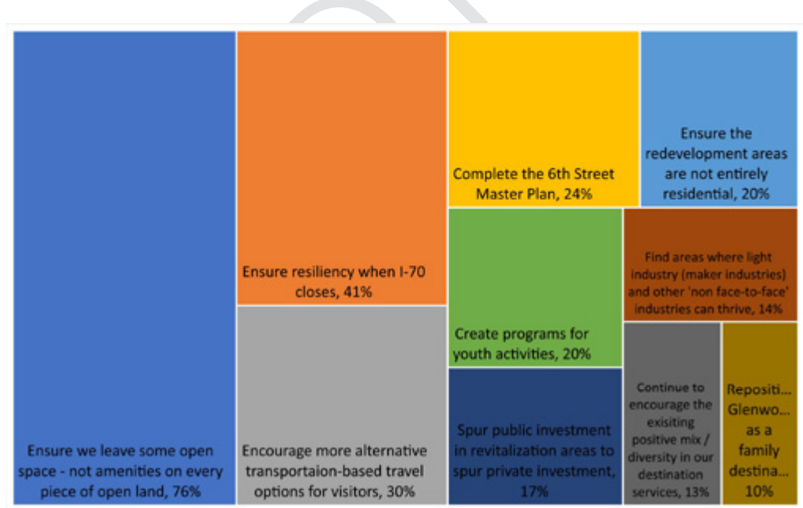
HOUSING



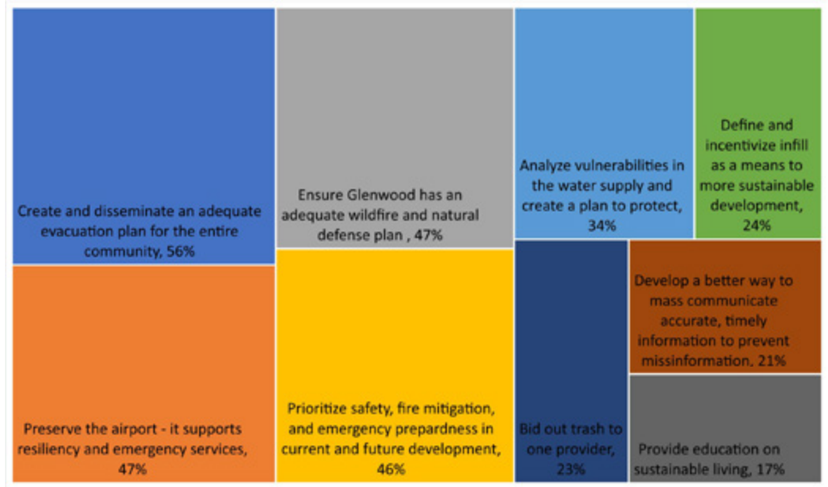
MOBILITY



ECONOMIC DEVELOPMENT



CLIMATE & HAZARDS



RECREATION



Online Survey

Focused Online Survey. As an extension of the prioritization exercise of the third open house, an online survey was offered in English and Spanish. This survey followed the basic format of the third open house and LatinX community picnic, allowing contributors that could not attend the in-person events to participate in the prioritization of implementation strategies.

Throughout the engagement process, the desire to take care of current Glenwood citizens was pronounced. Topics that rose to the top included a desire for additional sub-area plans for key redevelopment sites, to balance future growth with water resources, incentives and subsidies to attract new workforce and affordable housing supply for local employees, improving public transit access and infrastructure citywide with an emphasis on West and South Glenwood, to maintain the level of service for emergency personnel and hazard event services, to ensure funding for community amenities such as parks, urban trails, and open space acquisitions, and educate the public on the importance of protecting the natural setting and urban-wildlife interface areas, and the implementation of a citywide historic preservation plan.

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Focus Group Meetings

Overview

Nine focus group meetings were conducted with groups of local subject matter experts ranging from 6-12 attendees. These focus groups centered on the key planning elements of land use/development code/ growth, historic preservation, mobility/transportation, housing/jobs/economics, tourism, climate action/ resiliency/hazard mitigation, sustainable infrastructure, community amenities/parks/open space, and health/ wellness/food equity. Attendees were asked about the goals of their organization, their vision for Glenwood Springs, their biggest challenges and what current solutions or programs they were working on to address these challenges, and what a successful Comprehensive Plan would look like. The key takeaways from the focus groups were critical in establishing the Comprehensive Plan's implementation strategies, further prioritized by the public at the third open house, and policies.



Thnk you to the following participants for their time and committment to participating in our focus groups:

Climate Action/Resiliency/Hazard Mitigation Focus Group Attendees:

- Ashley Moffatt
- Greg Bak
- Stephen Jaouen
- Autumn Rivera

Tourism Focus Group Attendees:

- Lisa Langer
- Patrick Drake
- Christian Henry
- Jillian Sutherland
- Zach Neal

Mobility/Transportation Focus Group Attendees:

- Steve Smith
- John Stephens
- David Johnson
- Terri Partch
- Maribel Obereque
- Linda DuPriest

Land Use/Development Code/Growth Focus Group Attendees:

- Mark Gould
- Laurie Raymond
- Steve Beckley
- Norman Bacheldor
- Sheryl Bower
- Ted Kamp

Housing/Jobs/Economics Focus Group Attendees:

- Angie Anderson
- Carolyn Tucker
- Heather Exby
- Stacey Gavrell
- Kathryn Grosscup
- Katie Langenhuizen
- Danielle Campbell
- Hannah Klausman
- Ted Kamp

Sustainable Infrastructure Focus Group Attendees:

- Heidi McCullough
- Matthew Langhorst

Historic Preservation Focus Group Attendee

- Carolyn Cipperly

Community Amenity/Parks/Open Space Focus Group Attendees:

- Laura Speck
- Dan Cacho
- Ethan Merritt
- Solomon Liston
- Daniel Roper

Latino/a Focus Group Attendees

- Marjorie Jerez
- Jessica Peterson
- Jorge Rojas
- Marlon Funez
- Brianda Cervantes
- Susana Salamun
- Corina Jones
- Maribel Obreque
- Kelly Medina
- Susie Meraz
- Baneza Andrades
- Kenia Pinela
- Deya Gonzalez - Interpreter

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Focus Group Summary Notes

Climate, Hazards, Resiliency, Hazard Mitigation Focus Group

Introductions/Vision

- Finding new and resourceful ways to balance needed development with water resources
- Working towards a variety of conservation projects to protect and improve the area
- Ensuring the Glenwood's growth is in step with the capabilities of the Fire Department and other emergency response teams
- ddressing the increasing danger of wildfires in the area
- Attainable housing to allow teachers to live and work in Glenwood
- Connecting the local community with the Middle School
- Often hindered by the expensive pricing of a tourist town
- Preserving the small town environment of Glenwood Springs
- Prioritizing the local water and river systems

Biggest Challenges

- The need for a coordinated strategy to share recommended mitigation efforts with the community as a whole
- A few areas of frequent concern are outside of the municipal limits
  - No Name creek area, Canyon Creek area, Mountain Springs Ranch
- Staffing issues due to high turnover rates and lack of affordable housing stock
- The magnitude of the counties covered makes their conservation efforts difficult
- The main issues to be focused on in Glenwood Springs include water conservation and vegetation management
- Although funding overall is less of an issue due to partnerships with private landowners it can be difficult to find availability and funding for high-demand Conservation Easements
  - The need for a better way to mass communicate correct information with landowners and residents to prevent dissemination of false information and unfounded opposition
  - Evident from the roadblocks during the successful process of passing the Riparian Code through the Development Code
  - Especially important as growth and development projects increase in and around Glenwood
  - Subpar bike paths causing safety concerns for students coming from West Glenwood

What's Working Well

- Successful but ongoing process of receiving grant allocations to assist community members with mitigation work
- The annual Spring Cleanup event is mildly successful but could be split into two days - one for landfill items and the other for mitigation efforts
- River Commission has hosted riparian plantings days and river cleanups to try and get the community more involved in caring for the local water systems
  - Believes this is a good way to preserve "small town feel" in the face of the growth of development and tourism
- A strong relationship with Trent, Glenwood's Planning Director, allows the River Commission to stay updated on developments that may affect the river corridor and advice City Council accordingly
- The Mount Sopris Conservation District is the local Conservation District that covers Glenwood springs
  - Have done a good job of removing weeds and planting seedling trees in the community
- Lead bike tours through local farms to promote their successful conservation efforts
- Partnerships with local volunteer organizations (i.e. Roaring Forks conservancy, etc.) to enhance students' learning with real-world connections
- Students worked on assisting the River Commission with passing the Riparian Code into the Development Code
- Students were involved in helping preserve Colorado's newest State Park, Sweetwater Lake

Potential Big Moves

- Protecting and maintaining the health and small town feel of the water systems area
- Keeping Glenwood Springs as Glenwood Springs
- Protecting the limited water supply
- Gathering local land management agencies and owners (BLM, NFS, private landowners) together to strategize and put into action the defense of Glenwood Springs from wildfire and other natural disasters
- Solving the issue of affordable housing supply would have a trickle-down effect on many other issues
  - More people are needed to support a growing Glenwood
  - There would be more time and space for current residents to participate as community members and improve small town character
- Addressing the unique danger that homelessness and homeless encampments pose to wildfire mitigation and management
- Continued community participation and better dissemination of information
  - Keeping the public aware of issues such as affordable housing, homelessness, water concerns, and fire danger

Tourism Focus Group

Introductions/Vision

- Lasting vitality in Downtown Glenwood Springs for both residents and tourists
- Recently transitioned from the Tourism Promotion Board to the Tourism Management Board
  - Their mission subsequently transitioned from a focus on promoting Glenwood Springs, tourism, and moneymaking to "Manage marketing and responsible promotion of GWS area to benefit the local economy, enhance residents quality of life and protect natural resources"
- A thriving community with a strong local workforce and available affordable workforce housing

Biggest Challenges

- Anecdotally - previous employer was unable to keep graduate level employees because there were no local opportunities for home ownership or ability the to build wealth
- Remote workers are not bringing their money or talents into Glenwood Springs
- Anecdotally - similar issue with trying to fill solid salaried management positions
  - Candidates rescinded verbal commitments after looking into housing opportunities
- Not enough local childcare opportunities to support young families
- Anecdotally - similar issues with many seasonal employees only working one season because there is a lack of housing options and opportunities for home ownership
  - Strong employee retention as a company, but becoming an increasing issue unless individuals grew up locally
- Anecdotally - Her 1 employee is remote because even with her 2-source-of-income family, they are unable to find attainable housing in the area

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- Most recent housing developments are lease-only
- As a tourist town, the hospitality sector cannot function with remote employees, requires a more local workforce
- The lack of housing Up Valley is causing a trickle-down effect throughout the area
- There is a lack of space for tourist-focused companies that are not face-to-face, i.e. ski making
  - Recent example with a ski company, Meyer Ski, that was based in Glenwood but had to move because they became too popular
  - Is there a land-use based solution for Glenwood Springs?
- West Glenwood Mall area and the airport could be reimagined to ease this issue and the issue of workforce housing

Potential Solutions/Recent Successes

- Glenwood residents would need to see certain types of developments/land uses to react and help direct future decisions to aid in housing needs
- Rocky Mountaineer Luxury Train was very beneficial to Glenwood Springs
  - Brought revenue with the influx of visitors' vehicles
- The previous moratorium drastically reduced the amount of Short Term Rentals from 130/140 down to 88
- 2 opportunities for development and growth
  - Revitalization of the West Glenwood Mall
- Could become an entire mixed-use community
- Seems to be the largest single piece of land to be redeveloped
  - More development at Glenwood Meadows
- A circulator bus that would allow tourists to leave their personal vehicles are their hotels and move around locally on public transportation

Your Organization's Future Plans

- There are a few parts of Downtown that are ripe for revitalization to meet Glenwood's needs and goals
  - The Confluence Area
- There are no new ideas for this space but the solution needs to strike a balance between public space, open space, and addressing the community's needs
  - North Downtown/Hwy 6 area
- Old hotels could be redeveloped
  - Cooper Street between 7th and 8th
- Spurring investment in the public side would encourage investment from the private sector as well

What does a successful comprehensive plan update look like?

- A collective community vision for how and where to grow
- Creating actionable steps based on the collective vision and following through on completion
- Creation of an implementation matrix
  - Helps City Council weigh future development decision
  - Allows the public to see how their input is applied in real life projects
- Meeting community demands while mitigating the impact on the community

Destination Management

- The Roaring Fork Destination Alliance is working on sustainability issues Valley-wide for both locals and visitors
  - Encouraging more public transportation-based travel for visitors
- Because Downtown is very walkable, it is more a questions of desire
- Lodging along 6th street does not provide shade and it is less inviting to walk to South Downtown
- Concentrate Short Terms Rentals near walkable tourist centers
  - Reduce vehicle travel and promote local neighborhoods staying residential
- Infrastructure improvements Downtown that would promote parking cars and walking/biking around town

Potential Big Moves

- Improve pedestrian/cyclist safety throughout Downtown
  - Especially 8th and Grant Ave
  - Anecdotally - sees daily near-misses between vehicles and pedestrians/cyclists
- Build 1 parking garage in North Glenwood and 1 parking garage in Downtown
  - Reduce street parking conflicts, reduce vehicle traffic, promote walkability
- Finish the 6th Street Master Plan (need funding for the rest of the phases)
- Redevelop the Confluence area
- Complete South Bridge in the event of emergency access needs due to wildfire
- Completing the 6th Street Master Plan has the potential to attract more tourists and improve the overall experience in Glenwood Springs

Transportation/Mobility Focus Group

Introduction/Vision

- Looking at a variety of options to manage traffic growth and encourage transportation options other than personal vehicles
- Need to focus on reducing traffic volumes by encouraging other modes of mobility to improve quality of life
- Bicycle use for local transportation rather than just recreation
- Promoting all mobility modes other than single occupancy vehicles
- Prioritizing making transportation more accessible for those with developmental and intellectual disabilities
- Equity in transportation, especially the large Spanish-speaking population in Glenwood Springs

Biggest Challenges

- Focus of recent past capital improvement projects has been personal automobiles
- Need to build off of strong bike infrastructure to create a holistic bike network
  - Identify the projects needed to fill the current gaps
- Need to address serious safety gaps in the bike network
  - Aware of what and where the gaps exist but City has several long-standing priority transportation projects that take finances and focus away from bike infrastructure
- Difficulty for her community to access their basic needs and be active community members without adequate transportation
- Addressing emergency evacuation for Glenwood residents with developmental and intellectual disabilities
- The increasing traffic volume with Glenwood Springs, especially on Grand Ave) with the location of affordable housing and the local job base
  - How to encourage use of public transportation or create workforce housing closer to jobs
- Emergency evacuation preparedness is a large priority
  - At a 6 (1=worst, 10=best) in terms of emergency evacuation preparedness
- Need funding to expand and improve BRT services to Glenwood Springs to meet latent need

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- Recent Successes
  - Glenwood Springs has invested extensively in bike infrastructure and has many excellent bicycle facilities
  - Bike/pred path connecting Downtown with West Glenwood along the fringe of the Meadows
  - Current investment at 27th and Glen Ave to create safe crossings
- There is a strong inventory of the gaps in the bike infrastructure identified by the County Health Department, Transportation Commission city staff, individual neighborhoods and advocacy groups
- Much of the traffic problem stems from the statistic that there are more jobs in Glenwood Springs than there are people working in Glenwood Springs
- Glenwood is proving people out, aging people outs, and becoming dominated by second home ownership
- The electrification of transportation
  - Need for auto chargers at parking lots and businesses
  - Biker/scooter chargers with secure parking

Is Glenwood Meadows working?

- Many businesses are still in need of more employees
- Although it is relatively full, the units are not as affordable as locals would want and need to support a local workforce
- Worried surrounding emergency evacuation for this area

Bike Network

- Glenwood recently adopted a joint mobility study by the City and RFTA that highlighted the connective corridors that need improvement
- Will need a new bike and pedestrian plan soon
- Aware of the gaps where improvements are needed but could use prioritization with action steps and capital planning
- The gap analysis exists for the bike network, just needs to be more holistically organized for action

Evacuation Planning

- Working towards both operational steps for emergencies and physical improvements (i.e. access line breaks for I-70)
  - Also need a traffic emergency management plan
- It is a balancing act between growth and evacuation concerns as well as a balance between emergency evacuation and providing housing and/or jobs for residents
- Need to involve the community more holistically in emergency planning
- Glenwood Springs is lacking a language access plan and language access coordinator (per required by title 6) for emergency planning

Trigger Point in Growth Capacity

- Dedicated municipal funding source for bicycle and pedestrian network gaps and maintenance
- Comprehensive outline of bicycle and pedestrian network gaps and maintenance needs, from existing sources
- Active city partnerships with Valley View Hospital and Roaring Fork School District to expand deed-restricted and otherwise affordable homes for local health care workers and teachers
- Increase deed-restricted affordable units percentage requirement on all residential developments, specified for local employees
- Campaign to shift local perspective to view bicycling and walking as valuable and essential modes of travel for practical local trips
- One key element in Traffic Demand Management for Glenwood is a fast, efficient, easily accessible BRT system from Rifle to West Glenwood Park and Ride station

Case Studies

- Basalt is just beginning an on-demand first/last mile transit service. Could be model for Glenwood, partial funding potentially available from RFTA.
- Ride-share apps – Transportation becoming social. One example starting on front range shown here: Casual Carpool: RTD, CDOT launches Colorado's first carpool matching app - Bing video
- Aspen parking regs which reward carpoolers with free parking.

Transportation/Mobility Focus Group

Introduction/Vision

- Glenwood needs to get creative and efficient by making symbiotic connections to solve current problems
- Striking a balance between regulated growth and maintaining vibrancy
- Addressing the issue of missing employee housing and getting visitors/residents out of cars and onto public transportation
- Need housing variety to allow the next generation of Glenwood Springs to be able to live and work there
- Need housing and opportunities for home ownership
-

Biggest Challenges, Potential Solutions, Recent Successes

- Interested in the development of a dense housing development with a shared fleet of vehicles to reduce personal vehicle usage
  - Could be a groundbreaking model for other cities
- The traffic counts for the major roads in and around Glenwood would be helpful data to analyze
- Opportunity to collaborate with companies South of Glenwood Springs to put an employee carpool system in place to reduce rush hour traffic
- Anecdotally - the traffic on Grand Avenue is worsening and drivers are being much more reckless
- County has pursued a hands-off approach to making housing affordable, although the County is a major employer
- There are many unincorporated areas along I-70 that could become attainable salary for all levels of employees
- Possibility of public/private partnerships that could reduce the cost of housing
- It is crucial to supply housing for school district employees to maintain the area's schools
- Businesses are understaffed town wide, employees frequently move amongst businesses for the best opportunities
- Partnered with the City to build an extremely successful mixed-use housing unit specifically for their employees (15, 2 bedroom units with 1st floor commercial)
- Employers need to take on some of the responsibility of housing their employees to sustain Glenwood Springs
- Glenwood needs to follow Aspen and Pitkin county's lead and tackle the issue of affordable housing

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- City code requires a parking space for every hotel room and every attraction visitor
  - Interested in the tourist-focused public transit model in Durango to offset this
- Need to set remaining land aside for meeting City needs, i.e. affordable housing
- Need to prioritize safety and emergency preparedness in current and future development
- No growth will not provide effective solutions, there needs to be an integration between traditional development ideas and new ideas such as ride sharing or autonomous ride hailing
- The Development Code should reflect this flexibility towards new ideas

Housing, Jobs, Economics Focus Group

Introduction/Vision

- Variety of stepped housing opportunities for Glenwood residents towards home ownership
- Colorado Mountain College would love to be a trailblazing part of solving the housing issue in Glenwood Springs
- Housing options close to job centers to promote public transportation and reduce negative impacts on the environment, quality of life, and job availability
- Utilizing other opportunities in the Glenwood Springs area to diversify the economy to keep people and employment in the area
- Valley View hospital wants to continue to expand to better serve the Western slope
  - To continue hiring and expanding…need stepped housing options for home ownership and housing diversity as well as childcare
- Supporting Glenwood Springs and it's businesses as a thriving mountain town
- Facing issues with traffic and congestion which are only compounded by emergency closures
- Need to find a way to publicly address the housing issue as a community rather than burdening each employer with privately housing their own employees
  - Providing opportunities for locals to access quality early education opportunities and quality childcare options for the local workforce

Glenwood Meadows/Recent Successes

- Located close to commercial and transit which is a positive but the units are market rate which does not aid with needed employee housing
- Steve Beckley's new employee housing was successful for their organization and their employees
- Some individuals are living in tiny homes and camping out in RV parks, campgrounds, and BLM land
- The Meadows are well located but market rate which excludes many community members
- Much less opportunity currently for residents to own homes and build equity
- There has been an influx of out-of-state individuals moving into Glenwood Springs and buying property with large amounts of cash
- Need to have a collective conversation about solving the issue of employee housing and creating a mix of housing
- Idea to encourage existing multi-family rentals to transition to for sale condos to create more opportunities for purchasing attainable housing and building equity
- Idea for the City to approve and incentivize mother-in-law units to provide additional rental units

Ways to build equity and wealth (outside of real estate)

- Seeing people making good money elsewhere and then moving to Glenwood Springs to buy the lifestyle they desire
- Remote workers, increased through the pandemic, moving to the area are using housing supply in Glenwood but practicing their skills elsewhere
- Want to find a balance between encouraging capitalism and balancing community-supported housing initiatives because affordable housing is being outbid for market rate every time
- There are Glenwood residents who currently own a home, purchase a second home, and retain their first home as a source of income - decreasing available housing stock
- Need to challenge current vision of small town character and reimagine it to balance the town's character with the town's needs
- Need to showcase how denser living would look community-wide to reduce community fear and opposition
- City has the opportunity to influence developers to create growth that the Town needs
- Would like to see Glenwood Springs follow the example of other countries' living models
  - Offering more safe, affordable, and attractive communal living opportunities to build community and house more workers within the community
- Discussed the 2000s building boom in Castle Valley that was orchestrated by a single developer, built out in phases, and greatly eased the building stock for entry and mid-level housing

Opportunities to create residential from adaptive reuse

- Smaller units are usually more palatable to Glenwood Springs although they are not as economically viable
- Need to create a community-wide plan for where and what type of housing is needed and base these on retaining the feeling of Glenwood's small town character
- There is widespread fear of change in Glenwood Springs

Admirable Housing Development Case Studies

- The Farm at Buena Vista offers Single Family-esque small units available for home ownership near open space and providing a sense of community
- Similar project in Salida that boasts that important sense of community
- Tiny home communities outside of Silt and Willits
- The Roaring Fork School District's housing project

Roadblocks to success of these housing projects

- Idea of land banking to resale for local home ownership
- Idea of copying the Land Trust model to create a similar model for affordable housing

Making density more palatable

- Already noticing issues with lack of service services, i.e. plumbing, heating
- Taxpayers need to be willing to spend money to fix Glenwood's problems
  - Need to re-envision this effort as building communities rather than just building denser housing
- Future possibility that housing will expand into the local business realm if they are priced out by their rents

Potential big moves

- Tough choice because all of the issues and solutions are so intertwined
- Explore options for residential infill, possibly buying them down to encourage affordability
- The City government becomes a real estate developer to create the exact type of development the City needs
- Need to address these issues with a communally shared vision and look regionally for partnerships and solutions

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- Creating PUD communities that offer a wide variety of housing options that are affordable because they are underwritten by the City
- Educate our electorate and engage all community members to better understand the issues

Wrap-up

- Need a business demand study to understand the needed economic diversification for Glenwood and what Glenwood can support
- Idea for incentivizing business ownership into property ownership to retain local small businesses as owners age and price out
- Partnership with City, Chamber, and Colorado Workforce Center to create business training to support resiliency and workforce development that is not focused on wage increases, but more related to flexibility, organization structure, HR support, etc.
- Finding a solution for those using their first-owned homes as income sources while living in their second home
- Partnerships with CMC to educate the community on wealth building opportunities that are not tied to real estate
- Encouraging condos in mixed-use property and residential property to ease impact on businesses purchasing space and increasing home ownership opportunities
- Idea of waiving ADUs fees if they are put towards affordable housing stock

Sustainable Infrastructure Focus Group

Biggest Gaps to achieving sustainable infrastructure

- Lack of time and manpower for the amount of applications the city receives but has improved since the City simplified the first step of review to only require a 30% set of plans

City's capacity to handle growth

- Goal is to continue to make Glenwood Springs as self-sustaining and resilient as possible in terms of infrastructure
  - The City currently administers their own infrastructure including broadband, electric, water, sewer, landfill
  - In terms of infrastructure and utilities, Glenwood is outbuilding what would be expected for its physical location, climate, and constraints
- City is already doing many recommendations of the 2008 Energy and Climate Action Plan
  - Already 100% sustainable energy (wind power, soon to be diversifying to other green energy sources) for the City and building a fourth substation in advance of electric cars
- Water Sustainability
  - Even if water flows were down 25%, Glenwood still has more water capacity than plant capacity
  - The plant can process 8.65 million gal/day, if recertified it could process 10 mil gal/day, and actual usage is about 4.5 mil gal/day and 1.23 mil gal/day during Winter
- Sewer Plant
  - Sewer plant is running at 50% of its capacity (currently process 1.2 mil gallons, but able to process 2.47 mil gallons)
  - If Glenwood managed to reach 75% of the sewer plant's capacity, the existing facility could be double on its existing footprint to process 5 mil gallons

Infrastructure as a barrier to growth

- Always striving to diversify water and electric portfolios to make Glenwood as sustainable as possible
  - In the process of building a backup water system in case of repeat fire events
  - Confident that the many City-owned water sources will sustain the City despite expected dips in precipitation
- Currently building infrastructure to be able to parcel water from different City-owned sources to ensure infallible water availability
- Currently finishing a successful fiber to home infrastructure project to give Glenwood control of their own broadband access
- Have been trending down in electricity usage as a whole since peak in 2009 due to increasing efficiencies
- Currently working on raw water systems throughout town to reduce water usage in the domestic water system
  - Aiming to keep necessary water supply as reliable as possible in the face of climate-adverse effects, and use raw water to supply all other needs

Positive outcomes of the comprehensive plan

- For Glenwood residents to be aware of the sustainability work of Public Works and to set expectations for future building and remodels
- In the last 40 years, Glenwood Springs has used half the water it used to due to ever increasing efficiency on the part of the City, manufacturers, builders, etc.
  - Peak in 1981 was 9.1 million gal/day, recent peak was around 4.7 million gal/day
- Although the energy code makes construction less cost effective in an already-expensive Valley, it successfully makes buildings more efficient
- Looking at the new all-electric Triumph-Bell Rippy apartment development as a case study

Hang-ups for infill in town

- Depends on the net change in water needs based on what is removed and what replaces it
  - Infill projects typically contain less green area which translates to less water usage
- In terms of water capacity, the City has considerable capacity for growth left throughout
  - Very unlikely to reach this water capacity unless Glenwood infilled at an incredibly denser vertical scale
- The SF home lawns use more water/are less efficient than the condos/townhomes (usually without lawns or with xeriscaping) that are replacing them

Growth and Sustainability in Glenwood

- Glenwood seemed to be flourishing without the tourist economy in the mid-1990s
- Experiencing increasing negative impacts in ability to recreate locally due to prioritization of tourists
- Glenwood Meadows seems like a perfect place to put Glenwood's new type of growth
- Recognizes the importance of income sources from new developments like Glenwood Meadows and street taxes to keep Glenwood running well
- Understand the need to build but appreciates the small town character of Glenwood
- Can be too touristy from a residential perspective but understanding that the City benefits and functions from its tourist economy

Historic Preservation Focus Group

- 2 major goals for the Historical Society include
  - Preserving the Cardiff and Coke Ovens
  - Creating a plan to manage the South Canyon Mine area
- Complicated balancing act because of the threat of underground fires, recreation pressures, wildlife concerns, historical preservation
- The 2008 Historic Preservation Plan is a strong plan but has no realized enforcement power
  - HPC should be able to review development applications within the Historic District but the HPC only has power specifically over properties designated as state or national landmarks
  - HPC does have the authority to designate historic districts although the designation of a "Historic District" needs to be flushed out

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- A historical preservation case study in San Antonio, TX requires that builds built before 1945 are to be deconstructed rather than demolished to encourage the local reuse of materials
- It is more sustainable to preserve old buildings rather than demolishing them and building new buildings
    - Historic structures use local materials and already house their embodied carbon and leaving them standing keeps these materials from the landfill
    - New construction involves high energy usage and toxic materials
- Infill and historic preservation could work well together
    - Unused spaces in historic buildings (old garages, attics, basements) could be used for ADUs, etc.
- The loss of historic character through redevelopment is occurring sporadically throughout Glenwood
- Referencing the community input from the last workshop for the 2008 Historic Preservation Plan
    - Things people loved
        - Mature landscaping, walkability, Queen Anne cottages, front porches on the old Victorian homes because they are a reminder they were built before automobiles, all historic homes, residential neighborhoods on both side of Grand Ave (Cooper and Blake, Colorado and Pitkin)
    - Threats
        - Rising property values, remodels take away from historic nature, deteriorating older properties which helps to justify tearing them down
- Desire to see the recommendations in the 2008 Historic Preservation Plan realized
- Providing education on preservation aid available for historic home owners, incentives, fee waivers, tax incentives
- Helping the museum and art center find a new facility
- Museum is poorly located for both tourism visibility and the safety (lack of fire sprinklers, humidity control, ADA access) and enormity of its collections (needing to let items go for new replacements due to lack of space)
- Seeing the monopolization of residential and commercial properties by out-of-state individuals
- Need to find a balance between personal property rights and preserving the historical character of Glenwood
- Policy items that would directly aid Historic Preservation
- Want the Historic Preservation Commission to review buildings permits within the Historic District
- City to mandate buildings before 1945 to be deconstructed rather than demolished and then the materials are used to rebuild around them
- Big Moves, Roadblocks Aside
    - HPC's ability to designate structures of historical value, possibly designate them as local landmarks, and provide more protections than are currently offered
        - Allowing the HPC to review applications for alterations, additions, and demolitions for these properties
        - In the case of demolition, chose to deconstruct and reuse rather than demolish
    - Looking at Aspen's strict Historic Preservation program as a strong case study

Community Amenities/Parks/Open Spaces Focus Group

Organizational Goals

- Want to make Glenwood Springs as beautiful, colorful, and inclusive as possible
- Recent success getting the Arts Planning Commission adopted by City Council, allowing for a small amount of funding for art in Glenwood
- Predominantly focused on physical art in the built environment and creating mutually beneficial partnerships with local artists
- If we build Glenwood for the community, the tourism industry will naturally benefit from the authenticity
- Focusing on creating a more holistic multi-modal mobility network to encourage walking and biking for locals and tourists
- Glenwood's art community is generally on an upswing
- Need to focus on planning for future parks' needs because of Glenwood's lack of expandable space
- The Parks Department is in charge of more than just parks, they are in charge of the community's outdoor gathering places and connection points
- Looking to update the Parks and Recreation Master Plan within the next few years
- CPW is focused on perpetuating the wildlife resources of the State of Colorado
- Any land use, recreation development, etc. within town that has possible wildlife impacts is the focus for CPW
- Strong interest in the power of large format art pieces to bring beauty and interest around Glenwood
- Need to address issues created by the tourism industry such as excessive garbage Downtown during the summer, or a lack of public restroom facilities
- Presenting the idea of a botanical garden in the Confluence area
- Idea of working with CPW to create wildlife-focused art pieces that are educational for locals and tourists

Opportunities & Challenges

- Planning a few new big murals
- Focusing on highlighting the entire 6th St Corridor to promote the connection form the new North Landing to the Art Center at the end of 6th Ave
- Biggest challenge is the amount of restrictive "red tape" due to lack of coordination and communication between various City councils
- The most recent Art Plan includes public policy for Glenwood's art programs (decommission, replacement) as well as a CIP program for arts and culture that is comparable to other programs in the State in terms of funding
- Trying to think outside of the box and resist the urge to become stuck in the "lack of funding" rut and not complete necessary projects
    - For example, when Public Works puts in the Red Mountain Line, the Parks Dept. will take the opportunity to plant an education xeriscaping garden in the highly trafficked, high visibility area

Opportunities outside of Glenwood's Core

- Discussion of how to activate the vacant open space downstream of Gregory Park along Michel Creek in West Glenwood to address the lack of green space in West Glenwood
- Reducing the City's red tape blocking grassroot creativity from community members, such as movies in the park
- Creating a diverse portfolio and revenues for the Parks Dept. would be a strong asset to Glenwood's citizens
- Desire to bring Colorado River access to Downtown and remedy the disconnect, similar to Two Rivers Park

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Best river access opportunities

- The most popular options for the white water park, as Glenwood develops their RICID water rights, was Downtown - would necessitate an arrangement with Union Pacific
- Salida is a strong case study for river access near the Downtown core, working around a railroad easement
- A crosswalk at Bennet or Palmer would allow pedestrians to access the river without needing to illegally cross the train tracks

Recreation & open space deserts

- The South end of town has recreation access with ball fields
- 3 Mile is an incredible amenity but needs funding for bank securement
- The Silver Stage Conservation easement is an incredible 50 acre parcel bequeathed to the City which provides more open space access for South Glenwood

Wildlife challenges

- Major recent increase in black bear conflict
  - Tried educational programs but residents don't listen
  - Success with the Police Departments code enforcement for better trash securement
  - There is a state grant available for creative solutions/educate for bear/person conflict
    - Supports the idea of an educational art campaign
- Also increasing conflicts with mountain lions and big horn sheep

Potential big moves

- There needs to be more mixed-use development in Glenwood to address housing issues
  - The old Safeway area could house approx. 1,000 units
  - There are many places where density could be added and increased
- Glenwood Springs is a long city
  - Need to focus on creative transportation solutions that encourage walking, biking, public transit, and reduce car dependence
  - Need to think regionally
- Rethinking how to increase Glenwood's vibrancy
  - Revamping the old, integrating with local business, offering better local music
- Utilizing parks as passive outdoor venues, such as in West Glenwood
  - Reduces traffic because there is less need to leave West Glenwood
- Preserve Glenwood's current footprint and focus on mixed-use and infill
- A good CPU will acknowledge the value that wildlife adds to living in a place like Glenwood and will encourage thoughtful planning around wildlife impacts of future development

Latino/a Focus Group

Vision for Glenwood & biggest challenges

- Families are needing to move farther and farther out of Glenwood to afford housing which is disruptive to students education and mental health
- There has been great improvements in bilingual communications, but can always be improving
- Increasing number of Latino/a individuals working in the government and large organizations, which is a strong role model for Latino/a kids in the Valley
- The lack of affordable housing is affecting her organization (USFS) in finding and retaining quality employees
- Need for a bilingual PIO rather than constant interpretation to build more trust and confidence with the Latino/a community
- Echo the need for affordable housing to reduce the disruption of families needing to leave Glenwood and change their students' school
- Much of the current affordable housing stock is too low quality of living
- Students need access to affordable extracurricular activities
- Would like to see all members of the Latino/a community taken into account, rather than just the leaders
- There is not enough access to mental health help for students that need it
- There are many gaps to be improved in multilingual communications, although Glenwood has made a great start
- Increasing cost of living is a major issue, especially in the way it affects lower income Latino/a families
- When families with children with educational difficulties are forced to move to find affordable housing, their struggle can be very isolating and difficult
- The high cost of living for housing in the area
- Vision that one day Glenwood will be able to provide affordable housing for the community that lives there, so that community members are not forced to leave
- Venues that are more inclusive for the entire community
- Including the Latino/a community on a regular basis rather than needing to extend extra effort
- Echo the issues of affordable housing and bilingual communications
- Not enough help for non-food focused restaurants during/after the pandemic
- Not enough daycare in the area
- Need for affordable health care

Potential Solutions

- Need to approach the issue of health care with a comprehensive community effort rather than disjointed attempts
- Bilingual, bicultural mental health practitioners would be supportive for Latino/a patients
- Wages need to increase to retain important community members in Glenwood
- Need to protect those who rent lots from unaffordable rent increases
- Going out into the Latino/a community and hearing the Latino/a community's input rather than inviting people to public forums
- Developing more affordable housing communities
- Giving housing preference to locals
- Detached home communities would be important criteria to satisfy the Latino/a community's needs
- Luxury apartments near the Meadows were a lost opportunity for affordable housing
- There is a unique threat to the Latino/a community during wildfire season because of the lag of translating emergency materials
- Rather than develop more housing, focus on existing structures to house those in need while being mindful of Glenwood's natural resources
- How can community members call GWS home without the opportunity for home ownership?
- Allowing lower income residents the opportunity for home ownership rather than community members moving farther and farther away
- Need to find the money to create the power to solve the issues facing Glenwooid's Latino/a community

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Pop-ups

Overview

In the months between the first and second open houses, a series of “pop-up” events took place. Events at the Rio Grande River Trail (behind the high school), Glenwood Springs Mall foyer, Walmart, and the Recreation Center’s Bazaar and Earth Day Celebration were manned by City staff, while unmanned pop-ups took place in the city hall foyer, high school foyer, the recreation center lobby, and the library. (See image: photo of pop-up) All pop-ups featured a take-home “workshop-in-a-box” to solicit additional comments on the five primary categories bulleted above and drive traffic to the VisionGlenwood website. Additionally, branded flyers with a linked QR code were placed in windows of several Hispanic/Latino/a serving businesses.





Data Summary

GROWTH (& Character)	LOCATION
We are losing small town feel. What is our plan? Just grow, grow, grow?	Rec Center
Too damn many people!	City Hall
Preserve Victorian houses	City Hall
We're going to grow, let's grow responsibly and w/ restraint: think of traffic, widen 4-Mile, improve road by Walmart, dev. growth should be limited in #	Event
So much development in 4-mile	Spanish (translated)
Concerns about infrastructure post new development, warrantee period isnt long enough; Better safeguard for contracts	Spanish (translated)
"Infill" does not ONLY include LARGE parcecs. Many smaller projects should be considered such as size and space of the manors and smaller multi-units in oco town Glenwood	4/20 Open House
Controlled growth - We only have limited space.	
Budiversity lose - Loss of _____ due to growth and incusion by new _____ building - esp. mountain bikes.	
Enough tourism - Quality of life consideration for residents	4/20 Open House
Annex more properties into city that help accomplish housing goals	4/20 Open House
Pass of development too fast recently. Dont incentivize any of it.	4/20 Open House
By reducing parking to impractical levels like Cadiff Glen? NO	4/20 Open House
Infill better than annotation but slow it down	4/20 Open House
Another grocery - very important	4/20 Open House
Good luck - You're fighting Amazon and internet working	4/20 Open House
NO more apartments!	4/20 Open House
Partner with new apartments that have been built	4/20 Open House
Sustainable Growth	4/20 Open House
Stay away from Confluence	4/20 Open House
Bring amenities - Nothing donw for years here, stay away	4/20 Open House
Worker housing periods at the Meadows	4/20 Open House
We desperately need a 6 month moratorium. We need to see what	4/20 Open House
Prioritize Infill - We have done, its insane	4/20 Open House
Building 100's and 100's of units	4/20 Open House
Growth should be considered in the 3 mile radius - People with money, ridiculous!	4/20 Open House
Bring amenities - Drive In	4/20 Open House
We need to take a break from housing. Helping working residents. We need some major CALM!	4/20 Open House
Important to have more activities for students	4/20 Open House

DRAFT

CLIMATE & RESILIENCY	LOCATION
Mandate lower emissions for industries and cars	Rec Center
^ America already does; China, India, & Africa will never	Rec Center
Group to maintain healthy ecosystem - fish, deer, elk	Rec Center
Come up with a legit evacuation plan instead of hot air	City Hall
It is important to recycle (Sp)	City Hall
More recycling (Sp)	City Hall
Effective recycling system (Sp)	City Hall
Aware of the fires - integrate the community for help	Spanish (translated)
So much junk food, U.S. is supposed to be a healthy country, used to work in a feedlot. More healthy food. Organic costs more money.	Spanish (translated)
Recycling - esp. plastics Also some limit to plastics in purchasing at point of sale.	
No more simple disposable plastic bags or water bottles.	4/20 Open House
Evacuation plan before any more development	4/20 Open House
Geeting rid of the airport so we can have a south bridge Airport does MORE than listed. Needs to be kept in some less developed, less dense development than MORE housing	4/20 Open House
Bid out trash to one provider - No, have 2 providers so there is still choice	4/20 Open House
Create and disseminate an adequate evacuation plan - Wont work in a panic anyway	4/20 Open House
Define and incentivize infill - Don't incentivize any development	4/20 Open House
Develop a better way to mass communicate - work with KMTS	4/20 Open House
Complete south bridge project - Not worth the price	4/20 Open House
Currently, we don not have an adequate eveacuation plan in West Glenwood. We need open space!	4/20 Open House
Resources are NOT unlimited. This drought has not been seen in 1,200	4/20 Open House
We don't owe everyone who wants to try the "Colorado lifestyle" a place to live or its nothing but traffic and no service	4/20 Open House

HOUSING	LOCATION
Less dense housing places + 1	Rec Center
Actually affordable "affordable housing" + 1	Rec Center
More housing	Rec Center
^ But cap the rise in housing costs & be sure when the tenant/owner no longer works or makes too much they must leave housing provided.	Rec Center
Plan for & support owner-occupied single family housing instead of warehousing people until they move down valley; apts are wrong!	Rec Center
No more interest groups buying up all the property; let people live here	Rec Center
REAL affordable housing - small units for employers	Rec Center
Build more single family homes. Quit turning Glenwood into a wall of unaffordable condos.	Rec Center
Need housing options $1,000 or less per month for employees/residents to stay-work-live	City Hall
More housing, both free market and affordable	City Hall
More housing	City Hall
More housing!	City Hall
More affordable housing! Please	City Hall
No condos in West Glenwood pasture	Event
Help with homeless	Event
Do better with housing	Event
More reasonably priced housing	Event
Housing: expensive rent; we need more apartments	Spanish (translated)
More apartments, lower rents	Spanish (translated)
I think we need more townhomes that are affordable	Spanish (translated)
Looking for housing for 2 years, cannot find an apartment	Spanish (translated)
Rents are very expensive; more houses	Spanish (translated)
There are few housing options for single mothers	Spanish (translated)
More suitable housing	Spanish (translated)
Vacation rentals pushing people out of the community. Vacation rentals should be in commercial areas.	Spanish (translated)
Concerns about cost of houses that haven't been updated since 1950s; might move awa	Spanish (translated)
Difficulty finding housing and accessibility to rent for Latinos	Spanish (translated)
Expensive rent, improve the state of housing	Spanish (translated)
Relax zonning reconstruction. To allow more affordable housing options - Tiny homes, mobile homes (quality parks)	4/20 Open House
Less apartments, single family am what little are house	4/20 Open House
Start a program like APCHA - No, Apen's is a train wreck	4/20 Open House
Create upward mobility - Stop approving apartments	4/20 Open House
City should start developing their own projects - No, we'll do it worse and more expensive	4/20 Open House
Put strict controls on Short term rentals - No, its not the problem	4/20 Open House
Land banking to meet city needs - Just another subsidy	4/20 Open House
Approve and incentivize accessory dwelling units - Already done	4/20 Open House
Look at second home ownership and impacts - Still need to respect private property rights	4/20 Open House
Don't spend anything on affordable housing unless you can. Find a program with a 10 year track record that everyone agrees works well. Then copy it!	4/20 Open House

DRAFT

Housing only for employees work in GWS!	4/20 Open House
Do not build on every vacant lot. Provide Open space	4/20 Open House
Leave confluence area alone! Need more parks/recreation	4/20 Open House
The city admin is so incompetent - stay away	4/20 Open House
Decide on a population limit	4/20 Open House
People that are comfortable with fitting into out town. We feel we are past that number already.	4/20 Open House
Landbanking - we have home ownership	4/20 Open House
City should start developing their own projects -Public/Private partnerships	4/20 Open House
Aspen Hosuing is a disaster long term	4/20 Open House
Aspen employee housing is a great idea for _____ some people in housing, BUT people get old and retire and the house is off the market. We should support our retirees- they made their life here, but it inventing available to new people and cant keep building more. Think this through.	
The idea that people not walk in Glenwood is wrong in some way. Glenwood doesnt pay wages to allow anyone to afford to live here. VVIT pays badly - AVH pays more.	
Why does Glenwood not have a Crown MT park? They didnt plan for it. Preserve open space to maintain quality of life.	4/20 Open House

MOBILITY	LOCATION
Remove speed bumps	High School
Pot holes :(	High School
lower gas prices!	High School
Fix the g-d potholes	High School
Fix pot holes):(	High School
Fix pot holes :)	High School
Pls pretty pls w/ cherry on top fix the pot holes	High School
Fix the pot holes dawgy	High School
Annoying cyclists on roads holding up traffic	High School
Cyclists have a legal right to the road CRS Title 42 <- read it	High School
Free bus service Rifle to Aspen; hard enough to afford rent & gas	Rec Center
^ edit: Parachute to Aspen	Rec Center
Transportation Coordinator needs to ride public transportation	Rec Center
More pedestrian friendly crossings on Grand. Light times need to be longer and more	City Hall
Slow traffic in the heart of our city! Critical	City Hall
Slow TRAFFIC	City Hall
A bypass from near C-dale to I-70 near S. Canyon, GWS would be peaceful & workers could get home early	City Hall
Pedestrian access through South Canyon to New Castle	City Hall
River crossing at South Glenwood	City Hall
Please bring Cardiff Glen-Midland shuttle back. Sunlight too.	City Hall
Bus transportation	City Hall
Parking on 6th Street	City Hall
More bus transport to 6th Street	City Hall
More free transportation to Aspen; in Summit County offered free service beyond just Glenwood Springs	Event
Speeding cars do not provide a welcome environment, calm traffic	Event
More bus stops	Spanish (translated)
Another road to get to New Castle	Spanish (translated)
Ride Glenwood: more hours to West Glenwood	Spanish (translated)
Sopris: there is no transportation	Spanish (translated)
We need more transporation; more on West Glenwood	Spanish (translated)
More signage for 82, HOV is confusing	Spanish (translated)
Secondary road New Castle to GWS	Spanish (translated)
Great handicap parking	Spanish (translated)
The bus to West Glenwood at night	Spanish (translated)
Ride Glenwood: more rotation, more tourist places	Spanish (translated)
More continuity that goes to West Glenwood	Spanish (translated)
Bus route, if it could go past the hospital, that would be good	Spanish (translated)
Came down early to beat the traffic from Carbondale; timing of the lights - if you hit one, you hit them all. Execution plans.	Spanish (translated)
South Bridge	Spanish (translated)
There are no buses in South Glenwood	Spanish (translated)
Need for late night transportation to be able to get home	Spanish (translated)
Ride Glenwood every 15 minutes. Don't go to Walmart	4/20 Open House
Make multi-modal transfers seamless - and cheaper deals with _____ businesses	4/20 Open House
NO more apartments until transportation issue is solved.	4/20 Open House
Put dirt paths when possible	4/20 Open House
Get creative on where it will be - South bridge	4/20 Open House
All sidewalks and streets are _____, they cant find parking	4/20 Open House
Maybe ENFORCE the speed limit	4/20 Open House
We need rideshare options!	4/20 Open House
The city needs to stay out of West Glenwood until they come to their senses	4/20 Open House
Create better connections to West Glenwood - Provide BPT station	4/20 Open House

DRAFT

TOURISM & ECONOMIC DEVELOPMENT	LOCATION
Mall needs to be something better - grocery	Event
Fiber to mid Glenwood; it is dope - have it at work	Event
Need a better balance tourism & resident serving amenities	Event
Pay more per hour	Spanish (translated)
Daycare centers	Spanish (translated)
Boost tourism	Spanish (translated)
Daycare needed. Moved to part-time.	Spanish (translated)
Amenities are great (shopping/food)	Spanish (translated)
More development/information about tourism	Spanish (translated)
Tourism: know more places	Spanish (translated)
Child care - land for, support of	Rec Center
Space for child care	Rec Center
Currently the building department creates too many barriers to new and old businesses and discourages contribution	4/20 Open House
Balnce Tourism - and marketing - with quality of life issues for exisitng residents (traffic is crazy)	4/20 Open House
Very limited options…..I don't think all views on tourism are represented	4/20 Open House
Ensure resilicency when I-70 closes - What are you trying to ask?	4/20 Open House
Encourage more alternative transportation-based travel options for visitors - What does this even mean?	4/20 Open House
Ensure resilicency when I-70 closes - Does not mean develop Cottonwood	4/20 Open House
Ensure the redevelopment areas are not entirely residential - So you don't have to drive for milk. Maybe walk to office	4/20 Open House
Childcare, Camps for when school is on holiday	4/20 Open House
Support Seniors	4/20 Open House
_____ Glenwood residents - Not visitors	4/20 Open House
We are full on tourism	4/20 Open House
Public/Private partnership with structural parking	4/20 Open House
American Furniture warehouse residential?	4/20 Open House
Quality of life	4/20 Open House
Complete the 6th St. Master Plan - Its an expense	4/20 Open House
You cant make more land appear	4/20 Open House
Reconnect downtown to the river - No because it will be all tourists	4/20 Open House
Dog walking park like Crown Mt. , well planned, happy people and dogs, and lots of watse stations	4/20 Open House

RECREATION	LOCATION
Indoor tennis courts!!!	Rec Center
Indoor ice rink to ice skate and for hockey players!	Rec Center
Racquet ball!!	Rec Center
More tennis courts (indoors)	Rec Center
More bike & hike trails	Rec Center
Kids sports, daycare	Rec Center
Ballroom dancing, dance classes - salsa, tango	Rec Center
Indoor tennis courts	Rec Center
Free up a few handicap parking slots; they're not being used!	Rec Center
Make sure we keep open space open for outdoor recreation	Rec Center
More parking by the Community Art Center; a bus from town over to 6th Street	Rec Center
Park improvements other than just Sayre; baseball field, soccer field	City Hall
Fix the Two Rivers Park so non-boaters can get to the water!!	City Hall
Need more trails	Spanish (translated)
Healthy recreation bars (??)	Spanish (translated)
Healthy recreation	Spanish (translated)
More sports	Spanish (translated)
World on the homeless problem	4/20 Open House
You're missing pickleball. It's a destination sport in some towns.	4/20 Open House
I can't believe we've got excess water when we have water restictions every summer enlarging water plant to serve more people, just encourages faster growth and the growth won't pay for it. Existing residents will get the bill for what? More traffic, more crowding? Aspen sewage in roaring fork in water instead of clean no name water? Growth is already affecting quality	4/20 Open House
Promote Dark Sky Community	4/20 Open House
No more apartments!	
More parks/open space / trails like land behind Walmart or above Doc's	4/20 Open House
Tourists will come no matter what	4/20 Open House
Preserve existing open space!	4/20 Open House
Consider the wildlife and their homes	4/20 Open House
Make the dog area a real park	4/20 Open House
Build the theatre	4/20 Open House
We feel growth is out of control. We are killing Glenwood rapidly. We have way more than enough expensive rental units. No more units on the x-Meadow that are for WORKERS.	4/20 Open House

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OTHER	LOCATION
City Council that will listen to residents	Rec Center
Please get street sweepers to clean our streets!! And allow them to do so by enacting parking restrictions during cleaning times!	Rec Center
Listen to the people and don't just pretend to lister	Rec Center
Get needs and wants! Please	Rec Center
City Council that listens to the people	Rec Center
City Council members that supports & listens to residents	Rec Center
Bring back GWS Spring Clean + 1	City Hall
Need more street sweeping Grand Ave.	Event
Parking rules for street sweeping	Event
Mid Glenwood easier to build community, self-contained	Event
But (despite housing/homeless comments) the community is better than most	Event
Community safety	Spanish (translated)
Remove marijuana	Spanish (translated)
Learn from other towns about employee housing and truly affordable housing for our own workforce	4/20 Open House
Fire safety is a MAJOR concern for me. I live in S. Glenwood. Wildfire during school hours would be catastrophic.	4/20 Open House
Important to remember that "affordable" housing relates to employees paying living wages, not government subsidized housing.	4/20 Open House
Encourage ADUS Build employee housing	4/20 Open House

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Hispanic/Latino/a Community Picnic

Overview

Over a quarter of the population of Glenwood Springs is made up of Hispanic and/or Latino/a peoples. In an effort to provide a comfortable environment for this segment of the population to provide feedback on the Comprehensive Plan Update themes and strategies, a Latino/a community picnic was held in Sayre Park. Spanish language boards corresponded directly to the materials presented at the third open house and solicited similar feedback.

The data from the picnic was combined with data from the final August Open House, providing a cohesive data set regarding the implementation strategies and action plan.



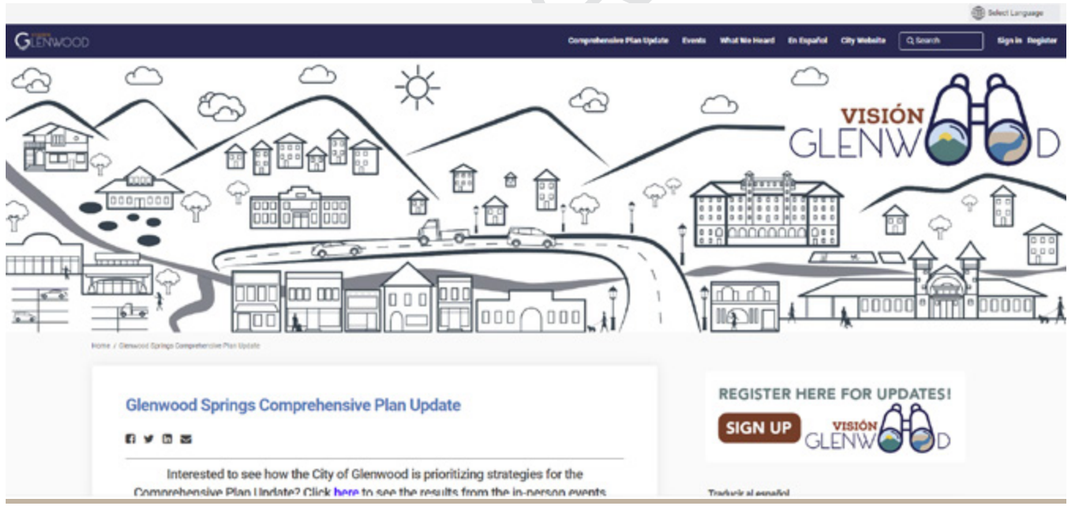
Vision Glenwood Website

Overview

The Vision Glenwood website was built at the onset of the Comprehensive Plan effort to communicate in an accessible and user-friendly way. Using the Bang The Table platform the site is intended to serve as the City's outreach tool well after completion of the Comp Plan effort. The website assisted the team in disseminating accurate and timely information. Since its launch the website has accumulated 1,450 total visitors and 88 new registrants during the outreach. The site provided critical information as represented by 152 document downloads.

Direct referrals from advertising and direct emails were the highest of all referral channels indicating a successful effort.

The most heavily used tool on the website is the 'Tag Our Map' tool. The following raw data encapsulates this input which was used to develop and refine the theme statements throughout the drafting of the Update.



Data Summary

ag our Map!	
Date of contribution	Your Comment
Jan 16 22 08:36:20 am	SOCIO-ECONOMICSThe Roaring Fork Valley is a great example of an entangled socio-economic systems from the local to the regiona level. Each of the communities in the corridor influences the systems of the others in the valley and beyond in many positive and negativ ways that cannot be ignored in the comprehensive planning process for Glenwood Springs. Glenwood is an umbilical cord connecting the upper R.F. Valley to a work force that by in large commutes many miles from their homes each day to supply labor and services to support a burgeoning upper class socio-economic system that exists in the Aspen/Snowmass communities. This creates a flow of cars, buses, trucks, goods, and services streaming into and out of the upper end of the valley throug Glenwood Springs. The effect is obvious as Glenwood continues to become more congested and encumbered by the socio-economic problems related to and caused by an economic core outside its city limits. Like it or not, a major portion of Glenwood's population serve as a satellite workforce to the upper valley economy which has its own independent governments and economies, but their policies and programs have enormous influences and impact on Glenwood Springs. Transit systems are how we access our homes, employment, healthcare, childcare, restaurants, shopping, recreational opportunities, an they are essential to our quality of life. When you think about it that way, transit systems are a clear and compelling shared responsibilit every community in the Roaring Fork Valley. It is the responsibility CDOT, RFTA, Aspen, Snowmass, Basalt, El Jebel, Carbondale, Glenwood Springs, Garfield, and Eagle County to work together to meet the challenges we are facing. Collaboration is a key that will allc us to have more sustainable communities by reducing congestion and traffic and in other ways to address the consequences of climate change that has no boundaries. The discussions around imagining the future of Glenwood Springs must include the consideration and feasibility of a high quality Transit Oriented Developments (TOD's). with Light Rail Transit service linking communities throughout the roaring fork valley corridor to accessi and convenient housing and mixed use development around stations and along the corridor. Glenwood's Updated Comprehensive Plan needs to show a potential route through Glenwood and encourage the further analysis of the potential locations along the route for mixec use development to support ridership. Glenwood Springs needs guidelines towards the selection of a specific transit corridor through Glenwood Springs. This needs to plan for land use and the location of transit stations built to a pedestrian scale with parking facilities clc to the stations and to the higher denser mixed-uses. Transit-Oriented Development(TOD) that will support the underlaying most importar values of sustainability and for building livable communities in the future.
Jan 18 22 10:18:25 am	This area would be a good site for Senior 55+ Single story TOWNHOUSEs. It would provide much needed downsizing for the increasing Baby Boomer population in Glenwood Springs, and free up larger homes so families could have places to live close to the Riverview School.
Jan 26 22 11:07:07 am	WEST GLENWOOD STATION Transform the Glenwood Mall and the Diemoz property into a transit hub on the north side of the Colorado River close to the I70/Exit 114. The transit station facing a large town square and as a prominent feature integrated int a mixed-use development. •A High-density mixed-use district within a 10-minute walk circle surrounding a transit station and public square wi accessible walking, car, bus, and transit systems. •Trees, greenery, and shade along all pedestrian corridors. •Collector support for all transit systems; (future) light rail, buses, park-n-ride, etc. •Designed to include the easy use of bicycles and scooters and support for a bikeshare rental system integrated into the community wide bikeway network. •A development designed to encourage I-70 commuters with an upper valley destination to get out of their cars a use the transit system. •A town center including restaurants, coffee shop, grocery store, drug store, dry cleaners, fire station, etc. that will provide a new revitalized sense of place for the Glenwood Springs community.

Jan 27 22 09:16:34 am	8TH ST. STATION Divert development pressure and restore the natural systems and the ecosystem of the Confluence Area as top priority! This area of the confluence includes Veltus Park, Two Rivers Park, the Glenwood Elementary School and City Hall, connected by trails, bridges, and greenways to the historic downtown on both sides of the river. It is a natural outdoor environment for play and learning and activities such as planting a tree or caring for a plant and helps support an environmental ethic. •The focus needs be the preservation, protection and restoration of the ecosystems that are under pressure from climate change and over development. •The Confluence is centrally located and well suited to provide a contiguous park and pathway system providing carbon-free transportation options and links people to popular destinations. •The Confluence is great opportunity connecting people to the river, for playing, biking, learning and elements that can reduce ambient air temperatures, filter pollutants from stormwater runoff and the air and is the heart and lung of the city. •Designed to include the easy use of bicycles, scooters, and support for a bikeshare rental system integrated into the community wide bikeway network. •A large central public park maximizing benefits to the community as a sustainable site that will play an important role in supporting human health and create opportunities to improve physical, mental, and social well-being. •A Transit station serving Historic Downtown Core and existing neighborhood and collector support for transit systems; (future) light rail, buses, park-n-ride, etc. located adjacent the government buildings and Confluence Par
Jan 28 22 07:51:13 am	6TH ST. STATION A Transit station needs to be a prominent feature serving a mixture of uses, high-density housing and a walkable district guided by the vision of the 6th Street Master Plan adopted in 2017. This historic area needs new development and revitalization as an extension of downtown. A downtown district financed by public/private partnerships for mixed-uses, enhanced landscaping, and public parking structures that preserve the historic character of North Glenwood Springs. •Transit station within 10-minute walk to the Glenwood Caverns Adventure Park, Hotel Colorado, and Glenwood H Springs Resort. •Collector support for transit systems; (future) light rail, buses, park-n-ride, etc. •Designed to include the easy use of bicycles, scooters, and support for a bikeshare rental system and integrated into the community wide bikeway network. •A station serving, I-70 commuters and tourists with an upper valley destination. •The DDA needs to focus its efforts and reach out to property owners towards forming the public/private partnerships required to revitalize this area.
Jan 31 22 01:18:41 pm	SHELTON-HOLLOWAY HOUSE The Shelton-Holloway House is a historically landmarked home and the only structure on an entire city block in North Glenwood. This property owned by a family trust presents the opportunity for it to become the home of the Glenwood Historical Society and a city park. The historic home a museum with a garden park achieving the intentions of the family trust. The city needs to consider and investigate the property's value to the community. It is a perfect location for a park and for historical preservation. The value to the area as a park transitioning from the single family neighborhood homes into the future higher density mixed use development on sixth street. This is a tremendous opportunity to preserve and protect a historic building and at the same time become a vital part of the future redevelopment of 6 Street.

Jan 31 22 01:24:26 pm	DONEGAN RD. STATION High-density, walkable district within 10-12 minute walk to a transit station •Collector support for transit systems; buses, park-n-ride, etc. •Designed to include the easy use of bicycles and scooters and support transport Bikeshare rental system and bikeway network integrated into station. •A station designed to serve local neighborhood commuters
Jan 31 22 01:25:49 pm	19TH ST. STATION A Transit station for a mixture of uses, high-density housing and walkable to Valley View Hospital including development and revitalization of the old Safeway site. •Collector support for transit systems; (future) light rail, buses, park-n-ride, etc. •Designed to include the easy use of bicycles, scooters, and support for a bikeshare rental system and integrated into the community wide bikeway network.
Jan 31 22 01:27:50 pm	SOUTH GLENWOOD STATION A redevelopment and revitalization of the existing transit station site for a mixture of uses, high-density housing ar walkable to the Roaring Fork Market Place. •Collector support for transit systems; (future) light rail, buses, park-n-ride, etc. •Continue this location as a transfer station to rapid transit serving the upper valley. •Designed to include the easy use of bicycles, scooters, and support for a bikeshare rental system and integrated into the community wide bikeway network.
Feb 05 22 05:21:59 am	Grocery Store so West Glenwood people could walk to get their groceries.
Feb 05 22 05:24:38 am	Build a pedestrian overpass for biking and walking so you can access Lova Trail from Highway 6. Note that no sidewalks or bike paths exists for over a mile on Highway 6. Complete connectivity to these neighborhoods.
Feb 05 22 05:28:28 am	Add small overpass to get past this portion of exit 114 roundabout as this is very dangerous for pedestrians or bikers to cross.
Feb 05 22 05:29:31 am	Add small overpass to get this part of exit 114 roundabout as this is very dangerous for pedestrians and bikes to cross.
Feb 05 22 05:34:37 am	Soft surface trail for mountain bikers and hikers that connect Exit 114 to Community center.

Feb 05 22 05:35:50 am	Soft surface trail for mountain bikers and hikers that connect Exit 114 to Community Center.
Feb 05 22 05:45:18 am	Emergency access lane on the North side of I70 that goes from West Glenwood to South Canyon. This trail can b used for biking and walking commuters all year and also provide emergency access and assist with evacuation.
Feb 05 22 05:48:27 am	Emergency access lane on the North side of I70 that goes from South Canyon to West Glenwood. This trail can b used for biking and walking commuters all year and also provide emergency access and assist with evacuation.
Feb 05 22 05:54:23 am	Extensive soft surface trails system for hiking, mountain biking, and dog walking that connects the Palmer neighborhood to the other South neighborhoods behind Walmart.
Feb 05 22 09:28:38 am	GLENWOOD MEADOWS STATION Build Transit station and public square to serve this high-density residential and mixed use existing development. •This area can help relieve pressure to develop in more vulnerable places. •Collector support for transit systems; (future) light rail, buses, park-n-ride, etc. •Designed to include the easy use of bicycles and scooters support for Bikeshare rental system and bikeway network integrated into station
Feb 06 22 12:35:55 pm	Work with City Market to relocate to the old Safeway building so we can have a cleaner and more updated grocer store that can stock more products. The old City Market building can then used for smaller business that do not require as much space or be torn down and turned into apartments to include affordable housing.
Feb 06 22 12:37:35 pm	Relocate City Market to the old Safeway location to allow for more room for products. Tear down this building and build residential living to include affordable housing.
Feb 06 22 12:40:23 pm	Increase enforcement to address homeless in this area, off leash dogs and pet owners not picking up after their pets. If Glenwood City Police doesn't have the resources to enforce their own rules then rescind the rules. Just by putting rules and regulations in place doesn't mean they'll be followed.
Feb 06 22 12:43:44 pm	Enforce speed limits and noise ordinances. If Glenwood City Police don't have the resources to enforce the speed limits and noise ordinances then what's the point in having speed limits or for that matter the local law enforcemer
Feb 06 22 12:52:44 pm	Consider an entertainment area to include movies, bowling and similar activities for the community. If REI were to locate to Glenwood as mentioned in the newspaper they should locate down by the old mall.
Feb 06 22 12:55:02 pm	Consider adding outdoor Pickleball and basketball courts given that the recreation center caters more towards tennis.

Feb 06 22 12:57:55 pm	Consider other recreational uses for this field such as adding pickleball courts. The pet owners that use this area a an off leash area can use the dog parks. Isn't that what the dog parks are there for?
Feb 06 22 12:59:58 pm	Redevelop the old mall into an open air mall and mixed use area. This could include outlet stores that cater to loca needs plus affordable housing.
Feb 06 22 01:03:12 pm	Grow this area into the central transportation hub area so that more of the commuters from Newcastle, Silt, Rifle, etc that work up the Roaring Fork Valley can exit at West Glenwood to catch a bus.
Feb 06 22 01:04:49 pm	Agree, a grocery store would be ideal for West Glenwood and would reduce Grand Avenue traffic.
Feb 06 22 01:05:53 pm	Look for trail and recreational opportunities along this mountain area that would connect to town.
Feb 06 22 01:09:51 pm	Consider locating a homeless shelter in this area to include assistance from local, State and Federal resources to work with homeless in the area.
Feb 06 22 01:13:34 pm	Get rid of what really is more of a private small plane airport that the tax payers of Glenwood pay for. Leave room for emergency helicopters and a refueling station for the hospital helicopter but otherwise redevelop the property t include mixed use such as office space and affordable housing.
Feb 08 22 09:39:24 am	Transportation is the regions biggest challenge. The entire mall and Deimos property needs to be envisioned together with this in mind. I believe with the right partners from Aspen the community of Glenwood could support light rail from the mall to Aspen for the daily work crews. It is the natural leave off place for cars and local busses t in town along with the rail to Aspen. West Glenwood has also needed a grocery store. This seems the logical plac The mall should be retrofitted instead of torn down and filling up the landfill. If some of this cant be accomplished directly it should be preserved into long range planning. It would be a disservice to piece meal this property.
Feb 08 22 11:56:48 am	This area needs to be considered with the greatest of care. The hazards are so great in this canyon that growth past the first mile would be flat out asking for trouble. The new Watershed Biodiversity Initiative would be beneficially included in any plan that South Canyon is considered for. This area will eventually affect 3 mile residence with the threat of underground fire hazard. There is also the landfill. It has not been taken seriously in s many years. Now it has two excellent managers but they need councilors who care about climate change and the reality of what we are creating as humans. I wish the landfill had its own board.

Feb 08 22 12:20:26 pm	In the post Independent on March 5 2012 the city council, approved a park for West Glenwood. It never happened and was forgotten by the greater public. It is a great disservice to continue to put people in housing where there is no access to green space. Not one city councilor or any person involved in the decision that went into the ideas of these massive complexes for people would ever consider having lived there, or their kids or grandkids for that matter. For the mothers living among car dealerships and concrete I have little doubt have anxiety the children will have difficulties. West Glenwood was promised a park, needs a park, deserves a park. It does not have to be a hi maintenance project. Get some creative minds and put together a nature mimic. I don't know where but Im sure it could be figured out with political will.
Feb 08 22 12:31:02 pm	This is the access point for a fire escape? Im not sure how this can get people going East. The fires all get blown from the West. The only access point points right into the fire?
Feb 08 22 12:33:03 pm	Make a turn onto centenial that exits onto Interstate 70 going west used only in emergencies. Make sure everyone knows about it.
Feb 08 22 07:46:09 pm	I'd like to see more of a physical connection to our rivers, and a greater historical interpretation of the Colorado Midland Railroad
Feb 08 22 07:48:52 pm	South Midland is about to become a major route. Let's be sure to keep intact what we have left of Cardiff townsite and Ovens
Feb 08 22 07:56:33 pm	Not too many escape routes from here- consider a connection over to South Canyon?
Feb 08 22 07:58:34 pm	The airport is not only Historic, but provides training facilities, refueling, the only small-plane repair shop and provides multiple economic benefits, besides being self-funding
Feb 09 22 07:08:17 am	Keep this as open space with recreational and educational activities. Think NYC's Central Park! If we continue this rate of economic development rather than community development we need open/green spaces.
Feb 09 22 08:46:59 am	ALLOW FOR 1+4 Construction to maximize use of space. 1st floor concrete structure for retail base and subgrade parking. Upper floors shall be housing.
Feb 09 22 08:49:05 am	Extend zoning for continuous grand street core. Improve walkability through allowing for higher density zoning. Promote Livability with Strong downtown core extension.
Feb 09 22 08:52:10 am	Consider up zoning to allow 1+4 housing. Retail base, subgrade parking, residential on top 4 floors.
Feb 09 22 08:53:49 am	add a bus stop. Closest one is 2+ miles away!
Feb 09 22 08:57:37 am	Better Train service to Denver and Grand Junction. Become a transit hub for commuters who service the roaring fork valley; + connect light rail. Become a train away destination for health and wellness for city people.
Feb 09 22 08:59:46 am	Consider upzoning and allow a 1+4 construction model. 1st store concrete retail base, with upper story stick built residences, subgrade parking below.
Feb 09 22 09:01:09 am	Zoning to promote historic vernacular based on existing precedent for new Grand Street Construction? Create a charming Strong town aesthetic
Feb 09 22 09:03:38 am	Upzone to allow Retail base and Housing above, subgrade parking below. Open green and public square in the center.
Feb 09 22 10:59:17 am	I am disappointed the city has been dragging their feet in completing the 6th Street upgrades i.e., the pocket park next to the red bridge and the Art Council, completing the landscaping along the street, etc. Why isn't the DDA involved in this Vision Glenwood? Perhaps they are and I'm not tuned in. They had some great ideas for this area Additionally, I am totally against the city using 6th Street as a test site for paid parking - that is like adding insult to
Feb 09 22 11:01:46 am	I would say David Hauter's comments are spot-on, thank you David. His vision mirrors mine so I won't repeat. Please read his and consider ...
Feb 09 22 12:48:42 pm	Why are we building stupid mini-storage units on what could be a prime parcel, overlooking the river? We need a master plan!
Feb 09 22 12:50:26 pm	I don't want to pay millions to build (and then maintain) a tunnel for a landing strip that's used by only a handful of people, many of whom aren't paying taxes in the City.
Feb 09 22 12:51:53 pm	Remove this runway that's occupying prime residential development area for single family homes.
Feb 09 22 12:52:33 pm	Relocate these storage yards and make way for single family homes.
Feb 09 22 01:05:53 pm	Relocate the impound lot and make way for single family homes.

Feb 09 22 01:28:28 pm	So that drivers can see pedestrians in the road, this crosswalk needs lighting - perhaps motion-sensored?
Feb 09 22 01:30:16 pm	So that drivers can see pedestrians in the road, this crosswalk needs lighting - perhaps motion-sensored? - on bo sides of 8th Street.
Feb 09 22 01:37:04 pm	I agree 100% with David Hauter's ideas here. Throw in some additional community amenities - like a movie theate and bowling alley - and you have a lively, sustainable center for neighbors, citywide residents, and visitors. https://www.city-journal.org/housing-creation-from-empty-retail-spaces
Feb 09 22 01:58:04 pm	Place a couple of 6" pipes to drain the trail (to the existing culvert across hwy 6) and raise the trail with 3"- or simil material. This a temporary fix but certainly no more temporary than the 8th St extension. We don't need to spenc $1M+ of City funds on this right now but it needs to be fixed.
Feb 09 22 02:01:13 pm	Install a crusher fines trail where someday there should be a permanent sidewalk. There is a social path now.
Feb 09 22 02:04:14 pm	Pave over the tracks and modify the sidewalk approach/move the landing point to improve the safety of the crossi
Feb 09 22 02:06:01 pm	Maintain this path with snow clearing and ice melt
Feb 09 22 02:08:26 pm	Manage competing effort of snow clearing by Parks and Streets departments. The sidewalk is cleared, than Stree clears snow from the road and Parks must redo their work. This happens in several other parts of town.
Feb 09 22 02:13:13 pm	A particular housing challenged person has trashed this bridge landing with cigarette burns, stains, etc. We have also witnessed this person smoking marijuana and drinking from a whiskey bottle in this public location. This is a popular tourist location.
Feb 09 22 02:14:31 pm	Remove snow from stairs on the same day of snow clearing from the parking surface.
Feb 09 22 04:06:51 pm	This section of pedestrian/bike path needs some attention. Make it a welcoming, safe, and beautiful so people wa to use it.
Feb 09 22 04:09:29 pm	This pocket park could be an bandshell / playground with a fountain to engage the pedestrian nature of the 6th street redevelopment
Feb 09 22 04:17:42 pm	Where's my BYPASS dude? jump from Village Inn to rail corridor all the way to McDonalds with one exit at city market/high school. Downtown will forever change, but for the better. Also, light rail should be envisioned here fo the roaring fork valley. A riverwalk from train station to two rivers. and a theater district on the old sewer plant, with retail/restaurants/ housing all in a mostly pedestrian mall/village behind the JAIL house.
Feb 09 22 04:24:29 pm	A DISC GOLF course. Accessible, and engaging for a large demographic to get active. As it stands, travel required for CMC, Sunlight, and New Castle.
Feb 09 22 04:31:09 pm	How about a Convention Center somewhere near Glenwood? Many towns reap the revenue from not only the events facility, but the attendees that stay, play, and spend while they are here. Also, it puts us on the vacation itinerary of future vacation visits by those same group(s).
Feb 09 22 04:49:24 pm	a RIVERWALK FROM TRAIN STATION TO TWO RIVERS PARK /CONFLUENCE
Feb 09 22 06:51:19 pm	Could we divert some water to flow through this area and then back into the river to create a recreational river par Like the park at the base of Steamboat Ski area. If not at this location maybe somewhere else in town. Parents of young kids would absolutely love these types of things in town.
Feb 09 22 06:55:23 pm	Rollerskating rink/ Jump Street/ Bowling Alley
Feb 09 22 07:26:21 pm	There needs to be a sidewalk on the north side of 8th Street between Defiance Ave and 7th Street.
Feb 09 22 07:35:01 pm	Is the golf course a responsible use of land? Water resources? I'm not so sure.
Feb 09 22 07:38:33 pm	Wouldn't it be nice to have a ped/bike connection here connecting the Meadows/Community Center to Two Rivers
Feb 09 22 07:40:26 pm	Annex the county portion of west Glenwood into the City.
Feb 09 22 07:46:10 pm	This courtyard is underutilized. How could this be more activated as a civic space? If we're paying to keep the law green, let's do something with it.
Feb 09 22 07:49:10 pm	Pretty sure this lot is being used as park and ride. Good to see people riding the bus, but need official options to g people to/from bus stops

Feb 09 22 07:55:34 pm	Bathrooms needed
Feb 15 22 08:33:02 pm	The Rio Grande trail is designated as a "transportation corridor" in the current comprehensive plan. Change this designation to "non-motorized transportation corridor" and manage the corridor as parkland. The Rio Grande alignment may have once been a transportation corridor, but it now functions as a park and is us as a park by hundreds of Glenwood residents each day. Many communities would love to have such a priceless amenity right in the center of town. Using this parkland corridor as a route for yet more transportation infrastructu would be a real loss for our town.
Feb 16 22 05:00:33 pm	https://www.vaildaily.com/news/eagle-valley/avon-makes-a-shift-toward-values-based-marketing-messaging/?fbclid=IwAR18zCXj4UYmobtHvBPM1A0tUzeQxSyyUiORfey3f4Y8pw60vlEE5mOHTPA value based planning?
Feb 23 22 08:53:12 pm	Revise zoning on drive through business to not allow them. It is un-sightly, not walkable, not accessible, and as they do not reflect our mountain town charm. We need to encourage street entry business and pedestrian first business and buildings.
Feb 23 22 08:56:40 pm	Revise zoning code to disclude Drive-through business. All of Grand ave to be strong core of street life, pedestrians, shops and stores, restaurants and bars, all the way t the south end of town. Enhancing the image of Glenwood, it's attactiveness, and small-town charm and walkibility
Feb 24 22 09:45:23 am	There are essentially no parks in West Glenwood. Find a way to dedicate some green / play space.
Feb 24 22 09:55:07 am	Mel Ray hosts foot, car, truck, semi-truck, bicycle and more, it has no sidewalk or even width for 2 cars and a pedestrian. The street often comes to a stop due to large truck traffic. It unloads into the roundabout where 3 or 4 businesses also thrive. Add a north-south corridor (path or street) between the mall and the businesses; connecti Donnegan to Hwy 6.
Mar 03 22 08:42:42 am	I live at the very busy intersection of So. Midland and Mt. Sopris Dr.
Mar 03 22 08:44:53 am	I work at the Glenwood Springs Chamber Resort Association. We operate the Glenwood Springs Visitor Center in the CMC building that was US Bank.
Mar 03 22 08:50:26 am	This area is most heavily used by pet owners and provides a great place for dogs and their owners to enjoy the river and do mini hikes that the small closed in dog park does not provide. Being relatively new to the area the onl activity that has really provided a great opportunity to meet new people is this open area. I have met most of my GWS friends there. I have also met numerous folks visiting town with their pets that have exclaimed that this is the best dog park they have ever been to. It also provides landing area for paragliders and anglers. I would suggest an additional dog bag station and garbage can in the area. Hopefully through this process this actively used area will not be changed to some other use that inhibits access f users to the river. If you absolutely must do something in the name of progress, This area might be a good place t put a small concession. It is ridiculous that GWS really has no location that someone can sit back enjoy the river while having a sandwich and a beer.
Mar 03 22 08:53:48 am	While Glenwood has added some new (and wonderful) bike trails in the past couple of years (thank you RFMBA) there are more and more people taking up the sport. It would be great if the city would continue to support this activity and plans for Look Out Mountain trail expansion.
Mar 03 22 09:00:31 am	The trails that the City has developed in South Canyon are some of the best around. And I encourage the City to continue with the approved and proposed South Canyon trail plan. I am not in favor of more intense development South Canyon (like camping and RV parks , major improvements to the hotsprings.) There is only one way in and out of this canyon and intensifying uses (above the additional trails) and the aridification of the western slope grea increases the safety issue from a wildfire standpoint.
Mar 03 22 09:07:31 am	An expansion of mining activities will degrade the scenic quality of the area, be a huge negative impact on wildlife add a ridiculous amount of traffic to our roads, detract from the quality of the City as a tourist attraction, and negatively impact recreation access in the area.
Mar 03 22 09:11:57 am	Instead of yet another multifamily market rate rental project the City should consider providing more opportunity fo home ownership (small lot, small house starter homes). This product is not available anywhere in the area and there is a big need for it. Apartments do not provide renters with the ability to grow equity and they certainly don't promote the growth of community and neighborhoods.
Mar 03 22 09:16:11 am	It would be nice if whoever is responsible for maintaining the trail system here would maintain it (the Meadows developer?) These trails are some of the only "beginner" mountain bike trails in the region and the asset is being neglected. It would also be nice if the City/developer would maintain these in the winter for fat biking.
Mar 03 22 09:18:24 am	The LOVA trail will be a great recreational, transportation and economic addition to the City. Please continue efforts to make this a reality.
Mar 03 22 09:21:09 am	Emergency access to I-70 for evacuation purposes.
Mar 03 22 09:25:32 am	General comment. There needs to be more opportunity in the City for home ownership. Instead of relying solely o market rate apts to address the workforce housing issue, let's figure out ways (through grants, subsidies, P3) to incentivize developers to build small lot/small homes for purchase. Downtown GWS is mostly small lot, small homes and continuing this legacy would be one of the best things this City can do to grow community and get people in into real long term housing.

Mar 03 22 09:32:46 am	The Rio Grande trail is one of the greatest assets this City has to offer. Yes it was preserved as a rail corridor but trying to squeeze BRT into this narrow corridor no longer makes sense as the use has changed to a very high use recreation and bike/ped transportation. Further, running buses so close to people's homes will negatively impact the quality of life for those adjacent.
Mar 03 22 09:36:41 am	The 12th street ped underpass is a great asset but very poorly maintained.
Mar 03 22 09:38:37 am	I have seen proposals for an additional tax on residents to help fund affordable housing. That will be a burden. HC about a tax on second homes and diverting some of the tourist tax dollars to providing work force housing?
Mar 03 22 09:40:15 am	Great and underutilized asset. Maybe cleaning it up and moving homeless from the area?
Mar 06 22 04:43:28 pm	Encourage bicycle, pedestrian use of Pitkin Avenue and keep the big box trucks off. It is a school zone from the high school to the elementary school. Add more stop signs to slow down traffic please.
Mar 06 22 04:49:03 pm	Change to single provider trash companies to eliminate the beehive of trash trucks roaming our streets. They are loud, dirty and disruptive to our neighborhoods.
Mar 06 22 04:52:07 pm	Add more recycle centers in neighborhoods around town. This one downtown has been really successful.
Mar 07 22 12:57:44 pm	The Glenwood Bike/Walk trail needs to be extended to connect to the South Canyon Trail and beyond.
Mar 07 22 12:59:11 pm	Needs to be a separate Bike/Walk bridge to stay away from the busy road.
Mar 07 22 01:01:25 pm	it would be nice if the rules/laws would be followed on the Rio Grande trail, i.e. dogs on a leash!!! Can't count hov many times I've crashed due to unleased dogs.
Mar 07 22 01:09:49 pm	Would be nice to extend this trail both north and south. Connect up with the other trails in the area.
Mar 07 22 01:10:42 pm	Would like to see this trail extended south and eventually merge with RGT.

Mar 07 22 01:13:20 pm	Needs better marking due to this increase use of this bridge and trail. I would add links to both north and south RGT.
Mar 07 22 01:15:37 pm	Glenwood is no longer a small town. We are nothing but a tourist stop with Air BNBs on every street. The drive through business will only increase due to our city council allowing for Air BNBs to happen in our community.
Mar 07 22 01:26:40 pm	Please maintain and develop the 13th street trail both next to the homes and over/under the road ways.
Mar 07 22 01:28:01 pm	We need to stop the Air BNBs from taking over the city. This is preventing us locals from owning homes in the area. The Air BNBs are pushing us out. Take action or leave your city comfy position.
Mar 07 22 01:28:55 pm	Instead of a bank, the city should have bought the land and built another parking garage.
Mar 07 22 01:30:00 pm	Add more parking for the tourists closer to downtown. They are encroaching into the neighbor hoods. Add the Ai BNBs in and our parking situation is a nightmare.
Mar 07 22 01:30:59 pm	Need to add some type of metering parking for the trail head. Some days Bennett is tough to navigate due to people walking in the street.
Mar 07 22 02:52:43 pm	STOP ALLOWING AIR BNBS IN THE CITY LIMITS!!! THIS IS PUSHING OUT THE LOCALS OR ANYBODY WH REALLY WANTS TO LIVE HERE LONG TERM!
Mar 07 22 02:53:59 pm	I second the bathroom comment here.
Mar 07 22 02:55:40 pm	Increase parking and pave the area, add curbs, lines etc. Also stop allowing the paragliders from doing their business right there. Crowds in the summer prevent access to the trail, or they hang out on the trail and prevent trail users to properly use the trail.
Mar 07 22 02:56:40 pm	Increase the size of the dog park, to decrease the amount of unleashed dogs on the trail.
Mar 07 22 02:59:33 pm	Agree with David's comments about the use of the area and a transit station.

Mar 08 22 03:19:16 pm	Affordable housing with underground parking for housing and city hall
Mar 08 22 03:22:00 pm	affordable housing with underground parking across the street
Mar 08 22 03:22:54 pm	three story parking structure
Mar 08 22 03:27:18 pm	land trade between GWS and the Forest Service. Move FS to GWS sewer treatment plant spare land and develo affordable housing at the airport site after the south bridge is constructed
Mar 08 22 03:28:57 pm	.75 Acre commercial development after the south bridge is constructed.
Mar 08 22 03:30:16 pm	Affordable housing on Rodeo grounds after the south bridge is constructed
Mar 15 22 04:25:04 pm	37 years at the North end of the runway. One of the most densely populated areas in GWS, and Glenwood Park, planned as PUD, has some of the highest diversity of housing types in the city. Has parks, walkable school. Addition of Park West, Park East and Cardiff created a real magnet.
Mar 15 22 04:26:24 pm	good place to work
Mar 17 22 12:13:45 pm	Please keep this open area for the many of us who use it literally day and some nights all year long. Over 100 people use it every day for their running, walking, sitting, picnic and dog socializing. It is one ares that is still greer un developed, no concrete and does not interfer with those on the bike path. If this is developed, there will be mar more dogs and walkers on the walking/ bike trail As a hiker, biker, dog owner and river runner, this is THE one place where my dog can safely socialize with others. Those of us who use it every day do out best to clean up aft vistirors and the hig schoolers who leave trash, and those who camp here illegally int he summer. What would help? ONe port o potty and a dog bag at the area so those who forget a bag can grab one easily. For those who think dog should go into. the fenced in park go take one look at it. It is super small, no shade and n well cared. There are days when we have as many as 20 dogs safely playing with each other int he big field. Shou we all cram into that super small space, it would be disaster.
Mar 19 22 12:11:03 pm	I would like the Cardiff community garden to be a city park with grass

Mar 19 22 01:45:42 pm	The dog parks are large enough. Enforce the leash ordinance for all the other areas being used as off leash areas and enforce picking up after your pet.
Mar 19 22 01:49:57 pm	This is not officially an off leash dog park and yet that's what it's constantly being used for. The off leash dog park are just to the south and yet people can't seem to walk that far. Enforce leash laws and the use of the dog park fo off leash use because as witness every day those using this area to let their dogs run off leash are not picking up after their dogs which impacts all other users.
Mar 19 22 01:53:00 pm	Add a picnic shelter.
Mar 19 22 01:59:01 pm	Using this as a transit station doesn't decrease the amount of traffic running along Grand Avenue through Glenwood and given there is a transit station only a couple of blocks further south it doesn't make sense to create another one. It's currently being used for camping, car and mobile home storage. Get a viable business or businesses in here that creates jobs and redevelop to include not only business but residential areas as well.
Mar 29 22 03:13:26 pm	a test note
Mar 30 22 05:09:30 pm	Enter your comments about what is working in Glenwood Springs and what we need to rethink.
Mar 30 22 05:14:22 pm	Type your comment here!
Mar 30 22 05:38:40 pm	Enter your comment(s) here!
Mar 30 22 05:43:21 pm	Enter your comment(s) here!
Mar 30 22 06:50:54 pm	Enter your comment(s) here!
Apr 11 22 09:21:50 pm	rv day parking with wayfinding from I70 and 82. many rvs are passing through and would dine and shop downtow if there was parking. day only, no overnight, enforced…
Apr 11 22 09:29:11 pm	ideal walkable location for denser, smaller employee and senior owner occupied housing…city should try to find ways to acquire or partner

Apr 12 22 09:44:11 pm	Control noise levels on Grand Ave and side streets- Jake brakes and speed racers
Apr 12 22 09:45:34 pm	Minimize development in areas with few means of evacuation
Apr 12 22 09:50:50 pm	Preserve the remains of old Cardiff town and Coke Ovens
Apr 12 22 09:56:03 pm	As South Bridge is built, keep a decent "entrance" to town. The city's temp structures are strictly utilitarian (ugly). could be fun to have lofts and a couple shops in the area, as long as the Airport functions stay as-is
Apr 12 22 09:58:22 pm	Work toward solutions for our un-housed neighbors.
Apr 18 22 07:09:25 pm	Create an Enclosed area for a dog park instead of using the school ball fields. The land is just overgrown weeds and has trash dumped. Level it out and put up a fence along the road, there is already a fence along the airport land.
Apr 19 22 06:50:04 am	The City should acquire the for sale lots and old town site lots on the lower Boy Scout trail area and north to the river as managed and protected Open Space. This area is not conducive for sensible development as the slopes are too steep, road extensions and utility infrastructure are not practical, and wildfire hazards are too high here. A opportunity for another trail connection or habitat protection could also be within the possibilities of this newly created open space.
Apr 19 22 07:21:19 am	The river banks that are the face of town along I-70 are degraded. This area from “the hot pots” to the Roaring Fo confluence is trashed, eroded, and primarily sparsely vegetated with non-native invasive species. An opportunity exists here to restore the riparian edge, stabilize the banks, re introduce native vegetation, and a incorporate a so surface trail with contemplative areas and river access points. This would be beautification, ecologically beneficial and provide recreational amenities.
Apr 19 22 08:07:30 am	This is a prime location for multiple-unit residential housing - could be mixed use with retail on ground floor, residential apartments above. Lots of parking, great views of and access to the riverwalk on the west side.
Apr 19 22 08:15:49 am	This is a prime location to rezone for multiple unit housing. could be mixed use with retail on ground floor, residential units above.
Apr 19 22 09:03:30 am	Please add stop sign. This is a school zone with 20 mph speed limit!
Apr 19 22 09:05:10 am	Add stop sign. This is a school zone with 20 mph speed limit.
Apr 19 22 09:07:37 am	Keep large commercial trucks, semi's and oil tanker trucks off of 11th Street.
Apr 19 22 09:09:50 am	Route the Post Office large box trucks, MTC Logistics, to Grand Avenue.
Apr 19 22 09:11:19 am	Keep Pitkin Avenue pedestrian friendly.
Apr 19 22 09:33:24 am	Traffic moving too fast and crossing lights for pedestrians take too long to change.
Apr 19 22 09:39:14 am	Add another playground for children on this side of the park so they do not have to go across the parking lot to ge to the playground.
Apr 19 22 12:33:53 pm	Route the semi-tractor trash haulers from recycle center toward high school and over to Grand Avenue, not Pitkin and 11th.
Apr 19 22 12:37:44 pm	No semi-tractor 18 wheelers on Pitkin Ave. There was an extra long Target store 18 wheeler that came down 11t Street and could barely make the turn onto Pitkin Avenue. If there had been cars parked as there usually are, he would have been stuck.
Apr 20 22 09:25:20 am	This would be a great location for a concert venue and other uses that may need lots of parking and some separation from residential areas.
Apr 20 22 09:27:17 am	A pedestrian underpass here, as has been discussed, would be fantastic. It's a long light with lots of different turning movements. Safer and easier access to the BRT station will encourage people to get out of their cars.
Apr 20 22 09:28:31 am	A sidewalk on the N side of 27th would be helpful for folks in the existing and soon-to-be-occupied multifamily nearby.
Apr 20 22 09:32:56 am	Any opportunities for new trails on the mountainside, connecting to Lookout Mtn and Doc Holliday area trails woul be a fantastic amenity.

Apr 20 22 09:33:54 am	Two-way traffic without a gate would benefit nearby residents more than it would inconvenience us.
Apr 20 22 12:26:45 pm	comment
Apr 21 22 01:35:42 pm	This property is identified as an opportunity zone and one of the last areas to develop housing in Glenwood Springs. Also, this are is designated for mixed-use planning area with opportunities for diverse housing.
Apr 21 22 01:37:09 pm	The annexation of 480 Donegan is critical to the success of a mall redevelopment and these two parcels should b planned together as part of the annexation going forward.
Apr 21 22 01:38:42 pm	This is a great area for live-work units. I could see small offices and new business opportunities with the the annexation moving forward.
Apr 21 22 01:40:18 pm	This area is close to transportation, trails, and commercial. This is a good area for growth. I love the idea of 40 ne townhomes on Donegan.
Apr 21 22 01:40:53 pm	Yay, can't wait for improvements to this road for bike and pedestrians.
Apr 21 22 01:42:01 pm	Four stories would be a game-changer here! Build up not out.
Apr 21 22 01:43:07 pm	Great work on the new access to I-70.
Apr 21 22 01:44:03 pm	The best chance of a grocery store is the annexation of 480 Donegan.
Apr 21 22 01:45:03 pm	With the annexation, there will be new open space here that is public.
Apr 21 22 01:47:21 pm	What is happening here? I could see a four-story housing building here.

Apr 21 22 01:48:17 pm	A real treasure.
Apr 21 22 01:49:59 pm	Four-story housing with a meeting center on the first floor that is flexible warehouse space for large events or art shows.
Apr 23 22 07:34:41 am	The crossing lights highly favor motorized traffic. I realize cars/trucks need to get to the other side of town. Cou crossing lights be more readily adapted to pedestrians and cyclists? Sometimes I wait up to 5 minutes to get across, all the while trucks whizzing by at high speeds. It is very discouraging. Would this get overall traffic to slow?
Apr 23 22 07:38:08 am	Could we revisit the 7th/Grand pedestrian area again? If that section were closed to traffic, it would be so much safer in this highly active foot traffic area. Kids and other pedestrians are often surprised and confused that cars are crossing. I know this has been addressed in the past. I am willing to show studies that represent increased tourist business use in areas where traffic is disallowed. My grandchild ran across the street from the elevator, thinking 7th street is part of the play park under the bridge.
Apr 26 22 12:21:27 pm	Now, there is a new toy store on this corner - children will be coming and going - what is it going to take to slow traffic down and lengthen the pedestrian crossing times?
May 03 22 11:59:55 am	South Canyon: make it a historic park (it needs to be cleaned up) - hot springs is ecoli central
May 03 22 12:02:36 pm	All of West Glenwood everyone has to drive everywhere so new development needs to be mixed use so people c walk/bike/take transit
May 03 22 12:03:50 pm	Need a bowling alley and movie theater (mall would be a good location)
May 03 22 12:03:59 pm	Need a bowling alley and movie theater (mall would be a good location)
May 03 22 12:05:22 pm	Mall redevelopment (so that it's an actual mall) with housing above (mixed use)
May 03 22 12:05:55 pm	Enterprise zones or URAs at the mall and safeway sites
May 03 22 12:06:30 pm	Grocery store near the mall (to serve West Glenwood)

May 03 22 12:07:29 pm	Enterprise zones or URAs at the mall and safeway sites
May 03 22 12:12:23 pm	Single family on property north of the mall with a park
May 03 22 12:14:33 pm	Single family on vacant land north of the middle school
May 03 22 12:15:18 pm	More apartments along Highway 6 in West Glenwood
May 03 22 12:16:48 pm	Affordable housing at Glenwood Meadows
May 03 22 12:17:44 pm	Single family in Taver Trail neighborhood
May 03 22 12:18:13 pm	Duplexes northeast of the city limits up in the hills (where there are roads)
May 03 22 12:20:05 pm	Do not like the design of the apartments/mixed use in Glenwood Meadows/near community center. It's not neighborhood-friendly, feels like a wall of buildings. It's not connected.
May 03 22 12:21:13 pm	Townhomes north of 2nd St
May 03 22 12:22:36 pm	No change in North Glenwood
May 03 22 12:23:10 pm	There's not enough pedestrian traffic downtown north of the river
May 03 22 12:23:49 pm	If you could create 6th (north downtown) into a street when there's a relationship between the street and the adjacent land uses that would make the area more walkable.

May 03 22 12:25:21 pm	Confluence - people don't distinguish between what is west of the old railroad and what is east of it. Everything we of the railroad could be more community/public space but west of it (old WWT plant) that could be more develope
May 03 22 12:26:34 pm	Confluence should be partially open space and some neighborhood commercial - there are plenty of areas to put housing in town but neighborhood commercial could serve the neighborhoods surrounding it and they can walk ar bike instead of driving in a car
May 03 22 12:27:02 pm	Confluence - open space to the north and townhomes to the south
May 03 22 12:28:02 pm	4 -plexes west of Confluence (8th and Midland)
May 03 22 12:28:44 pm	We need a museum downtown that highlights the history of GWS (potentially on Cooper)
May 03 22 12:29:10 pm	Youth Zone is a possible space for childcare
May 03 22 12:29:41 pm	Don't change downtown
May 03 22 12:30:28 pm	Single family east downtown hillside
May 03 22 12:30:50 pm	Can't build on lots east downtown hillside (grade issues)
May 03 22 12:31:44 pm	Don't change River Manor (mobile home park)
May 03 22 12:34:26 pm	Townhomes west downtown hillside
May 03 22 12:35:50 pm	Open space on the river (city owned) needs to remain open space - green corridor (where hangliders land)

May 03 22 12:37:07 pm	Smith parcel (north of City Market) - prioritize senior housing (owner is leaving it to her children) - duplexes
May 03 22 12:37:44 pm	Duplexes on the Duffy property (north of City Market)
May 03 22 12:38:17 pm	We need a real grocery store downtown (City Market is too small and there's no competition)
May 03 22 12:38:45 pm	City Market should have housing above it (mixed use)
May 03 22 12:41:02 pm	Mixed use on Safeway site should include child/family services
May 03 22 12:41:41 pm	Safeway site is perfect for a transit center with mixed use and parking
May 03 22 12:42:21 pm	Enterprise zones or URAs at the mall and safeway sites
May 03 22 12:43:07 pm	Blake Ave near 23rd vacant parcels - tiny homes
May 03 22 12:43:40 pm	Redevelop the trailer on Rio Grande trail by 27th st park downtown with affordable housing (100% replacement)
May 03 22 12:44:36 pm	4-plexes to 6-plexes at 27th St Rio Grande Trail
May 03 22 12:45:14 pm	27th and Midland parcel for childcare next to senior housing and have intergenerational opportunities
May 03 22 12:45:48 pm	Prioritize development on sites on the south side of town before the north side because of commuter traffic (inves infrastructure there first)

May 03 22 12:46:27 pm	Like the idea of housing in the walmart area for workforce to the north and to the south (Aspen and airport)
May 03 22 12:46:59 pm	3-story townhomes (affordable) in old Office Max near American Furniture Warehouse
May 03 22 12:47:26 pm	Solar farm off 82 south of American Furniture Warehouse should be developed and put the solar on top
May 03 22 12:47:56 pm	South Glenwood needs to have a neighborhood fire drill (Midland is the only egress)
May 03 22 12:48:25 pm	Storage centers by airport should be redeveloped with townhomes
May 03 22 12:49:07 pm	Airport -ONLY if the south bridge happens - yes to commercial, but it'd be office + restaurants. Riverside restaurai Mix of residential should be in scale
May 03 22 12:49:46 pm	Improve the airport for shopping and eating opportunities
May 03 22 12:50:08 pm	Preserve the airport because it was a gift to the city and it would be disrespectful to remove it.
May 03 22 12:50:28 pm	Affordable housing at the airport
May 03 22 12:51:52 pm	Keep part of the airport for emergencies (heli pad)
May 03 22 12:52:16 pm	With environmental remediation, part of the airport could become a nature park
May 03 22 12:52:35 pm	Airport bridge underpass

May 03 22 12:52:55 pm	Keep coke ovens by the airport (no change)
May 03 22 12:52:59 pm	Keep coke ovens by the airport (no change)
May 03 22 12:53:38 pm	Tiny homes on Martinez property (4 Mile) - but there may be an issue getting water there
May 03 22 12:54:45 pm	When i70 closes at No Name tunnel, the roundabouts get so busy they're not functional
May 04 22 07:54:15 am	I would like to see the formation of local landlords who would negotiate reduced rental rates in exchange for extended leases with teachers, public servants, maybe with large employers like VVH, RE-1, CMC, etc. As a form landlord with multiples rentals (which were always priced less than the going rate) I know that broken leases and turn-around repairs were terribly costly and time consuming. This arrangement would be a big WIN for all concerned!
Jun 13 22 12:25:57 pm	I'd like to second the suggestion that we have a ped/bike bridge to allow people to easily walk/bike from Two Rive Park and North Glenwood over to the Rec Center, nearby trails and shops. It would also allow all the residents from the Wulfsohn Rd area to easily access Two Rivers park, Iron Mtn, the big hot springs, and increase their mobility by allowing them to catch at bus on Hwy 6 going either direction.
Jun 14 22 08:46:29 am	This site is privately owned but has long established bandit trails that are connected to City lands and heavily utilized. Although approved for some 38 duplex units, the land owner has offered to donate the site to the City. Th City should act on making this public land.
Jul 07 22 05:10:18 pm	This land is currently for sale and includes development of up to 14 units. The City could purchase this land and create housing, retail, outdoor recreation, etc. as part of the confluence project.
Jul 07 22 05:20:13 pm	Redevelop this site as a transit center (bikes, cars, parking, etc.) as one of the other comments suggested. Also develop a new food market similar to the European markets with several vendors/food restaurants, food trucks, common seating, outside seating oriented towards the river. Acquire as much land on the river and include it in th comprehensive plan to utilize this beautiful resource. Bike trails, restaurants, housing, transit, places to gather. Glenwood does not have enough of this type of infrastructure to support its current population.
Jul 07 22 05:24:34 pm	Leave this as green space. It is a wonderful park for dogs, people to walk, kids to ride bikes, paragliders to land. Consider a community bonfire or festival? Homeless population needs to be addressed
Jul 07 22 05:27:12 pm	Please do anything and everything you can to mitigate traffic noise on Midland Avenue. It was originally intended that trucks would not be allowed to use Midland Avenue. Make more road crossings, plant more trees, create mo green spaces, more speed bumps, whatever you can do to slow down traffic and/or mitigate the sound of traffic

Jul 09 22 03:18:14 pm	Townhomes/condominiums - new housing
Jul 09 22 03:20:01 pm	Patio homes/duplexes for families or seniors, incorporate garden area or small park
Jul 09 22 03:22:50 pm	Work with Hospital on TDM, transit to serve front door - consolidate parking into garage - reduce surface parking and build a daycare
Jul 09 22 03:26:06 pm	Add trails for hiking/running. Connect to Doc Holliday Trail along old ditch easement.
Jul 09 22 03:29:14 pm	Improve Parking at trailhead. Add bike parking - ebike rentals parking at trail. Need a Porta-potty during busy summer months
Jul 09 22 03:32:02 pm	Clean and maintain trail under Grand at 12th Street ditch as a busy crossing. Lighting is good. Is an important connection and crossing for the community.
Jul 09 22 03:35:48 pm	Utilize the RFTA Corridor for Electric busses to get them out of traffic congestion during high volume - improve tra closer to river
Jul 09 22 03:38:14 pm	Mixed use - housing and commercial on this site.
Jul 09 22 03:39:56 pm	Improve safety and walkability along So. Glen Ave. - reduce access points. Add pedestrian safety.
Jul 09 22 03:44:20 pm	Add art and interactive art along River Trail
Jul 09 22 03:53:54 pm	Redevelop Mall into modern mixed use - 3 to 4 stories with mix of apartments and condos or townhomes. Retail and services and Transit center to complement the RFTA transit Hub.
Jul 09 22 03:57:12 pm	2-3 acre park needed for West Glenwood.

Jul 09 22 03:59:33 pm	Medium/high dense housing, mix of apartments and for sale units. Daycare Center.
Aug 20 22 06:17:55 am	Public bathroom is in desperate need of basic updates to be used (stalls don't have doors or close at all)
Aug 20 22 06:20:31 am	Public bathroom is in desperate need of basic updates to be usable (stalls don't have doors or close at all, not maintained with toilet paper or cleaned). Picnic tables are so dirty they are sticky and in many cases not usable. We rented the space and it was disgustin
Aug 20 22 06:22:36 am	Park west neighborhood sign is old, falling over, unreadable at night, and in need of replacement
Aug 25 22 08:11:45 am	I placed this pin in the middle of town because I just want to make some general comments. While I am generally not a fan of growth moratoria, I feel as if we have had so much new development in the last few years that we nee a moratorium to catch our breath And assess the negative implications on all of our infrastructure from the growth we have already approved. Traffic through town is horrendous now, the city market is always too crowded and under stocked, and in general our infrastructure as it currently exists cannot support the level of population growth we are seeing. We need to recognize the boundaries of unlimited growth based on our geography, lack of ability expand much of our infrastructure, and dwindling water supplies. The thought that we can build our way out of the affordable housing crisis is a mistake.

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Draft Comprehensive Plan Survey

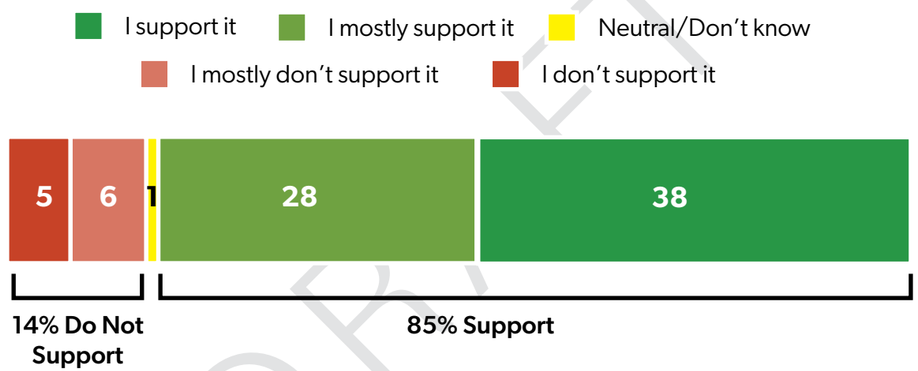
SURVEY OVERVIEW

81 SURVEYS COMPLETED BETWEEN DEC 13, 2022 AND JAN 6, 2023

VISION STATEMENT

"The City of Glenwood Springs desires to maintain its character and preserve its cultural and natural resources by implementing a proactive plan to achieve directed and balanced development, social and economic diversity, address its transportation needs, and continue advancing its climate goals."

WHAT IS YOUR LEVEL OF SUPPORT FOR THE VISION STATEMENT?



#	I THINK IT COULD BE IMPROVED BY:	DATE
1	Focus on improved transit for the layout we have, not just the layout we want. Traffic is today's problem as well as tomorrow's.	1/6/2023 4:45 PM
2	Oil and gas need to still be a part of our future.	1/5/2023 3:24 PM
3	Smart development with density-control! Focus on affordable single-family homes, NOT DENSITY! Converting parking lots downtown to parking decks. Keep the Rio Grande walking path for foot and bike traffic only and NOT developing it as a bus lane. The air pollution, noise pollution, and light pollution would have such a negative impact on our schools, residents and tourist. With more parking decks, parking on Grand could be utilized as bus lanes during certain hours. And more in-town recreation opportunities. Please see comment below.	1/5/2023 12:33 PM
4	Making 'SMART' goals and putting a hold on growth until infrastructure to support what we have plus growth is complete and including support for Seniors and minorities	1/5/2023 10:08 AM
5	Adding busing transportation to South GWS area on Midland.	1/4/2023 6:23 PM
6	We need another full grocery store in Glenwood! Is that ever going to happen?	1/4/2023 2:43 PM

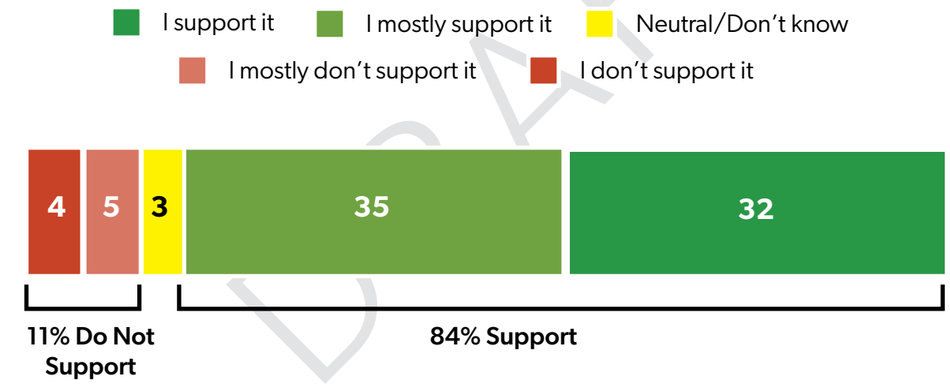
7	add "and water (needs)" to 'address its transportation needs'. What climate goals? be specific	1/4/2023 12:32 PM
8	Culture is not static. Development is acknowledged here, implying some growth is inevitable, so whose culture is preserved? Is it the old timers who remember this part of the valley as a mining and ranching community or the newcomers - Hispanic and/or retirees from far flung locales - and their traditions, rituals, philosophies, and ideology?	1/4/2023 10:06 AM
9	Replace 'affordable housing' with 'workforce housing' and ensure such housing goes only to individuals employed in Glenwood Springs. Greater emphasis on condo developments vs apartments in order to provide ownership opportunities and keep housing money local. It would be nice to see a recognition that Aspen and other up valley communities lack of housing and commuters traffic problems are not ours; Glenwood should be focused on solving our problems and force the other communities to do the same.	1/3/2023 9:34 PM
10	Make Aspen, Basalt and C-dale house the 60% that work there.	1/2/2023 2:03 PM
11	I don't know what cultural natural resources are.	1/2/2023 10:03 AM
12	To single out "climate goals" is not a top priority in my world compared to many other pressing issues.	1/2/2023 8:27 AM
13	No more development!!!	1/2/2023 6:00 AM
14	Adding a goal of having less traffic and slower moving traffic in town.	12/22/2022 11:13 PM
15	Adding "for the citizens of the City"	12/22/2022 1:06 PM
16	For this council, development is always the first priority. Talking about capacity would be more in keeping with residents's wishes.	12/22/2022 12:28 PM
17	Engaging workers who support our community but cannot afford to live here.	12/20/2022 5:33 PM
18	Climate goals differ from resources?	12/20/2022 1:57 PM
19	Allowing for density and removal of racist single family zoning. Euclidian Zoning allows for unchecked nimbyism which hurts economic gains for the lower class and enriches the middle to upper.	12/19/2022 3:12 PM
20	There is no such thing as directed and balanced development. It's driven by dollars. We are and will remain socially diverse. The climate is the climate and throwing dollars and energy at it is a fools errand.	12/19/2022 9:33 AM
21	specifically mentioning river and open space preservation and protection	12/17/2022 1:27 PM
22	You need to recognize not everyone in Glenwood is as "Woke" as you. This plan will ruin this town.	12/17/2022 8:32 AM
23	Tamp down the hostile tone of the toxic City Council member.	12/16/2022 5:48 AM
24	Add the word "sensible" before development	12/14/2022 9:19 PM

GOALS

The following statements represent the goals that push forward the aspirational elements of the Plan

- Promote long-term, sustainable, and diverse economic development.
- Maintain Glenwood Springs as the regional tourism, retail, commercial, and governmental center of Garfield County.
- Preserve Glenwood's character while maintaining livability and increasing the vibrancy and commercial success of the Downtown.
- Address transportation needs and provide multiple convenient travel choices.
- Direct development to locations and building forms that are cost-effective to serve.
- Provide equitable and diverse housing for the entire community.
- Support social diversity.
- Preserve cultural resources.
- Preserve natural resources and protect against hazards.
- Advance climate and resiliency goals as a core community value.

WHAT IS YOUR LEVEL OF SUPPORT FOR THE GOALS ABOVE?



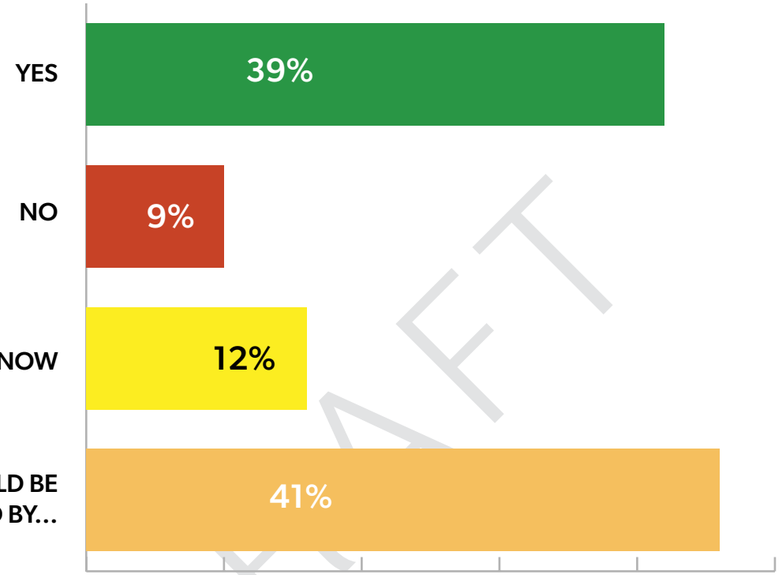
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#	I THINK THEY COULD BE IMPROVED BY:	DATE
1	Less growth.	1/6/2023 4:45 PM
2	Change the order. While they are bulleted, and not numbered, economic development is not our community's top priority. The "ED" bullet should shift downward 2 to 3 spots.	1/6/2023 4:33 PM
3	Replace "Provide equitable and diverse housing for the entire community." with something like "support employers to provide equitable housing to meet the impacts they create". The onus is on the private sector to create housing, the City shouldn't be in the business of providing workforce housing.	1/5/2023 5:06 PM
4	Make ADU units easier to develop for Homeowners who live on site and will rent to Glenwood employees longer term. Seems like the Donegan project would have helped with many of the housing goals.	1/5/2023 3:24 PM
5	In-town recreation opportunities - Ex: Fully utilize the Rec Center ice rink with a full enclosure for year-round use and/or build a second sheet of ice tied to the pool (like EPIC in Fort Collins) to make both facilites more energy efficient. This would increase skating/hockey opportunities for youth and adults along with additional ice sports like curling, broomball, figure skating, etc. Better and more cost-efficient management may be achieved by utilizing a contracted management group that specializes in cost-effective and -efficient ways to use ice facilities. Growing this jewel would significantly increase economic value and bottom line for surrounding businesses for events such as tournaments.	1/5/2023 12:33 PM
6	Changing them so they are 'SMART' and adding goals that include Seniors and minorities	1/5/2023 10:08 AM
7	de-emphasize commercial versus resident intrests	1/5/2023 9:38 AM
8	Not only recognizing the Downtown area, but also West Glenwood, South Glenwood, and Wulfshon shopping areas. It is time that the Glenwood City Council and the Glenwood Chamber of Commerce recognize that the Downtown area is not the only business area in Glenwood Springs that needs to be addressed.	1/4/2023 5:22 PM
9	Having an open space program	1/4/2023 3:51 PM
10	Address long-term water supply and water quality issues. Cooperate with adjacent communities and the county to address regional growth in both valleys.	1/4/2023 12:32 PM
11	As mentioned above I am bothered by the word 'preserve'. Who decides which aspects of character, culture, and natural resources are worthy of preservation? All of these components are dynamic and I hesitate to support any notion that government is going to decide that we should sacrifice common sense solutions because the old guard wants the community to be forever like it was in the 1970s.	1/4/2023 10:06 AM
12	Social diversity is a social issue that is up to the citizens and visitors of our community, not a governmental issue to spend limited resources on. Recognition of parking needs would be nice to see added to the transportation section. Limitation of development should be a goal, not promotion of development for the sake of our town's character and ecology.	1/3/2023 9:34 PM
13	The vision and statements are conflicting. Directing development (promoting high density housing vs single family housing) conflicts with maintaining its character.	1/3/2023 9:40 AM
14	Ambitious growth & development goals may ultimately be destructive to our community.	1/3/2023 7:25 AM
15	Support the vibrancy of small business across the community. Not limited to downtown.	1/2/2023 3:11 PM
16	Eliminate the last 7 items	1/2/2023 2:03 PM
17	Glenwood does not need any more growth. Stop promoting Glenwood. Tourism will never you want to live here do what MANY people have done, work multiple jobs. Stop ruining the quality of life here.	1/2/2023 6:00 AM
18	Adding a statement about lessening traffic in town	12/22/2022 11:13 PM
19	Are these goals weighted?	12/21/2022 11:09 AM
20	Repurpose abandoned building for affordable housing alternatives	12/20/2022 6:11 AM
21	increase public transit incentive by removing fairs completely. Tax the businesses they serve to make up for the meager amounts.	12/19/2022 3:12 PM
22	In the future, use numbers rather than bullit point to identify the above statements. Statement (bullet) 5 makes no sense to me. You should use statements that average citizens can decipher. What is a building form and why the necessity to serve them? Bullet point 6. Are you asking me to help fund housing in Glenwood for poor people. I think not. Also the use of the word diversity is too PC. I'm sick of it	12/19/2022 9:33 AM
23	again, vague on river and environmental/open space protection and preservation	12/17/2022 1:27 PM
24	You are trying to turn this city into Aspen.	12/17/2022 8:32 AM
25	Create and maintain critical open space	12/17/2022 7:10 AM
26	#3 sub success of downtown for success of whole town	12/16/2022 7:40 AM
27	Change "promote" development to "supervise" slow, sensible development	12/14/2022 9:19 PM

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FUTURE LAND USE

DO YOU THINK THE LOCATION OF FUTURE LAND USE DESIGNATIONS SHOWN ON THE FUTURE LAND USE MAP REFLECT THE COMMUNITY'S VISION FOR THE FUTURE CHARACTER/GROWTH OF GLENWOOD SPRINGS?



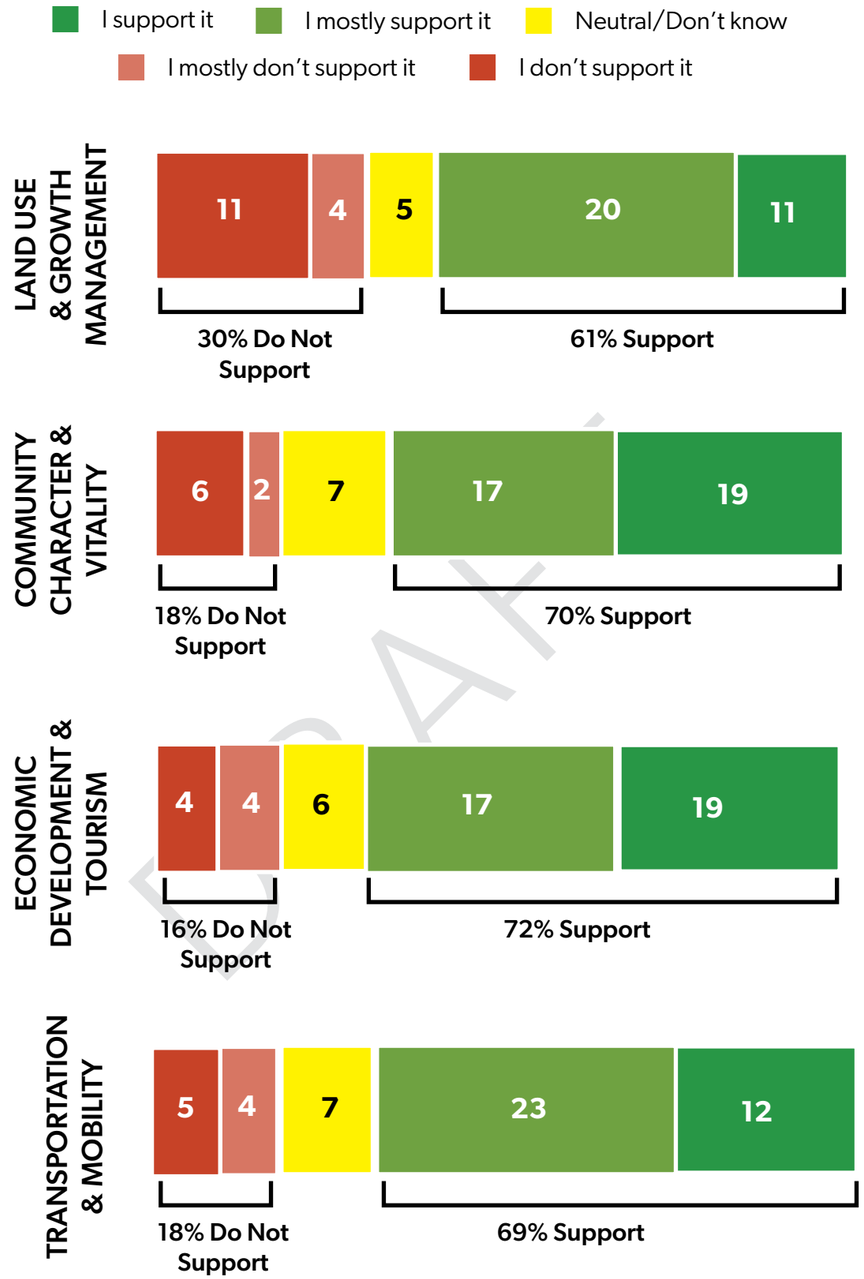
#	I THINK IT COULD BE IMPROVED BY:	DATE
1	The area between the Rio Grande trail and the river is currently shown as single-family residential, when it currently is a park. It should be redesignated as Parks/Open Space.	1/8/2023 9:46 PM
2	I couldn't find the map	1/7/2023 7:25 AM
3	Less development and more parks in town. Almost everything that can be built on is built on in this except existing parks.	1/6/2023 4:49 PM
4	Intersection at Midland and 8th, if developed, seems to invite congestion.n	1/5/2023 3:34 PM
5	A focus on density it concerning. If we continue on the path of packing 'em in wherever there is a bit of open land, we will forever lose our town's character. I do support utilizing areas such as the mall and Meadows for smart developement.	1/5/2023 12:38 PM
6	Adding more open space/parks/etc. in town rather than just outskirts.	1/5/2023 10:11 AM
7	It would be helpful to compare to current land use map, but I don't see growth in commercial	1/5/2023 8:44 AM
7	It would be helpful to compare to current land use map, but I don't see growth in commercial space. If we want to reduce travel and be self sustaining, we should encourage businesses to locate in GWS. Office space etc would help with that.	1/5/2023 8:44 AM
8	Adding transportaion and mixed vertical use to Cardiff Glen area	1/4/2023 6:26 PM
9	More Parks/Open Space in the Low Density Residential on the South end. Also since the UGB mostly shows Low Density Residential and residential developments usually cost the city more expense that they generate, somehow enough commercial should be included to offset the cost of residential.	1/4/2023 5:35 PM
10	Creating an open space park in the meadow behind the old mall in WGWS	1/4/2023 3:52 PM
11	Consider including No Name community as an additional City whitewater park is proposed there. Also must include the Bershenyi Ranch parcels up Four Mile Road as rumored to possibly be developed as residential housing. Is in the Urban Growth Boundary limits and could substantially impact many items associated with the City of GWS... including utilities and transportation.	1/4/2023 1:44 PM
12	Turn the airport Industrial Zone into Parks (specifically a baseball/softball/soccer complex) so that the entire community can benefit from the land, not just the handful of hobbyist pilots. (A helipad can stay for fire response). Elsewhere on the south side there are "conservation" areas designated along highway 82. If the land is too steep for development then it's a lame way to claim conservation values. If it is flat enough to be developed, why not build there in the already developed (hwy 82) corridor and conserve other areas like the 4 mile road "low density residential" space?	1/4/2023 10:15 AM
13	Would be helpful to show how it is different than current. Not useful as is. Nearly impossible for a novice to decipher.	1/3/2023 2:20 PM
14	Plans for development at "8th Street Crossing" should only proceed following approval by OUR COMMUNITY. This area belongs to all, not just special interests whose actions will probably result in the demise of the last of our town's livability and character.	1/3/2023 7:53 AM
15	Market forces	1/2/2023 2:03 PM
16	Leave land undeveloped.	1/2/2023 6:02 AM
17	The city owned land along the river corridor, like at the confluence, should be left as open space/park land/undisturbed land. In the plan this land is proposed for "Some of this land may be considered for community housing." This would NOT connect the community with the river since the general public would likely be trespassing if they went on the land after development. Also, I would say that any development along a riparian corridor has an impact on the natural life of the corridor, so any development is harmful. Please do not develop this land!	1/1/2023 7:57 PM
18	It is hard to tell previous land use vs. future plans from the map. Ensure that future land use follows the principles of Smart Growth (1. Mix land uses 2. Take advantage of a compact design 3. Create a range of housing opportunities and choices 4. Create walkable neighborhoods 5. Foster distinctive, attractive communities with a strong sense of place 6. Preserve open space, farmland, natural beauty, and critical environmental areas 7. Direct development toward existing communities 8. Provide a variety of transportation choices 9. Make development decisions predictable, fair, and cost-effective 10. Encourage community and stakeholder collaboration in development decisions)	1/1/2023 12:01 PM
19	The dog park and the open meadow area below the dog park are zoned as single-family residential. This is not accurate, and these parks should be protected by correct zoning in your plan.	12/22/2022 11:18 PM
20	Did the voters not turn down annexing the 4-mile area now shown in the urban growth boundary?	12/22/2022 1:10 PM
21	providing some statement of restraint on number and type of housing units we're going to build. Glenwood is unusual in that it has a finite geographic size and people are very frustrated with the growth at all cost position.	12/22/2022 12:30 PM
22	improving Hiwy 6 by the I-70 area	12/21/2022 1:41 PM
23	There was a petition and vote last year that did not want residental development north of the mall. That should not be included in the future land use map, GWS citizens spoke pretty loudly during that election.	12/20/2022 3:10 PM

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24	Reimagining the use of the airport land. This could be a vibrant space that could be utilized by the Park East + West neighborhoods as well as the folks up Four Mile and the surrounding area. The airport benefits a select few where as having resources such as shopping, restaurants, office space would benefit a far larger audience.	12/20/2022 9:38 AM
25	green boundaries at the edge of town boundary. Create a open public space buffer between town and county. Green space parks to the west and south, this green circle will promote development in the core, where the investment is needed.	12/19/2022 3:15 PM
26	The software for this survey sucks. Very user unfriendly	12/19/2022 9:36 AM
27	Maintaining the confluence area as open space	12/17/2022 7:20 AM
28	maybe too many designations scattered and need a 'river zone'	12/16/2022 7:40 AM

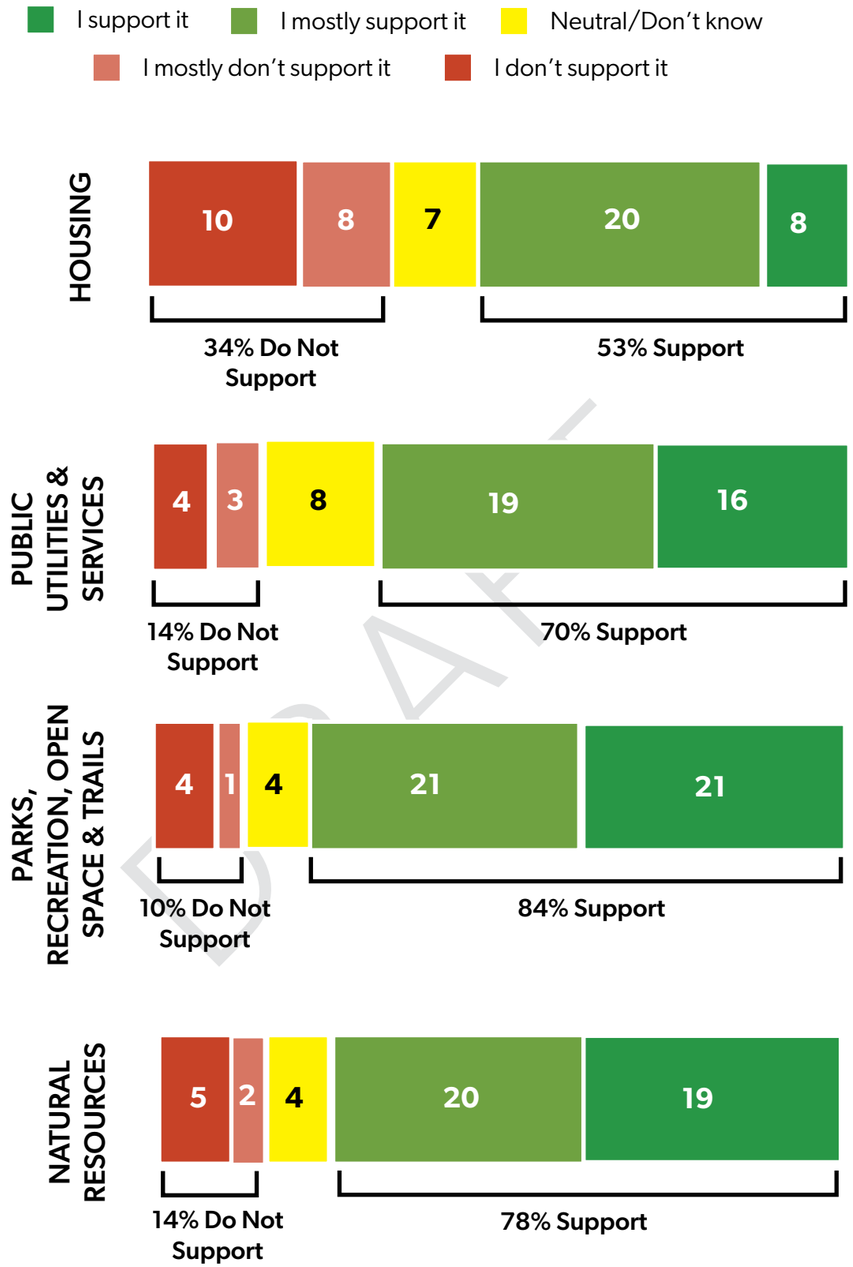
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WHAT IS YOUR LEVEL OF SUPPORT FOR THE STRATEGIES IN EACH PLANNING ELEMENT?

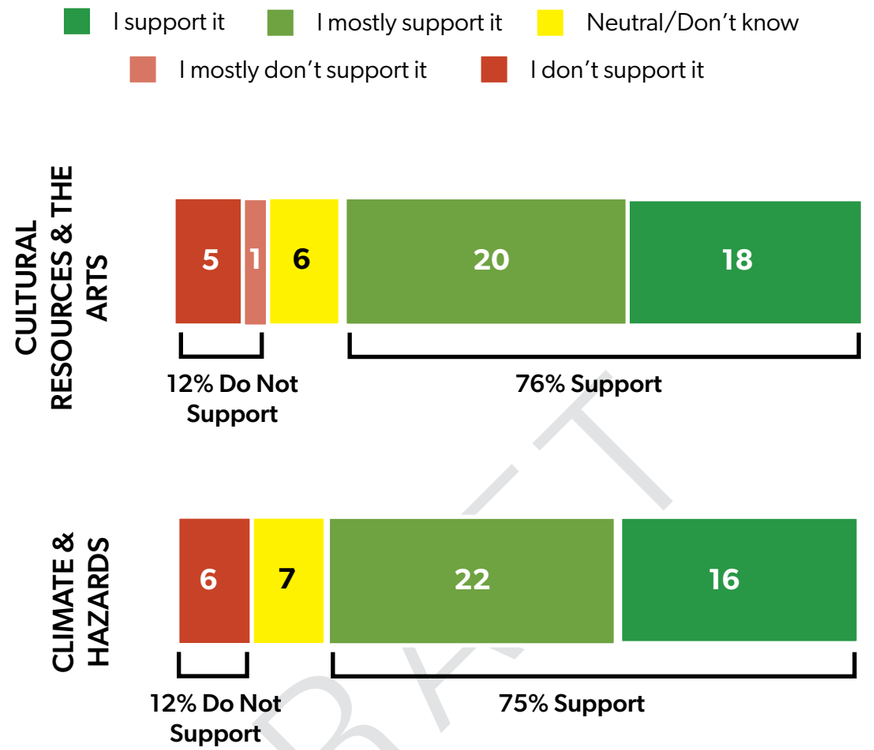


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WHAT IS YOUR LEVEL OF SUPPORT FOR THE STRATEGIES IN EACH PLANNING ELEMENT?



WHAT IS YOUR LEVEL OF SUPPORT FOR THE STRATEGIES IN EACH PLANNING ELEMENT?



#	I THINK THEY COULD BE IMPROVED BY:	DATE
1	The Parks section of the plan stresses the need to obtain parkland and reconnect the city to the river, but one of the Transportation implementation strategies (page 104) is to develop the "Railroad Corridor". There is a fundamental disconnect here. If parkland is important, the first logical step would be to protect the parkland we ALREADY HAVE, and not develop it for yet more transportation infrastructure. All references for developing the Rio Grande Corridor should be removed from the plan.	1/8/2023 9:55 PM
2	Stronger backing for mixed-use and infill development. Let's redevelop abandoned areas and preserve pristine ones. Stop the sprawl.	1/6/2023 4:53 PM
3	I have extensive comments that I will submit in a separate document.	1/6/2023 4:35 PM
4	Pg 63: really like language supporting locals; recommend including supporting events such as Music in Park and Farmers Market and brining back Spring Cleanup Program. Pg 76: recommend including language to support solutions to make more legal mother in law suites in homes for local housing. Pg 86: Recommend changing language from "Protect RICD" to "Build RICD"	1/6/2023 12:16 PM
5	The new additional lodging tax of 2.5% was passed on to our visitors. With tourism being the foundation and economic life line of Glenwood Springs, we need to direct as much of the initial 2.5% to maintaining marketing for Glenwood Springs. People are very cautious spending money on travel right now and we just imposed an additional fee for them to visit us. Marketing is crucial to tourism; the majority of businesses count on this for their livelihood.	1/5/2023 9:37 PM

6	The plan does not mention regional trail connection to other communities to the west. Internal connectivity, gap closure and safety are all mentioned, which I support but it would be great to mention the LoVa trail to So. Canyon and beyond as a regional asset. Having it in the plan can help with future grant applications, showing it's a priority project.	1/5/2023 7:17 PM
7	The LoVa Trail needs to be incorporated into the document, 6 suggestions are below. If adopted, they should also be added to the Action Plan 5.2 also. Page 4 & 18 GOALS- add this one, Create non-motorized transportation corridors connecting to regional trails (IE: the Rio Grande Trail/ south, Glenwood Canyon Trail/ east and LoVa Trail/ west.) 2.2 Challenges, page 15 Traffic & Congestion on Grand Avenue- The City's non-motorized transportation system, AKA trails, has good connectivity to 2 regional trails but lacks a connection to the west. This drives auto traffic in town as people must commute/ recreate by car if coming from the west. 4.3 ECONOMIC DEVELOPMENT & TOURISM MANAGEMENT, page 33 Tourism- The City should focus on completing the "Third Direction". Bicycle tourism is a core visitor demographic, however they can only go in 2 directions beyond city limits (Rio Grande Trail to the south and Glenwood Canyon trail to the east. They yearn for a new place to ride on Day 3, thus the LoVa Trail to South Canyon should be a priority. 4.4 TRANSPORTATION & MOBILITY, page 34 Active Transportation- The LRTP should incorporate connections to regional trail systems. The LoVa Trail, ("Third Direction") is needed to access the isolated, 2,000 acres of city parkland in South Canyon. Parking is limited there, so a bike trail is the only way to significantly increase access. Page 36, Active Mobility- Enhance the ped & bike network- Change this sentence to read "Additionally, it is recommended that the city develop a city-wide pedestrian & bicycle plan that integrates recommendations contained in the River trails Plan, LRTP, and other documents in order to elevate pedestrian and bicycle mobility in, to and through Glenwood." 4.7 PARKS, RECREATION, OPEN SPACE & TRAILS page 44- Trail planning should prioritize connectivity to, and integration with regional trails. IE: Rio Grande Trail to the south, Glenwood Canyon trail to the east and the LoVa Trail to the west (Third Direction). 4.8 NATURAL RESOURCES page 46 Regional Planning- Enhance access to BLM and City-owned parkland by completing the LoVa Trail to South Canyon.	1/5/2023 6:30 PM
8	Make sure plans and opportunities are fair for everyone not just the Diversity, Equity, and Inclusion crowd.	1/5/2023 3:54 PM
9	Restricting growth until infrastructure can support current population	1/5/2023 10:18 AM
10	A study on enclosing the ice rink and converting to year-round use should be prioritized, as this facility is highly utilized by the community and has the potential to bring a significant number of visitors to the community, particularly during the low season (through tournaments, training camps for hockey, figure skating etc).	1/5/2023 8:51 AM
11	1) The city's commitment to keeping the airport land as an airport should be stated. The voters have expressed this through numerous votes. 2) The city should not get into the "housing business", but should encourage viable developments. Most import we must not exceed our water supply with too much development. 3) Develop the old waste water area into parkland. 4) When the Community Center and Ice Rink were built they were supposed to be followed up with a Convention Center and Theater. We should look into these. Think of what a Convention Center would mean to the restaurant and hotel businesses in Glenwood.	1/4/2023 6:28 PM
12	Having an open space program	1/4/2023 3:53 PM
13	On p47 should include prior pursuit of a major lodging facility to be built in the Confluence Area with possible inclusion of a Performing Arts/Convention Center. p53 Should include the many existing and new high density apartment complexes in WGWS and the Highway 6 corridor along with quite a few mobile home parks. Plus potential development of parcels like the now closed Johnson Park mini-golf. p72 There is mentioned "improving transit station downtown". Is there currently one or should it be re-phrased to "investigate building as transit station downtown"? Related to this is one of the MOVE recommendations of eliminating parking along Grand/SH82 could be at odds of ensuring the vitality, desirability and success of downtown. p73 Consider additional public electric vehicle charging stations throughout GWS. p87 Add St. Stephen School and Two River Community School to schools that use city parks as defacto playgrounds and require cooperation and participation in maintenance and funding of those city-owned parklands, Sayre and Gregory Parks. Section 4.10 Climate section, perhaps add a recommendation for Air Quality Monitoring. With I-70, SH82, UP railroad, limestone quarry, migrating air pollution from the west including Oil and Gas extraction, it seems wise to quantify and monitor AQ impacts to the city and people.	1/4/2023 2:02 PM
14	The measures outlined to address each issue are very vague. This makes it easy to follow the comp plan however it leaves questionable whether or not these are even attainable goals. I feel in particular, the issues of park, recreation and open space as well as the housing issues are more identified than addressed as a "plan".	1/4/2023 1:44 PM
15	I completely disagree that we should maintain the airport, and I think the community was given some false choices in recent elections related to land use there. The airport property is a tragic waste of land benefiting only a few wealthy pilots who could easily use the county airport for their recreation. Instead, the airport land should be turned into a sports complex/community park. We are in desperate need of baseball/softball and soccer fields. Local teams struggle to find places to play, and having a dedicated complex with lights to take advantage of ideal summer evenings and expand hours of availability would exponentially improve the lives of all youth in the community as well as the health and wellness of all who could use the facility. For those who argue for wildfire response, a helipad could easily coexist on the site with sports fields. I also think preserving the coke ovens is a silly effort to hold on to a not very distant past. They are not terribly unique in the area (Redstone!) and to avoid a whole chunk of useful property to preserve them is dumb. Maybe keep one as an attraction in the corner of a park, but lets not pretend its akin to the Egyptian pyramids. Highway 82 could be realigned on Midland all the way out to near Ironbridge if the city had the courage to do it. And housing should not be built on core city property that is currently undeveloped. Workforce housing should be by infill only.	1/4/2023 10:40 AM
16	I would like to see more effort being put into the Lower Valley Trail connecting the downvalley communities by more than an interstate highway. It's time for a paved pedestrian and bike path through south canyon.	1/4/2023 7:58 AM
17	Stop high density development, there is enough. In areas of old apartment complexes or mobile home/trailer parks, I think there is opportunity for redevelopment to townhouses and condos as better use of the land to satisfy counsels obsession (Tony generally withstanding as the consistent voice of reason occasionally backed by Wussow) , thank you Tony)with overdevelopment at the expense of our community, infrastructure, and enviroment. Otherwise, medium density neighborhoods with ADUs, like Sky Ranch, should be prioritized and supported. It would be great to see incentivization for homeowners to add ADUs, as in Eagle County, both in the city and unicorporates Glenwood Springs areas such as 4-Mile, Canyon Creek, and No Name. With ADUs, allowance for both short and long term rental should be allowed to increase variety of lodging and housing options to the benefit of homeowners who can use that income to help make homeownership more affordable while providing unique spaces for tourists and entry level housing for those joining our community. I disagree with the plans inclusion of seasonal workers, we need to disincentivise the practice of bringing in individuals to our community by employers so they don't have to pay living wages to those of us who live here all the while taking valuable housing and lodging from locals and tourists.	1/3/2023 9:57 PM
18	If up valley employees lived farther up valley we would have adequate housing and reasonable traffic. Solutions that do not include reducing up valley reliance on down valley would be a band-aid approach. Adding more high density housing here and spending tax money on improving traffic is only enabling up valley to continue to take advantage of our community. Remember that each question is based on a very broad subject and when I say I mostly agree or mostly disagree, you have no idea which part is agreed/disagreed with. Do not make assumptions.	1/3/2023 2:52 PM
19	Changing building codes to allow tiny house housing. Increasing taxes to cover our poorly maintained roads. Come up with a tax strategy to discourage empty vacation homes.	1/3/2023 1:56 PM
20	"Bridge projects to increase network connectivity" (p66) should be reconsidered, especially any crossing at 14th Street. They will quickly become part of the gridlock and worsen the spread of noise, fumes, and light pollution. Please do not sacrifice more of our precious constricted valley to vehicles and the resultant ruinous detrimental effects. The Rio Grande Trail is a priceless pedestrian amenity; sharing in close proximity to mass transit could easily destroy that value. Why are there no efforts to decrease HS student car traffic? Please look at those #s!	1/3/2023 9:09 AM
21	Considering the affect that increasing housing in Glenwood will directly affect the already incredibly stressed school system and their staff. With more housing comes more students and i know GSHS is at max capacity with no proposed construction to help alleviate the issue.	1/3/2023 8:37 AM
22	Stop wasting money	1/2/2023 2:05 PM

23	Under Transportation and Mobility: I think that any "rails to trail" system could be open to all levels of battery assist transportation. Under Parks and Recreation: I'm interested in multi use areas. Particularly, ideally investing in pickleball courts or at least pickleball lines painted on public tennis courts and or basketball courts.and or	1/2/2023 10:11 AM
24	More housing rentals that are under 1500 a month. Housing that is afford able to buy with in GWS 800,000 is not affordable. Get rid of everyone doing an Airbnb VRBO . The new apartments are to expensive 1950 for 500 sq feet. I can't even afford the application fees and down payments. I work in healthcare do not qualify for the employer housing. Not in a clinical position but still need that cheaper housing. I'm to old to be doing roommate shared housing.	1/2/2023 9:44 AM
25	Obviously to late to reroute traffic in town. Again we are going to try to get people to ride the ,how has that worked ? I have a recommendation . Let the commuting,"speeding" that cameras will be installed, drivers that continue to speed will have a photo picture will be taken of the speeding license and ticket will be sent in the mail. Then consequences for non payment of tickets, Safe driving class. Let's make Glenwood Springs streets safe.	1/2/2023 7:21 AM
26	Stop the development.	1/2/2023 6:25 AM
27	The city owned land along the river corridor, like at the confluence, should be left as open space/park land/undisturbed land. In the plan this land is proposed for "Some of this land may be considered for community housing." This would NOT connect the community with the river since the general public would likely be trespassing if they went on the land after development. Also, I would say that any development along a riparian corridor has an impact on the natural life of the corridor, so any development is harmful. Please do not develop this land!	1/1/2023 7:57 PM
28	For future land use development consider cost/benefit of green infrastructure vs. development. Building and/or maintaining green space that conserves the natural ecosystem values and functions and provides associated benefits to the community, including great economic benefit. Green infrastructure is vitally important for for stormwater management, air and water pollution reduction, groundwater recharge, energy conservation, neighborhood revitalization, and numerous other elements of good planning. Consider green infrastructure costs/benefits when considering airport future use. For transportation develop a Complete Streets Design Standard that follows a modal hierarchy for pedestrians, bikes, transit, then cars. Ensure this hierarchy is considered throughout transportation decisions (i.e. TDM, active mobility, safety, regional traffic), not just complete streets desgin	1/1/2023 12:18 PM
29	Please do not turn the river trail into a transportation corridor, except for bikes and walking. This is an important part of our town, and provides a quick and environmentally friendly way to get around town. If the trail is replaced by a road, we will just have more and more traffic.	12/22/2022 11:40 PM
30	The Trans. and Mob. section should not include example projects that are just ideas and have not been vetted by the community such as converting 8th and 9th streets to one way and installing medians on Grand Ave	12/22/2022 1:17 PM
31	The public process was very difficult and the plan to comment by "dropping a pin" didn't work for anyone that I talked to so I think a lot of public participation was lost,These page numbers don't correspond to the online version, making it hard for people to go back and review. I have a lot of other comments but this survey is quite limited.	12/22/2022 12:35 PM
32	Fix 82 traffic - It is no longer a Grand Ave. - just a hazardous scar right thru the town!	12/21/2022 2:12 PM
33	Based on the comments and current election of Donegan, I don't think the Land Use and Growth correctly illustrates the GWS citizens opinion in this matter but instead the city councilmen who voted for Donegan.	12/20/2022 4:06 PM
34	eliminate single family zoning entirely. It's a racist construction. We are the City of Glenwood Springs, not the town or the village..	12/20/2022 3:13 PM
35	I do not agree with the continued support of the airport. This valuable land can serve so many other purposes. It is also loud and unsightly for the people in Park East. As a member of the Park East community, we could use closer resources in the form of shopping, restaurants, office space that we can walk or bike to. Helicopters and planes take off at unreasonable times and this contributes excessive noise pollution to the neighborhood. Any noise ordinance restrictions are not enforced which again, detracts from any otherwise beautiful area.	12/20/2022 9:47 AM
36	Lifting up your local community in the Arts..Music, Art , and Dance by showcasing them I am concerned about any new developments allowed to have open pit fires after the last three major forest fires in the Roaring Fork Valley	12/20/2022 6:32 AM
37	I could not pull up the plan update. Overall it appears to be drafted by idealistic bureaucrats who have no concept of what Glenwood can become. As long as its PC, that's what counts. Transportation is the gorilla in the room and they are concerned with diversity and climate change.	12/19/2022 9:40 AM
38	stronger emphasis on bike trails (including for e-bikes) through town; need to ensure that affordable housing is for residents and not for investors; more dedication to protection of river(s) and natural areas	12/17/2022 1:32 PM
39	This plan should be about fixing streets and infrastructure. But instead it reads like a Woke to do list. Truly shameful that this is the plan you came up with.	12/17/2022 8:34 AM

Conclusion

The Glenwood Springs Comprehensive Plan Update received an outpouring of input and support from an active, engaged, and diverse community. Because of the quality and amount of input received, this Plan is able to capture and represent the identity and future vision of Glenwood Springs in the goals, strategies, and assumptions herein. Special thanks goes out to all those who participated in the engagement process. Please refer to Appendix X to see a detailed summary of data gathered during this process. For additional information, visit the VisionGlenwood.com website.



2023

GLENWOOD SPRINGS COMPREHENSIVE PLAN UPDATE



Comprehensive Plan Update

City Council

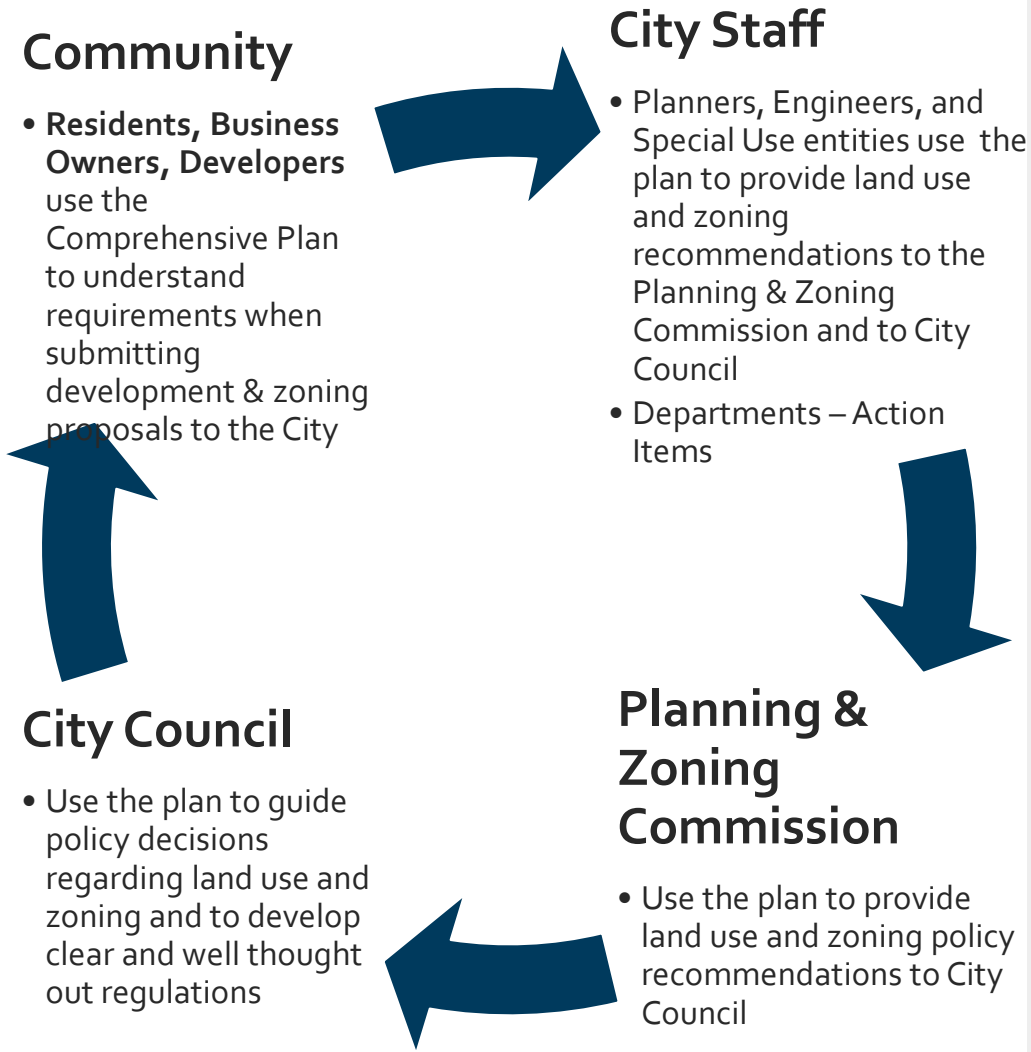
Public Hearing, February 16, 2023

CITY OF GLENWOOD SPRINGS COLORADO

Purpose of a Comprehensive Plan

Recommends how land should be used, but not when development should occur.

- Captures the vision of the community
- Future decision-making
- Identify factors influencing and shaping community
- Analyze a community and evaluate competing interest balance
- Provides guidance for the orderly growth, development, and physical appearance of community
- Equitably builds consensus, commitment from officials, staff, the community, and other stakeholders



Plan Amendment Process

The City will **review** the Comprehensive Plan every **three to five years**

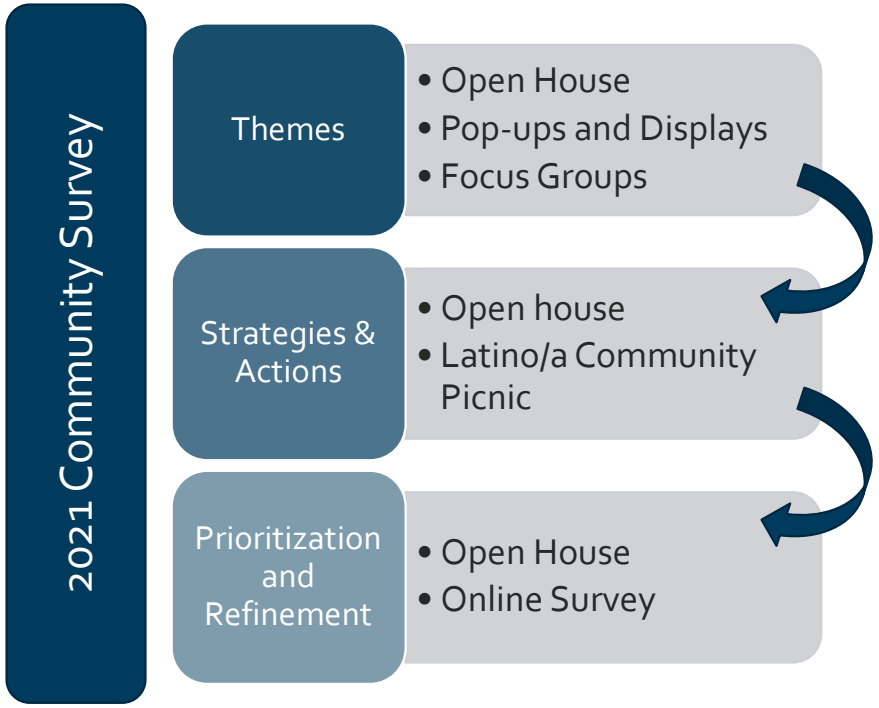
The City may amend the Comprehensive Plan if the proposed change is consistent with the vision, goals, and strategies of the Plan and one or more of the following exists:

- **Subsequent events** have invalidated the original premise and findings
- The **character and/or condition of the area has changed** requiring consistency with the plan
- Public and community **facilities are adequate** to serve the proposed land us
- An inadequate supply of suitably designated land is available to accommodate the proposed land use
- The community or area will gain benefits from the proposed amendment

The P&Z discussed the Policy Action Plan and they would like Staff to consider annual updates to P&Z on progress.

Community Engagement Process Efforts

Steering Committee *(Guides)*



Process started in December 2021

- 6 Open Houses
- 2 Hispanic/Latino Focus Groups/Picnic
- 10 Steering Committee Meetings
- 3 Online Surveys
- 9 Pop-up Events/Displays
- 8 Focus Group Meetings
- 1 Board & Commission Liaison+ Steering Committee Meeting
- 2 City Council Work Sessions:
  - December 1, 2022 & January 5, 2023
  - Planning & Zoning Commission
  - Steering Committee
- 1 Planning & Zoning Commission
  - January 24, 2023, Public Hearing (6-0 Approval)
- 1 City Council Regular meeting
  - February 16, 2023, Public Hearing

***Page 18 of Plan for detailed engagement summary*

What is in the Update?

Is an update to the existing 2011 Comprehensive Plan, not a complete re-write.

3 Overarching Themes:

- Equity, Health, and Wellbeing
- Resiliency
- Community Character

Community Goal Addition

- Advance climate and resiliency goals as a core community value

Planning Framework/Chapters

- Land Use and Growth Management
- Climate and Hazards

Policy Action Plan

- Strategies transformed to tactics that agencies/organizations perform to implement the Plan
- Champion, Community Priorities, and General Timeline



New Sections

Changes in the plan from First Public Draft, December 13, 2023

Recommended changes synthesized from public Survey and Council work sessions

Public Survey Comment - *"Not only recognizing the Downtown area, but also West Glenwood, South Glenwood, and Wulfshon shopping areas"*

Example

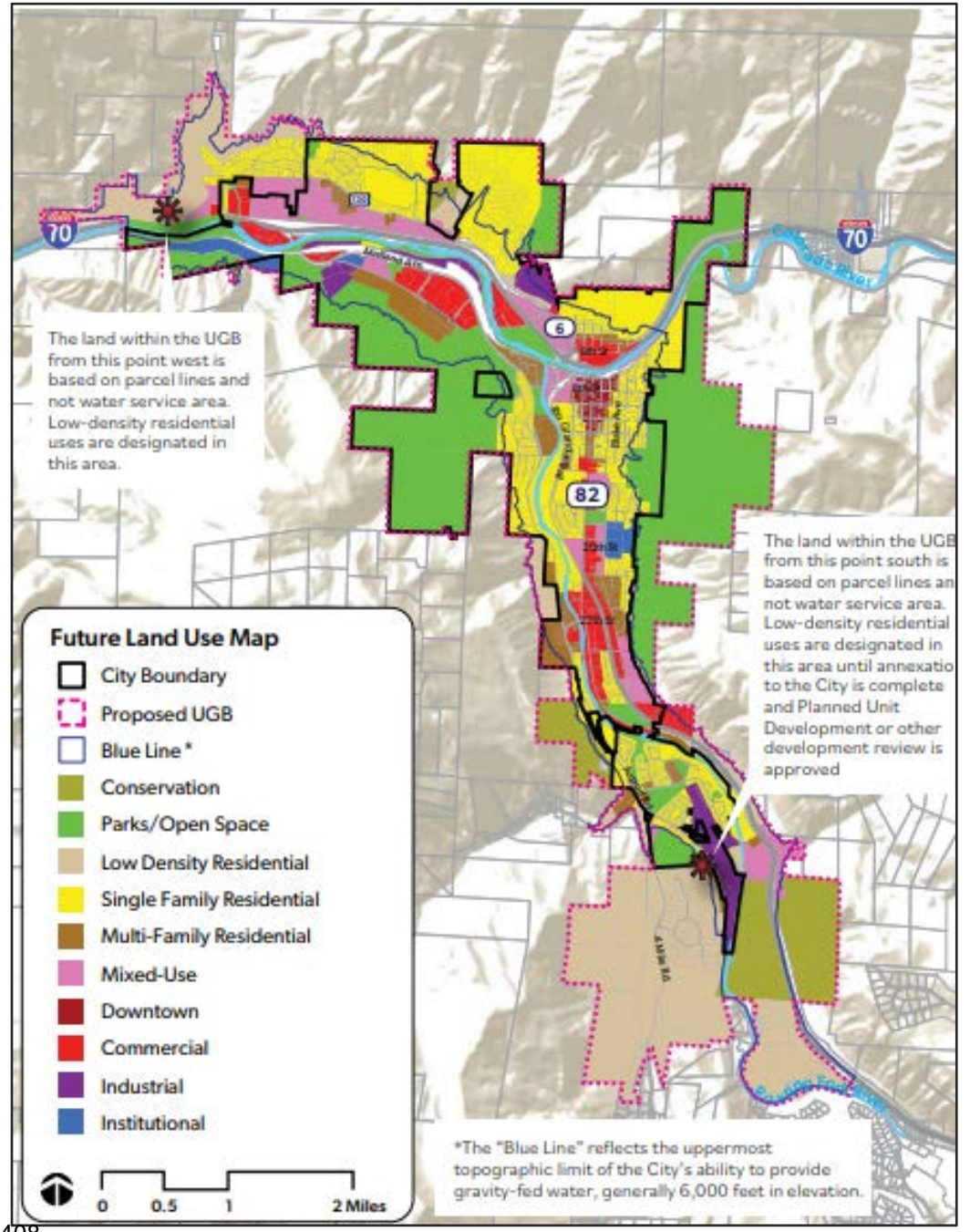
Updated Goal - *" Preserve Glenwood's character while maintaining livability and increasing the vibrancy and commercial success of the downtown area and throughout Glenwood Springs"*

Chapter	Content (Represented in Strategies and Actions)	Page Numbers
Land Use & Future Growth Management	Future Land Use Map	41
Transportation	Local Transportation and Trail Network	71, 73, 105
Climate & Hazards	Adaptive Reuse and Green Infrastructure	114

Proposed Future Land Use Map (FLUM)

The Future Land Use Map:

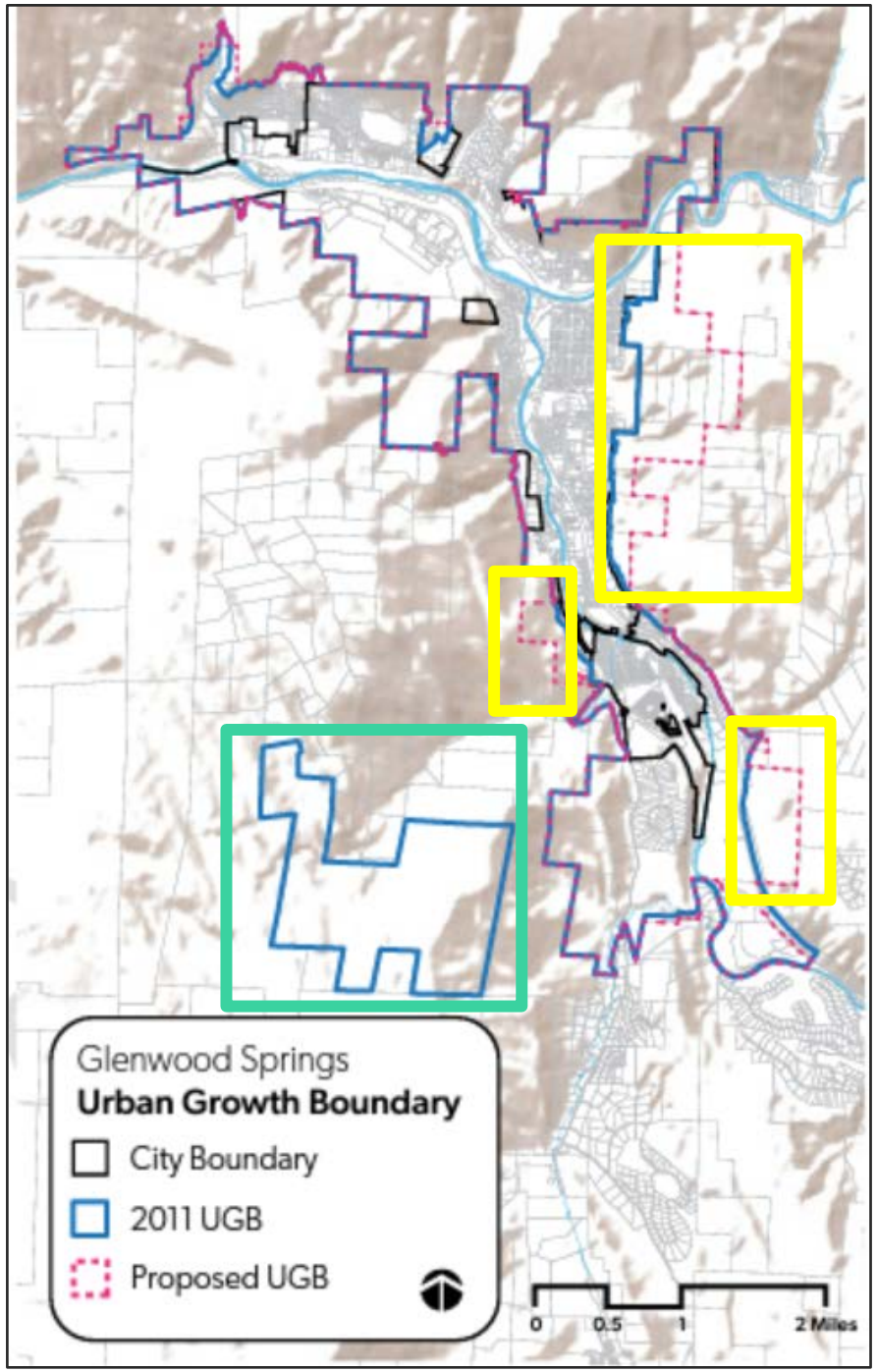
- How the goals, strategies, and policy actions outlined in the Comprehensive Plan manifest in land use
- the 2023 Comprehensive Plan planning area includes the city boundaries and portions of unincorporated Garfield County which lies within the city's proposed Urban Growth Boundary
- Focuses on the Areas of Change, with emphasis on select areas where the city anticipates future growth.



Urban Growth Boundary Map

Differences between 2011 and Present

Since 2011, community priorities have changed, land has been developed, and Glenwood Springs has grown. The Proposed Urban Growth Boundary reflects these shifts.



Things to Come

"Condensed Practical Working Addendum"

- Purpose: This additional document will be used for Department project review, on staff reports, and for private planners, other consultants, and developers. It will be brought forth from the Comprehensive Plan with the outline as seen below and will contain no new information. This will all be linked in with the Plan by using correlating page numbers.

Contents
1. Glenwood Springs Character (If Approved)
2. Planning Framework
3. Strategies
Policy Action Items
Page Numbers connected to Comprehensive Plan

City of Glenwood Springs Character

What do we want to preserve and strengthen? Where are we today?

We Value:	Referenced
Social diversity in residents, workers, and visitors	25, 35, 39, 40, 50, 58, 74, 86, 93
Compact, walkable, and talkable neighborhoods	40, 49, 50, 51, 58, 66,
Sustainable tourism	61,65, 81, 82, 103, 112, 113
Multimodal connectivity and safety	29, 38, 48, 66-68
Diverse and historic architecture and neighborhoods	22, 27, 38, 42, 51, 56
Arts, culture, and recreation businesses and amenities	61, 64, 65, 81, 84, 85, 86, 92, 93, 102, 103, 110, 111, 113
Connection and preservation of nature (Rivers and Natural Resources)	7, 22, 28, 44, 50, 51, 84, 88
Resiliency and sustainability economy and environment	39, 62, 69, 81, 94, 105, 108,109, 111, 112, 114
Regionalism and partnerships	87, 25, 29, 30, 51, 54, 60-62, 66, 68, 30, 47, 66, 87
Livability for all	7, 35, 42, 51, 61, 66-68, 74, 75, 78
Diversity and choice among small businesses	25, 30, 51, 57, 61, 62

City Council would need to take action on this element, to be included in the motion for approval.

Character Options within Plan

Simple (Option 1)	Statement (Option 2)	Description (Option 3)
A Good Life Connected with Nature.	We value living in a place with authentic small towns, a relaxed friendly atmosphere, and that is easy to get around, access to the outdoors, all of which contribute to our high quality of life.	Our residents represent a range of age groups, income levels, cultures, lifestyles, and political persuasions, and describe each other as friendly, welcoming, and close-knit. Residents also value how the community comes together in times of crisis or need to help one another. This strong sense of community is also demonstrated in how engaged residents are with Town affairs. The incredible natural surroundings, and the recreational opportunities they provide, are one of the top reasons residents choose to live in our community. Protecting both the scenic values and ecological functions of natural areas in and surrounding us through responsible environmental practices is something the community values strongly.

Note: *This slide is an example and in no way reflects any section of the Draft Plan.*

CITY OF GLENWOOD SPRINGS COLORADO

Action Items & Staff Recommendation

City Council shall take one of the following actions:

- Recommend approving the 2023 Glenwood Springs Comprehensive Plan for adoption with findings;
- Continue the public hearing to a regular City Council meeting with the request for additional revisions, additions or information; or
- Deny the Plan with findings.

STAFF RECOMMENDS **APPROVAL** of the Comprehensive Plan Update 2023 from the Planning and Zoning Commission, which reviewed the application at their regularly scheduled meeting on January 24, 2023 and voted 6-0 in favor of recommending the Plan, with the following suggested findings:

Recommended Findings

- The Community Development Department conducted a series of public outreach events to solicit input about the future development of the city and surrounding areas.
- The outreach efforts generated opinions about transportation, housing, economic development, parks and open space, community character, and natural & cultural resources, among others.
- A Steering Committee made up of individuals serving on City Council, the Planning and Zoning Commission, and other city boards & commissions assisted in providing input and direction on the development of the Comprehensive Plan's vision statement, goals, strategies, and action items.
- The vision statement and goals reflect the broad-based values of the community.
- The objectives and strategies contained within the Plan are offered for consideration and further study for the purpose of helping to achieve the desired goals.
- The 2023 Glenwood Springs Comprehensive Plan Update provides a guide for development within the community in a manner that achieves the community's desired vision.

THANK YOU!!!

Staff would like to thank everyone who had a part in this plan update. It wouldn't have happened without you.

Statutes current through all legislation from the 2022 Regular Session.

31-23-206. Master plan.

(1) It is the duty of the commission to make and adopt a master plan for the physical development of the municipality, including any areas outside its boundaries, subject to the approval of the governmental body having jurisdiction thereof, that in the commission's judgment bear relation to the planning of the municipality. The master plan of a municipality is an advisory document to guide land development decisions; however, the plan or any part thereof may be made binding by inclusion in the municipality's adopted subdivision, zoning, platting, planned unit development, or other similar land development regulations after satisfying notice, due process, and hearing requirements for legislative or quasi-judicial processes as appropriate. When a commission decides to adopt a master plan, the commission shall conduct public hearings, after notice of such public hearings has been published in a newspaper of general circulation in the municipality in a manner sufficient to notify the public of the time, place, and nature of the public hearing, prior to final adoption of a master plan in order to encourage public participation in and awareness of the development of such plan and shall accept and consider oral and written public comments throughout the process of developing the plan. The plan, with the accompanying maps, plats, charts, and descriptive matter, must, after consideration of each of the following, where applicable or appropriate, show the commission's recommendations for the development of the municipality and outlying areas, including:

(a) The general location, character, and extent of existing, proposed, or projected streets, roads, rights-of-way, bridges, waterways, waterfronts, parkways, highways, mass transit routes and corridors, and any transportation plan prepared by any metropolitan planning organization that covers all or a portion of the municipality and that the municipality has received notification of or, if the municipality is not located in an area covered by a metropolitan planning organization, any transportation plan prepared by the department of transportation that the municipality has received notification of and that covers all or a portion of the municipality;

(b) The general location of public places or facilities, including public schools, culturally, historically, or archaeologically significant buildings, sites, and objects, playgrounds, squares, parks, airports, aviation fields, military installations, and other public ways, grounds, open spaces, trails, and designated federal, state, and local wildlife areas. For purposes of this section, "military installation" shall have the same meaning as specified in section 29-20-105.6 (2)(b), C.R.S.

(c) The general location and extent of public utilities terminals, capital facilities, and transfer facilities, whether publicly or privately owned or operated, for water, light, sanitation, transportation, communication, power, and other purposes, and any proposed or projected needs for capital facilities and utilities, including the priorities, anticipated costs, and funding proposals for such facilities and utilities;

(d)

(I) The general location and extent of an adequate and suitable supply of water.

(II) If the master plan includes a water supply element, the planning commission shall consult with the entities that supply water for use within the municipality to ensure coordination on water supply

and facility planning, and the water supply element must identify water supplies and facilities sufficient to meet the needs of the public and private infrastructure reasonably anticipated or identified in the planning process.

(III) The water supply element must include water conservation policies, to be determined by the municipality, which may include goals specified in the state water plan adopted pursuant to section 37-60-106.3 and may include policies to implement water conservation and other state water plan goals as a condition of development approvals, including subdivisions, planned unit developments, special use permits, and zoning changes. A municipality with a master plan that includes a water supply element shall ensure that its master plan includes water conservation policies at the first amending of the master plan that occurs after September 14, 2020, but in no case later than July 1, 2025.

(IV) The department of local affairs created in section 24-1-125 may hire and employ one full-time employee to provide educational resources and assistance to municipalities that include water conservation policies in their master plans as described in subsection (1)(d)(III) of this section.

(V) Nothing in this subsection (1)(d) shall be construed to supersede, abrogate, or otherwise impair the allocation of water pursuant to the state constitution or laws, the right to beneficially use water pursuant to decrees, contracts, or other water use agreements, or the operation, maintenance, repair, replacement, or use of any water facility.

(e) The acceptance, removal, relocation, widening, narrowing, vacating, abandonment, modification, change of use, or extension of any of the public ways, rights-of-way, including the coordination of such rights-of-way with the rights-of-way of other municipalities, counties, or regions, grounds, open spaces, buildings, property, utility, or terminals, referred to in paragraphs (a) to (d) of this subsection (1);

(f) A zoning plan for the control of the height, area, bulk, location, and use of buildings and premises. Such a zoning plan may protect and assure access to appropriate conditions for solar, wind, or other alternative energy sources, including geothermal energy used for water heating or space heating or cooling in a single building, for space heating for more than one building through a pipeline network, or for electricity generation; however, regulations and restrictions of the height, number of stories, size of buildings and other structures, and the height and location of trees and other vegetation shall not apply to existing buildings, structures, trees, or vegetation except for new growth on such vegetation.

(g) The general character, location, and extent of community centers, housing developments, whether public or private, the existing, proposed, or projected location of residential neighborhoods and sufficient land for future housing development for the existing and projected economic and other needs of all current and anticipated residents of the municipality, and redevelopment areas. If a municipality has entered into a regional planning agreement, such agreement may be incorporated by reference into the master plan.

(h) A master plan for the extraction of commercial mineral deposits pursuant to section 34-1-304, C.R.S.;

(i) A plan for the location and placement of public utilities that facilitates the provision of such utilities to all existing, proposed, or projected developments in the municipality;

(j) Projections of population growth and housing needs to accommodate the projected population for specified increments of time. The municipality may base these projections upon data from the department of local affairs and upon the municipality's local objectives.

(k) The areas containing steep slopes, geological hazards, endangered or threatened species, wetlands, floodplains, floodways, and flood risk zones, highly erodible land or unstable soils, and wildfire hazards. For purposes of determining the location of such areas, the planning commission should consider the following sources for guidance:

(I) The Colorado geological survey for defining and mapping geological hazards;

(II) The United States fish and wildlife service of the United States department of the interior and the parks and wildlife commission created in section 33-9-101, C.R.S., for locating areas inhabited by endangered or threatened species;

(III) The Unites States Army corps of engineers and the United States fish and wildlife service national wetlands inventory for defining and mapping wetlands;

(IV) The federal emergency management agency for defining and mapping floodplains, floodways, and flood risk zones;

(V) The natural resources conservation service of the United States department of agriculture for defining and mapping unstable soils and highly erodible land; and

(VI) The Colorado state forest service for locating wildfire hazard areas.

(2) As the work of making the whole master plan progresses, the commission may from time to time adopt and publish a part thereof. Any such part shall cover one or more major sections or divisions of the municipality or one or more of the foregoing or other functional matters to be included in the plan. The commission may amend, extend, or add to the plan from time to time.

(3) (Deleted by amendment, L. 2007, p. 613, § 2, effective August 3, 2007.)

(4)

(a) Each municipality that has a population of two thousand persons or more and that is wholly or partially located in a county that is subject to the requirements of section 30-28-106 (4), C.R.S., shall adopt a master plan within two years after January 8, 2002.

(b) The department of local affairs shall annually determine, based on the population statistics maintained by said department, whether a municipality is subject to the requirements of this subsection (4), and shall notify any municipality that is newly identified as being subject to said requirements. Any such municipality shall have two years following receipt of notification from the department to adopt a master plan.

(c) Once a municipality is identified as being subject to the requirements of this subsection (4), the municipality shall at all times thereafter remain subject to the requirements of this subsection (4), regardless of whether it continues to meet the criteria specified in paragraph (a) of this subsection (4).

(5) A master plan adopted in accordance with the requirements of subsection (4) of this section shall contain a recreational and tourism uses element pursuant to which the municipality shall indicate how it intends to provide for the recreational and tourism needs of residents of the municipality and visitors to the municipality through delineated areas dedicated to, without limitation, hiking, mountain biking, rock climbing, skiing, cross country skiing, rafting, fishing, boating, hunting, and shooting, or any other form of sports or other recreational activity, as applicable, and commercial facilities supporting such uses.

(6) The master plan of any municipality adopted or amended in accordance with the requirements of this section on and after August 8, 2005, shall satisfy the requirements of section 29-20-105.6, C.R.S., as applicable.

(7) Notwithstanding any other provision of this section, no master plan originally adopted or amended in accordance with the requirements of this section shall conflict with a master plan for the extraction of commercial mineral deposits adopted by the municipality pursuant to section 34-1-304, C.R.S.

History

Source: L. 75: Entire title R&RE, p. 1147, § 1, effective July 1. **L. 79:**(1)(d) amended, p. 1162, § 10, effective January 1, 1980. **L. 97:**(3) added, p. 414, § 2, effective April 24. **L. 2000:**(1) amended, p. 874, § 2, effective August 2. **L. 2001, 2nd Ex. Sess.:**(4) and (5) added, p. 22, § 2, effective January 8, 2002. **L. 2002:**(5) amended, p. 1036, §

84, effective June 1. **L. 2005:**(6) added, p. 223, § 3, effective August 8. **L. 2007:**IP(1) and (3) amended and (7) added, p. 613, § 2, effective August 3. **L. 2010:**(1)(b) and (6) amended,*(HB 10-1205), ch. 242, p. 1078, § 3*, effective August 11. **L. 2012:**IP(1) and (1)(k)(II) amended,*(HB 12-1317), ch. 248, p. 1206, § 13*, effective June 4. **L. 2020:**IP(1) and (1)(d) amended,*(HB 20-1095), ch. 82, p. 332, § 2*, effective September 14. **L. 2022:**(1)(f) amended,*(SB 22-118), ch. 335, p. 2373, § 9*, effective August 10.

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C.R.S. 31-23-207

Statutes current through all legislation from the 2022 Regular Session.

Colorado Revised Statutes Annotated > Title 31. Government - Municipal (§§ 31-1-101 — 31-35-712) > Powers and Functions of Cities and Towns (Arts. 15 — 35) > Article 23. Planning and Zoning (Pts. 1 — 3) > Part 2. Planning Commission (§§ 31-23-201 — 31-23-227)

31-23-207. Purposes in view.

In the preparation of such plan, the commission shall make careful and comprehensive surveys and studies of present conditions and future growth of the municipality, with due regard to its relation to neighboring territory. The plan shall be made with the general purpose of guiding and accomplishing a coordinated, adjusted, and harmonious development of the municipality and its environs which will, in accordance with present and future needs, best promote health, safety, order, convenience, prosperity, and general welfare, as well as efficiency and economy in the process of development, including, among other things, adequate provision for traffic, the promotion of safety from fire, flood waters, and other dangers, adequate provision for light and air, distribution of population, affordable housing, the promotion of good civic design and arrangement, efficient expenditure of public funds, the promotion of energy conservation, and the adequate provision of public utilities and other public requirements.

History

Source: L. 75: Entire title R&RE, p. 1147, § 1, effective July 1. **L. 79:**Entire section amended, p. 1163, § 11, effective January 1, 1980. **L. 97:**Entire section amended, p. 414, § 3, effective April 24.

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C.R.S. 31-23-208

Statutes current through all legislation from the 2022 Regular Session.

Colorado Revised Statutes Annotated > Title 31. Government - Municipal (§§ 31-1-101 — 31-35-712) > Powers and Functions of Cities and Towns (Arts. 15 — 35) > Article 23. Planning and Zoning (Pts. 1 — 3) > Part 2. Planning Commission (§§ 31-23-201 — 31-23-227)

31-23-208. Procedure of commission.

The commission may adopt the plan as a whole by a single resolution or may by successive resolutions adopt successive parts of the plan (said parts corresponding with major geographical sections or divisions of the municipality or with functional subdivisions of the subject matter of the plan) and may adopt any amendment or extension thereof or addition thereto. Before the adoption of the plan or any such part, amendment, extension, or addition, the commission shall hold at least one public hearing thereon, notice of the time and place of which shall be given by one publication in a newspaper of general circulation in the municipality and in the official newspaper of the county affected. The adoption of the plan, any part, amendment, extension, or addition shall be by resolution of the commission carried by the affirmative votes of not less than two-thirds of the entire membership of the commission. The resolution shall refer expressly to the maps and descriptive and other matter intended by the commission to form the whole or part of the plan, and the action taken shall be recorded on the map and plan and descriptive matter by the identifying signature of the chairman or secretary of the commission. An attested copy of the plan or part thereof shall be certified to each governmental body of the territory affected and, after the approval by each body, shall be filed with the county clerk and recorder of each county wherein the territory is located.

History

Source: L. 75: Entire title R&RE, p. 1148, § 1, effective July 1.

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MINUTES
CITY OF GLENWOOD SPRINGS
Planning and Zoning Commission
Regular Meeting
JANUARY 24, 2023
Council Chambers, First Floor
101 W. 8TH STREET 6:00 PM P&Z

1) **Roll Call**
Present: Commissioners Carolyn Cipperly, Amy Connerton, Peter Waller, Joy White, Mitchell Weimer and Alternate April Davey.
Also present: Community Development Director Hannah Klausman, Long Range Principal Planner Jim Hardcastle, Economic Development Specialist Danielle Campbell, and Assistant City Attorney Richard J. Peterson-Cremer

2) **Receipt of the Minutes:** December 13, 2022 Draft Meeting Minutes
Commissioner Cipperly motioned to approve the minutes. Commissioner White seconded the motion. Motion passed unanimously 6-0.

3) **Comments from citizens appearing for items not on the agenda**
No Public Comments

4) **New Items**
   a. Glenwood Springs Comprehensive Plan Update 2023 to the Comprehensive Plan 2011

Long Range Principal Planner Jim Hardcastle presented background, process, efforts, and status of the plan process with a PowerPoint presentation.

Staff recommends **approval** with findings on page 4 of the staff report.

Commissioner questions and discussion included the following topics:

- Where are we with the condensed addendum which was discussed at the previous work session with City Council?
  Staff response: It will be brought to the Planning and Zoning Commission in the near future.
- Are there any changes to the document about defining what Glenwood character is?
  Staff response: Glenwood character will be in the Plan as seen before the City Council for approval.
- Would like to see the Policy Actions Items reviewed regularly and updated to the Planning and Zoning Commission on a yearly basis.

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Staff response: The Policy Action items could be easily tracked to be aware of the success of the items.

- How will the condensed working addendum be approved?
  Staff response: It will be brought back before the Planning and Zoning Commission for review with nothing new which wasn't part of the original plan approval.

5) Public Comments:

David Hauter: supports the condensed version. South Bridge could be the trigger to have to redo the entire plan. More housing exacerbates traffic congestion. Encourages City and staff to be champions of South Bridge as that is the only thing that is going to alleviate traffic congestion. The Public hearing was closed.

Commissioner Cipperly motions to recommend City Council Approve the Comprehensive Plan with staff recommended findings on page 18 of the presentation (same as page 4 of the staff report). Motion was seconded by Commissioner Connerton. Motion passed unanimously 6-0.

Commissioner Comments:

- P&Z uses the comprehensive plan to approve or deny applications. Session requested on the applicability of making those decisions on a legal basis and the comprehensive plan.
- Climate Action Plan questions noting that there are a lot of updates from 2009.
- Requested getting broad updates about what is going on in other commissions.
- Accountability on action plans and a place to update Community on plans.
- Can all the plans could be found in one place?
  Staff response: Staff will look into this.
- Would like broad updates from what is going on in other commissions to help focus on how the Comprehensive Plan is playing out.
- Applauds the Comp Plan process and cites the process allowed so many opportunities for citizens and groups to be engaged and a part of this process.
- Legal training would be good to include the Rules and Regulations, by-laws of P&Z to go over as well.
  Legal response: There has been discussion on using February's meeting to use the time for legal training involving quasi-judicial and legislative proceeding distinction.

6) Director Comments:

Community Development Director, Hannah Klausman, informed the Commission on:

- City Council in a work session is moving forward to issue a RFP for an update to the Climate Action Plan, small survey of surrounding communities was done to see how they have done this.
- 2C Housing Fund to prepare for a Committee Work and housing program to go along with voter approved ballot fundsfunds meeting on Thursday this week
- North Landing Project meeting at the Community Center
- February Meeting: A Variance Application
- City Manager welcoming Dr. Beverly Marshal will begin work in March.

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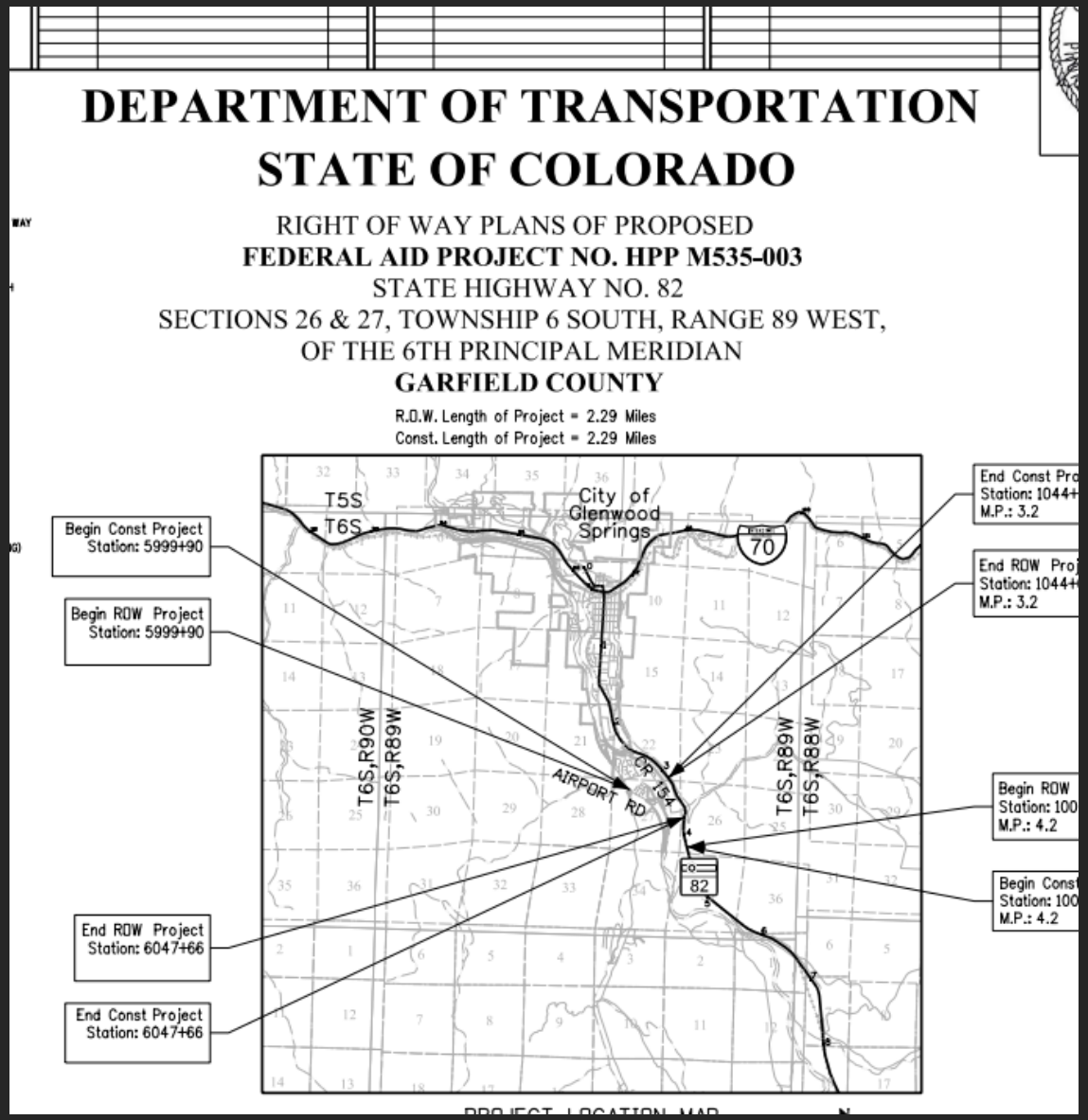
7) **Adjournment:** 6:59 pm

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City Council
STAFF REPORT
City of Glenwood Springs
February 16, 2023

Agenda Item:	South Bridge Right of Way Update
Action Requested:	None at this time
Department:	Engineering
Presented By:	Terri Partch
Strategic Goals:	Ensure Public Safety
Background Info:	Please see the attached presentation.
Issues:	None at this time.
Fiscal Impact:	The right of way portion of the project is funded through RFTA Destination 2040 funds. $4 million has been allocated to right of way purchases and appraisals.
Legal Review:	Legal will review any associated documents or agreements.
Staff Recommendation:	Staff defers to Council.

South Bridge Right of Way Process



DEPARTMENT OF TRANSPORTATION
STATE OF COLORADO

RIGHT OF WAY PLANS OF PROPOSED
FEDERAL AID PROJECT NO. HPP M535-003
STATE HIGHWAY NO. 82
SECTIONS 26 & 27, TOWNSHIP 6 SOUTH, RANGE 89 WEST,
OF THE 6TH PRINCIPAL MERIDIAN
GARFIELD COUNTY

R.O.W. Length of Project = 2.29 Miles
Const. Length of Project = 2.29 Miles



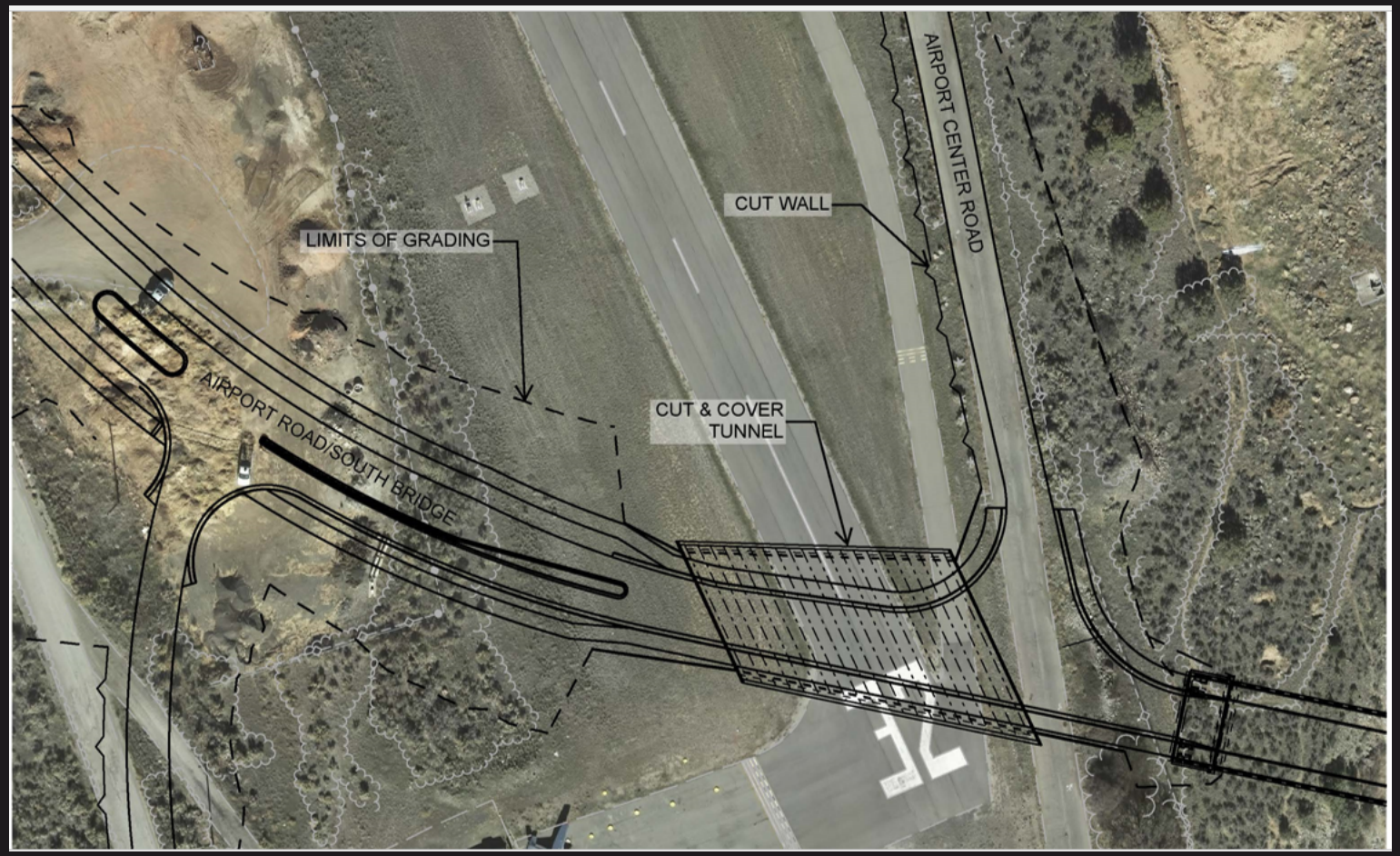


Right of Way Authorization to Proceed on 1-25-2023

17 Permanent Easements will be acquired

24 Temporary Construction Easements will be acquired

25 Right of Way Parcels will be acquired



Right of Way Process will take 12-18 months. Complete in August of 2025.

The funding for right of way is coming from the RFTA Destination 2040 Funds



Project next steps:

Complete Council update in May including:

- *Need for project / evacuation model*
- *Upcoming grant opportunities*
- *Review of final design amendment to bring the project to a bid ready set*

HB 23-1115 Local Control of Rents

Reps. Mabrey and Velasco/Sen. Rodriguez

Local elected officials need the ability to use all affordable housing tools available.

Housing costs have increased statewide by approximately 92% since 2001.

The current statutory ban prevents city council members and county commissioners from collaborating with constituents of all races and ethnicities, ages and incomes to keep residents in their communities.

What this Bill Does

Provides true local control

Gives power back to local governments to determine housing solutions best suited for their communities.

Provides options for workforce housing affordability

Gives cities and counties the option to put limits on rent.

What this bill Does NOT do

Create new local government mandates

Nothing in this bill forces a local government to act.

Require rent control or rent stabilization

Nothing in this bill mandates rent control, rent stabilization or any restrictions on rent prices.

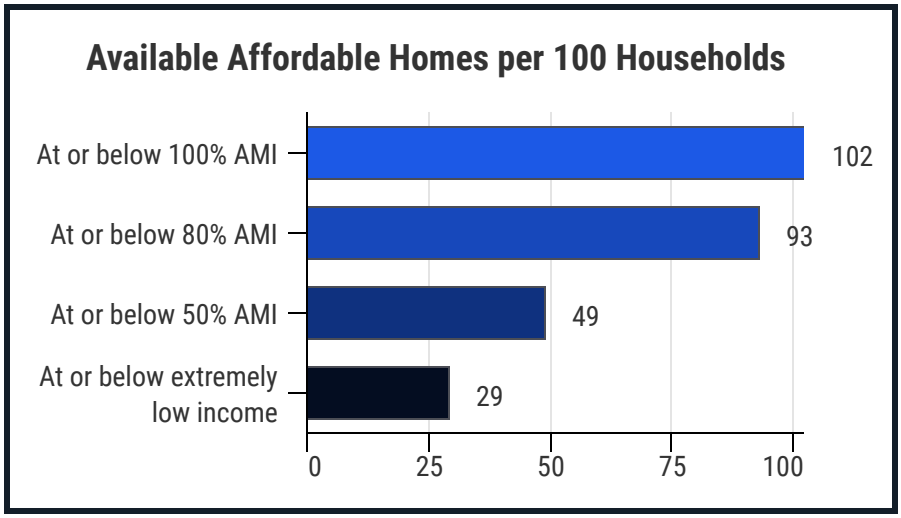


As of 2022, there were 722,078 renter households across Colorado making up 35% of all households in the state.



In addition to national corporations controlling the multifamily building rental market, corporations are increasingly buying up single-family homes to turn into rental properties, leading to rising rents that are disproportionately targeting communities of color.

CO is 1 of only 7 states that has less than 30 affordable and available homes for every 100 renters.



Data Source: National Low Income Housing Coalition, *The Gap: A Shortage of Affordable Homes,* April 2022



Skyrocketing rents have forced families in every zip code to cut down on food or medicine just to try to keep a roof over their heads – and many have been forced out of their homes.



For more information, contact:

Tonette Salazar, tonettes@strategies360.com
Emma Bliesener, emma@strategies360.com

- SEIU Local 105
- Together Colorado
- United for a New Economy
- Voces Unidas
- 9to5

Rent Stabilization Myth-Busting

Debunking common misconceptions surrounding rent stabilization

Myth #1 Rent stabilization negatively affects affordability	• Rent control prevents people from being priced out • A study on rent control in New Jersey found no significant decreases in rent relative to cities without rent control • Empirical research in San Francisco, NYC, and Cambridge MA. found that existing rent control policies have lowered rent for controlled units • Two studies of a 1994 decontrol initiative in Cambridge, MA found that rent control actually reduced rent in the uncontrolled sector

Myth #2
 	
Rent stabilization policies disincentivize development
	• Rent control provides **renter relief**, it does not choke housing production
	  ○ Several rent control studies in New Jersey have found no discernible impact on construction rates.
	  ○ On the other hand, following the repeal of rent control in Boston, construction rates decreased for multifamily buildings while rents nearly doubled in eight years
	• The design of the policy can actually incentivize production
	  ○ At its best, rent control would be part of a robust pro-housing-growth policy regime

Myth #3
 	
Rent stabilization contributes to gentrification displacement
	• Rent control actually prevents the displacement of minority communities
	• There are 1 million rent-controlled units in NYC housing over 2 million renters
	  ○ $35,000 median income
	  ○ 60% of those are POC
	• Rent regulation is effective in limiting rent increases
	  ○ After 24 years of rent control, unit rents are 46% lower than uncontrolled, market-rate units (CO Sun, no link to source)
	• After Boston repealed rent control in 1994, working families are now moving away, and homelessness and overcrowding are continually increasing

Myth #4 Rent stabilization negatively affects housing quality	• § 38-12-503 of the Colorado Revised Statues outlines the **warranty of habitability** where in every rental agreement, the landlord is deemed to warrant that the residential premises is fit for human habitation • 20% of rent-controlled units are in poor condition vs. 25% of non-regulated units • 61% of tenants said they were more willing to insist on repairs after rent stabilization

- Urban Institute - https://www.urban.org/sites/default/files/publication/99646/rent_control._what_does_the_research_tell_us_about_the_effectiveness_of_local_action_1.pdf
- PolicyLink - https://www.policylink.org/sites/default/files/RentControlMyths-2pger_08-13-19b.pdf
- Stanford University - https://web.stanford.edu/~diamondr/DMQ.pdf
- NYTimes - https://www.nytimes.com/2021/05/05/nyregion/nyc-rent-stabilization-vote.html
- Community Service Society of New York - https://www.cssny.org/news/entry/rent-regulations-benefit-low-income-families

Just Cause Eviction Bill

High Level Background of Just Cause Eviction

- **State and city policies used to develop our policy recommendations**
- **Key policy themes for just cause eviction across the US**
  - Nonpayment of rent
  - Damage/destruction of property
  - Violation of lease or rules
- **Other themes that fell under just cause eviction or exception to just cause**
  - Conversion of the property
  - Landlord or landlord's family member moves into property

Just Cause Eviction Components

- Applicability
- Establishing what are allowable Just Causes for evictions
- Establish what are allowable No Cause evictions
- Remedies for No Cause Evictions
- Enforcement for violations of Just Cause/No Cause evictions
- Additional Tenant protections we recommend

Applicability

- **All residential premises - single family homes, small and large apartment complexes and mobile homes**

Just Cause Eviction - all renters, no exceptions

- **Nonpayment of rent - 10 day notice to pay**
- **Substantial violation** - 10 day notice to cure
- **Refusal to allow landlord into unit** - landlord must give 48 hour written notice in English and Spanish
- **Refusal of tenant to sign lease substantially identical at time of initial lease expiration -** 30 day before expiration of lease and same amount or reasonably increased amount

No Fault Eviction

- **Demolition or conversion of residential premise**
  - Description and timeline of the demolition or conversion and a material demonstration of the proposed date project will begin
- **Substantial repairs/renovations**
  - Proceeds without unreasonable delay
  - Not longer than three months
  - Offers the tenant the first right of refusal upon completion under substantially the same terms - may increase rent by an amount that reasonably reflects the improvements
- **Landlord or immediate family member will move in**
  - Moves in within three months of tenant vacating
  - IF tenant has resided for less than one year - 60 day notice
  - IF tenant has resided for more than one year, but less than 2 years - 90 day notice

No Fault Eviction - Notice & Relocation Assistance

- **Notice requirements:** 120 days notice in English and Spanish and includes date the tenant must vacate *(except in case of landlord or family assuming occupancy - see previous slide)*
- **Relocation assistance:**
  - 2 months' rent
  - additional one month's rent any of the following individuals reside on premise: <18 years old, 60+ years old, low-income (<80% AMI), or an individual with a disability (per ADA definition)
  - lump sum divided equally among all tenants listed on lease
  - Paid in a lump sum to be divided equally among the tenants listed on the rental agreement

No Fault Eviction - Landlord Penalties

- **Landlord liable for** *(based on current law)*
  - 3 months' rent
  - attorney fees and costs for violations
  - tenant entitled to stay in housing

Additions not currently in draft

- **Landlord can’t claim substantial renovation as a method of retaliation**
- **Leases cannot ask tenants to waive just cause protections**

Potential Areas for Negotiations

- **Applicability**
  - 5-unit carve out
  - Month to month
  - Tenants who have lived in the residence for less than one year
- **Just Cause**
  -
- **No Cause**
  - Landlords will look to expand this to include anything they might want to do with “their property”
  - No remedies (ex. relocation benefits, etc.)
  - Notice time

Key Definitions

- **Area Median Income (AMI)**- the median family income in a geographic area, calculated annually by the Dept of Housing and Urban Development (HUD).
- **Affordable**- a rent is considered "affordable" when a renter is spending no more than 30% of their income on housing costs.
- **Extremely low-income (ELI)**- households at or below the poverty line, or 30% of AMI, whichever is higher.
- **Very low-income (VLI)**- households with income between ELI and 50% of AMI.
- **Low-income (LI)**- households with income between 51-80% of AMI.
- **Middle-income (MI)**- households with income between 81-100% of AMI.
- **Cost-burdened**- spending more than 30% of household income on housing costs.
- **Severely cost-burdened**- spending more than 50% of household income on housing costs.
- **Fair market rent (FMR)**- a rate calculated by HUD that establishes gross rent (rent + utilities), calculated based on the 40th percentile of rents by recent movers in a given geographic area; this rate is used to help determine payments for federal housing assistance programs.
- **"Telluride"-** refers to the Colorado Supreme Court decision *Town of Telluride v. Lot Thirty-Four Venture, LLC*, which determined that inclusionary zoning violated the state preemption on rent control found in Colorado statute. In 2021, the legislature passed *HB21-1117*, effectively granting governments the ability to pass inclusionary zoning policies but leaving the statewide preemption of local rent control intact.

Executive Summary

Legislators have an opportunity to repeal the preemption on rent control so that localities can pass rent stabilization policies to protect renters in their communities.

Renters across Colorado are struggling to keep up with skyrocketing rents and are demanding that legislators take action- a recent Colorado Health Foundation poll found that 74% of Colorodans would support policy solutions that would ensure landlords can't raise rents too quickly.[1] Corporate landlords, however, have had inordinate influence in the policymaking process while weak renter protections and underdeveloped enforcement mechanisms have allowed market forces to fully control what gets built, how much landlords can charge for rent, and whether or not landlords have to address issues of habitability as a matter of business. Without action, low and moderate income households will be pushed out of our communities.

Repealing the statutory preemption of rent control will allow localities to pass rent stabilization policies that keep rents affordable,[2] prevent displacement,[3] and improve renter stability.[4] Housing stability is the foundation for healthy and thriving communities and is associated with improved developmental outcomes, food security, and healthy weight for children,[5] as well as improved academic, behavioral, and social outcomes for children and youth.[6] Additionally, caregivers who can afford their rent have better health and decreased maternal depressive symptoms,[7] all of which contribute to the family's well being. This legislative session, we urge lawmakers to repeal

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the preemption on rent control and allow localities- who best understand their community's complex housing challenges- to take control and protect renters in their community.

PART I: Why Can't Renters Afford Housing in Colorado?

Colorado's legal environment favors landlords at the expense of our communities.

Both local and state legislators attempting to address the affordability and livability of housing in their communities are faced with uphill battles. Multiple apartment associations and landlord lobbies have had an inordinate influence in the policy-making sphere and enjoy the benefits of policies that favor them economically in Colorado, including no legal limit on security deposits, relatively low property tax rates, minimal to no licensing requirements for rental properties (with the exception of a handful of municipalities), no limit to the amount by which landlords can raise rent year over year, and very minimal notice to evict for nonpayment of rent.[8] This dramatic lack of renter protections allows landlords to hike up rents and misuse the eviction process in pursuit of profits, leaving renters vulnerable to displacement from our communities.

Some of the nation's largest corporate landlords hold positions of power in state and local apartment associations that have influenced housing policy and blocked renters' rights efforts in the Colorado legislature.

The Colorado Apartment Association and the Apartment Association of Metro Denver were some of the most vocal opponents of the effort to remove the preemption on rent stabilization in 2019,[9] which ultimately failed. National corporate landlords, including Greystar Real Estate and Mission Rock Residential, have representatives on the major apartment association groups that have substantially interfered with previous legislative efforts to advance renters' rights and protections.

Greystar Real Estate is a multinational corporation with properties across four continents.[10] Greystar is listed as the 5th largest property owner[11] and the largest property manager in the country,[12] managing nearly 750,000 units in the United States.[13] Headquartered outside in Charleston, South Carolina, Greystar manages 145 properties and 33,627 apartment units across Colorado as of 2021.[14] Greystar currently has one representative in leadership at the Apartment Association of Metro Denver[15] and three representatives in leadership at the Colorado Apartment Association.[16]

Mission Rock Residential is a national property management company with properties across 17 states, managing over 30,000 apartment homes across the country.[17] As of 2021, Mission Rock managed 34 properties and 7,695 units across Colorado.[18] Mission Rock currently has two representatives in leadership at the Apartment Association of Metro Denver[19] and one representative in leadership at the Colorado Apartment Association.[20]

In addition to national corporations controlling the multifamily building rental market, corporations are increasingly buying up single family homes to turn into rental properties, leading to rising rents that are disproportionately targeting communities of color. Data from the Pew Charitable Trusts found that investors bought a quarter of all homes sold last year across the

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country.[21] In Colorado, nearly 34,000 home sales were purchased by investors in 2021, an 89% increase from 2020.[22]

When large investors buy up homes, they can easily out-bid first time homebuyers and have access to capital markets that smaller investors and individuals do not have access to.[23] Moreover, large investors tend to purchase homes in markets that are disproportionately communities of color — neighborhoods with larger Asian, Latino, and Black populations across the country have seen larger increases in single-family rentals.[24] A U.S. House Financial Services longitudinal study found that the five largest investors of single-family rental properties tended to invest in neighborhoods with significantly larger Black populations than the average across the U.S. population, and that the median rents across their single-family rental homes were 13% above the national median rent.[25] These trends coupled together have led to an increase in gentrification and displacement of longtime residents in historic communities of color, further exacerbating already existing racial wealth gaps and housing inequities.

Corporate control of the housing stock has led to a lack of affordable housing at the national and state levels.

Across the country and state, communities have experienced sharp declines in the number of affordable rental units for low-income families. From 1990 to 2017, it is estimated that the number of available rental units with monthly rents of less than $600[1] has declined by over four million units, despite a growth in 10.9 million units in the overall rental stock.[26] While net growth over this time period was at higher levels of the rent distribution, low-cost units have become a smaller share of the rental market.[27] Staff reports by economists at the Federal Reserve Bank of New York have found that low-cost rental units have consistently experienced higher rates of rental inflation than highest-cost rental units, and that higher-income renters consistently benefit from new construction.[28] These market trends have compounded to create a current shortage of seven million rental units that are affordable to extremely low-income renters (30% AMI).[29] For every 100 low-income renters, there are only 36 available and affordable rental units, whereas high-income renters have a cumulative surplus of available and affordable rental units.[30]

The COVID-19 pandemic has exacerbated these trends as millions of renters are still behind on rent and facing eviction, with renters who are behind on rent disproportionately being renters of color and people with low incomes.[31] As of April 2022, around a quarter of all rental households in the U.S. are defined as “extremely low-income,” which equates to 11 million rental households across the country.[32] Of these 11 million extremely low-income rental households, 71%, or 7.8 million are severely cost-burdened.[33]

The majority of new development in Colorado has focused on the highest-income renters, leaving behind low and middle-income renters.

Researchers from the Joint Center for Housing Studies at Harvard University found that from 1990 to 2017, Colorado lost over 121,388 rental units under $600 per month (inflation-adjusted over time); while this made up nearly half of the entire rental stock in 1990, it was 12% of the

[1] $600 represents the maximum rent affordable to a household earning $24,000 per year, which comprised nearly ⅓ of all renters in 1990 and 2017; both figures, rent and income, were inflation-adjusted by researchers.

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rental stock as of 2017.[34] While new construction in Colorado has skyrocketed in the past decade, developers have intentionally left out low-income renters; in the past decade, the number of affordable units for renters making less than $45,000 per year decreased by almost 300,000 units.[35]

Of the nearly 750,000 renter households across the state, 160,598 renter households are extremely low-income; however, the National Low Income Housing Coalition (NLIHC) estimates that that there are only 46,219 affordable and available rental homes, creating a shortage of 114,378 affordable and available rental homes for extremely low-income renters.[36]

Figure 5 demonstrates the number of affordable and available homes per 100 renter households in Colorado, showing the surplus of affordable and available homes for renters between 80-100% AMI, and the dramatic lack of affordable and available homes as incomes decrease. Colorado is only one of seven states across the U.S. that has less than 30 affordable and available rental homes for every 100 extremely low-income renters.[37]

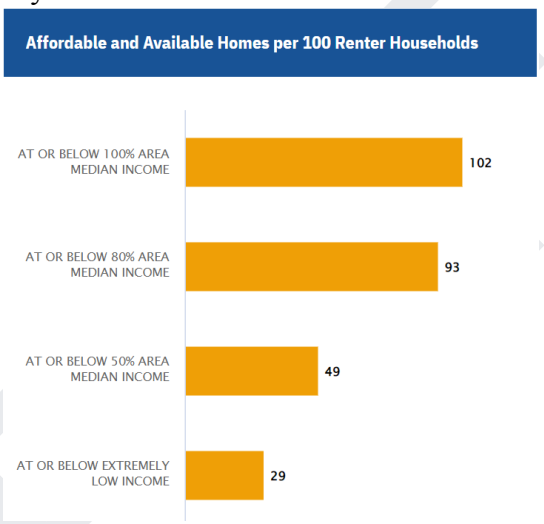


Figure 5, Affordable and Available Homes per 100 Renter Households, Source: National Low Income Housing Coalition, The Gap Report, 2022[38]

Without robust renter protections in place, renters will have a harder time holding on to the limited affordable units that do exist, leaving few options for low and middle-income individuals and families who live and work in cities and towns across Colorado.

PART II: Background on Colorado's Renters

As of 2022, there are 722,078 renter households across Colorado, making up 34% of all state households.

Across the state, there is wide variation from county to county- while only 9% of households are renters in Elbert County, for example, 50% of all households in Denver County are renters.[39] Figure 1 shows a map breaking down the percentage of cost-burdened renters by county across Colorado.

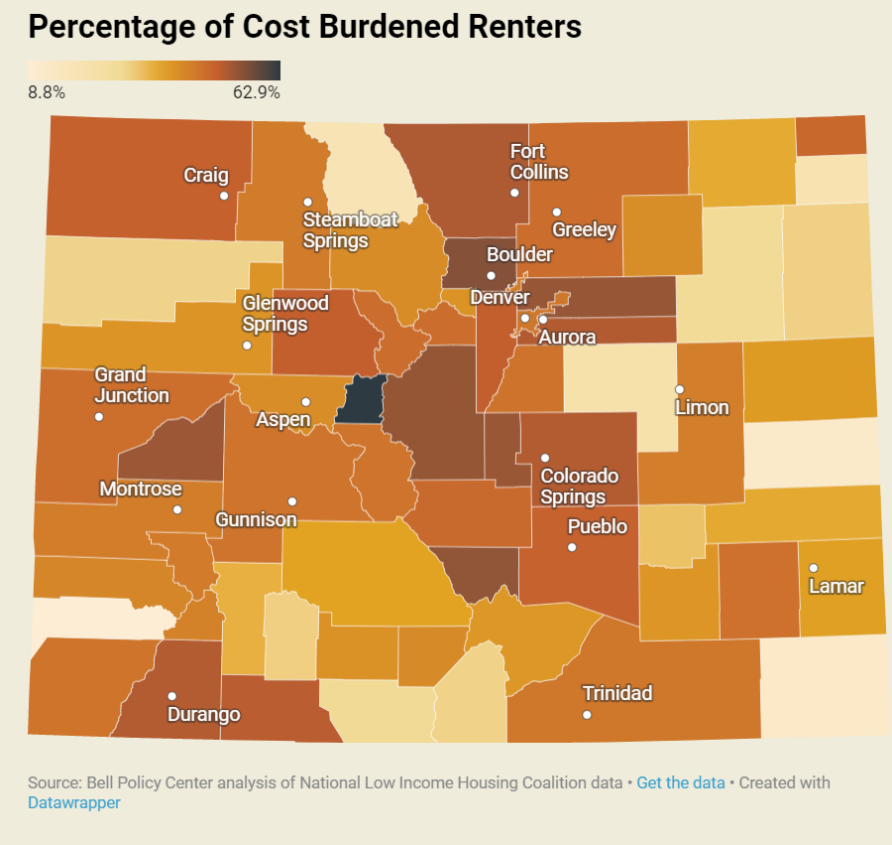


Figure 1, Percentage of Cost Burdened Renters, Source: The Bell Policy Center, Colorado Housing Primer, 2022[40]

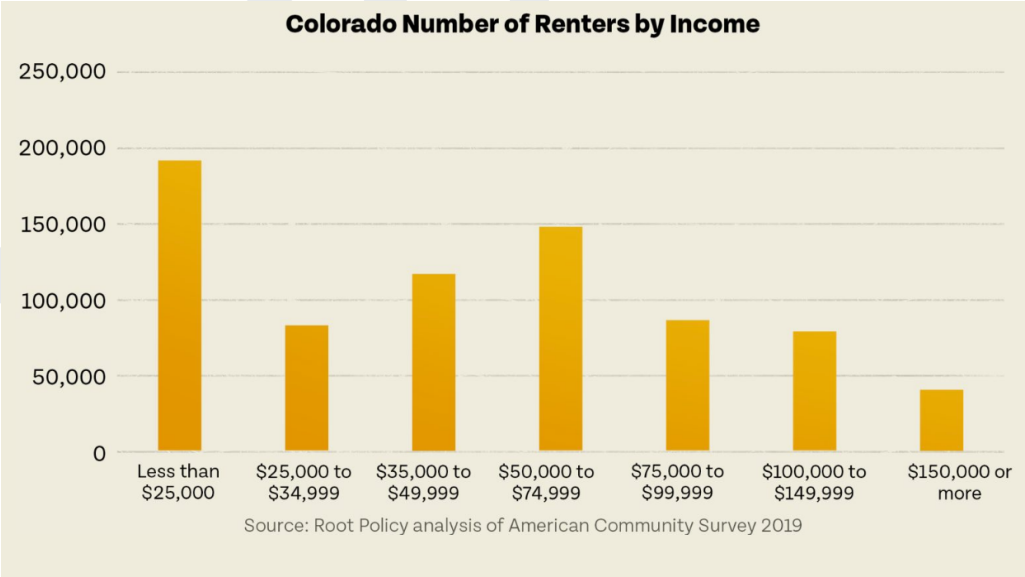


Figure 2, Colorado Number of Renters by Income, Source: The Bell Policy Center, Colorado Housing Primer, 2022[41]

Cost burden has hit the lowest income renters the hardest. 74% of extremely low income renter households in Colorado are severely cost burdened.

This ranks Colorado 6th nationally in terms of having some of the highest percentages of extremely low-income renters with severe cost burden.[42] Figure 2 shows the number of renters by income, while Figure 3 shows the breakdown of housing cost burden by income group in Colorado.

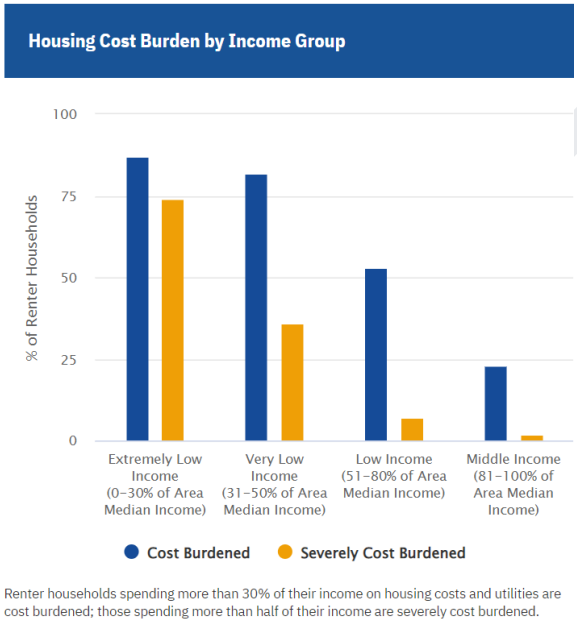


Figure 3, Housing Cost Burden by Income Group, Source: National Low Income Housing Coalition, The Gap Report, 2022[43]

The disparity between wages and rents partially explains why so many Coloradan renters are increasingly cost-burdened. Fair market rent (FMR), as set by HUD, for a two-bedroom apartment in Colorado is $1,505. In order for a household to pay no more than 30% of their income on housing, they must earn $60,186 annually.[44] For workers who make minimum wage, they would need to work 92 hours a week to afford a 2-bedroom FMR rental, or 75 hours to afford a 1-bedroom FMR rental.[45] For Colorado's cashiers, food service workers, home health aides, janitors, nursing assistants, and construction workers, even a 1-bedroom FMR rental is out of reach. Colorodans who are office clerks, maintenance and repair workers, and tractor-trailer truck drivers cannot afford a 2-bedroom FMR rental.[46] At Colorado's current minimum wage, a truly affordable rent for a full-time minimum wage worker would be $653 per month.[47] In order for a worker to afford a 2-bedroom FMR rental without paying more than 30% of their income to housing costs, they would need to earn $28.94 an hour.[48]

Cost-burden has not impacted all groups equally. Black, Indigenous, and renters of color are disproportionately impacted by cost burden.

Figure 4 shows the percentage of cost-burdened renter households in Colorado by race and ethnicity.

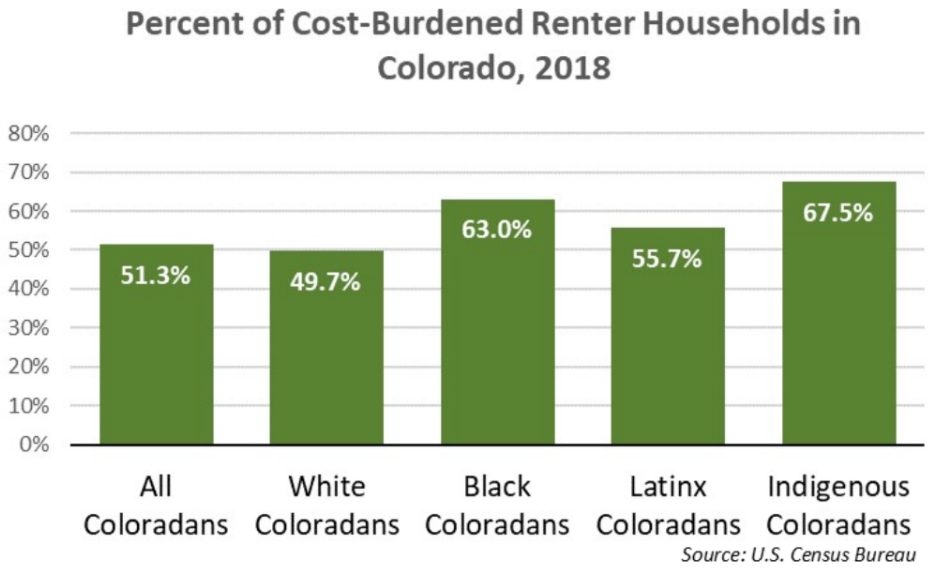


Figure 4, Percent of Cost-Burdened Renter Households in Colorado, 2018, Source: Colorado Center on Law and Policy, Scorecard, 2020[49]

Data on rental assistance and homelessness demonstrate the acuity of the affordability challenges for Coloradans.

Data from the Emergency Rental Assistance Program (ERAP) administered by the Colorado Department of Local Affairs demonstrates the challenge renters have faced in paying increasing rents over the past two years. As of April 2022, DOLA had processed over 90,000 applications and administered assistance to over 45,000 households across the state, totaling $229 million that renters could not otherwise afford to pay.[50]

As corporate greed has continued to influence the housing policy arena, Colorado has experienced a sharp rise in homelessness. The Department of Housing and Urban Development (HUD) estimates that the number of individuals experiencing chronic homelessness living in shelters increased by 266% from 2007-2021, the largest increase of any state in the nation.[51] The pandemic contributed to more individuals and families being displaced and becoming homeless as well. The state estimated that from 2020 to 2021, the number of people staying in emergency shelters or other transitional housing programs increased by 1,083 individuals, a 15.6% increase in one year, including 293 sheltered unaccompanied youth and 603 sheltered veterans.[52]

Rent control has been preempted by the state since 1981.

In 1981, the Colorado legislature enacted a law that preempts localities from passing municipal rent stabilization policies. The statute reads, "The general assembly finds and declares that the imposition of rent control on private residential housing units is a matter of statewide concern; therefore, no county or municipality may enact any ordinance or resolution that would control rent on either private residential property or a private residential housing unit."[53]

In 1994, the Town of Telluride, in response to concerns about the increasing lack of affordable housing for workers, passed an ordinance requiring developers to create affordable housing for 40% of employees generated by the development. The city council hoped that this policy would

mitigate some of the unintended consequences of new development on affordability. Lot Thirty-Four Venture, L.L.C., a developer in the area, then challenged these municipal restrictions on the basis that they constituted "rent control" and therefore violated Colorado statute. The Colorado Supreme Court in *Town of Telluride v. Lot Thirty-Four Venture, LLC* ultimately determined that the ordinance did in fact serve as a form of prohibited "rent control" and in violation of state statute, and that state law superseded home-rule municipality authority. [54]

Recent efforts to repeal the state preemption have faced staunch opposition from powerful lobbying groups backed by corporate landlords.

In recent years, legislators in the Colorado General Assembly have made efforts to remove the preemption on rent stabilization and promote local control. In 2019, Senator Gonzales, Senator Rodriguez, Representative Lontine, and Representative Gonzales-Gutierrez sponsored *SB19-225 Authorize Local Governments to Stabilize Rent,* which would have repealed the existing statutory language prohibiting local rent stabilization policies.[55] The Colorado Apartment Association (CAA) launched an aggressive campaign including media advertisements and lobbying efforts to demonstrate corporate landlords' opposition to rent stabilization and ultimately kill the legislation, which never reached a final vote on the Senate floor.[56] However, legislators were successful in promoting local control in 2021 through the signing of *HB21-1117* into law. HB21-1117 clarifies that local governments have the authority to regulate and oversee land use in their municipalities in order to promote the construction of affordable housing units, as long as alternatives to construction are provided (such as a fee that developers can pay), and that this is distinct from rent control.[57]

PART III: The Solution -Repeal the Preemption on Rent Control and Allow Local Control of Rent Increases

Rent stabilization policies address rapidly rising rents by creating predictable and reasonable increases from year to year so that renters are protected from predatory rent-gouging.

Rent stabilization policies typically set a limit in the form of a percentage on the amount that a landlord can increase rent annually. Local municipalities, who best understand their community's housing needs, are best positioned to set the rent increase limit to protect their communities.

Cities with rent stabilization policies have demonstrated that rent stabilization allows housing to stay affordable, prevents displacement, improves renter stability, and promotes renters' and communities' health and wellbeing.

Cities that have enacted rent stabilization policies have demonstrated that rent stabilization allows housing to stay affordable. A study of four cities with rent stabilization in California–Berkeley, Santa Monica, East Palo Alto, and West Hollywood–found that rents were an average of $117 lower compared to nearby cities without rent stabilization.[58] Similarly, a study of Cambridge, Massachusetts found that when rent stabilization was in place, rents in rent stabilized units were an average of 44% lower than similar non-stabilized units in the area.[59]

In addition to keeping rents affordable, rent stabilization prevents displacement and improves renter stability. In the year after Los Angeles adopted rent stabilization, the share of renters who

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moved decreased by 37%, with rates dropping the most for Black and Latinx renters.[60] Similarly, in Santa Monica, rent stabilization led to doubling the proportion of tenants living in their unit for more than five years, slowing the displacement of low-income families and families with kids.[61]

Housing stability is critical for renters' and communities' overall health and wellbeing. Research shows that housing instability negatively impacts childrens' academic, behavioral, and social outcomes;[62] rent stabilization, then would minimize displacement and allow children and families to stay in their homes and give children the housing stability they need and deserve to thrive. Being behind on rent is associated with an array of poor health outcomes for children and adults, including poor caregiver health, maternal depressive symptoms, and child lifetime hospitalizations.[63] When families are rent-burdened, they are forced to make difficult trade-offs with their limited resources such as money for nutritious food, medicine, and healthcare. Promoting residential stability through rent stabilization is a demonstration of public officials' responsibility to care for the health and wellbeing of the community at large.

Keeping rents affordable is an investment in the economic wellbeing of the community and allows renters of all backgrounds to thrive.

If renters across the U.S. paid only what they could afford on housing, they would have an extra $124 billion to spend in the community each year, or an estimated $6,200 per household.[64] This would help mitigate wealth gaps across racial groups, as this would increase yearly disposable income for Black individuals by 13%, Latino individuals by 11%, mixed/other individuals by 10%, Native American individuals by 8%, Asian or Pacific Islander individuals by 7%, and white individuals by 7%.[65]

Rent stabilization still allows cities to grow while protecting individuals and families in the community from unreasonable cost burden.

While developers and landlords might express concern around loss of housing stock and loss of return on investment, this is not how rent stabilization has played out in many communities that have enacted rent stabilization policies. In the first decade after Berkeley passed rent stabilization, Berkeley only lost 1.3% of its total housing stock, only a fraction of a percent higher than adjacent cities. Berkeley's Planning & Development Department found "little to no effect on the construction of new housing."[66] Similarly, long-term studies of rent stabilization in New Jersey have found no discernible impact on new housing construction rates.[67]

Despite concerns around return on investment, the evidence has not demonstrated that landlords do not receive a fair return on investment in cities with rent stabilization policies. In Berkeley in 2016, only 1.3% of all landlords submitted a petition for an Individual Rent Adjustment (IRA) increase. In Santa Monica, from 2017 to 2021, there were five total petitions filed by landlords to request an IRA increase, and only one was accepted–during many of those years, zero petitions were filed.[68] This data indicates that in cities with rent stabilization, very few landlords are claiming lack of return on investment.

Major Components of Rent Stabilization Policy

Rent stabilization policies currently exist at either the state or local level across seven states–California, Maine, Maryland, Minnesota, New Jersey, New York, and Oregon–as well as

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the District of Columbia. California and Oregon both have state-wide rent stabilization policies, and California has both state and local rent stabilization policies in effect.[69]

Rent stabilization policies typically have four major components: permitted rent increases, type of housing covered, unit decontrol, and tenant protections.[70]

1) Permitted rent increases: This section describes the maximum increase in rent that a landlord can charge to a tenant and also describes how the increase is determined. Some municipalities will fix the increase to the change in the Consumer Price Index (CPI), some will opt for a flat increase, some will limit the rent increase to a percentage of the change in CPI, or other mechanisms.[71] Most policies limit increases to one increase per 12-month period.

- In Santa Ana, CA, rent increases are limited to **3% or 80% of the change in CPI**, whichever is less.[72]
- In Jersey City, NJ, rent increases are limited to **4% or the percent difference between CPI three months prior to expiration of the lease and three months prior to the start of the lease term,** whichever is less.[73]
- In Montclair, NJ, rent increases are limited to **4% or 2.5%** for apartments with at least one tenant who is 65 or older.[74]

The following graphs compare the historic median rent for three different areas in Colorado — the Denver metro area, the Pueblo metro area, and the Glenwood Springs metro area — and shows how rent prices would have been affected by capping year-over-year rent increases by 1, 3, and 5%, as well as capped by 75, 100, and 125% of CPI. Note that these graphs use the Denver-Aurora-Lakewood CPI, as CPI is not calculated for the state of Colorado.

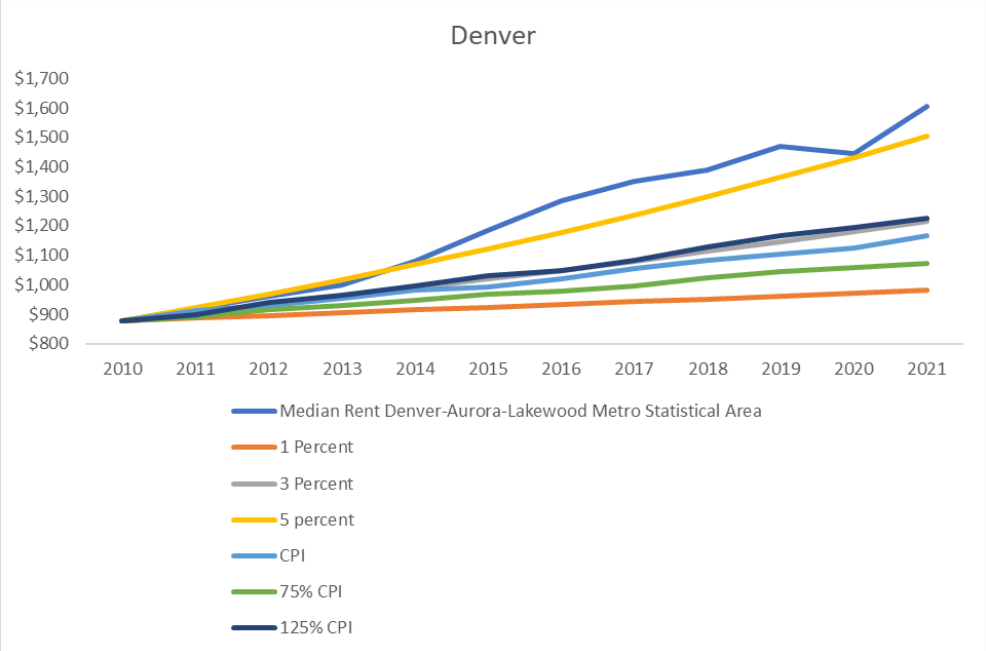


Figure 6, PUMS ACS data from 2010 to 2021 and 2020 Public Use Microdata Area (PUMA) Data

In the Denver metro area, the median rent between 2010 and 2021 exceeded any hypothetical caps on year-over-year rent increases. The median rent increase in the Denver metro area exceeded 5% almost every year. Any hypothetical cap would have resulted in lower rental prices in the Denver metro area.

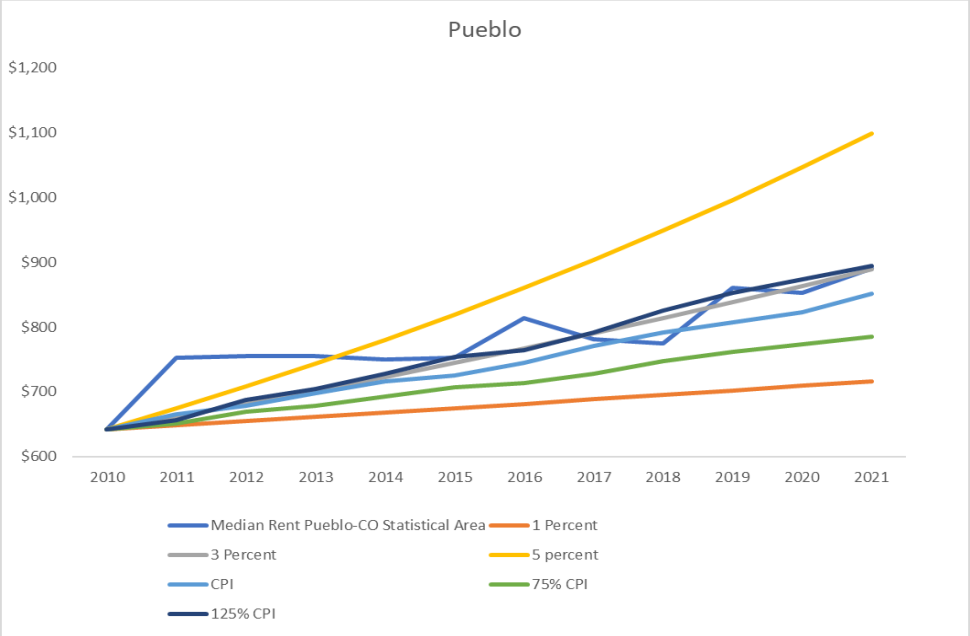


Figure 7, PUMS ACS data from 2010 to 2021 and 2020 Public Use Microdata Area (PUMA) Data

In the Pueblo metro area, most of the rent increase limits would have resulted in similar, or lower median rent prices. For the full ten years, limiting rent increases to CPI, 75% of CPI, or 1%, would have resulted in lower prices.

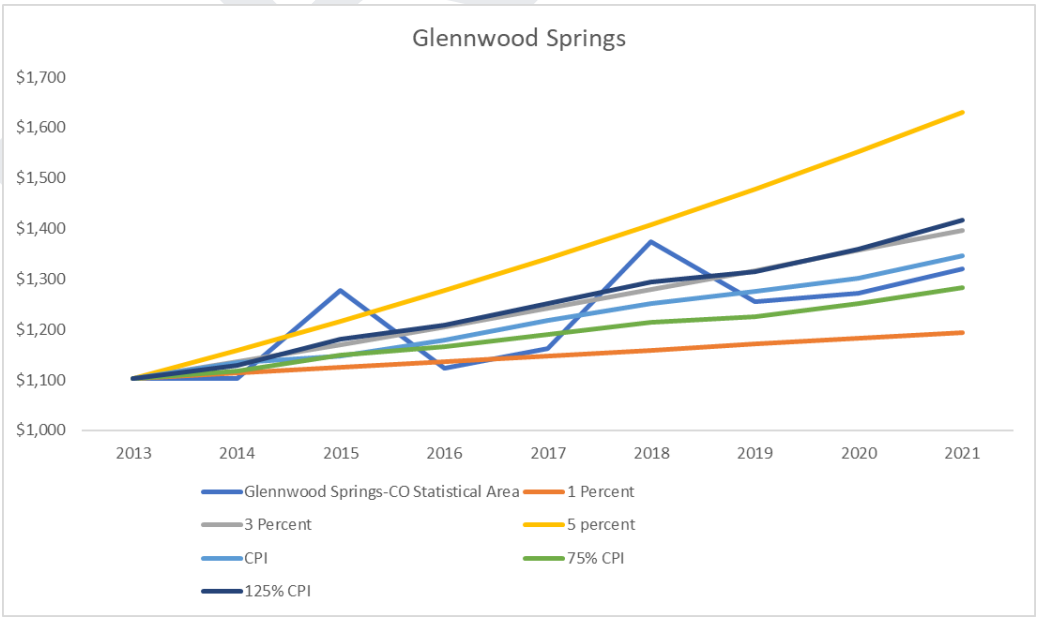


Figure 8, PUMS ACS data from 2013 to 2021 and 2020 Public Use Microdata Area (PUMA) Data

In Glenwood Springs, median rent prices would have gone down if limited by a 1% cap or 75% of CPI. For several years, even a cap set at CPI, or 3% of last year's rent, would have lowered median rent prices.

2) Types of housing covered: This section defines applicability and exemptions to certain types of buildings. Some municipalities will exempt new construction or make new construction eligible for rent regulations after a certain number of years. Policies could choose to include all types of buildings or exempt buildings and/or landlords under a certain unit count.[75]

- In Portland, ME, rent stabilization **does not exempt new construction.** Other exemptions in the city's ordinance include: municipal housing authorities; accommodations provided in a hospital, convent, church, religious facility, or extended care facility; dormitories operated by higher education institutions of Portland Public Schools; owner occupied buildings that have 2, 3, or 4 units; Accessory Dwelling Units (ADUs); and accommodations where rent is controlled or subsidized by a federal, state, or local government agency.[76]
- In Takoma Park, MD, exemptions include a similar list to Portland, ME, and **includes all buildings with two or more units.** This ordinance **exempts new construction for a period of five years; after five years, these buildings are subject to rent stabilization.**[77]

3) Unit decontrol: This section explains the process through which a unit becomes deregulated. This can also include vacancy decontrol, in which a unit is raised to market rent after vacancy.[78]

- Santa Monica, CA, previously had vacancy control, meaning that units stayed under rent regulations after the unit became vacant and could not be raised to market rent due to a vacancy. This changed when the California Legislature passed the Costa-Hawkins Act in 1995, which prohibited vacancy control, among other provisions.[79]
- Researchers have found that vacancy control contributed to lower rents and longer tenure by tenants, compared to cities without vacancy control measures in their rent stabilization policies.[80]

4) Tenant protections: Policies can include additional tenant protections, including protection against harassment by landlords, just cause eviction protections, and others.

- In Montclair, NJ, the rent stabilization ordinance includes a protection for tenants against harassment by landlords, defining harassment as actions included, but not limited to, "a reduction in the quality of basic services necessary to the health safety and welfare of the tenants; heat, hot water; adequate security; intermittent failures; bothersome telephone calls or letters; frivolous eviction threats or legal proceedings; actions which would cause a reasonable person of like age and physical condition of a tenant to fear for his/her life, limb, property, or home." The ordinance includes authority of the Township to investigate and prosecute complaints involving harassment.[81]
- Many states that have state or local rent stabilization ordinances, including California,[82] Oregon,[83] and New Jersey,[84] also have complementary state-wide just cause eviction protections.

Conclusion

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Colorado legislators have an opportunity to repeal the ban on rent stabilization so that localities can implement rent stabilization policies that are tailored to the needs of the renters in their communities. Ultimately, this policy is just one tool and needs to be a part of a comprehensive plan to address the growing issues around affordability, habitability, and rights and protections of Colorado renters. No matter what we look like, where we come from, or how much we earn, we all deserve safe, dignified and affordable places to live and call home.

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DRAFT

WATER QUALITY IN COLORADO'S MOBILE HOME PARKS

There are over 800 mobile parks in Colorado that veterans, older adults, Latinos and people with disabilities call home.

Residents of mobile home parks have been voicing concerns over the quality of their water for quite some time, and those concerns have largely gone unheard despite filing formal complaints.

Almost 40% of residents in mobile home parks do not believe their water is safe for drinking, according to the **Colorado Latino Policy Agenda** annual survey.

And, in Colorado, water contamination is primarily found in counties with high Latino populations according to the **Colorado Latino Climate Justice Handbook**.

Why is this issue important?

1. Mobile home parks are important as an unsubsidized form of affordable housing.
2. Mobile home park residents' water quality is poor - often bad tasting and smelling, causing skin rashes and damaging appliances.
3. Mobile home park residents face unique challenges because they do not own the pipes in the park that deliver water to their homes, and upgrading that infrastructure is very complicated and will likely take innovative approaches to find solutions.
4. Colorado's mobile home park residents are primarily on fixed incomes and have no alternative affordable housing options.

There are no easy solutions since most of the parks are privately owned and do not qualify for publicly funded grants or loans. It will take cooperation from park owners, local governments and the state to find solutions to overcome this challenge.

Every Coloradan deserves access to clean water!

PROTÉGETE Nuestro Future Vale la Pena · VOCES UNIDAS ACTION FUND · 9TO5 · EARTHJUSTICE · HISPANIC AFFAIRS PROJECT

From: sarah gordon
To: Ryan M. Muse
Subject: My support for Glenwood Springs Historical Society
Date: Tuesday, February 14, 2023 3:09:22 PM

I am a citizen of Glenwood Springs (and lived a few doors down from the museum when I was a kid). I'm also raising my kids here and have had the pleasure of taking them to the museum once or twice. I support the COGS funding the GS Historical Society's request for $120,000. If we lose the ability to teach people our history, then we are doomed to repeat our mistakes.

Thanks,
Sarah Gordon
4009 Sky Ranch Drive

Sent from my iPhone

Subject: Support for the Glenwood Springs Historical Society

in c/o Ryan Muse, Glenwood Springs City Clerk, at ryan.muse@cogs.us

Dear Glenwood Springs City Council:

I'm writing to convey strong support for the Glenwood Springs Historical Society and the Frontier Museum.

They are the keepers of Glenwood Springs' history includes thousands of photographs, glass plate negatives, artifacts, genealogy and countless other archival records of our area's rich and colorful heritage.

The grants they have secured have supported dozens of community projects. Some $153,653.00 in grant funding has supported these initiatives:

1) The historic assessment of the Shumate Home where the museum is currently housed,
2) The Cardiff Coke Ovens restoration, in partnership with the City helped obtain an additional $140,000 for the coke oven project.
3) Placement of headstones on veteran's historic graves in area cemeteries,
4) Production of the *Nuestras Historias* documentary, telling the stories of our area's successful migrants, and many more.

The Glenwood Springs Historical Society also supports the Glenwood Springs Chamber Resort Association in several ways:

1) Being a subject matter expert on history questions as they arise,
2) Providing articles in Official Insider's Guide to Glenwood.
3) Working with and directly contributing to our tourism efforts with interviews for multimedia, appearance in the UK program "Scenic Railways of the World," and more.

I am asking you to provide adequate funding, in the amount of $120,000, to the Glenwood Springs Historical Society and Frontier Museum as recommended by the City of Glenwood's Financial Advisory Board, and per the percentage recommended in the 1991 Acquisitions & Improvements Tax.

Sincerely,



Nicole Christianson
Loan Officer with B:Side Capital

From: Lisa Adams
To: Ryan M. Muse
Subject: Fund our past
Date: Tuesday, February 14, 2023 10:21:34 AM

The city needs to suport our towns history. It's their obligation to preserve it own towns past. People move here want to be part of this town, they pax taxes here. So funds
The Historical society.
Lisa Adams Sent from my iPhone

From: McGlade,Jay
To: Ryan M. Muse
Subject: Historical Society and Museum
Date: Tuesday, February 14, 2023 9:34:15 AM

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Please help fully fund the Historical Society and Museum. It is an important part of our community.

Sincerely,

Jay McGlade

"The highest compliment you can pay us is the referral of friends and family."

Edward Jones

Jay McGlade, AAMS

2700 Gilstrap Courte Ste 170
Glenwood Springs, CO 81601
970-928-7145
Fax: 866-444-9896

Click Here To Sign Up For Online Access

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From: Sandi Brown
To: Ryan M. Muse
Subject: My support for Glenwood Springs Historical Society
Date: Tuesday, February 14, 2023 7:19:33 AM

Please accept this as my support for funding to the Glenwood Springs Historical Society.

Sandi Brown 165 Vista Drive Glenwood springs, CO

From: Daniel Messer
To: Ryan M. Muse
Subject: Support the Glenwood Springs History Society
Date: Monday, February 13, 2023 9:44:28 PM

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Dear Glenwood Springs City Council:

As a concerned citizen, I'm writing to convey my strong support for the Glenwood Springs Historical Society and the Frontier Museum. They are the keepers of Glenwood Springs' history including thousands of photographs, glass plate negatives, artifacts, genealogy and countless other archival records of our area's rich and colorful heritage. The grants they have secured have supported dozens of community projects. Some $153,653.00 in grant funding has supported these initiatives:

1) The historic assessment of the Shumate Home where the museum is currently housed,
2) The Cardiff Coke Ovens restoration, in partnership with the City, helped obtain an additional $140,000
for the coke oven project.
3) Placement of headstones on veteran's historic graves in area cemeteries,
4) Production of the Nuestras Historias documentary, telling the stories of our area's successful migrants,
and many more.

The Glenwood Springs Historical Society also supports the Glenwood Springs Chamber Resort Association in
several ways:

1) Being a subject matter expert on history questions as they arise,
2) Providing articles in Glenwood Magazine,

I am asking you to provide adequate funding, in the amount of $120,000, to the Glenwood Springs Historical Society and Frontier Museum as recommended by the City of Glenwood's Financial Advisory Board, and per
the percentage recommended in the 1991 Acquisitions & Improvements Tax.

Sincerely,

Daniel L. Messer

From:	Sumner Schachter
To:	Marco Dehm; Shelley Kaup; Tony Hershey; Paula Stepp; Jonathan Godes; Charlie Willman; Ingrid Wussow
Cc:	Ryan M. Muse
Subject:	Museum and historical society
Date:	Thursday, February 16, 2023 7:44:56 AM

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Hi,
I hope you can find a way to fund and maintain our museum and the historical society. I realize some due diligence and review is necessary. However, if review and collaboration takes place, I would encourage you to follow the FAB recommendation(s) and take both a short term approach to 'cure' and a long term approach to perpetuate the museum and historical society...some how. Culture and Arts are both economic drivers here as well as a key to our vitality and a key part of our comprehensive plan.

Thank you.

Sumner Schachter

--
Sumner
970-379-2002

GARFIELD COUNTY
LIBRARIES

February 15, 2023

Ryan Muse, Glenwood Springs City Clerk, at ryan.muse@cogs.us

Regarding: Support for the Glenwood Springs Historical Society

Dear Glenwood Springs City Council:

I am writing as the Executive Director of the Garfield County Public Library District, and wish to express my strong concern and support for the Glenwood Springs Historical Society and the Frontier Museum.

Like the library, the museum is a keeper of knowledge. The information it preserves--thousands of photographs, glass plate negatives, artifacts, genealogy and countless other archival records—is truly irreplaceable. These materials represent our shared history, and they are at risk.

I recently toured the facility and was dismayed to see so many priceless resources stored in a facility that seems barely adequate to house them. Such artifacts should be in climate-controlled space, with modern systems for both fire suppression and water damage. The building itself isn't ADA accessible. The staff is impressive, and their passion is real and deep. But I worry about their ability to keep it going without adequate funding.

As I'm sure you're aware, the Historical Society has sought and secured grant funding on their own. I understand that they've raised over $150,000 to support:

1) The historic assessment of the Shumate Home where the museum is currently housed,
2) The Cardiff Coke Ovens restoration, in partnership with the City helped obtain an additional $140,000 for the coke oven project.
3) Placement of headstones on veteran's historic graves in area cemeteries,
4) Production of the *Nuestras Historias* documentary, telling the stories of our area's successful migrants, and many more.

But grants tend to focus on individual one-time projects. They don't ensure sustainability.

The Glenwood Springs Historical Society also supports the Glenwood Springs Chamber Resort Association in several ways:

1) Being a subject matter expert on history questions as they arise,
2) Providing articles in Glenwood Magazine,

3) Working with and directly contributing to our tourism efforts with interviews for multimedia, appearance in the UK program “Scenic Railways of the World,” and more.

Rather than being just a supportive partner, however, I believe the Glenwood Springs Historical Society and Frontier Museum should be hailed as a key contributor to the economic vitality of the area, a tourist attraction in its own right.

I understand that the city of Glenwood Springs is always faced with more demands for funding than can be easily accommodated. But I respectfully request that the Council acknowledge the unique assets of the Glenwood Springs Historical Society and Frontier Museum, and dedicate to them the $120,000 recommended by the City of Glenwood’s Financial Advisory Board, and the modest 2% recommended in the 1991 Acquisitions & Improvements Tax. The many historical assets now in jeopardy, once lost or damaged, will be impossible to replace. Right now, the Frontier Museum is a diamond in the rough. Let it shine!

Sincerely,



Jamie LaRue, Executive Director
Garfield County Libraries
970-625-4270 x 2125

From: LEE BOWLES
To: Ryan M. Muse
Subject: Supporting Glenwood Historical Society
Date: Wednesday, February 15, 2023 3:14:50 PM

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I am writing in support of you giving the Historical society the funding they are needing to keep their doors open.

Every town has a museum supporting their past. Glenwood has an amazing historical past and it would be a misjustice to forget our ancestors that built this city. Our family has portraits of ancestors there and we have given countless artifacts to the museum. What a shame to disassemble all those artifacts that have been put together thru countless decades and all the hard work so many have given.

When my children were young, every year was a big event to go to the museum and learn about Glenwood's past. I do not know if this still happens, but I hope so as I think it's so important to teach our youth about the struggles and successes of those that came before them.

You have to know where you came from in order to know where your going.
It would be one more disconnection for this city on who we are becoming. We need to be more than just a tourist destination.

This is certainly a priority that deserves the support of the city.

Bruce & Lee Bowles

From: Emanuel Silberstein
To: Ryan M. Muse
Subject: Glenwood Springs Historiccal Society
Date: Tuesday, February 14, 2023 5:27:06 PM

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Dear Folks,

My name is Emanuel Silberstein. I had the great pleasure of living in the Roaring Fork Valley, first in 1973-1974, then in 1977-1978.

I recently had a question, relating to an obscure memory I had concerning a monument, located in Glenwood Springs. I addressed my question to the Glenwood Springs Historical Society. An archivist named Carolyn Cipperly was kind enough to devote time and energy, and to greatly assist with my request, and 'solve' the question I raised.

I wanted to bring to the attention of the City Council that I was most impressed with the assistance I received. For whatever it's worth, I think that the fact that a Historical Society exists in Glenwood Springs reflects most positively on Glenwood Springs. It indicates to me that people are both concerned about, and willing to devote time, effort and resources to explore, document and share the history of Glenwood Springs. For me, this devotion and support speaks volumes about anyone and everyone who is involved with and/or supportive of this most valuable enterprise. For me, 'history' is a living and breathing entity that can only exist if supported. If that support is not forthcoming, history becomes, effectively, lost.

I know we live in an age when there are many needs expected to be addressed by city, state and national governments. Even more of a reason to applaud people who include in their priorities the research and preservation efforts that 'history' demands. Allow me to add that, above and beyond the obvious benefits, I believe that 'history' is good for business.

With the hope that you will accept my thoughts in the spirit intended, I remain,

Respectfully,

Emanuel Silberstein

From: debbiewilde
To: Ryan M. Muse
Subject: in support of GWS Historical Society and Frontier Museum
Date: Tuesday, February 14, 2023 5:20:57 PM

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Dear Members of Glenwood Springs City Council,

I believe the GWS Historical Society and Frontier Museum add important and unique value to our community. They provide one of those critical anchors in the midst of the constant of change and growth. People want to stay connected to a sense of place and "real town" as we grow and evolve as a community. History is a foundation. One that we need to have physical (like the museum) evidence of and ongoing reminders of (like the articles the historical society provides.)

I encourage the city to be a leader/supporter in this preservation of our historical foundation. It makes good sense for our community culture and our economy.

Thanks for figuring out how this can best be done. Your efforts are appreciated.

Together we're better,
Debbie

"In a world where you can be anything, be kind."

DEBBIE WILDE
debbiewilde@debbiewilde.com
(970) 618-0949
debbiewilde.com
Imbuing Confidence, Resiliency, and Enthusiasm

From: Randall,Nicole J
To: Ryan M. Muse
Subject: funding for Glenwood Springs Historical Society
Date: Tuesday, February 14, 2023 4:11:19 PM

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Hi Ryan,
I am writing you to ask for your support in funding the Glenwood Springs Historical Society. It's an important part of our community. My daughter's school class at Two Rivers Community School has visited as well as several other classes. She loved it. It's important for younger generations to look back at our local history. I would ask that you please consider annual funding to keep the historical society running.
Thank you,

Nicole Randall
Senior Branch Office Administrator

Edward Jones Investments ®

Jay McGlade, AAMS
2700 Gilstrap Ct Ste 170
Glenwood Springs, CO 81601
Phone: 970-928-7145
Fax: 866-444-9896

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My Priorities - Home (edwardjones.com)

Best Places: "Edward Jones Ranks No. 7 on the 2020 Fortune 100 Best Companies to Work For By Great Place to Work® and Fortune Magazine."



Nicole Randall
Senior Branch Office Administrator
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From: Linda Pawlak
To: Ryan M. Muse
Subject: Frontier Historical
Date: Thursday, February 16, 2023 9:23:58 AM

Ryan, This letter is to encourage the city of Glenwood Springs to continue their valuable monetary support of the Frontier Historical Society. The fact that they are able to maintain so much information in an insufficient building speaks volumes for the staff and volunteers. They continue to work in a small space and add so much to the community. It is very important to keep our history visible and alive.

Thanks,
Linda Pawlak

From: Bonnie Wasli
To: Ryan M. Muse
Subject: 2023/2024 City of GWS Funding
Date: Thursday, February 16, 2023 9:54:19 AM

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Dear Ryan,

This letter is intended to share my support of the $120,000 of funding from the City of Glenwood Springs for the years 2023 / 2024 to the Glenwood Springs Historical Society. This jewel of a museum certainly deserve local support from our city.

Thank you.
Bonnie Wasli

Get Outlook for iOS

From: Claire
To: Ryan M. Muse
Subject: Historical Society
Date: Thursday, February 16, 2023 10:25:19 AM

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Hi Ryan,

I am writing to say that I think the Historical Society should have their requested additional funding this year to meet their needs for operations, employee wages, and hopefully more public outreach. I think their existence is really important to our city given it's identity and branding are very tied to history. I would like to see them up and running comfortably so that they may engage more with the community and host more family-friendly events.

Sincerely,

Claire Graff (she/her) <--Why are pronouns important?

From:	LAURIE RAYMOND
To:	Ryan M. Muse
Subject:	Glenwood Springs Historical Society
Date:	Thursday, February 16, 2023 1:17:25 PM

Caution! This message was sent from outside your organization. Allow sender | Block sender

Feb. 16, 2023

Dear Glenwood Springs City Council:

As a citizen, 20 year resident and business owner in Glenwood Springs, I'm writing to encourage you to honor, support and fund the Glenwood Springs Historical Society and Frontier Museum.

The amount now requested, $120,000, is recommended by the City's Financial Advisory Board and is consonant with the percentage recommended in the 1991 Acquisitions & Improvements Tax.

Others have addressed the many benefits to the community the Historical Society provides, and I share that appreciation. In case no one else mentions it, though, I'd like to add a comment on the value of its role of preserving and curating the city's past. We have seen enormous growth, both in the city and the County, as well as the rural and "inter-urban" spaces that have filled in just since I moved here in 2003. People have been coming here for recreation and to enjoy the beauty of our natural wonders for generations. Ethnic groups, families and individuals have moved here, eked out livings and put down deep roots as well. I worry that without a committed entity like the Historical Society devoted to keeping our history alive and accessible, it is too easy for the story of the community's past, as a whole, to become lost in the waves of newcomers before they have time to put down roots themselves, settling in to a beloved place woven of many diverse stories.

When you, as representatives, have to weigh competing and sometimes conflicting interests, making decisions for the good of the whole, I think the broad and deep perspective preserved and celebrated by the Historical Society is valuable far in excess of its building and programs. But as a living entity, it needs to be embodied and cared for in an appropriate physical space.

Please honor the diverse contributions of past, present and future generations of City residents by providing your support to the Historical Society, now and in perpetuity. Thank you,

Laurie Raymond
970-945-8723

City Council
STAFF REPORT
City of Glenwood Springs
February 16, 2023

Agenda Item: Adjournment

Action Requested:

Department: City Clerk

Presented By:

Strategic Goals:

Background Info:

Issues:

Fiscal Impact:

Legal Review:

Staff Recommendation: