



## Town of Green Mountain Falls

Regular Board of Trustees Meeting Agenda

P.O. Box 524; 10615 Green Mountain Falls Road

Green Mountain Falls, CO 80819

Tuesday, February 16, 2021 at 7:00 p.m.

**Online Meeting ONLY\*\***

Join the Zoom Meeting by clicking on the following link:

<https://us02web.zoom.us/j/87919565735?pwd=VTN2cldmbEp0WklTY3FNYnB3Vmpwdz09>

Meeting ID: 879 1956 5735

Passcode: 001384

To make a **public comment** please **pre-register** by 4pm on the day of the meeting via email: [clerk@gmfco.us](mailto:clerk@gmfco.us)

### REGULAR MEETING:

TIME*		ITEM	DESIRED OUTCOME
7:00	1.	CALL TO ORDER / ROLL CALL / PLEDGE OF ALLEGIANCE	
7:00	2.	ADDITIONS, DELETIONS, OR CORRECTION TO THE AGENDA	
7:00	3.	PERSONS PRESENT NOT ON THE AGENDA: 3 MINUTES PER SPEAKER	
7:05	4.	CONSENT AGENDA a. Bring into record Accounts Payable January 18 to January 29, 2021 b. Board of Trustees Meeting Minutes from February 2, 2021	<b>BOT Action Desired</b>
7:25	5.	FMC Alternate Member Approval, Nathan Scott	<b>BOT Action Desired</b>
7:40	6.	Consideration of a Recommendation made by the Parks, Recreation, and Trails Committee to temporarily close access to sections of Catamount Trail, post awareness signage, and to contact Colorado Springs Utilities for Mitigation of Ice Flows	<b>BOT Action Desired</b>
	7.	Community Forum regarding Parking and Signage and a Presentation by Parking and Signage Consultant Jon Cain	<b>BOT Action Desired</b>
7:55	8.	CORRESPONDENCE	Information Only
8:10	9.	REPORTS a. Trustee Reports b. Committee Reports a. Staff Reports	Information Only
8:20	10.	ADJOURN	

\*Please note: Times are approximate.

\*\*The Town shall provide reasonable accommodation for those with disabilities on a case by case basis. Please send accommodation requests to [clerk@gmfco.us](mailto:clerk@gmfco.us) by 4pm on the date of the meeting.

Town of Green Mountain Falls  
Vendor Invoices Journal  
February 13, 2021

Date	Reference	Entity Number	Name	Acct Number	Acct Name	Amount
1-00-00-2000 General-Acco						
01/01/2021	210045	CIRSA	Cirsa	1-20-02-5107	General-Interdepartmental-Operations-Insurance - Property/Casualty Liability Premiums	21,233.40
01/03/2021	1.3.2020	comcastbusiness	Comcast Business	1-10-03-5202	General-Administration-Utilities-Utilities - Telephone/Internet	79.92
01/03/2021	1.3.2020	comcastbusiness	Comcast Business	1-40-03-5202	General-Public Safety-Utilities-Utilities - Telephone/Internet	79.93
01/15/2021	0040393	CEBT	CEBT	1-20-02-5107	General-Interdepartmental-Operations-Insurance - Property/Casualty Liability Premiums	4,720.00
01/20/2021	152628430001	officedepotinc	Office Depot, Inc.	1-10-02-5129	General-Administration-Operations-Supplies - Office	4.79
01/20/2021	152658426001	officedepotinc	Office Depot, Inc.	1-10-02-5129	General-Administration-Operations-Supplies - Office	58.98
01/22/2021	04-01.22.21	COSpringUtil	Colorado Springs Utilities	1-50-03-5204	General-Parks and Recreation-Utilities-Utilities - Electric - Gazebo	158.47
01/22/2021	152627892001	officedepotinc	Office Depot, Inc.	1-10-02-5129	General-Administration-Operations-Supplies - Office	59.98
01/22/2021	25-01.22.21	COSpringUtil	Colorado Springs Utilities	1-70-03-5200	General-Public Works-Utilities-Utilities - Electric	241.41
01/22/2021	35-01.22.21	COSpringUtil	Colorado Springs Utilities	1-10-03-5200	General-Administration-Utilities-Utilities - Electric	157.63
01/22/2021	37-01.22.21	COSpringUtil	Colorado Springs Utilities	1-60-03-5200	General-Pool-Utilities-Utilities - Electric	16.97
01/22/2021	57-01.22.21	COSpringUtil	Colorado Springs Utilities	1-50-03-5203	General-Parks and Recreation-Utilities-Utilities - Electric - Fountain	28.41
01/22/2021	78-01.22.21	COSpringUtil	Colorado Springs Utilities	1-40-03-5200	General-Public Safety-Utilities-Utilities - Electric	32.94
01/22/2021	82-01.22.21	COSpringUtil	Colorado Springs Utilities	1-70-03-5206	General-Public Works-Utilities-Utilities - Electric - Street Lights	416.22
01/25/2021	151919428001	officedepotinc	Office Depot, Inc.	1-10-02-5129	General-Administration-Operations-Supplies - Office	14.71
01/27/2021	151918251001	officedepotinc	Office Depot, Inc.	1-10-02-5129	General-Administration-Operations-Supplies - Office	51.98
01/28/2021	57-01.28.21	COSpringUtil	Colorado Springs Utilities	1-50-03-5203	General-Parks and Recreation-Utilities-Utilities - Electric - Fountain	485.64
01/29/2021	P39C0361315	wagnercat	Wagner CAT	1-70-02-5136	General-Public Works-Operations-Equipment - Repair and Service	139.14
01/29/2021	P39R0137542	wagnercat	Wagner CAT	1-70-02-5136	General-Public Works-Operations-Equipment - Repair and Service	-455.20
01/30/2021	P39C0361370	wagnercat	Wagner CAT	1-70-02-5136	General-Public Works-Operations-Equipment - Repair and Service	400.81
01/31/2021	49	Hoffman	Hoffman, Parker, Wilson & Carberry	1-20-02-5114	General-Interdepartmental-Operations-Services - Town Attorney	78.00
01/31/2021	6	Hoffman	Hoffman, Parker, Wilson & Carberry	1-20-02-5114	General-Interdepartmental-Operations-Services - Town Attorney	858.00
02/02/2021	16447	murraydahlb0000	Murray Dahl Beery & Renaud LLP	1-20-02-5114	General-Interdepartmental-Operations-Services - Town Attorney	495.00
02/03/2021	17719	springsit	Springs IT	1-20-02-5110	General-Interdepartmental-Operations-Services - IT	250.00
02/13/2021	02132021	brianbundy0000	Brian Bundy	1-10-01-5002	General-Administration-Labor-Labor - Part Time	620.00
Total For 1-00-00-2000 General-Accounts Payable						30,227.13

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Jane Newberry, Mayor

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Angie Sprang, Town Manager

**TOWN OF GREEN MOUNTAIN FALLS**  
**Regular Board of Trustee Meeting**  
**February 02, 2020 – 7:00 P.M.**  
**MEETING MINUTES**

**Board Members Present**

Mayor Jane Newberry  
Trustee Margaret Peterson  
Trustee Katharine Guthrie  
Trustee Dyani Loo

**Board Members Absent**

Trustee Chris Quinn

**Town Attorney**

Not present

**Town Manager**

Angie Sprang

**Public Works**

Not present

**Town Clerk**

Matt Gordon

**Marshal's Dept.**

Virgil Hodges

**Administrative Assistant**

Not present

**Planning Director**

Not present

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**1. Call to Order/Roll Call/Pledge of Allegiance**

Mayor Newberry called the meeting to order at 7:02 pm. The Pledge of Allegiance was recited.

**2. Additions, Deletions, or Corrections to the Agenda**

Mayor Newberry motioned to add a comment from Andre Brackin as Agenda Item 3. Trustee Loo seconded. Motion passed unanimously.

**3. Comment from Andre Brackin**

Mr. Brackin provided comments on the Midland Avenue Culvert Relocation going into detail on the state of the project, the old age of the current system and the issues involved with the system, specifics around coordinating with Colorado Springs Utilities, his and his partners expertise regarding relocations, the cost of the project and cost overruns, whether a change order was warranted. Mr. Brackin went into further detail regarding the change order and its necessity, going on to say that the project would not have been completed without the change order. Mr Brackin provided additional details of the project that included installation of new water and gas lines due to the age of the system. Mr. Brackin expressed his opinion that deferring the project would have been a bad decision due to the possibility of a culvert failing and losing access to certain properties. Mr. Brackin ended with a thank you to CSU for their work on the project.

Mayor Newberry answered a question in the Virtual Meeting Software Chat regarding the overall cost overrun, which is 30%

Town Manager Sprang extended her thanks to Andre Brackin for his work.

**4. Persons Not Present on the Agenda**

(3 minutes given per speaker)

Resident Blasi shared public comment regarding item # 7, special event permit, and recommended that the event follow public health restrictions. Resident Blasi went on to comment on the cost overrun on Midland and requested that Town Manager Sprang provided a detailed financial breakdown

presentation of the project at the next BOT meeting. Resident Piazza expressed her thanks for receiving answers to comments at the previous BOT meeting and for including the Free Parking Petition in the BOT Agenda Packet. Resident Piazza went on to share her experience of gathering signatures for the petition, the public's response to the petition, and her interactions with Consultant Jon Cain. Resident Bratton reinforced Resident Piazza's comments further sharing info related to the Free Parking Petition. Resident Bratton expressed concern related to the enforcement of paid parking and how it would affect visitor's opinion of the Town.

## **5. Consent Agenda**

- a. Bring into record Accounts Payable for 1/18/2021 to 1/29/2021**
- b. BOT Meeting Minutes from 2/2/2021 BOT Meetings**

Mayor Newberry moved to approve the Consent Agenda. Seconded by Trustee Peterson. Motion passed unanimously.

## **6. Consideration of Resolution No. 2021-07, A Resolution of the Town of Green Mountain Falls, Colorado, Extending the Declaration of a Local Emergency in and for the Town of Green Mountain Falls, Colorado to April 30, 2021**

Town Manager Sprang provided a brief overview on the Town's emergency declaration and how having this declaration opens the possibility of the Town receiving emergency funding.

Mayor Newberry moved to approve. Seconded by Trustee Loo. Motion passed unanimously.

## **7. Consideration of Resolution No. 2021-08, A Resolution of the Town of Green Mountain Falls, Colorado, Supporting the El Paso County Community Development Block Grant Application**

Trustee Peterson pointed out that the Resolution as included in the Agenda packet listed the wrong year and requires an amendment. Trustee Loo provided a brief overview of the process of writing the Community Development Block Grant, the involvement of Trustee Guthrie and Town Manager Sprang. Trustee Loo shared the purpose of the grant application which is to create ADA improvements to Gazebo Lake Park and how the application was written and tailored for the reviewing committee. Trustee Loo went on to request letters of support and photos from the community to include in the CDBG Grant application.

Trustee Guthrie expanded on Trustee Loo's comments by sharing that the maximum award possible is \$150,000 and highlighted that the application included playground equipment to try and hit the max, but the primary focus would be the ADA improvements.

Trustee Loo announced that the Town has a template letter that could be used for letters of support for the project.

Trustee Peterson and Town Manager Sprang expressed her thanks to everyone for their work.

Mayor Newberry moved to approve. Seconded by Trustee Peterson. Motion passed unanimously.

## **8. Consideration of a Special Event Permit Application for 2021 Pikes Peak Mission to Zero**

Mayor Newberry opened the discussion with a brief description of Pikes Peak Mission to Zero and its focus on veteran's suicide awareness. Mr. Bloureiro provided a brief description of what the Pikes Peak Mission to Zero is and how it goes about raising money for its working raising awareness about veteran's suicide. Mr. Bloureiro shared how COVID impacted their planned event for 2020 and highlighted that they raised \$2000 and donated those funds. Mr. Bloureiro went on to detail the plan for the 2021 event stating that the event would be a Poker Run only due to the public health limitations of COVID.

Mr. Bloureiro described the plan for the event and provided details related to the closure of roads near the lake for motorcycle parking, the plan for the Poker Run and the time frame, planned road closures, the number of riders, and attendance of an honor guard to play the national anthem.

Mr. Bloureiro requested that the board approve the Special Event permit and that the Board consider waiving fees related to this special event permit.

Mayor Newberry requested comment from Town Marshall Hodges. Town Marshall Hodges shared his positive experience with Pikes Peak Mission to Zero and their work with veterans. Town Marshall Hodges expressed that the planned road closures were acceptable and that should the Board not waive fees related to traffic control, that he would volunteer his services.

Trustee Loo requested that Mr. Bloureiro address resident concerns related to COVID and the Special Event. Mr. Bloureiro deferred to any guidance from the El Paso County Health Department related to COVID and shared his experience mitigating the effects of COVID at the Mission to Zero event held in 2020.

Town Marshall Hodges provided a suggestion for the Board and Mr. Bloureiro on the creation of a safety plan for the event as well as the necessity to submit that plan to El Paso County Public Health and offered to coordinate points of contact and to share sample plans with Mr. Bloureiro. Trustee Peterson offered her assistance as well.

Mr. Bloureiro addressed a question asked in the virtual meeting software's chat on if the event needed volunteers. Mr. Bloureiro said yes, and that parking would be a big need. Mayor Newberry offered to help with trash issues.

Town Clerk/Treasurer Gordon shared the fees associated with the special event permit.

Trustee Loo moved to approve. Seconded by Trustee Peterson. Motion passed unanimously to approve the permit.

Trustee Peterson moved to assess a permit fee of \$300 for the event and to waive traffic control and deposit fees. Seconded by Trustee Guthrie. Motion passed unanimously.

Town Marshall Hodges ended by offering to pay the special event permit fee and Mr. Bloureiro expressed desire to speak further offline with Town Marshall Hodges.

## **9. FMC Elected Officers Approval**

Mayor Newberry moved to approve. Seconded by Trustee Loo. Motion passed unanimously.

## **10. CORRESPONDENCE**

- a. Chris-Briggs Hale Letter**
- b. GMF Annexation Press Release**
- c. GMF Free Parking Petition**

## **11. REPORTS**

### **a. Trustee Reports**

Mayor Newberry shared a report regarding the parking petition and encouraged residents to review the questions on the Town Parking and Signage Survey to provide additional nuance in addition to their

enthusiastic work on the petition. Mayor Newberry ended by thanking those individuals who worked on the CDBG grant.

Trustee Loo shared that the PRT met and is prioritizing their projects.

Trustee Guthrie shared her appreciation for input and support on the CDBG grant especially for letters of support and photos. Trustee Guthrie thanked Mayor Newberry for bringing up the nuance of the parking situation in GMF.

Town Manager Sprang shared that the survey is actually closed, and that Consultant Jon Cain will be presenting the survey results at the next BOT meeting.

**b. Committee Reports**

**c. Staff Reports**

Town Manager Sprang provided a brief statement. It has come to my attention that some in the community feel that I am unresponsive to the Town and Citizens. I would like to reassure you that nothing could be further from the truth. I sincerely wish to work in a cooperative and collaborative manner with all town members. In fact issues have been addressed and then the same information has been asked for, just in different words. Repetitive requests for information may be construed as fishing trips to get me to change the answer to fit an agenda that I am not involved in. I do my best to provide information as it comes to light and will continue to do so. Hostility and passive aggressiveness are counterproductive and lead to one side, of a previously open conversation, to become less than forthcoming and willing to cooperate, especially when questions have already been answered or the answers have been published and are readily available to all.

Social Media is not the best of places to air grievances and tends to create a “mob mentality” in search of “likes” or comments that are not conducive to intelligent and open communication. While it is important to express opinions and feelings, it is ALWAYS best to go to the well for the water. That is to say that information is most accurate at its source, whether it be the person involved or the documented (and/or recorded) transcripts that are official in nature, as they are not slanted one way or the other.

In Town Government, it has been my experience, not everyone can have their way all the time and some understanding and empathy must be involved. Things must be done, at times, which are not going to make everyone happy but are none the less necessary for the common good. Consideration and cooperation on both sides of an issue are necessary to problem solve in a supportive manner which not only solves the problem but mitigates it in the future.

In conclusion, I wish to thank everyone for their input on issues that concern the Town and I want to assure you that this Town is of utmost importance to me and my staff. We struggle daily to try to appease REASONABLE requests but cannot favor one person or group of people and not be responsive to the entirety of the Town and its overall welfare.

Town Clerk/Treasurer shared his experience over his first month with the Town.

Town Marshall Hodges shared his support for the Pikes Peak Mission to Zero and expressed his desire to have the Town continue supporting the event.

Mayor Newberry shared her agreement and expressed her thanks to the community, the BOT, and staff for their volunteer time and work.

## **12. ADJOURNMENT**

Mayor Newberry adjourned the meeting at 8:02 PM.

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Matt Gordon, Town Clerk/Treasurer

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Jane Newberry, Town Mayor

DRAFT



To: GMF Fire Mitigation Advisory Committee  
From: GMF Town Clerk/Treasurer, Matt Gordon  
Date: February 16, 2021  
Re: Approval of Alternate Member

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On 1/28/2021 at their regularly scheduled meeting, the Fire Mitigation Advisory Committee unanimously elected an Alternate to the FMC. The elected Alternate is listed below.

Alternate: Nathan Scott

On behalf of the FMC, Town Staff is recommending that the BOT approve the election of Nathan Scott to the position of Alternate on the FMC.





To: GMF Board of Trustees  
From: GMF PRT Committee Secretary and Town Clerk/Treasurer Matt Gordon  
Date: February 16, 2021  
Re: Ice Flows on Catamount Trail

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At their meeting scheduled on 2/3/2021, the PRT Committee reviewed photos and reports regarding major ice flows on Catamount Trail submitted to the Town and to Vice Chair Ochkie by resident Brandy Moralez. After reviewing the photos submitted by Brandy and discussing the potential dangers of keeping that section of the trail open, Member Stroope moved to temporarily close the trail, to post signage, and to contact Colorado Springs Utilities since they are the owners of the road for potential mitigation. Both Member Gafford and Vice Chair Ochkie were in unanimous agreement.

It is the recommendation of the PRT Committee to temporarily close the section most effected by ice flows on Catamount Trail, to post signage on Hondo Ave and Belvidere Ave raising awareness about the ice flows, and to have the BOT direct Town staff to contact Colorado Springs Utilities for mitigation of the ice flows.

NO WASTE  
DISPOSAL

NO WASTE  
DISPOSAL

STOP

NO MOTORIZED  
VEHICLES  
PEDESTRIAN  
TRAFFIC ONLY

NO  
TRESPASSING

DANGEROUS  
ICE FLOW NOT  
RECOMMENDED  
FOR FOOT  
TRAFFIC



DANGEROUS  
ICE FLOW NOT  
RECOMMENDED  
FOR FOOT  
TRAFFIC

BEFORE YOU GO...

**YOU ARE YOUR  
OWN RESCUER!**

Emergency Medical Care, Rescue,  
Evacuation may be required. State  
of New Mexico

























**TO:** Mayor Jane Newberry and Green Mountain Falls Board of Trustees  
**FROM:** Jonathan Cain  
**DATE:** February 16, 2021  
**CONCERNING:** Parking and Signage Management Study & Recommendations

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## **Introduction**

The Town of Green Mountain Falls has always been reputed to be one of the most “delightful spots in the Rocky Mountains”. Located eight miles to the west of Manitou Springs, the Town is known for its small-town mountain charm, scenic backdrop, and access to the world class outdoor recreational opportunities that abound throughout the region.

In years past, the Colorado Midland Railway brought tourists seeking to explore the scenic beauty of the American West to the Town. In those days, ten cents brought visitors to spend their holidays in the Town’s Hotel and Cottages, enjoying the cool mountain breezes as they relaxed while soaking in the verdant countryside.

The Railway is now long gone, but the Town’s reputation as a destination to soak in the picturesque beauty of the Rocky Mountains has persisted. Thousands of visitors annually come to both experience the wonderful amenities of the Town- it is restaurants and shops, burgeoning art community, beautiful Lake and historic gazebo, and access to an extensive and beautiful Trail System.

Over the past few years, the number of annual visits to the town has increased. As this has occurred, so to have issues related to managing the volume of traffic. The Town’s approximately 250 public parking spaces have been filled to capacity with increasing regularity by users of the Town’s trail system, and traffic congestion has increased as visitors circulate looking for somewhere to park. Illegal parking in the Town Right of Way and on private property has become an increasing concern, and the Town has struggled with the increased burden on trash and public restroom facilities. This has also created a burden for Business Owners, as it has become increasingly difficult to find nearby parking on heavily congested days, causing would be customers to leave in search of other opportunities.

In the summer of 2020, these issues reached a flash point when the “Safer in the Great Outdoors” public health order went into effect. Under this order, individuals were encouraged to stay home as much as possible but were also encouraged to enjoy parks and open space while following social distancing guidelines. The previous issues that the Town had been experienced related to visitor traffic were instantly compounded with thousands of additional visitors looking to enjoy all of the amenities that Green Mountain Falls has to offer.

In August of 2020, the Board of Trustees directed Town Staff to explore opportunities to both better manage the towns public parking facilities and to improve signage in the town to determine whether this would allow the town to better manage tourism visits to the Town. In October, the Town entered into a Pro-Bono agreement with Jonathan Cain to perform such a study. Mr. Cain is a local government consultant with experience managing public resources in communities with tourism-based economies to perform a study of both issues. He is currently studying Equitable Governance and Asset Based Community Development at CU Denver; his thesis is regarding The Right to the City and Parking Management in Rural Communities with Tourism Based Economies.

This report outlines those findings and recommendations. It provides practical first steps, financial strategies and long-term actions to help the Town of Green Mountain Falls achieve these goals.

The recommendations contained in this report are strictly advisory and non-binding.

### **Process Timeline**

1. Initial meeting between Town Staff and Jonathan Cain (8.1.2020)
2. Letter to Initial Stakeholder Group (8.20.2020)
3. 1:1 Interview Process with Stakeholders (8.20.2020 – 9.25.2020)
4. Stakeholder Workshop (9.26.2020)
5. GOCO Resilient Communities Trails Application (10.8.2020)
6. Community Mail Notice of Forum & Survey (12.5.2020)
7. Community Forum and BOT Presentation (12.15.2020)
8. Community Survey (12.5.2020-1.19.2021)
9. 1:1 Interviews with Survey Respondents (12.5.2020-Present)
10. Participant Engagement (12.5.2020-Present)
11. Trails Committee Meeting Presentation (1.25.2021)
12. 2<sup>nd</sup> Community Forum & Final Report Presentation and Recommendations to the BOT (2.16.2021)
13. Data Analysis from Survey, Interviews, and Public Engagement (1.20.20-Present)
14. Develop Draft of Plan w/ Alternative Policy Formulation (2.1.2020-2.05.2020)
15. Draft Report & Initial Recommendations to the Town Board (2.5.2020-2.10.2020)
16. Community Forum and BOT Presentation (2.16.2021)
17. BOT Decision & Direction (2.16.2021; Later if determined necessary by BOT)
18. Program Rollout (TBD)
19. Follow Up Processes (TBD)

### **Stakeholder Interview and Initial Meeting**

An initial group of 10 stakeholders were identified at the beginning of this process to discuss parking and signage in Green Mountain Falls. 2 of these identified individuals did not participate, Amily Biedelman and Dakota Griffith. This group was comprised of the following Business Owners, Chamber of Commerce Members, Community Members:

Mayor Jane Newberry  
Katherine Guthrie  
Amily Biedelman  
Dakota Griffith  
Jesse Stroope  
Virgil Hodges  
Angie Sprang  
Julie Simmons  
Clay Gafford  
Darlene Avery

Participants were contacted via telephone and asked the following questions:

- (a) Do you think that Green Mountain Falls has problems re: Recreation and Tourism Parking?
- (b) Would you like the Town to manage parking?
- (c) Are you comfortable with paid parking?
- (d) If the Town did manage parking, how can we make sure that Residents are not impacted?
- (e) Would you consider free or reduced cost parking for Residents that live in close proximity to Green Mountain Falls?
- (f) What kind of signage do you think is needed to ensure people know about the program?
- (g) The City has access to a signage making machine, reducing the cost of signs in the future. Do you have any visions for how signage should be in the Town?
- (h) Do you have any thoughts regarding pricing for parking?
- (i) Would you be interested in looking at technology or a management company to help manage the program?
- (j) Would you support an “all day free” or a “surge pricing” model?
- (k) Should Paid Parking be seasonal in nature or should it be turned on “all year”?
- (l) Do you think the larger community might have any negative reactions to a managed parking program like we have discussed?
- (m) Do you have any ideas related to how we can address these issues?
- (n) Do you have any thoughts regarding how the public should be informed about parking resources in the Town?
- (o) In terms of a parking plan, do you think there are any other considerations related to paid parking in Town that should be incorporated?
- (p) Is there anything that I have not asked you that you think is important to consider?

The following “Themes” were determined from this interview process:

- (a) Green Mountain Falls has a Parking Problem.
- (b) It would be beneficial for the Town to find a way to better manage public parking.
- (c) The Capacity of Staff to manage such a program is important to consider.
- (d) We should ensure that the impact of any such program on Residents and Community Members is low
- (e) We should make sure that Town remains welcoming to visitors.
- (f) Green Mountain Falls has a signage problem.
- (g) There is “sign pollution” in Town.
- (h) There should be reasonable standards for displaying signs in Town.
- (i) It is important that we have beautiful signage that is representative of this Town.

Following the Interview process, this same group of Stakeholders met at Town Hall on September 26, 2020 to discuss the results of the interviews, concerns related to parking, signage issues, as well as opportunities for the Town of Green Mountain Falls to better manage each. The following problems were elucidated by this group:

1. The Town owns approximately 250 parking spaces that are publicly available. During times of high congestion in town, these spots have been quickly filled to capacity by Hikers. This limits available parking for nearby businesses and community assets such as the Church. It also causes many folks to park illegally in the Town Right of Way and on Private Property.
2. When the Town becomes heavily congested, there are many public safety problems. Vehicle-pedestrian conflicts are common, and when cars are illegally parked in the right of way it makes emergency access and potentially evacuation difficult if not impossible.
3. When the Town becomes heavily congested by folks looking to explore the Trail System, it makes it difficult for patrons of local businesses to “find a seat” in a restaurant or to patronize the businesses near the Lake.
4. The Town has a small budget and staff, and the increased demand on the Public Restrooms and Trash Services has made it difficult to maintain these facilities.
5. Many participants in this study believe that there is a problem with both wayfinding and regulatory signage within the Town limits.
6. Town Visitors have difficulty finding the Trail Heads, which are mostly located at the top of steep residential streets. This has created conflict as visitors unfamiliar with the topography of the Town try to navigate these areas.
7. The Town has 1 Marshall on duty charged with keeping the Peace. The Marshall is charged with all of the duties of a Public Safety Officer and has limited capacity to take on more work.

The Stakeholder group also discussed potential goals related to improving Parking Management and Signage:

1. A quantitative, data centered approach to handling visits to Town may be possible with better management tools.
2. The Town has a small budget, and it would be good to find a way to create additional revenue to hire staff, fund road improvements, the swimming pool, restroom facilities, trash cans, etc.
3. It would be good to find a way to turn Hikers into Consumers that visit our Restaurants and Shops.
4. It would be good to minimize the impact of Dogs on the Trails, and to limit conflicts over their presence.
5. The “entrance” to Green Mountain Falls from the Highway should be improved. There is potential to work with the Fire District to welcome people and ensure they know where they are going.
6. It would be good to create a “Trails Welcome Center” (Virtual Trail Head) so that visitors to Town can stop for information about parking, restaurants, shops and trail maps before heading out.
7. There may be opportunities to improve wayfinding and regulatory signage inexpensively using the Town’s Sign Making Machine in the short term and to explore opportunities for “better” signage down the road.
8. It would be good to create “resident only parking areas” in neighborhoods.
9. Any plan for parking management should be designed to provide maximum benefit to residents of the Town of Green Mountain Falls while also maintaining the atmosphere of the town to preserve its economic vitality.

### **Community Letter, Survey and Forum**

Based on the meeting with the initial Stakeholder Group, a letter to the community and online survey were formulated by the Consultant and Town Staff. A Mailer explaining the survey and inviting residents to a virtual Community Forum was sent to all PO Boxes on December 5, 2020 and was placed in boxes on December 7, 2020. The Survey was opened to responses on December 7, 2020 and was left open until January 19, 2021.

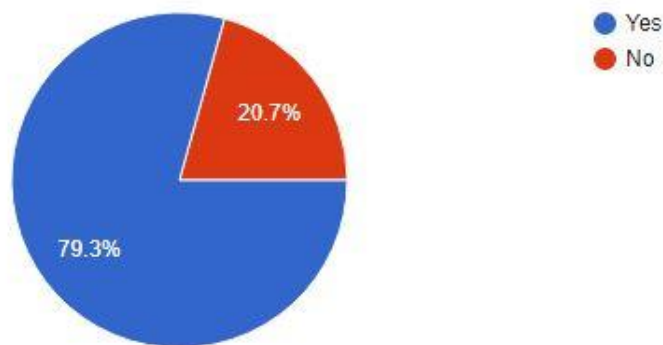
A virtual Community Forum was held on December 15, 2020 at the regularly scheduled Board of Trustees Meeting. The consultant gave a PowerPoint presentation detailing progress to that point and providing information about the community survey and the project Timeline.

## **Survey Results**

The Online Digital Survey consisted of 11 questions with opportunities to provide “long form” feedback following each multiple-choice question. The survey was designed to be “qualitative”, which is a research methodology designed to gain in depth information about people’s underlying reasoning and motivations regarding a topic. As such, it was anonymous, although respondents were given an opportunity to enter contact information for further engagement opportunities. An analysis of responses found that of the 179 responses to the survey, 6 participants were found to have participated in the survey more than 1 time. *Some questions were multiple choice and answers have been graphed; “long form questions” have been grouped into themes, the top ten most common displayed.*

Do you think that the Town has any issues related to Recreational and Tourism Parking?

179 responses



### **Themes from the Feedback**

Residential Parking should be preserved on Residential Streets.  
Charging for parking would ensure Visitors help pay for services they use in Town.  
Installing Parking Meters may negatively impact our Town’s Image.  
Paid parking would allow for more enforcement and the maintenance of facilities in Town  
Creating a Simple Solution would be best.  
Better Signage throughout town is needed.  
We need to make sure any program creates little impact to Business Owners or Residents.

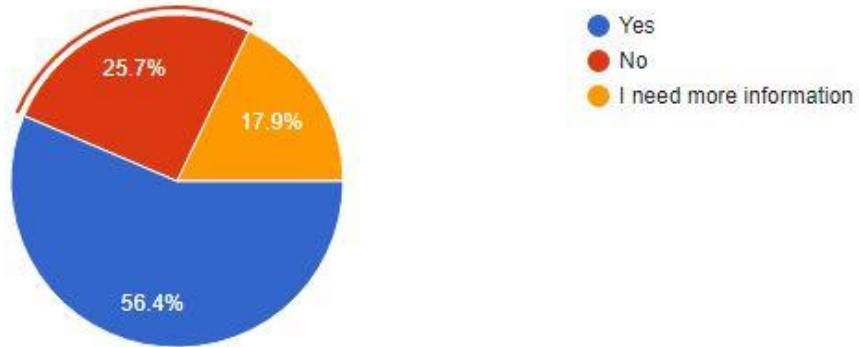
## **Question 2: If the Town does institute Paid Visitor Parking, how would you like to see revenue from such a program utilized?**

### **Themes from the Answers**

Pave more Streets.  
Go to Maintenance and the Pool.  
Improve Public Restroom Facilities.  
Trail Maintenance & Better Signage  
To augment the Town Budget for Needed Expenditures  
General Infrastructure Improvement  
Trash Cans and Management

Would you be comfortable with the Town charging visitors (not residents or guests of residents) for Parking?

179 responses



### **Themes from the Feedback**

Yes

Charging for parking is an easy way to generate revenue for our Town

Concerned about how the program would work- do not want to take away from our "Atmosphere"

The "littering", "dog waste", and congestion on our roads are a public health problem.

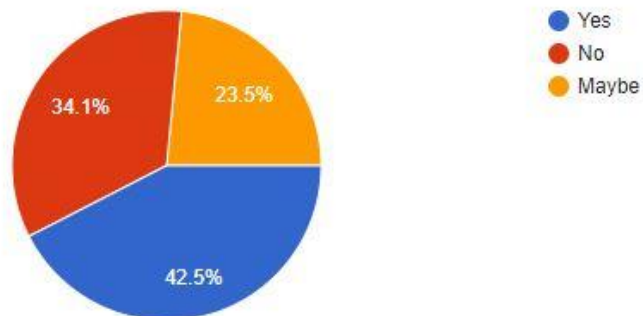
We should make sure there are free options.

We should not charge people to go to our Restaurants and Shops.

Program should be seasonal, no need for year-round management.

If the Town does institute Paid parking, should free or reduced cost parking for folks that live in close proximity to Green Mountain Falls be considered?

179 responses





### **Themes from the Feedback**

Yes

It depends on what is meant by “Close Proximity”

Only residents of the Town should park for free.

A Free or low-cost option might make sense for “locals”

Everyone should pay.

Concern about how this would be managed and enforced

No

### **Question 5: What is the most important thing for the Town to consider in regard to Parking?**

#### **Themes from the Answers**

Clear Communication and Designated Areas is crucial for any program.

We do not want to “lose” visitors

It is important that we control the littering, trespassing and other problems that happen when town gets congested.

The Town should have more enforcement tools.

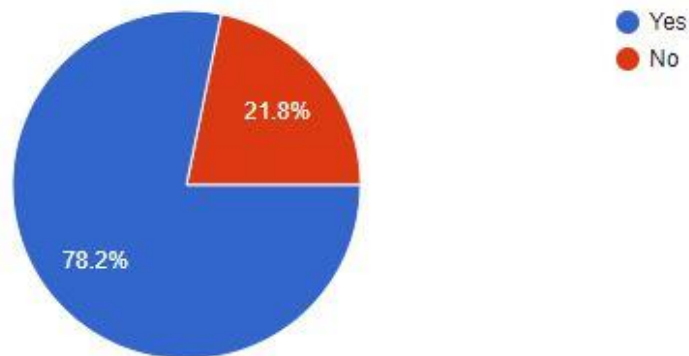
We need to keep tourists from parking in residential areas and private property.

It is crucial that we protect local businesses.

We need to consider that we only have 1 Town Marshall, and he has limited capacity to handle “parking”

Do you think the Town has issues with Signage for Wayfinding related to Trails?

179 responses



### **Themes from the Feedback**

Yes and No. We have a lot of signs, but people get lost. Maybe updated trail maps and digital trail maps could help.

No

Improved and available Trail Maps would help a lot.

We need clear and concise signage and communication.

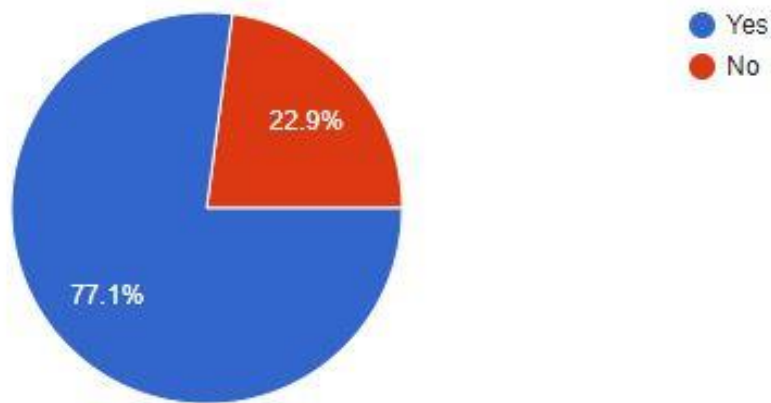
We need better signage for folks on Ute Pass Avenue, so they know where they are going as they come into Town.

A Centralized “Trail Center” could help augment the Ambassador Program.

We have too many “homemade signs”. Regulatory Signs should be standardized, no one should put up public signs without following signage standards.

### **Would you like to see Signage in Town standardized?**

179 responses



### **Question 7: Would you like to see the town replicate the “Classic” wooden signage or design something new?**

Classic

No preference as long as it is welcoming and functional.

A digital signboard somewhere might be helpful.

It must be attractive

We should preserve the classic look of our town.

Pricing is a concern.

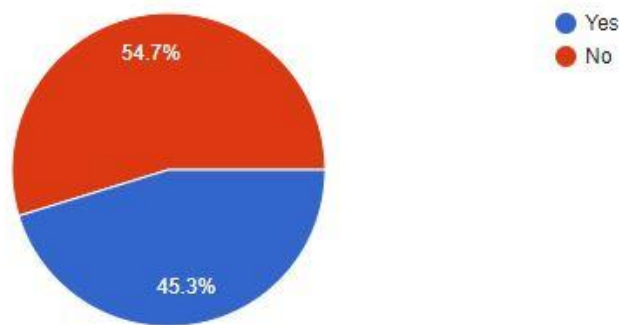
Maintain “rustic” signage will help us maintain our sense of place.

**Question 8: What is the most important consideration in regard to Signage?**

Short and Readable  
Easy to understand  
Consider the viewshed  
Tradition and Aesthetics  
No more sign pollution  
Uniformity  
Signs should not be “wordy”

Do you think the Town has issues with where the Trail Heads are located in Neighborhoods?

179 responses



**Themes from the Feedback**

No

As long as hikers know where to go there is no issue.

As long as the Trailheads are accessible from public roads, they are fine. We should not restrict public access to the roads.

Potential for trail access on Fountain Avenue along with Trailhead

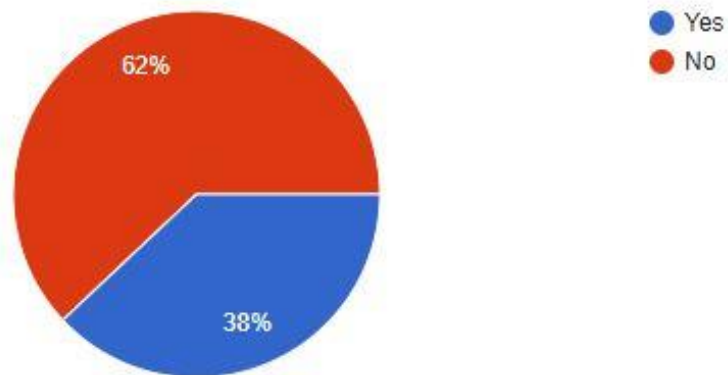
Pedestrian access is fine. Vehicles driving and parking on these roads and in private driveways is a problem, as is trash and restroom facilities at the Trailheads.

Vehicle and Pedestrian conflict on these roads are a serious issue.

Trailheads should be located at designated trail parking areas in Town.

Would you like to see the Town "consolidate" some of the Trail Heads in Town?

179 responses



#### **Themes from the Feedback**

No.

Need more information

Many Trails can be accessed from other points around Town. This could be a good thing.

Having access into the Trails in less residential areas could be a good thing.

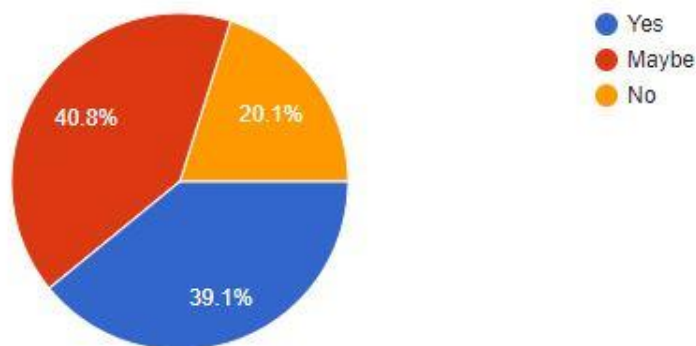
Boulder Street Thomas Trail head is overrun, and an actual "trailhead" might be possible somewhere else. There is liability in terms of pedestrians in the roadway and blind corners.

We have to create a better management plan for Trailheads. Litter, Dogs, and other problems have become endemic.

It may be possible to limit some trails to one way use to alleviate some congestion.

Should the Town consider expanding the ambassador program and creating a "virtual trail head" in town to help control visitor traffic during peak times of the year?

179 responses



### Themes from the Feedback

No

Our Trails are our “signature”. We need to make sure that we do not negatively impact them.

This could be helpful.

Not sure what this would entail.

Perhaps another opportunity would be seasonal trail closures.

Paid Parking could help.

We do not want to penalize visitors. We should encourage them to stay and find ways to encourage them to spend money while they are here.

### Policy Goals Identified

#### **1. Parking Management**

- a. The Town currently has a limited stock of approximately 250 public parking spaces available. For a management program to be effective, it must address the following issues:
  - i. **Illegal parking** in the Town Right of Way and on Private Property must be minimized to address Public Safety Concerns related to vehicle pedestrian conflicts, emergency accessibility, and general safety.
  - ii. The program should **reduce traffic and parking congestion in town**, making it easier for visitors to find and park in designated areas to dine and shop, and other areas to recreate along the trails.
  - iii. **The Capacity of Town Staff**, particularly of the Town Marshall must be taken into account in regard to the management of the Program.
  - iv. **The effect on the Town Budget** should be considered, in relation to the cost of any additional program.
  - v. **Resident and Community quality of life** should be preserved, and visitor parking in Residential areas should be limited.
  - vi. **The impact** on Business Owners from any program should be as low as possible.
  - vii. Any Program should ensure that the Town **remains welcoming** to Residents, Community Members, and Visitors alike.

#### **2. Signage Improvements**

- a. Signage should be **Simple and Clearly** worded.
- b. Better Wayfinding Signage should be created for visitors looking to access the Trail System and to Park in Town that maintains the **sense of place** embodied by the Town of Green Mountain Falls
- c. Regulatory Signage should meet **Department of Transportation** standards.

### Initial Recommendations

The consultant recommends the Board of Trustees and Town Staff take the following six actions in regard to improving Signage and Parking Management within Town Limits:

1. **The consultant recommends** that the Town Board adopt by Resolution an official parking plan. This document should identify public parking areas, residential parking areas, ada accessible parking and other standards and regulations related to parking in Town. Two example documents have been attached to this report.

2. ***The consultant recommends*** that the Town Board consider adopting “Residential Parking Only” areas in which parking is limited to Residents of the Town, their guests, and potentially users of Short-Term Rentals.
3. ***The consultant recommends*** that the Town Board work with the Trails Committee and Friends of Ute Pass to create a “Trails Welcome Center” near the pool where visitors can receive information about Town and the Trails.
4. ***The consultant recommends*** that the Town Board adopt by Resolution an official Signage Plan that dictates standards for Signage displayed in the Town Right of Way. This plan should also lay forth locations for wayfinding signage for Trails and Public Parking areas.
5. ***The consultant recommends*** that the Town Staff utilize the metal sign making machine acquired last year to install “interim wayfinding” signage to begin to address challenges related to trail access and locations of public parking this summer.
6. ***The consultant recommends*** that the Town continue to work with the Kirkpatrick Foundation to develop wayfinding signage for the town, along with “design standards” for such signage, and funding strategies to install such.

### **Alternative Analysis**

The Consultant has evaluated 3 alternatives for Parking Management in Green Mountain Falls.

1. Maintain Status Quo
2. Increase Citations issued for Parking Violations in Town; Install Donation Boxes in parking lots.
3. Hire a Contractor to install a Managed Parking System in Town to include paid public parking.

### **Evaluation Criteria**

The following criteria were used to analyze each of these alternatives.

1. Would the program reduce parking and traffic congestion in town?
2. Would the program reduce illegal parking in the Town Right of Way and on Private Property?
3. Would the program improve the capacity of the Town Marshall to manage Public Safety in Town Limits?
4. Would the program allow the Town to create and manage “Trails Welcome Center”, “Residential Only Areas”, Better Public Restroom facilities and additional Trash facilities?
5. What is the impact on Residents and Business Owners of such a program?

### **Alternative 1: Maintain the Status Quo**

The Town would formally adopt an official Town Parking Plan that would designate legal and illegal parking practices throughout the Town. The Town may The Town would also adopt an official signage plan and begin working on short- and long-term strategies to improve both regulatory and wayfinding signage throughout the Town.

- 1. Would the program reduce parking and traffic congestion in town?**
  - a. This alternative would do nothing to address Parking and Traffic congestion in Town, as there is no mechanism in place to create “open spots” in the parking lots or other designated areas of the City.
- 2. Would the program reduce illegal parking in the Town Right of Way and on Private Property?**
  - a. The Parking Plan would give the Town better “enforcement” powers to deal with folks that are parking illegally in the Right of Way or on Private Property, however the Town Marshall would still not necessarily have the time required to end this practice completely.
- 3. Would the program improve the capacity of the Town Marshall to manage Public Safety in Town Limits?**
  - a. This alternative would not provide the Town Marshall with the capacity to enforce time-based violations of parking areas, as practices like “tire chalking” have been deemed illegal. Additionally, the Town Marshall is already spending nearly 60 hours a week enforcing Public Safety in Town and does not have the capacity to take on additional Parking Management duties as would be required to materially change the situation. This alternative would also not allow for the hiring of additional staff to assist the Marshall with these duties.
- 4. Would the program allow the Town to create and manage “Trails Welcome Center”, “Residential Only Areas”, Better Public Restroom facilities and additional Trash facilities?**
  - a. This alternative would not provide the Town with any additional capacity to address issues related to public restrooms or trash in Town. It would also provide no revenue required to create a “Trails Welcome Center” for visitors, or a revenue source to improve wayfinding signage.
- 5. What is the impact on Residents and Business Owners of such a program?**
  - a. This alternative would create a cost in terms of administrative time and materials necessary to create a “residential parking zone” in Town with no revenue source to support it. There would also be cost related to creating and installing signs for wayfinding throughout Town, although it would be negligible. Participants in the survey expressed that when parking congestion is high, it is difficult for Patrons to visit. This will likely continue to be the condition downtown and will continue to negatively impact businesses. The Town Marshall will continue to be the only Public Safety employee in the Town, and his capacity to address parking management issues is limited.

## Scorecard

Criteria	Alternative 1: Status Quo
Parking and Traffic Congestion	Would not address.
Reduce Illegal Parking	Potential to partially address.
Town Capacity	Would not address.
Impact on Residents	Potential to partially address.
Impact on Businesses	Would not address.

## Conclusion

Though this alternative could potentially somewhat reduce illegal parking in town and could potentially have a positive impact on Residents, it does not meet the goals of the community as expressed by the Stakeholder Group or the Community Survey. It does not provide the Town with the capacity to better manage impacts of visitor traffic on the Town, and it does not reduce parking or traffic congestion in Town during high tourism periods. As such ***the consultant does not recommend*** this alternative.

### **Alternative 2: Actions from Alternative 1 + Install Donation Boxes in Public Parking Areas**

As in Alternative 1, the Town would formally adopt an official Town Parking Plan that would designate legal and illegal parking practices throughout the Town. The Town would also adopt an official signage plan and begin working on short- and long-term strategies to improve both regulatory and wayfinding signage throughout the Town.

1. **Would the program reduce parking and traffic congestion in town?**
  - a. This alternative would do nothing to address Parking and Traffic congestion in Town, as there is no mechanism in place to create “open spots” in the parking lots or other designated areas of the City.
2. **Would the program reduce illegal parking in the Town Right of Way and on Private Property?**
  - a. The Parking Plan would give the Town better “enforcement” powers to deal with folks that are parking illegally in the Right of Way or on Private Property, however the Town Marshall would still not necessarily have the time required to end this practice completely.
3. **Would the program improve the capacity of the Town Marshall to manage Public Safety in Town Limits?**
  - a. This alternative would not provide the Town Marshall with the capacity to enforce time-based violations of parking areas, as practices like “tire chalking” have been deemed illegal. Additionally, the Town Marshall is already spending nearly 60 hours a week enforcing Public Safety in Town and does not have the capacity to take on additional Parking Management duties as would be required to materially change the situation. This alternative would also not allow for the hiring of additional staff to assist the Marshall with these duties.



4. **Would the program allow the Town to better manage the Restrooms and “litter through Town?”**
  - a. The Town would likely generate some revenue from increased citations and donation boxes, although it is unlikely that such a program would generate consistent or adequate revenue that can be used to increase the Town’s capacity to manage such programs.
5. **What is the impact on Residents and Business Owners of such a program?**
  - a. This alternative would create a cost in terms of administrative time and materials necessary to create a “residential parking zone” in Town with a very small and unreliable revenue source to support it. There would also be cost related to creating and installing signs for wayfinding throughout Town, although it would be negligible. Participants in the survey expressed that when parking congestion is high, it is difficult for Patrons to visit. This will likely continue to be the condition downtown and will continue to negatively impact businesses. The Town Marshall will continue to be the only Public Safety employee in the Town, and his capacity to address parking management issues is limited.

#### **Scorecard**

Criteria	Alternative 2: Citations and Donation Boxes
Parking and Traffic Congestion	Would not address.
Reduce Illegal Parking	Potential to partially address.
Town Capacity	Would not address.
Impact on Residents	Potential to partially address.
Impact on Businesses	Would not address.

#### **Conclusion and Recommendation**

Though this alternative could potentially somewhat reduce illegal parking in town and could potentially have a positive impact on Residents, it does not meet the goals of the community as expressed by the Stakeholder Group or the Community Survey. It would not provide a source of significant source of sustainable revenue to the Town to better manage impacts from visitor traffic. It does not provide the Town with the capacity to better manage impacts of visitor traffic on the Town, and it does not reduce parking or traffic congestion in Town during high tourism periods. As such ***the consultant does not recommend*** this alternative.

### **Alternative 3: Hire a Parking Contractor to manage Public Parking Program in Town**

The Town would formally adopt an official Town Parking Plan that would designate legal and illegal parking practices throughout the Town. The Town would also adopt an official signage plan and begin working on short- and long-term strategies to improve both regulatory and wayfinding signage throughout the Town. The Town would create and publish an RFP for the management of Parking Services within Town Limits. This Parking Contractor would provide the town with directional signage related to the Parking Facilities and Trail System, Paid “Parking Ambassadors” that would actively manage and enforce parking restrictions in public parking areas, and could be involved in the creation and management of a “Trails Welcome Center” in Town.

**6. Would the program reduce parking and traffic congestion in town?**

- a. This program would quickly create significant physical and digital resources to direct visitors to designated parking areas in Town. It would additionally provide the Town with additional “Staff” to enforce parking management infractions in Town, significantly adding to the Capacity of the Town Marshall to deal with other hazardous and unsafe parking conditions in the Right of Way and on Private Property. The program could create “free parking” for Downtown Businesses and additionally create an “Economic Incentive” for folks to avoid parking in public parking spaces for long periods of time. All of these factors would make it easier for visitors to find parking when they come to Green Mountain Falls, better managing the congestion related to “finding a spot” in town.

**7. Would the program reduce illegal parking in the Town Right of Way and on Private Property?**

- b. The Parking Plan would give the Town better “enforcement” powers to deal with folks that are parking illegally in the Right of Way or on Private Property, and the Parking Ambassadors Staff would be available to assist the Town Manager in the management and enforcement of public parking issues in town, giving him more capacity to manage illegal and hazardous parking issues.

**8. Would the program improve the capacity of the Town Marshall to manage Public Safety in Town Limits?**

- a. The Parking Ambassadors Staff would be available to assist the Town Manager in the management and enforcement of public parking issues in town, giving him more capacity to manage illegal and hazardous parking issues.

**9. Would the program allow the Town to better manage the Restrooms and “litter through Town?”**

- c. This alternative would provide the Town with a steady and dependable source of revenue to augment efforts to better manage public facilities throughout Town. It would also provide a revenue source for future improvements to the Town, such as upkeep of the Pool, Paving of Roads, hiring of additional staff, etc.

**10. What is the impact on Residents and Business Owners of such a program?**

- d. Under this alternative, “Parking Turnover” of spaces downtown would make it easier for Residents and Visitors alike to find spaces near community assets Downtown. Residents of the Town, their guests, and potentially short-term rental users would not be paid to park in any area of the City, and rate structures could be set up so as to promote “Free Dining and Shopping” in Green Mountain Falls. It will provide the Town with additional

capacity to enforce “Residential Only Parking Areas”, and there could be further opportunities to provide free or low-cost parking passes to community members living outside of City Limits or to Employees of area businesses.

### Scorecard

Criteria	Alternative 3: Contracted Paid Parking Management
Parking and Traffic Congestion	Would address.
Reduce Illegal Parking	Would address.
Town Capacity	Would address.
Impact on Residents	Would address.
Impact on Businesses	Would address.

### Conclusion

This alternative will address all of the criteria that were considered under the scope of the Study. Given that Visitor Traffic to Green Mountain Falls increased exponentially last year during the COVID-19 Pandemic, and the fact that a similar condition may exist this summer and development at Red Devil Mountain will eventually increase traffic to Town, ***the Consultant recommends*** that the Town Board consider a two-year pilot managed parking program to be managed by a contractor selected through an RFP process to manage Public Parking Resources in Green Mountain Falls.

### Recommendations

***The Consultant recommends*** an initial program “season” to run between the months of April-October.

***The Consultant recommends*** that the initial hours of such a program be 6:00 AM – 4:00 PM, and parking should be free and controlled by the parking plan in off hours. This will further reduce the impact on Restaurants and Shops in the Afternoon.

***The Consultant recommends*** a program that should offer 2 hours of free parking, 2 hours of parking for \$2 each, and then after that time the cost of parking per hour should increase to \$5. This would make the cost of a 2 hour stay free; the cost of a 4 hour stay \$4, and the cost of stays longer than 4 hours would increase at a rate of \$5 an hour to a maximum charge of \$34. Max daily rate would not exceed \$34. These costs can always be adjusted in the future if it is determined necessary.

***The Consultant recommends*** that the initial program be operated Friday-Sunday only, with an option to expand those dates if determined necessary in the future. It may be discovered that there is a need to operate this program 7 days a week during the summer months. If that is the case this should be adjusted as required.

## **Revenue Estimate**

The Town has approximately 250 public parking spaces. If we assume that during peak tourism season 125 of those spaces are utilized by visitors parking for longer than 4 hours. The consultant has determined that 6 hours is likely the “average” length of hike on the Trail System in Green Mountain Falls.

The Consultant has built a conservative revenue estimate based on how much revenue each stall should generate per day based on the “average ticket”. Revenue was calculated based on the following monthly metrics: 25% of the Parking Facilities utilized for “Long Term” parking in the months of May, September, and October, 50% of the Parking Facilities utilized for “Long Term” parking in the Months of June, July and August, and paid parking operating only Friday-Sunday.

The cost model estimator used for this estimate is available to the Town upon request.

<b>Parking Inventory</b>	<b>Free Period</b>	<b>Low Cost</b>	<b>High Cost</b>	<b>Pre-Stay Duration (Hours)</b>
250	2	\$2.00	\$5.00	4

<b>Post Stay Duration</b>	<b>Total Duration Time</b>	<b>Hours of Operation</b>	<b>100% Turns</b>
2	6	10	1.67

<b>1 Stall Average Ticket</b>	<b>Average*Turns</b>
\$14.00	\$23.33
<b>Per Space Annual Gross</b>	\$8,516.67

<b>100% System</b>	<b>30 Days</b>	<b>75%</b>	<b>50%</b>	<b>25%</b>
\$5,833.33	\$175,000.00	\$4,375.00	\$87,500.00	\$43,750.00
<b>Weekends Only</b>				
	\$46,666.67	\$35,000.00	\$23,333.33	\$11,666.67
<b>FRI-SUN</b>				
	\$70,000.00	\$52,500.00	\$35,000.00	\$17,500.00

	<b>30 Days</b>	<b>Weekends Only</b>	<b>FRI-SUN</b>
<b>January</b>			
<b>February</b>			
<b>March</b>			
<b>April</b>			
<b>May</b>	\$43,750.00	\$11,666.67	\$17,500.00
<b>June</b>	\$87,500.00	\$23,333.33	\$35,000.00
<b>July</b>	\$87,500.00	\$23,333.33	\$35,000.00
<b>August</b>	\$87,500.00	\$23,333.33	\$35,000.00
<b>September</b>	\$43,750.00	\$11,666.67	\$17,500.00
<b>October</b>	\$43,750.00	\$11,666.67	\$17,500.00
<b>November</b>			
<b>December</b>			
<b>GROSS</b>	\$393,750.00	\$105,000.00	\$157,500.00

If the Town does hire a Parking Contractor, some of the Gross Revenue will go towards either a “Revenue” split or a Management Fee. Typical management fees vary between 40-70%, depending on the scope of service for the Contractor.

If the Town Board does decide to implement a Managed Parking Solution and utilizes a contractor to manage the program, it can be expected that there would be a fee or “revenue” split” as compensation for the Contractor. Typical Fees are determined in one of two ways: 1) The Contractor is paid a fee to manage the facilities that is uniform and not related to the revenue generated for the system. For instance, if a contractor was managing 11,000 spaces, they may charge a fee based on the Per Stall Gross of the System. 2) The Contractor may engage in a contract in which they deduct an agreed upon list of expenses from the Gross Revenue of the System and share a “net revenue” with the Town.

### **Conclusion**

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**PARKING PLAN EXAMPLE 2 TOWN OF GREEN MOUNTAIN FALLS  
ORDINANCE NO. 2020-\_\_**

**AN ORDINANCE ADDING A NEW ARTICLE III TO CHAPTER 8 OF THE GREEN MOUNTAIN FALLS MUNICIPAL CODE CONCERNING PARKING ON RESIDENTIAL STREETS AND IN DOWNTOWN**

**WHEREAS**, the Board of Trustees finds that serious adverse effects in certain areas and neighborhoods of the Town result from motor vehicle congestion, particularly the parking of motor vehicles on the streets of such areas and neighborhoods by nonresidents who do not visit or conduct business with residents but who nonetheless use Town resources;

**WHEREAS**, these serious adverse effects upon residential neighborhoods include without limitation increased polluted air, excessive noise, trash, and refuse caused by the entry and exit of such motor vehicles, unreasonable burden placed upon residents in obtaining parking near their residences, detriment to the natural rural mountain character of such residential areas and neighborhoods, and increased hazard to children and other pedestrians;

**WHEREAS**, many of these serious adverse effects are not limited to residential neighborhoods, but also impact specific downtown areas of the Town;

**WHEREAS**, the permit program established by this Ordinance will help relieve these serious adverse effects by nonresidents coming into the Town;

**WHEREAS**, uniform parking regulations restricting residents and nonresidents alike would not serve the public interest. Rather, such regulations would contribute to community and neighborhood decline while ignoring alternatives to trail access and automobile travel available to nonresidents who park in these areas. For this reason, a system of preferential resident parking is most desirable;

**WHEREAS**, for the foregoing reasons, the Town desires to amend its municipal code regarding parking on residential streets and in downtown areas; and

**WHEREAS**, the amendments to the municipal code set forth herein serve the health, safety and welfare of the residents of the Town.

**NOW THEREFORE, BE IT ORDAINED BY THE BOARD OF TRUSTEES OF THE TOWN OF GREEN MOUNTAIN FALLS, COLORADO:**

Section 1. Chapter 8 of the Green Mountain Falls Municipal Code is hereby amended by the addition of a new Article III to read as follows:

**ARTICLE III – Parking**

**Sec. 8-41. - Purpose.**

This Article is enacted in response to the serious adverse effects caused in certain areas and neighborhoods of the Town by motor vehicle congestion, particularly

parking of motor vehicles on the streets of such areas and neighborhoods by nonresidents who do not visit or conduct business with residents. In order to protect these areas and neighborhoods, it is necessary to enact parking regulations restricting parking by nonresidents, while providing the opportunity for residents to park and do business near their homes.

**Sec. 8-42. - Definitions.**

The following definitions shall apply in the interpretation of this Article:

*One-day visitor permit* means a permit issued under this Article that is valid for one 24-hour period, whose owner or principal operator may not reside within the Town.

*Parking permit* means either a residential parking permit issued to residents of the Town pursuant to this Article, or a one-day visitor permit issued pursuant to this Article.

*Public street* means any road, street, or similar facility under the jurisdiction of and maintained by a public agency and open to public travel.

*Residential parking permit* means a parking permit issued under this Article to a vehicle whose owner or principal operator resides within the Town.

*Area marked for residential parking* means an area designated pursuant to Section 8-46 of this Article.

*Vehicle* means a machine propelled or pulled by power other than human power designed to travel along the ground by use of wheels, treads, tracks, runners or slides and shall include, without limitation, an automobile, truck, motorcycle, tractor, field machinery, bus, camper, utility and travel trailer, bulldozer, earth moving or compacting equipment, backhoe or truck bed/box.

**Sec. 8-43. – Residential Parking Permit Issuance.**

(a) The Town shall issue residential parking permits to residents upon application to the Town Clerk and for a fee established by resolution of the Board of Trustees. The application shall require, at a minimum, the name of the owner or operator of the vehicle to be permitted, the residential address of the owner or operator of the vehicle to be permitted, the owner or operator's state driver's license number, and the vehicle make, model and license plate number. The applicant shall provide proof of residency as required by the Town Clerk.

(b) Residential parking permits shall be issued specific to a vehicle listed on the application to the Town Clerk. To be valid, each residential parking permit shall be permanently adhered to the inside bottom driver side corner of the windshield of the vehicle to which the residential parking permit is registered. A residential parking permit that is not permanently adhered shall not be a valid permit.



(c) There shall be no limit to the number of residential parking permits issued to a residence, provided that no residential parking permit shall be issued for a vehicle whose owner or principal operator does not reside ~~within the Town~~at the residence.

(d) An applicant may obtain a replacement residential parking permit in the same manner and for the same fee as the original residential permit upon providing evidence satisfactory to the Town Clerk that the original permit has been lost or destroyed.

(e) Each residential parking permit issued by the Town shall be valid for one year from the date of issuance by the Town Clerk.

**Sec. 8-44. – One-Day Visitor Permit Issuance.**

(a) The Town shall issue one-day visitor permits to residents upon application to the Town Clerk and for a fee established by resolution of the Board of Trustees. The application shall require, at a minimum, the name of the resident requesting the one-day visitor permit and the residential address of the resident requesting the one-day visitor permit. The applicant shall provide proof of residency as required by the Town Clerk.

(b) One-day visitor permits shall be issued to residents and are intended for use by guests of residents. One-day visitor permits are not specific to a vehicle upon issuance. However, to be valid, each one-day visitor permit shall be fully filled out in ink or permanent marker and displayed inside the vehicle dashboard so that the permit is easily visible and decipherable from outside the vehicle. A one-day visitor permit that does not provide all required information or that is displayed improperly shall not be a valid permit.

(c) Each residence is limited to five (5) packs of one-day visitor permits per calendar year, with each pack containing twenty (20) blank permits.

(d) Each blank one-day visitor permit issued by the Town shall be valid for one year from the date of issuance by the Town Clerk. Once filled out by the resident or guest and placed into use, each one-day visitor permit shall be valid for one 24-hour period.

**Sec. 8-45. – Residential Street Parking.**

(a) It is unlawful for any person to park a vehicle on any public street in an area marked for residential parking without displaying a valid parking permit issued by the Town authorizing the vehicle to be parked in that area. In addition to any other requirements of this Article, a parking permit must be current, displayed at all pertinent times the vehicle is parked, and visible from the roadway for the parking tag to be deemed valid.

(b) The Town Manager shall direct the installation of all necessary signage or pavement markings to establish the residential areas in which this Section shall apply, ~~as follows:~~

~~(1) Official signs indicating that parking is restricted on public streets in a residential area shall be posted at each public vehicular entrance to the restricted area.~~

~~(2) Official signs with double arrows shall be posted at intermediate points within the restricted area indicating the extent of the restricted area.~~

(c) The following are exempt from the requirements of this Section:

(1) A vehicle owned by or operated under contract to a utility and in actual use in the construction, operation, removal or repair of utility property or facilities or engaged in authorized work;

(2) A vehicle that is owned by or operated under contract to a federal, state, or local governmental agency and was being used in the course of official government business;

(3) An authorized emergency vehicle; and

(4) A motor vehicle used for delivery or service business purposes, including without limitation vehicles such as moving vans and sanitation, repair, electrical and plumbing service vehicles, while conducting business.

#### **Sec. 8-46. – Designation of Area to be Marked for Residential Parking.**

(a) The Board of Trustees shall designate by ordinance those residential areas within the Town with chronic parking problems as areas to be marked for residential parking.

(b) The Board of Trustees, in making a determination of designation under this Section, shall consider the following criteria:

(1) The extent to which vehicles parking in the area are vehicles displaying out of state or out of town license plates indicating that the vehicle belongs to a nonresident of the Town;

(2) The extent to which residents cannot obtain adequate public street parking adjacent to or near their residences because of widespread use of parking spaces by out of town vehicles;

(3) The effect on the health, safety, and welfare of the residents along the public street from intensive use of the residential public street,

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including increased polluted air, excessive noise, trash, and refuse caused by the entry and exit of non-resident vehicles;

(4) The deterioration of the residential environment as a result of traffic congestion and insufficient parking in the area, including detriment to the natural rural mountain character of such residential areas and neighborhoods and increased hazard to children and other pedestrians;

(5) The extent that the designation of a residential parking permit area would be likely to reduce traffic congestion and any other problems identified in this Section; and

(6) Evidence of support of the residents in the proposed area to be marked for residential parking for the institution of a residential parking permit system and the willingness of those residents to bear the costs incidental to the issuance of permits authorized by this Article.

(c) As soon as practicable following the adoption of an ordinance designating or extending a residential parking permit area, the Town Clerk shall mail to the occupant of every address within the area to be marked for residential parking a written notice containing the following information:

(1) The existence and boundaries of the area to be marked for residential parking;

(2) The parking restrictions applicable to all vehicles on public streets in the designated area;

(3) The effective date of the ordinance; and

(4) The procedures and associated fees to obtain parking permits.

**Sec. 8-47. – Parking in Private Driveway or on Private Property.**

It is unlawful for any person to park or stand a vehicle, whether occupied or not, otherwise than temporarily for the purpose of, and while actually engaged in, loading or unloading, in a private driveway or on private property without the express consent of the owner or person in lawful possession of such driveway or property.

**Sec. 8-48. – Metered Parking.**

(a) It is unlawful for any person to park a vehicle in any Town-owned or Town-controlled on or off-street, paid or permit-required parking lot or parking space at any time without immediately depositing or causing to be deposited payment in the parking meter for the time used during the applicable hours of operation and on the applicable days of operation of such parking meter, as

indicated by the sign accompanying such parking meter, or without displaying a valid residential parking permit authorizing such vehicle to be parked at the location. In addition to any other requirements of this Article, a parking permit must be current, displayed at all pertinent times the vehicle is parked, and visible from the roadway for the parking tag to be deemed valid.

(b) Vehicles displaying a valid residential parking permit may be parked in a Town-owned or Town-controlled on or off-street paid parking lot or parking space without paying the meter. One-day visitor parking permits remain subject to the requirements of this Section and must observe all requirements when parking in any Town-owned or Town-controlled on or off-street paid parking lot or parking space.

(c) Parking meters shall display the dates and times that parking restrictions are in place and shall display the hourly or daily charges which are reasonably necessary to defray the expenses incurred incident to this Article.

(d) The Town Manager shall direct the installation of all parking meters and all necessary signage or pavement markings to establish the areas in which this Section shall apply, as follows:

(1) Official signs indicating that parking is restricted in a Town-owned or Town-controlled on or off-street parking lot shall be posted at each entrance to the parking lot.

(2) Official signs indicating that parking is restricted in Town-owned or Town-controlled on or off-street parking spaces shall be posted where practicable to give notice of the restricted area. Official signs with double arrows shall be posted at intermediate points within the restricted area indicating the extent of the restricted area.

(e) The following are exempt from the requirements of this Section:

(1) A vehicle owned by or operated under contract to a utility and in actual use in the construction, operation, removal or repair of utility property or facilities or engaged in authorized work;

(2) A vehicle that is owned by or operated under contract to a federal, state, or local governmental agency and was being used in the course of official government business;

(3) An authorized emergency vehicle; and

(4) A motor vehicle used for delivery or service business purposes, including without limitation vehicles such as moving vans and sanitation, repair, electrical and plumbing service vehicles, while conducting business.

**Sec. 8-49. – Duplication of Parking Permits Prohibited.**

It is unlawful for any person to duplicate or attempt to duplicate by any means a parking permit issued pursuant to this Article. It is a violation of this Article for any person to display on any motor vehicle a duplicate parking permit.

**Sec. 8-50. - Effect of Issuance of Parking Permit.**

A parking permit issued pursuant to this Article does not excuse compliance with any other provisions of applicable law relating to parking, including without limitation restricted parking for persons with disabilities. A parking permit shall not guarantee or reserve a parking space within an area marked for residential parking. A permit issued pursuant to this Article shall not authorize the standing or parking of any vehicle in any place or during any time when the stopping, standing or parking of vehicles is prohibited or set aside for specified vehicle types. The issuance of a parking permit shall not excuse the observance of any traffic regulation.

**Sec. 8-51. – Enforcement.**

The Town Marshal shall enforce the requirements of this Article. The Town Marshal is authorized to designate the position of Parking Enforcement Officer to be under the direct supervision of the Town Marshal to enforce this Article, which Parking Enforcement Officer must be certified by Peace Officer Standards and Training (POST). The Parking Enforcement Officer may be a deputy Town marshal.

**Sec. 8-52. – Impoundment.**

The Town Marshal is authorized to remove or have removed any vehicle left any place in the Town which reasonably appears to be in violation of this Article. All costs incurred by such impoundment, including towing expenses, shall be the responsibility of the owner and occupant of the property. ~~If such costs are not paid after billing, the Town may place a lien against the property upon which the vehicle was stored for the amount of any costs the Town has incurred. Such lien shall remain against the property and may be foreclosed through court at the option of the Town.~~

**Sec. 8-53. – Violations; Penalty.**

(a) It is unlawful for any person to fail to comply with the terms of this Article. Violations shall constitute a civil offense punishable by one or more of the following penalties:

- (1) Loss of parking permit privileges;
- (2) Impoundment of the vehicle;



(3) Termination of the right to receive residential parking permits in the future; and

(4) A fine not to exceed ~~one thousand dollars~~ four hundred ninety nine dollars (\$4,000.00).

(b) Each separate act in violation of this Article, and each and every day or portion thereof during which any separate act in violation of this Article is committed, continued, or permitted, shall be deemed a separate offense.

(c) Any remedies provided for in this Article shall be cumulative and not exclusive and shall be in addition to any other remedies provided by law.

Section 2. Safety Clause. The Board of Trustees hereby finds, determines and declares that this Ordinance is promulgated under the general police power of the Town of Green Mountain Falls, that it is promulgated for the health, safety and welfare of the public and that this Ordinance is necessary for the preservation of health and safety and for the protection of public convenience and welfare. The Board of Trustees further determines that this Ordinance bears a rational relation to the proper legislative object sought to be attained.

Section 3. Severability. If any clause, sentence, paragraph, or part of this Ordinance or the application thereof to any person or circumstances shall for any reason be adjudged by a court of competent jurisdiction invalid, such judgment shall not affect application to other persons or circumstances.

Section 4. Effective Date. This Ordinance shall be effective thirty (30) days after publication.

INTRODUCED AND ORDERED PUBLISHED the \_\_\_\_ day of \_\_\_\_\_, 2020, at the Green Mountain Falls Town Hall, 10615 Green Mountain Falls Road, Green Mountain Falls, Colorado.

ADOPTED AND ORDERED PUBLISHED the \_\_\_\_ day of \_\_\_\_\_, 2020.

\_\_\_\_\_  
Jane Newberry, Mayor

ATTEST:

\_\_\_\_\_  
Laura Kotewa, Town Clerk/Treasurer

Published in the Pike Peaks Courier, \_\_\_\_\_ 2020.

## **TOWN OF GREEN MOUNTAIN FALLS, COLORADO**

### **EXAMPLE 1 PARKING PLAN**

This Parking Plan governs the parking of vehicles within the Town of Green Mountain Falls, Colorado. Parking in violation of this Plan is unlawful as provided by **[SECTION REFERENCE]** of the Green Mountain Falls Municipal Code.

**Section 1. Parking motor vehicle on private ground.** No person shall park or stand a motor vehicle or other personal property on premises of another or in the lawful possession of another without the permission of the owner or person in possession thereof.

**Section 2. Parking lot use.** No person shall perform maintenance work except for the minimum emergency repairs required to move a vehicle or otherwise use the Town parking lots for any other purpose than parking vehicles, unless approved by the Town Board.

**Section 3. Stopping, standing, or parking in alleys.**

- (A) No person shall stop, stand or park a vehicle within an alley in a business district, except for the expeditious loading or unloading of materials; and no person shall stop, stand or park a vehicle in any other alley in such a manner or under such conditions as to leave available less than ten (10) feet of the roadway for the free movement of vehicular traffic.
- (B) No person shall stop, stand, or park a vehicle within an alley in such a position as to block the driveway or entrance to any abutting property.

**Section 4. Town parking facility hours.** For the purposes of this Parking Plan, the Parking Lots in the following locations shall be deemed to be “Town Parking Facilities” **[LIST]**

Except as otherwise provided herein, no person shall park any vehicle for more than twelve (12) consecutive hours in any Town Parking Lot unless otherwise designated by official signs. **[LIST EXCEPTIONS & CONDITIONS]**

**Section 5. Handicap parking.**

- (A) Notice of handicap parking spaces shall be given by posting a single approved sign giving notice of the applicable restrictions, and any time or other limitations thereon, at the front of the space or on a wall or fence beside the space. When possible, the curb in the handicap parking space shall be painted blue.
- (B) To be legally parked in a handicap parking space, a vehicle must display an approved appropriate tag or license plate or license plate.
- (C) Permanent handicapped parking spaces shall be provided as follows **[BULLET LIST SPACES]**
- (D) The Town Board may by resolution designate temporary handicap parking spaces to accommodate persons with disabilities who do not have off-street parking

available on their property, or whose off-street parking does not permit reasonable access for them.

- (a) Such designation shall be requested on forms provided by the town.
- (b) Such designation shall be for one (1) year from the date of the resolution approving the same and may be extended one (1) year at a time by making renewal application on forms provided by the town.
- (c) If the person for whom such designation was approved dies, relocates, recovers, or becomes rehabilitated with regard to such person's disability, the authority for the designation shall be immediately revoked and the signs removed.

#### **Section 6. Loading zones.**

- (A) Loading zones are hereby established in the following locations and parking in such locations is prohibited except to load or unload passengers or materials:

*Name of street or alley*

*Portion affected (terminal limits)*

- (B) The Town Board may, by resolution, authorize the Public Works Director to designate special parking zones for loading and unloading passengers or materials and to delete such special parking zones by posting or removing appropriate signs.

- (C) When official signs are erected giving notice thereof, no person shall park a vehicle for the purpose of loading or unloading materials within the "Downtown area" \*except during the following hours:

#### **Loading of Materials Restricted to 5:00 A.M.-10:00 A.M.**

\*For purposes of this parking restrictions, the Downtown Historic District shall be the Historic Preservation District of the Town, as designated and defined by Section 22-3 of the Green Mountain Falls Municipal Code.

(EXAMPLE All of Blocks 7,8,15,16,20,22,25,28 and 33; the West 1 foot of Lot 9, all of Lots 10,11 and 12, Bloc 9; and the South 40 feet of Lots 1 and 2, Block 17; all within the Town of Green Mountain Falls, Colorado)

#### **Section 7. Parking on certain streets.**

- (A) Vehicles may be parked on the east side of 8<sup>th</sup> Avenue from High Street north to the Town limits, facing a southerly direction with the left-hand wheels parallel to and within twelve (12) inches of the left-hand curb or as close as practicable to the right edge of the left-hand shoulder.
- (B) Vehicles may be parked on the North side of Wall Street, facing west and within twelve (12) inches of the curb or as close as practical to the North Curb/Walls.

**Section 8. Stopping, standing, or parking during certain hours on certain streets.** When official signs are erected giving notice thereof, no person shall stop, stand, or park a vehicle between the hours specified herein on any day. As defined by the Model Traffic Code currently in force within the Town upon any of the streets as follows:

<i>Name of street</i>	<i>Portion affected (terminal limits)</i>
<i>Regulations in effect: from – to</i>	

**Section 9. Parking prohibited at all times on certain streets.** When official signs are erected giving notice thereof, no person shall at any time park a vehicle upon any of the following described streets or parts thereof:

<i>Name of street</i>	<i>Portion affected (terminal limits)</i>
Colorado Boulevard	South side: from the west line of 13 <sup>th</sup> Avenue, west to a point 60 feet west of said west line of 13 <sup>th</sup> Avenue

**Section 10. Parking time limited on certain streets.** In accordance with the Model Traffic Code currently in effect within the Town and when official signs are erected giving notice thereof, no person shall park a vehicle for a period of time longer than the time periods listed below between the hours listed below upon any streets or parts of streets as follows:

<i>Name of street</i>	<i>Portion affected (terminal limits)</i>
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**Section 11. Bus parking.** In accordance with the Model Traffic Code currently in effect within the Town and when official signs are erected giving notice thereof, no person shall park any vehicle other than a bus on the south side of Water Street, between 15<sup>th</sup> Avenue and 16<sup>th</sup> Avenue.

(1) OTHER STUFF

**Section 12. Parking on certain streets during winter conditions.** Vehicles may only be parked on the North side of Wall Street from 19<sup>th</sup> to 23<sup>rd</sup> Avenue facing east due to the steep slope between the dates of November 1 and March 1 for reasons of safety due to the potential of adverse conditions.

**Section X. Residential Permit Only Areas.**

(A) Residential Permit Parking Only areas are hereby established at the following locations:

**a. Places where this exists bullet listed.**

(B) Residents living within this zone are required to have a permit to park on the Street.

(C) Any registered resident of the Town or their registered guests may park in these locations.

a. Frequent Guests may be registered under long term permits.

- b. Infrequent Guests may be registered under short term permits.
- c. Residential permits shall be renewed yearly.



## PARKING SERVICES AGREEMENT

This Parking Management Services Agreement is made and entered into this \_\_\_\_ day of \_\_\_\_\_, 2021, by and between the TOWN OF GREEN MOUNTAIN FALLS, a Colorado statutory Town (hereinafter called "Town"), and [PARKING COMPANY NAME].

WHEREAS, the Town and Parking Company Name have been entered into a month-to-month Agreement for Parking Services, dated and effective [DATE]; and

WHEREAS, The Town and Parking Company Name desire to enter into a long-term agreement to manage the Parking Facilities owned by the Town; and

WHEREAS, the Town and Parking Company Name desire to amend that agreement as hereafter set forth.

NOW, THEREFORE, in consideration of the foregoing and for good and valuable consideration, the sufficiency and adequacy of which is hereby acknowledged, the parties to this Contract agree as follows:

1. **Definitions.** In this agreement:

- (a) "Gross Revenue" means all revenue collected by Parking Company Name in connection with the operation of the Parking Facilities.
- (b) "Transaction Fees" means all transaction fees charged by a credit or debit card processing institution for processing payments of Gross Revenue by a credit card and third-party advance reservation sales commissions such as those charged by the Application for each usage of the Park Green Mountain Falls app.
- (c) "Operating Expenses" means those expenses paid by Parking Company Name without reimbursement from the Town and listed in Exhibit A. All other costs in connection with the Parking Facility, including, but not limited to snow removal, capital maintenance of the Parking Facilities, lighting, line painting, litter removal, asphalt repairs, and grading for the Parking Facilities, are specifically excluded from the definition of Operating Expenses and shall be paid directly by the Town.
- (d) "Taxes" means all transaction value, ad valorem, sales and use taxes, rates, charges or assessments levied, rated, charged or assessed or required to be collected or paid (or both collected and paid) in the operation of the Parking Facilities.
- (e) "Net Revenue" means Gross Revenue minus Transaction Fees and Taxes.
- (f) "Balance of Revenue" means Net Revenue minus Management Fee.
- (g) "Parking Zones" refers to a designated area of the Town to be managed in accordance with this agreement.

2. **Engagement.** Subject to the terms and conditions of this Contract, Parking Company Name shall provide all labor, supervision, tools, materials, equipment, and management

necessary to provide Parking Management Services in designated Commercial and Residential permit only parking areas of the Town in accordance with the terms and conditions set forth in this agreement.

Parking Company Name shall additionally carry out the Town's Policies and execute directives from the Town pertaining to parking facility management in matters related to the terms and conditions of parking in the Parking Facilities as well as other matters not specifically listed herein.

3. **Term and Termination.** The initial term of this Agreement shall be for thirty-six (36) months, from [DATE] (the "Commencement Date") to [DATE], unless terminated earlier as may be permitted in this Agreement. Upon the expiration of the Initial Term, this Agreement may be extended for any number of additional one (1) year terms (individually, a "Renewal Term") unless either party notifies the other in writing at least thirty (30) days prior to the expiration of the Initial Term or a Renewal Term that the party does not want the term to renew, and then the Agreement shall end at the end of the current Term. Where used in this Agreement, "Term" shall include the Initial Term and any Renewal Term(s). Each twelve (12) consecutive month period beginning on the first day of November and continuing through the last day of the following October during the term of this Agreement shall be referred to as an "Operating Year."

- (a) Either party shall have the right to terminate this Agreement in the event the other party has failed to perform any of the terms and conditions specified herein, if said failure has been called to the attention of the responsible party in writing via certified mail or email and that party has not corrected said failure within thirty (30) days, or within such additional time as is reasonably necessary, of its receipt of written notice. In the event of such termination, this Agreement shall terminate immediately, and all compensation and other fees shall be paid through the termination date.

4. **Management Fee.** As compensation for the services rendered by Parking Company Name, the Town will pay Parking Company Name a monthly management fee equal to [X], as that term is hereinafter defined (the "Management Fee"). The Management Fee shall be calculated and paid monthly.

- (a) Parking Company Name shall deposit the Gross Revenue daily into the Town's designated bank account.
- (b) On or before the 15th day of each month, Parking Company Name will give the Town a report with statistics and analysis for the preceding calendar month setting out information required by the Town, to include the following information in a manipulable format:
  - a. Total Number of Vehicles Parked in the Commercial Facilities, broken down by the following demographics:
    - i. Non-Permitted Users
    - ii. Town Residents
    - iii. County Residents
    - iv. Employees

v. Teachers

- b. Average length of stay for each demographic of user listed above.
- c. Total number of parking violations and warning issued by Parking Company Name Ambassadors.
- d. Gross Revenue collected by Parking Company Name in connection with the operation of the parking facilities, along with any other revenue sources not specifically mentioned herein.
- e. Total transaction fees charged by any processing institution for the processing of payments by credit card or any other application.
- f. Total number of Residential Permits, broken down by the following demographics:
  - i. Town Residents
  - ii. County Residents
- g. Log of complaints received regarding the parking facilities and their resolution.
- h. Log of Ambassador “QR Check Ins” for the appropriate time period
- i. Itemized list of expenses incurred by Parking Company Name related to the management of the parking facilities with proof of payment.

Upon receipt and review of said statement, the Town will submit an invoice for the Management Fee to Town Council for approval and payment to Parking Company Name.

- (c) The Town will notify Parking Company Name within fifteen (15) calendar days after receiving any invoice for payment, of any defect in the invoice or the work that may result in the Town declining to pay all or part of the invoiced amount. The Town may withhold payment from Parking Company Name in whole or part, if:
  - a. Parking Company Name is in breach of this contract; or
  - b. The reporting required by the Town as defined herein is incorrect or incomplete and requires remedy.
- (d) All Taxes, if any, separately stated as required by law, shall be collected by Parking Company Name from customers and transmitted to the taxing authority as required.
- (e) If this Agreement commences on any date other than the first of the month, then the parties shall adjust all revenues, expenses, deposits and accounts receivable as of midnight the evening before the Commencement Date.
- (f) Work done by Town Staff in relation to the Administration of Paid or Permitted Parking Management, or in relation to the installation, maintenance, and upkeep of required

elements of the paid parking system shall be billed to Parking Company Name at a rate of \$50.00 per hour.

5. **Gross Revenue, Cash Deposits, Disbursements and Controls.** Parking Company Name shall install and maintain a system of internal controls covering income and expenses.

(a) **Gross Revenue:** Parking Company Name shall install and maintain an accurate and efficient accounting system for Gross Revenue of the Parking Facilities approved by the Town. All records pertaining to Gross Revenue including, without limitation, monthly parking records, citations issued by Parking Company Name, coupon and validation sales and redemption records, daily reports and deposit slips shall be available for examination and audit to the Town and its authorized representatives upon fifteen (15) days written notice by the Town to Parking Company Name.

**Commented [JC1]:** Don't let the parking company issue "citations". They can issue violations and the Town Clerk or Marshall can "authorize" the citation based on the complaint.

(ii) **Disbursements:** Parking Company Name shall install and maintain at its main office in an accurate and efficient accounting system for disbursements of the Parking Facilities. Such system shall evidence all monies disbursed by Parking Company Name with respect to the management of the Parking Facilities. All records pertaining to disbursements shall be maintained by Parking Company Name but shall be available to the Town and its authorized representatives for examination and audit upon fifteen (15) days written notice by the Town to Parking Company Name.

(iii) **Pricing:** The Town shall provide parking pricing by location to Parking Company Name no later than fifteen(15) days in advance of each season during the Term. The Town is responsible for updating pricing on signage, while Parking Company Name is responsible for updating pricing in the kiosks and all other point of sale locations including but not limited to online sales and mobile applications. The Town reserves the right to adjust pricing at any time provided the Town communicates such changes to Parking Company Name in writing with at least thirty (30) days advance written notice. Notwithstanding, if the Town elects to reduce pricing that results in a material reduction in Gross Revenue, the Town and Parking Company Name agree to negotiate in good faith an adjustment to the Management Fee such that Parking Company Name's profitability is not negatively impacted by such price reduction.

**Commented [JC2]:** Recommend no hidden fees

6. **Meetings.** The Town shall appoint an individual to serve as liaison with Parking Company Name for the purpose of reviewing all matters under this Agreement. As requested by either the Town or Parking Company Name, at a mutually agreeable time and place, the Town's and Parking Company Name's representatives shall meet to carry out these purposes.

Parking Company Name shall at least annually present a reporting regarding the management of the Parking Facilities to Town Council, to include review of all matters under this Agreement.

7. **Parking Facilities.**

(a) There shall be a commercial parking zone consisting of Miner Street and the cross avenues between 17<sup>th</sup>-14<sup>th</sup> from Center Alley to the North to Parking Company Name 70 to the South. Included in this area are four (4) parking lots at the following locations:

Commented [JC3]: Identify all areas

(b) There shall be a Residential Permit Parking Only zone that includes the following areas:

Commented [JC4]: Identify all areas

(c) These parking zones are subject to change as deemed necessary by the Town.

8. **Rates.** Rates for parking in the paid zone shall be set as follows: First Hour Free, Second Hour Free, Third Hour Two (2) dollars, 4<sup>th</sup> hour Two (2) dollars, and subsequent hours \$5. This rate structure may be adjusted by the Town as it deems necessary.

(a) Parking fees will “reset” after 3 hours.

9. **Enforcement.** Parking Company Name shall enforce parking regulations related to [x] and [y] in the areas designated by this contract. Parking Company Name shall not enforce the Town’s other parking regulations. **Parking Company Name’s compensation under this agreement is not based upon and shall not be affected by the number of citations issued.**

(a) The process for parking violations issued by Parking Company Name in the parking facilities designated by this contract shall be as follows.

a. Upon identification of a violation of the rules of the parking facilities, Parking Company Name shall be authorized to leave a parking penalty assessment on the windshield of the offending vehicle.

b. Parking Company Name shall generate a report that includes the following information:

i. Make and Model of Vehicle

ii. License Plate Number

iii. Picture of Violation

iv. Description of Violation

c. Parking Company Name shall leave notice of violation on the offender vehicle, and within seven (7) days, if the revenue from the violation is not collected, Parking Company Name shall bring said report to Town Hall where a designated agent of the Town will issue a Town Citation to the offender.

10. **Hours of Operation.**

(a) Paid parking shall operate in the Paid Zones between the hours of 6:00 a.m. to 4:00p.m. during each day, or at such other times as reasonably determined to be necessary or desirable by the Town.

(b) Management of the Residential Parking Facilities will operate between the hours of 5:00 am and 6:00 PM each day. There shall be an Parking Company Name Employee available to respond to issues in the residential permitted areas of the Town in person within 1 hour to handle requests during these hours.



(c) These Times are subject to change as is deemed necessary by the Town.

11. **Signage.** Parking Company Name agrees to pay for all instructional signage recommended and agreed upon with the Town for the Parking Facilities. The signage will be branded as the Town requires, and the Town and Parking Company Name agree to work together to secure all governmental approvals and permits required for such signage per Exhibit C.

(a) Parking Company Name agrees to install and update all signage related to the parking facilities in regard to hours of operation, cost, and other information.

(b) Work done by Town Staff in relation to the Installation or Updating of Signage for Parking Management shall be billed to Parking Company Name at a rate of \$50.00 per hour.

12. **Equipment.** The Town and Parking Company Name acknowledge and agree that Parking Company Name has installed at the Parking Facilities the equipment set forth on Exhibit B (hereinafter, the "Equipment") to be installed at Parking Company Name's expense.

(a) The Town reserves the right to require Parking Company Name to replace equipment related to the Parking Facilities deemed faulty or obsolete by the Town.

13. **Maintenance.** Parking Company Name shall maintain the Parking Facilities operating equipment in working order, including but not limited to those items listed in Exhibit B: Parking Company Name's license plate recognition technology, Parking Company Name's vehicles and revenue control system, pay by phone app, tap n explore qr codes signage, online violation payment solution, resident and employee permits technology, **all of which shall be Operating Expenses.** Parking Company Name will conduct maintenance and updating of the parking facilities in a timely manner.

14. **Staffing & Complaints.** Parking Company Name shall employ at the Parking Facilities a sufficient number of honest, competent and courteous personnel capable of managing and maintaining Parking Facilities in accordance with the terms and conditions hereof such that the Parking Facilities shall be operated in a first- class manner similar to other first-class parking facilities of similar type in the area.

(a) Parking Company Name shall advertise all open positions for employment in the Town of Green Mountain Falls locally, in the following mediums:

- a. On the Park Green Mountain Falls Website
- b. On the Town of Green Mountain Falls Facebook Page
- c. Other mediums as dictated by the Town.

(b) The number of persons employed at the Parking Facilities shall be satisfactory to the Town and shall be increased or decreased as required by the Town. The staffing levels of the parking facilities shall adjust seasonally, as follows:

a. Parking Company Name shall respond to after hour requests in the Residential Permit

**Commented [JC5]:** Staffing requirements. Recommend 1 fte all times operating, and then 1-2 helpers or whatever is determined appropriate during high season.

Areas between the hours of 530 and 9 pm within 1 hour; and requests after 9 PM by 10 AM the next morning.

- b. Parking Company Name shall provide an employment schedule to the Town on Monday of Each Week.
  - c. Parking Company Name will cause Stickers with QR codes to be installed throughout the Residential Permitted Area and Commercial Parking District. Ambassadors will scan these codes when on rounds and a record of this will be provided to the Town along with other reporting requirements required for monthly payment of the parking fee by the Town.
  - d. Personnel shall be screened by Parking Company Name before hiring and shall be employed, disciplined, discharged, promoted and directed in the performance of their duties by Parking Company Name, including in accordance with OSHA regulations. All personnel providing services hereunder shall be and remain, at all times, employees of Parking Company Name and shall not be considered the employees or agents of the Town for any purpose. Parking Company Name shall provide all necessary executive and supervisory personnel who are not stationed at the Parking Facilities but are required for the proper management of the Parking Facilities, **listed in appendix X**.
    - i. Records of Criminal Background Check and Drug Screening must be completed for each employee and made available to the Town.
  - e. Parking Company Name's employees shall present a clean, neat, professional and easily recognized appearance as a Parking Company Name employee. Parking Company Name shall provide each employee with matching uniforms. The uniforms shall include shirts with the Parking Company Name Logo and clean and fitted pants or bottoms, all approved by the Town. In addition, Parking Company Name shall provide each employee with an identification badge with the employee's name, photo, and the Parking Company Name Logo. The identification badges shall be worn or attached to an outer garment when the employee is performing services under this contract.
  - f. Parking Company Name shall negotiate and obtain any necessary labor agreement.
  - g. The Town shall have the right to require the removal of any employee from the Parking Facilities whose conduct shall not reasonably satisfy the Town.
- (c) Parking Company Name agrees to handle and record in a prompt and courteous manner all complaints by patrons of the Parking Facilities pursuant to a protocol to be determined by the Town, as follows:
- a. Parking Company Name shall monthly provide a log to the Town of Complaints received. That log shall consist of the related Citation number (if applicable), the name of the complainant, their complaint, and a brief note regarding how the complaint was resolved.
  - b. In the case that Parking Company Name is not able to resolve a complaint in a

timely fashion, they will notify the Town in writing of the complaint, the nature of the complaint, as well as the name and contact information of the complainant.

15. **Compliance with Laws.** Parking Company Name shall comply with all federal, state and municipal laws, ordinances and regulations pertaining to the Parking Facilities or the business conducted therein by Parking Company Name including, without limitation, laws relating to equal opportunity employment and federal, state and municipal tax withholding laws. Any reasonable expense incurred by Parking Company Name by reason of this section shall be included as Operating Expenses.

16. **Insurance.**

(a) Parking Company Name shall obtain and maintain the following types of insurance in not less than the indicated amounts in companies authorized to do business in the state where the Parking Facilities are located:

(i) Parking Company Name shall obtain and maintain, with respect to all persons employed by it at or for the Parking Facilities, Worker's Compensation Insurance as follows:

Part A:	Statutory
Part B- Each accident	\$1,000,000

(ii) Parking Company Name shall obtain and maintain commercial general liability (CGL) (including bodily injury and property damage) insurance and shall include the Town as an additional insured, in the amount of \$1,000,000 combined single limit each occurrence, \$2,000,000 aggregate.

(iii) Parking Company Name shall obtain and maintain automobile liability insurance and shall include the Town as an additional insured, in the amount of \$1,000,000 combined single limit each occurrence, \$2,000,000 aggregate.

(iv) Parking Company Name shall obtain and maintain excess liability insurance over the CGL, GKLL and Employer's Liability coverages and shall include the Town as an additional insured in the amount of \$5,000,000.

(v) Parking Company Name shall obtain and maintain crime insurance on all its employees as follows:

Employee Dishonesty:	\$100,000
Theft, Disappearance, Destruction (Money, Securities – Inside) :	\$100,000
Theft, Disappearance, Destruction (Money, Securities – Outside):	\$100,000
The Town's Property:	\$100,000

(b) Certificates evidencing such insurance and naming the Town as an additional insured with respect to Parking Company Name's operations, shall be furnished by Parking Company Name within five (5) days of the Effective Date and Parking Company Name must provide an updated certificate evidencing insurance at the commencement of each

Operating Year. Premiums with respect to the policies which Parking Company Name must obtain shall be paid by Parking Company Name.

17. **Indemnities.**

- (a) Parking Company Name shall, at its own cost and expense, defend, indemnify and hold the Town, its parent, subsidiaries, and affiliated and related companies, and each of their officers, directors, shareholders, employees, trustees and agents against and with respect to any and all claims, proceedings, complaints, investigations, demands, causes of action, interest, penalties, damages, liabilities, losses, costs and expenses, arising out of, based upon or relating or pertaining to claims made by third parties and attributable to the negligence or willful misconduct of Parking Company Name or any of its agents, servants or employees, including, without limitation, property damage and injury or death to any person.
- (b) To the extent permitted by law, if permitted at all, the Town shall, at its own cost and expense, defend, indemnify and hold Parking Company Name harmless from and against any and all actions, costs, claims, losses, expenses and damages sustained by Parking Company Name and attributable to the negligence or willful misconduct of the Town or any of its agents, servants or employees or attributable to the improper maintenance of the Parking Facilities pursuant to the Town's obligations under Section 7.3, including, without limitation, property damage and injury or death to any person.
- (c) NEITHER PARTY SHALL BE LIABLE FOR ANY INDIRECT, CONSEQUENTIAL, OR PUNITIVE DAMAGES (OR ANY COMPARABLE CATEGORY OR FORM OF SUCH DAMAGES, HOWSOEVER CHARACTERIZED IN ANY JURISDICTION), ARISING OUT OF OR RESULTING FROM THE PERFORMANCE OR NONPERFORMANCE OF ITS OBLIGATIONS UNDER THIS AGREEMENT, REGARDLESS OF THE FORM OF ACTION, WHETHER IN CONTRACT, NEGLIGENCE, TORT, STRICT LIABILITY, PRODUCTS LIABILITY OR OTHERWISE, AND EVEN IF FORESEEABLE OR IF SUCH PARTY HAS BEEN ADVISED OF THE POSSIBILITY OF SUCH DAMAGES.
- (d) The indemnities in this Section shall survive the expiration or earlier termination of this Agreement.

18. **Security.** The Town expressly acknowledges that Parking Company Name's obligations in connection with the management, operation and promotion of the Parking Facilities, and employment of persons in connection therewith, do not include the rendition of service, supervision, or furnishing of personnel in connection with the personal safety and security of employees, tenants, customers, or other persons within and about the Parking Facilities. Parking Company Name does not have knowledge or expertise as a guard or security service, and does not employ personnel for that purpose, nor do Parking Company Name's employees undertake the obligation to guard or protect customers against the intentional acts of third parties. The Town will determine, at the Town's discretion, whether and to what extent any precautionary

warnings, security devices, or security services may be required to protect patrons in and about the Parking Facilities.

19. **Permits and Licenses.** Parking Company Name shall apply for and secure, in its own name, all municipal permits and licenses required for the Parking Facilities and carry out the responsibility under all such permits and licenses to the public and to the agencies having jurisdiction. Any expenses incurred by Parking Company Name in discharging its responsibilities under this Section shall be Operating Expenses.

20. **Attorney's Fees.** If a party defaults in the performance of its obligations herein described, the other party may seek appropriate legal relief and in connection therewith the prevailing party shall be entitled to recover, in addition to any other remedy available to it, its reasonable attorneys' fees and costs, including, but not limited to, its reasonable collection fees and costs.



21. **Notices.** Any notice, approval or other communication required hereunder shall be deemed given if sent by certified mail, return receipt requested, to the address set forth below or to such other address as was last designated by a written notice of the other party:

**If to The Town:**

Town of Green Mountain Falls  
Attn: Andrew Marsh, Town Administrator  
1711 Miner St., P.O. Box 907  
Green Mountain Falls, CO 80452  
Telephone No: 303-567-4421, x121  
Email: [admin@idahospringsco.com](mailto:admin@idahospringsco.com)

**If to Parking Company Name:**

Parking Company Name Parking Company of Colorado, LLC  
Attn: Tony Janowiec  
710 North Plankinton Avenue, Suite 700  
Milwaukee, WI 53203  
Telephone No.: (414) 274-2861  
Email: [tjanowiec@Parking Company Nameparking.com](mailto:tjanowiec@Parking Company Nameparking.com)

**With a copy to:**

Parking Company Name Parking Company of Colorado, LLC  
Attn: Gareth Lloyd  
1610 Wynkoop Street, Suite 600  
Denver, Colorado 80202  
[glloyd@Parking Company Nameparking.com](mailto:glloyd@Parking Company Nameparking.com)

22. **Modification.** This Agreement shall constitute the entire agreement between the parties hereto, and it may not be amended except in a written document signed by each party.

23. **Benefits and Burdens.** The terms and conditions hereof shall be binding upon and shall inure to the benefit of the Town, Parking Company Name and their respective successors and assigns.

24. **Independent Contractor.** Parking Company Name is an independent contractor; nothing herein shall be construed to create a fiduciary relationship, partnership, joint venture or other business relationship between the parties.

25. **Severability.** In the event that any one or more of the provisions contained herein shall, for any reason, be held to be invalid, illegal or unenforceable in any respect, such invalidity, illegality or unenforceability shall not affect any other provisions of this Agreement, but this Agreement will be construed as if such invalid, illegal or unenforceable provisions had never been contained herein, unless the deletion of such provision or provisions would result in such a material change so as to cause completion of the transactions contemplated herein to be unreasonable.

26. **Governing Law and Venue.** This Agreement shall be governed by and construed in accordance with the laws of the state of Colorado. Venue for any legal action relating to or arising out of this Agreement will be in the Courts of Clear Creek County, State of Colorado.

27. **Assignment and Subcontracting.** Parking Company Name covenants and agrees that it will not assign or transfer its rights, duties or obligations hereunder without first obtaining the written consent of the Town. Any attempts by Parking Company Name to assign or transfer without such prior written consent of the Town shall, at the option of the Town, automatically terminate this Agreement and all rights of Parking Company Name hereunder. Such consent may be granted or denied at the sole and absolute discretion of the Town.

28. **No Third-Party Beneficiary.** The enforcement of this Agreement, and all rights of action relating to enforcement, are strictly reserved to the Parties. Nothing in this Agreement gives or allows any claim or right of action by any person or other entity on this Agreement, including subcontractors and suppliers. Any person who or other entity other than the parties that receives services or benefits under this Agreement is an incidental beneficiary only.

29. **TABOR.** The Parties understand and acknowledge that the Town is subject to Article X, § 20 of the Colorado Constitution ("TABOR"). The Parties do not intend to violate the terms and requirements of TABOR by the execution of this Agreement. It is understood and agreed that this Agreement does not create a multi-fiscal year direct or indirect debt or obligation within the meaning of TABOR and, therefore, notwithstanding anything in this Agreement to the contrary, all payment obligations of the Town are expressly dependent and conditioned upon the continuing availability of funds beyond the term of Town's current fiscal period ending upon the next succeeding December 31. Financial obligations of the Town payable after the current fiscal year are contingent upon funds for that purpose being appropriated, budgeted, and otherwise made available in accordance with the rules and regulations of the Town of Green Mountain Falls and other applicable law. Notwithstanding any other provision of this Agreement concerning termination, upon the Town's failure to appropriate such funds, this Agreement shall automatically terminate.

30. **Governmental Immunity.** The Parties intend that nothing herein will be deemed or construed as a waiver by the Town of any rights, limitations, immunities or protections afforded to it under any federal, state or local constitutional, statutory or common law including, but not limited to, the Colorado Governmental Immunity Act (C.R.S. §§ 24-10-101 through 120), as that Act may from time to time be amended.

31. **Work by Illegal Aliens Prohibited.**

- (a) Parking Company Name hereby certifies that, as of the date of this Agreement, it does not knowingly employ and/or contract with an illegal alien and that Parking Company Name will participate in the E-verify Program or the Colorado Department of Labor and Employment Program in order to confirm the employment eligibility of all employees who are newly hired for employment in the United States.

- (b) Parking Company Name shall not knowingly employ or contract with an illegal alien to perform works under this Agreement. Further, Parking Company Name shall not enter into a contract with a subcontractor that fails to certify to the Parking Company Name that the subcontractor shall not knowingly employ or contract with an illegal alien to perform work under this Agreement.
- (c) Parking Company Name hereby certifies that it has confirmed the employment eligibility of all employees who are newly hired for employment to perform work pursuant to this Agreement through participation in either the E-verify Program or the Colorado Department of Labor and Employment Program.
- (d) Parking Company Name is prohibited from using the E-Verify Program or the Colorado Department of Labor and Employment Program to undertake pre-employment screening of job applicants while this Agreement is being performed.
- (e) If Parking Company Name obtains actual knowledge that a subcontractor performing work under this Agreement knowingly employs or contracts with an illegal alien, Parking Company Name shall be required to: (a) notify the subcontractor and the Town within three (3) days that Parking Company Name has actual knowledge that the subcontractor is knowingly employing or contracting with an illegal alien; and (b) terminate the subcontract with the subcontractor if within three (3) days of receiving the notice, required pursuant to C.R.S. § 8-17.5-102(2)(III)(A), the subcontractor does not stop employing or contracting with the illegal alien; except that Parking Company Name shall not terminate the Agreement with the subcontractor if during such three (3) days the subcontractor provides information to establish that the subcontractor has not knowingly employed or contracted with an illegal alien.
- (f) Parking Company Name shall comply with any reasonable request by the Colorado Department of Labor and Employment made in the course of an investigation that the Department is undertaking pursuant to the authority established in C.R.S. Title 8, Article 17.5.
- (g) If Parking Company Name violates this Subsection, the Town may terminate this Agreement for breach of Agreement. If this Agreement is so terminated, Parking Company Name shall be liable for actual and consequential damages to the Town.

[SIGNATURES ON FOLLOWING PAGE]



IN WITNESS THEREOF, the Town and Parking Company Name have caused this Agreement  
to be executed as of the date first set forth above.

PARKING COMPANY NAME:

PARKING COMPANY NAME PARKING COMPANY  
OF COLORADO LLC

By: \_\_\_\_\_

Tony Janowiec, President and Chief  
Manager  
President and Chief Manager

THE TOWN:

GREEN MOUNTAIN FALLS

By: \_\_\_\_\_

Michael Hillman  
Mayor

ATTEST:

\_\_\_\_\_  
Diane Breece  
Town Clerk



# **Green Mountain Falls Parking and Signage Plan**

**Community  
Forum #2  
February 16,  
2021**







## The Problem expressed by the Community

The Town of Green Mountain Falls has always been known as one of the most “delightful spots in the Rocky Mountains”

The Town is known for its small-town mountain charm, scenic backdrop, and access to the world class outdoor recreational opportunities.

Over the past few years, the number of annual visits to the town has increased, filling the Town’s approximately 250 public parking spaces with increasing regularity.

Illegal parking in the Town Right of Way and on private property has become a major concern, and the Town has struggled with the increased burden on trash and public restroom facilities.

This has also impacted Business Owners, as it has become increasingly difficult to find nearby parking on heavily congested days, causing would be customers to leave in search of other opportunities.

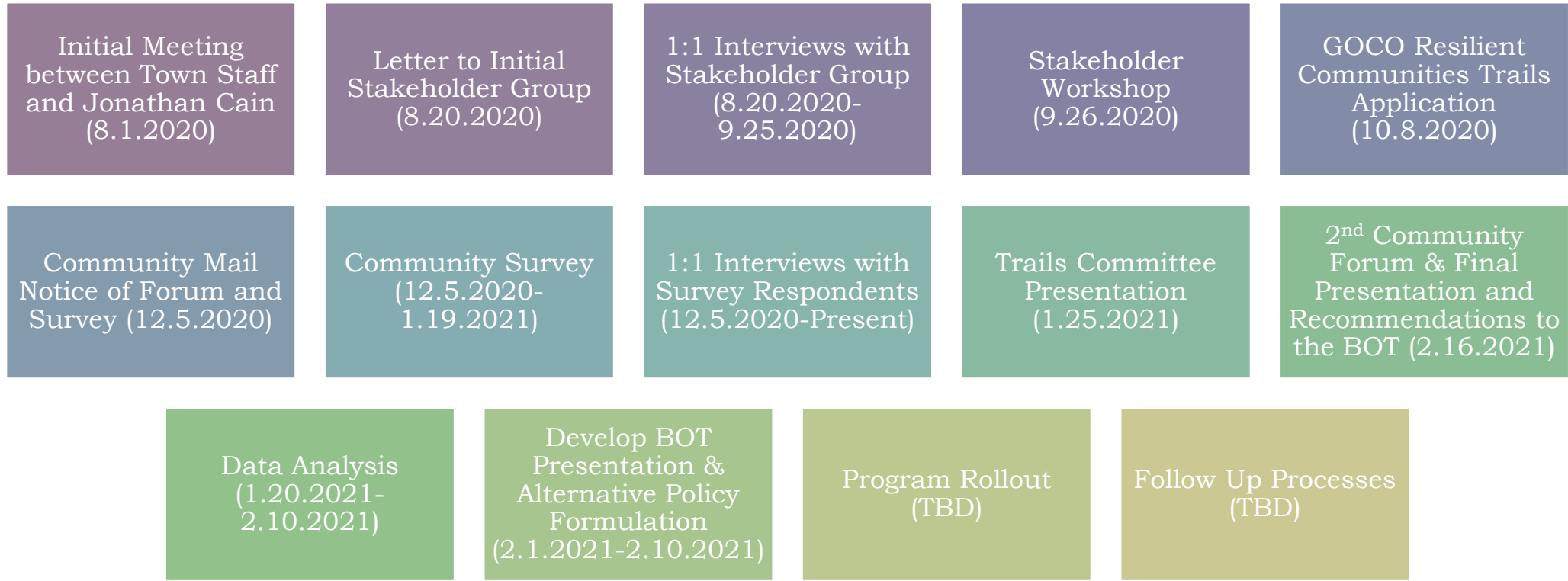
# About Me

I am Jonathan Cain. I am the Assistant City Administrator of the City of Idaho Springs, and the Director of Community Outreach and Engagement for the Clear Creek Economic Development Corporation.

I study Equitable Governance and Asset Based Community Development at CU Denver; I am writing my thesis regarding the Right to the City and Parking Management in Rural Towns and City's with tourism-based economies.

I had a lead role in the creation and design of the City of Idaho Springs Parking Management Program and am responsible for it's ongoing management, along with Community Outreach and Engagement in the City and County.

# Process Timeline





## **Step 1: Stakeholder Interviews and Meeting**

An initial group of 10 stakeholders were identified at the beginning of this process to discuss parking and signage in Green Mountain Falls. This group was comprised of Residents, Business Owners, Chamber of Commerce Members and Community Stakeholders.



# Themes from the Stakeholder Interviews

**Green Mountain Falls  
has a Parking  
Problem.**

**It would be  
beneficial for the  
City to Manage  
Parking in Town.**

**The Capacity of City  
Staff to manage  
such a program is  
important to  
consider.**

**We should ensure that  
the impact on  
residents and other  
community members  
from the program is  
low.**

**Green Mountain Falls  
has a Signage  
Problem.**

**There is sign  
“pollution” in the  
Town.**

**There should be  
reasonable signage  
standards for signs  
displayed in Town.**

**It is important for  
signage to be  
“welcoming”.**



# Stakeholder Meeting Main Problems Stated

- The Town's 250 Public Parking Spaces fill quickly, as do "illegal" spaces in the Town Right of Way.
- This congestion creates public safety problems between vehicles and pedestrians and makes emergency access and evacuation nearly impossible.
- Use of Parking for Trails access can make it difficult for patrons of local businesses to visit stores and restaurants.
- The Town has a small budget and staff, and capacity to manage this increased demand is limited. There is only one Town Marshall who is responsible for all aspects of Public Safety in Town. Additionally, the demand on Restroom facilities and Trash services has been extensive.





## Stakeholder Meeting Main Goals Stated

- Quantitative, Data Center approach to handling visits to town possible with better tools.
- Town has a small budget, it would be good to find a way to create revenue to hire staff, fund road improvements, the swimming pool, restrooms, trash, etc.
- Finding a way to turn “Outdoor Recreators” into consumers at the Local Businesses would be good.
- Reduce conflicts between Trail Users and Private Property Owners
- It could be helpful to create a “Trails Welcome Center” so that visitors to town would have a place to get information about their trip.
- Improving Wayfinding and Regulatory Signage in Town would be good, the Town’s Sign Making Machine might be useful in the short term to start addressing issues with signage in Town.
- Resident Only Parking areas would be beneficial
- Any parking management plan should provide maximum benefit to the residents of Green Mountain Falls while maintaining the Town’s economic vitality.



Based on the meeting with the initial Stakeholder Group, a letter to the community and online survey were formulated by the Consultant and Town Staff.

A Mailer explaining the survey and inviting residents to a virtual Community Forum was sent to all PO Boxes on December 5, 2020 and was placed in boxes on December 7, 2020.

The Survey was opened to responses on December 7, 2020 and was left open until January 19, 2021.

A virtual Community Forum was held on December 15, 2020 at the regularly scheduled Board of Trustees Meeting.

The consultant gave a PowerPoint presentation detailing progress to that point and providing information about the community survey and the project Timeline.

# Survey Results

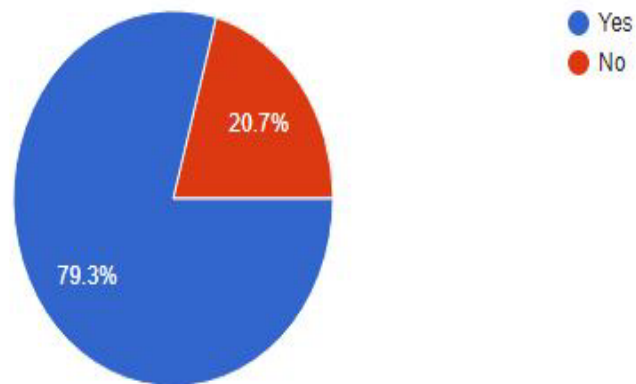
- The Online Digital Survey consisted of 11 questions with opportunities to provide “long form” feedback following each multiple-choice question.
- The survey was designed to be “qualitative”, which is a research methodology designed to gain in depth information about people’s underlying reasoning and motivations regarding a topic. As such, it was anonymous, although respondents were given an opportunity to enter contact information for further engagement opportunities. An analysis of responses found that of the 179 responses to the survey, 6 participants were found to have participated in the survey more than 1 time.
- *Some questions were multiple choice and answers have been graphed; “long form questions” have been grouped into themes, the top ten most common displayed.*



# Question 1

Do you think that the Town has any issues related to Recreational and Tourism Parking?

179 responses



## Themes from the Feedback

Residential Parking should be preserved on Residential Streets.

Charging for parking would ensure Visitors help pay for services they use in Town.

Installing Parking Meters may negatively impact our Town's Image.

Paid parking would allow for more enforcement and the maintenance of facilities in Town

Creating a Simple Solution would be best.

Better Signage throughout town is needed.

We need to make sure any program creates little impact to Business Owners or Residents.



# **Question 2: If the Town does institute Paid Visitor Parking, how would you like to see revenue from such a program utilized?**

## **Themes from the Answers**

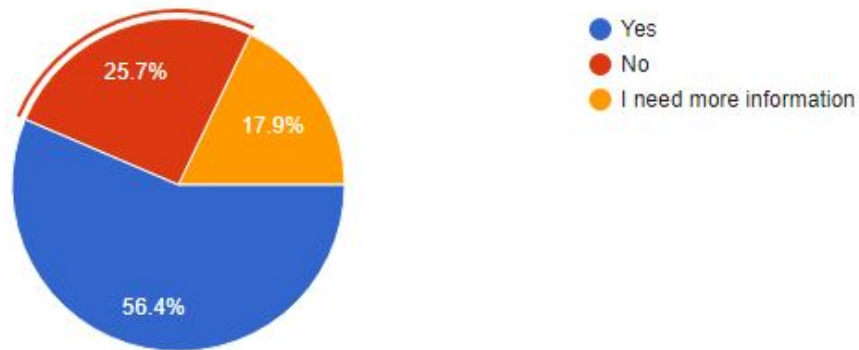
Pave more Streets.  
Go to Maintenance and the Pool.  
Improve Public Restroom Facilities.  
Trail Maintenance & Better Signage  
To augment the Town Budget for Needed Expenditures  
General Infrastructure Improvement  
Trash Cans and Management



# Question 3

Would you be comfortable with the Town charging visitors (not residents or guests of residents) for Parking?

179 responses



## Themes from the Feedback

Yes

Charging for parking is an easy way to generate revenue for our Town

Concerned about how the program would work- do not want to take away from our "Atmosphere"

The "littering", "dog waste", and congestion on our roads are a public health problem.

We should make sure there are free options.

We should not charge people to go to our Restaurants and Shops.

Program should be seasonal, no need for year-round management.

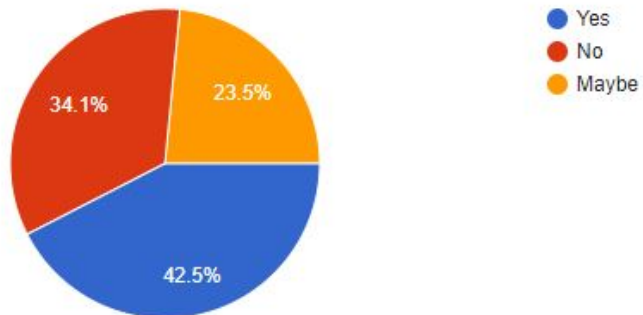




# Question 4

If the Town does institute Paid parking, should free or reduced cost parking for folks that live in close proximity to Green Mountain Falls be considered?

179 responses



## Themes from the Feedback

Yes

It depends on what is meant by “Close Proximity”

Only residents of the Town should park for free.

A Free or low-cost option might make sense for “locals”

Everyone should pay.

Concern about how this would be managed and enforced

No



# Question 5: What is the most important thing for the Town to consider regarding Parking?

## Themes from the Answers

Clear Communication and Designated Areas is crucial for any program.

We do not want to “lose” visitors

It is important that we control the littering, trespassing and other problems that happen when town gets congested.

The Town should have more enforcement tools.

We need to keep tourists from parking in residential areas and private property.

It is crucial that we protect local businesses.

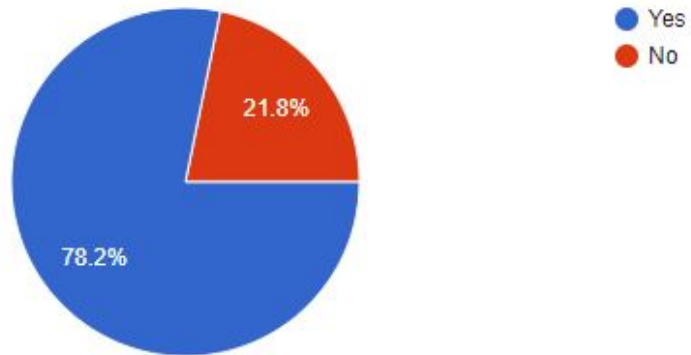
We need to consider that we only have 1 Town Marshall, and he has limited capacity to handle “parking”



# Question 6

Do you think the Town has issues with Signage for Wayfinding related to Trails?

179 responses



## Themes from the Feedback

Yes and No. We have a lot of signs, but people get lost. Maybe updated trail maps and digital trail maps could help.

No

Improved and available Trail Maps would help a lot.

We need clear and concise signage and communication.

We need better signage for folks on Ute Pass Avenue, so they know where they are going as they come into Town.

A Centralized "Trail Center" could help augment the Ambassador Program.

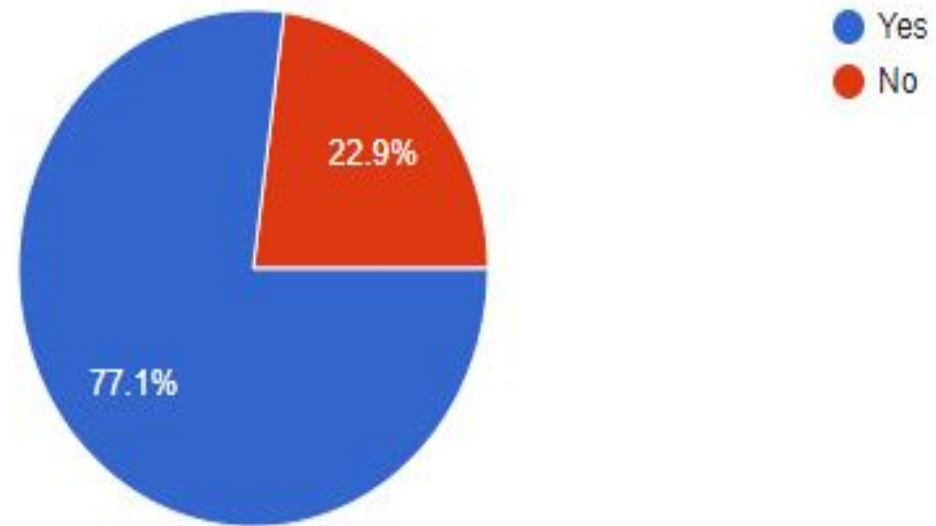
We have too many "homemade signs". Regulatory Signs should be standardized, no one should put up public signs without following signage standards.



# Question 6

Would you like to see Signage in Town standardized?

179 responses



# Question 7: Would you like to see the Town replicate the “Classic” wooden signage or something new?

Classic

No preference as long as it is welcoming and functional.

A digital signboard somewhere might be helpful.

It must be attractive

We should preserve the classic look of our town.

Pricing is a concern.

Maintain “rustic” signage will help us maintain our sense of place.



# Question 8: What is the most important consideration in regard to Signage?

- Short and Readable
- Easy to understand
- Consider the viewshed
- Tradition and Aesthetics
- No more sign pollution
- Uniformity
- Signs should not be “wordy”

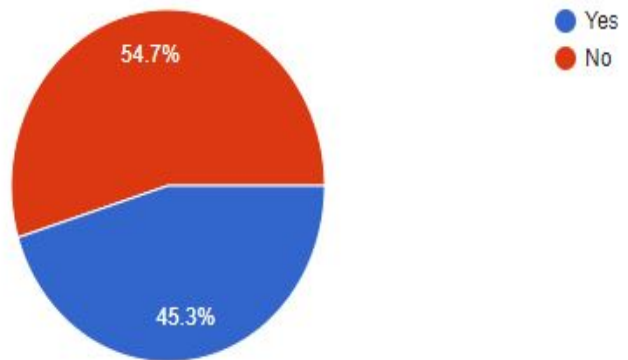




# Question 9

Do you think the Town has issues with where the Trail Heads are located in Neighborhoods?

179 responses



## Themes from the Feedback

No

If hikers know where to go, there is no issue.

If the Trailheads are accessible from public roads, they are fine. We should not restrict public access to the roads.

Potential for trail access on Fountain Avenue along with Trailhead

Pedestrian access is fine. Vehicles driving and parking on these roads and in private driveways is a problem, as is trash and restroom facilities at the Trailheads.

Vehicle and Pedestrian conflict on these roads are a serious issue.

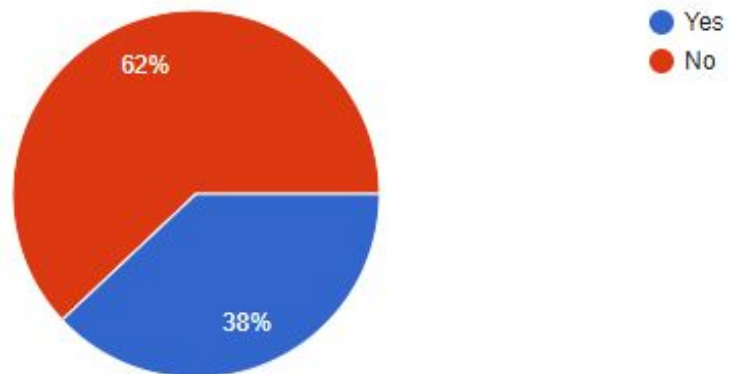
Trailheads should be located at designated trail parking areas in Town.



# Question 10

Would you like to see the Town "consolidate" some of the Trail Heads in Town?

179 responses



## Themes from the Feedback

No.

Need more information

Many Trails can be accessed from other points around Town. This could be a good thing.

Having access into the Trails in less residential areas could be a good thing.

Boulder Street Thomas Trail head is overrun, and an actual "trailhead" might be possible somewhere else. There is liability in terms of pedestrians in the roadway and blind corners.

We have to create a better management plan for Trailheads. Litter, Dogs, and other problems have become endemic.

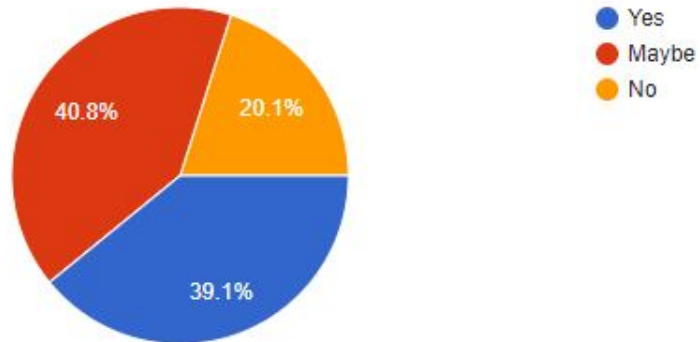
It may be possible to limit some trails to one way use to alleviate some congestion.



# Question 11

Should the Town consider expanding the ambassador program and creating a "virtual trail head" in town to help control visitor traffic during peak times of the year?

179 responses



## Themes from the Feedback

No

Our Trails are our "signature". We need to make sure that we do not negatively impact them.

This could be helpful.

Not sure what this would entail.

Perhaps another opportunity would be seasonal trail closures.

Paid Parking could help.

We do not want to penalize visitors. We should encourage them to stay and find ways to encourage them to spend money while they are here.



# Parking Management Policy

## Goals Identified

1. Better Wayfinding Signage should be created for visitors looking to access the Trail System and to Park in Town that maintains the **sense of place** embodied by the Town of Green Mountain Falls
2. Regulatory Signage should meet **Department of Transportation** standards.
3. Signage should be **Simple and Clearly** worded





# Signage Improvement Goals Identified

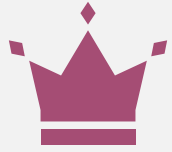
- **Illegal parking** in the Town Right of Way and on Private Property must be minimized to address Public Safety Concerns related to vehicle pedestrian conflicts, emergency accessibility, and general safety.
- The program should **reduce traffic and parking congestion in town**, making it easier for visitors to find and park in designated areas to dine and shop, and other areas to recreate along the trails.
- **The Capacity of Town Staff**, particularly of the Town Marshall must be taken into account in regard to the management of the Program.
- **The effect on the Town Budget** should be considered, in relation to the cost of any additional program.
- **Resident and Community quality of life** should be preserved, and visitor parking in Residential areas should be limited.
- **The impact** on Business Owners from any program should be as low as possible.
- Any Program should ensure that the Town **remains welcoming** to Residents, Community Members, and Visitors alike.



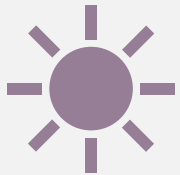
**The consultant recommends the Board of Trustees and Town Staff take the following six actions regarding improving Signage and Parking Management within Town Limits:**

- ***The consultant recommends*** that the Town Board adopt by Resolution an official parking plan. This document should identify public parking areas, residential parking areas, ada accessible parking and other standards and regulations related to parking in Town. Two example documents have been attached to this report.
- ***The consultant recommends*** that the Town Board consider adopting “Residential Parking Only” areas in which parking is limited to Residents of the Town, their guests, and potentially users of Short-Term Rentals.
- ***The consultant recommends*** that the Town Board work with the Trails Committee and Friends of Ute Pass to create a “Trails Welcome Center” near the pool where visitors can receive information about Town and the Trails.
- ***The consultant recommends*** that the Town Board adopt by Resolution an official Signage Plan that dictates standards for Signage displayed in the Town Right of Way. This plan should also lay forth locations for wayfinding signage for Trails and Public Parking areas.
- ***The consultant recommends*** that the Town Staff utilize the metal sign making machine acquired last year to install “interim wayfinding” signage to begin to address challenges related to trail access and locations of public parking this summer.
- ***The consultant recommends*** that the Town continue to work with the Kirkpatrick Foundation to develop wayfinding signage for the town, along with “design standards” for such signage, and funding strategies to install such.





Alternative 1: Status Quo



Alternative 2: Donation Boxes  
and Increased Citations



Alternative 3: Contractor  
Managed Parking System in  
Town to include paid public  
parking.

**Alternative  
Program  
Analysis: The  
consultant has  
evaluated 3  
alternatives for  
Parking  
Management in  
Green Mountain  
Falls.**







## Evaluation Criteria

1. Would the program reduce parking and traffic congestion in town?
2. Would the program reduce illegal parking in the Town Right of Way and on Private Property?
3. Would the program improve the capacity of the Town Marshall to manage Public Safety in Town Limits?
4. Would the program allow the Town to create and manage “Trails Welcome Center”, “Residential Only Areas”, Better Public Restroom facilities and additional Trash facilities?
5. What is the impact on Residents and Business Owners of such a program?

1. **Would the program reduce parking and traffic congestion in town?**
  - a. This alternative would do nothing to address Parking and Traffic congestion in Town, as there is no mechanism in place to create “open spots” in the parking lots or other designated areas of the City.
2. **Would the program reduce illegal parking in the Town Right of Way and on Private Property?**
  - a. The Parking Plan would give the Town better “enforcement” powers to deal with folks that are parking illegally in the Right of Way or on Private Property, however the Town Marshall would still not necessarily have the time required to end this practice completely.
3. **Would the program improve the capacity of the Town Marshall to manage Public Safety in Town Limits?**
  - a. This alternative would not provide the Town Marshall with the capacity to enforce time-based violations of parking areas, as practices like “tire chalking” have been deemed illegal. Additionally, the Town Marshall is already spending nearly 60 hours a week enforcing Public Safety in Town and does not have the capacity to take on additional Parking Management duties as would be required to materially change the situation. This alternative would also not allow for the hiring of additional staff to assist the Marshall with these duties.
4. **Would the program allow the Town to create and manage “Trails Welcome Center”, “Residential Only Areas”, Better Public Restroom facilities and additional Trash facilities?**
  - a. This alternative would not provide the Town with any additional capacity to address issues related to public restrooms or trash in Town. It would also provide no revenue required to create a “Trails Welcome Center” for visitors, or a revenue source to improve wayfinding signage.
5. **What is the impact on Residents and Business Owners of such a program?**
  - a. This alternative would create a cost in terms of administrative time and materials necessary to create a “residential parking zone” in Town with no revenue source to support it. There would also be cost related to creating and installing signs for wayfinding throughout Town, although it would be negligible. Participants in the survey expressed that when parking congestion is high, it is difficult for Patrons to visit. This will likely continue to be the condition downtown and will continue to negatively impact businesses. The Town Marshall will continue to be the only Public Safety employee in the Town, and his capacity to address parking management issues is limited.

# Alternative 1: Maintain the Status Quo

The Town would formally adopt an official Town Parking Plan that would designate legal and illegal parking practices throughout the Town. The Town may The Town would also adopt an official signage plan and begin working on short- and long-term strategies to improve both regulatory and wayfinding signage throughout the Town.



# Scorecard and Conclusion

Criteria	Alternative 1: Status Quo
Parking and Traffic Congestion	Would not address.
Reduce Illegal Parking	Potential to partially address.
Town Capacity	Would not address.
Impact on Residents	Potential to partially address.
Impact on Businesses	Would not address.

Though this alternative could potentially somewhat reduce illegal parking in town and could potentially have a positive impact on Residents, it does not meet the goals of the community as expressed by the Stakeholder Group or the Community Survey. It does not provide the Town with the capacity to better manage impacts of visitor traffic on the Town, and it does not reduce parking or traffic congestion in Town during high tourism periods. As such ***the consultant does not recommend*** this alternative.





1. **Would the program reduce parking and traffic congestion in town?**
  - a. This alternative would do nothing to address Parking and Traffic congestion in Town, as there is no mechanism in place to create “open spots” in the parking lots or other designated areas of the City.
2. **Would the program reduce illegal parking in the Town Right of Way and on Private Property?**
  - a. The Parking Plan would give the Town better “enforcement” powers to deal with folks that are parking illegally in the Right of Way or on Private Property, however the Town Marshall would still not necessarily have the time required to end this practice completely.
3. **Would the program improve the capacity of the Town Marshall to manage Public Safety in Town Limits?**
  - a. This alternative would not provide the Town Marshall with the capacity to enforce time-based violations of parking areas, as practices like “tire chalking” have been deemed illegal. Additionally, the Town Marshall is already spending nearly 60 hours a week enforcing Public Safety in Town and does not have the capacity to take on additional Parking Management duties as would be required to materially change the situation. This alternative would also not allow for the hiring of additional staff to assist the Marshall with these duties.
4. **Would the program allow the Town to better manage the Restrooms and “litter through Town?”**
  - a. The Town would likely generate some revenue from increased citations and donation boxes, although it is unlikely that such a program would generate consistent or adequate revenue that can be used to increase the Town’s capacity to manage such programs.
5. **What is the impact on Residents and Business Owners of such a program?**
  - a. This alternative would create a cost in terms of administrative time and materials necessary to create a “residential parking zone” in Town with a very small and unreliable revenue source to support it. There would also be cost related to creating and installing signs for wayfinding throughout Town, although it would be negligible. Participants in the survey expressed that when parking congestion is high, it is difficult for Patrons to visit. This will likely continue to be the condition downtown and will continue to negatively impact businesses. The Town Marshall will continue to be the only Public Safety employee in the Town, and his capacity to address parking management issues is limited.

# Alternative 2: Actions from Alternative 1 + Donation Boxes

As in Alternative 1, the Town would formally adopt an official Town Parking Plan that would designate legal and illegal parking practices throughout the Town. The Town would also adopt an official signage plan and begin working on short- and long-term strategies to improve both regulatory and wayfinding signage throughout the Town.



# Scorecard and Conclusion

Criteria	Alternative 2: Citations and Donation Boxes
Parking and Traffic Congestion	Would not address.
Reduce Illegal Parking	Potential to partially address.
Town Capacity	Would not address.
Impact on Residents	Potential to partially address.
Impact on Businesses	Would not address.

Though this alternative could potentially somewhat reduce illegal parking in town and could potentially have a positive impact on Residents, it does not meet the goals of the community as expressed by the Stakeholder Group or the Community Survey. It does not provide the Town with the capacity to better manage impacts of visitor traffic on the Town, and it does not reduce parking or traffic congestion in Town during high tourism periods. As such ***the consultant does not recommend*** this alternative.



1. **Would the program reduce parking and traffic congestion in town?**
  - a. This program would quickly create significant physical and digital resources to direct visitors to designated parking areas in Town. It would additionally provide the Town with additional “Staff” to enforce parking management infractions in Town, significantly adding to the Capacity of the Town Marshall to deal with other hazardous and unsafe parking conditions in the Right of Way and on Private Property. The program could create “free parking” for Downtown Businesses and additionally create an “Economic Incentive” for folks to avoid parking in public parking spaces for long periods of time. All these factors would make it easier for visitors to find parking when they come to Green Mountain Falls, better managing the congestion related to “finding a spot” in town.
2. **Would the program reduce illegal parking in the Town Right of Way and on Private Property?**
  - a. The Parking Plan would give the Town better “enforcement” powers to deal with folks that are parking illegally in the Right of Way or on Private Property, and the Parking Ambassadors Staff would be available to assist the Town Manager in the management and enforcement of public parking issues in town, giving him more capacity to manage illegal and hazardous parking issues.
3. **Would the program improve the capacity of the Town Marshall to manage Public Safety in Town Limits?**
  - a. The Parking Ambassadors Staff would be available to assist the Town Manager in the management and enforcement of public parking issues in town, giving him more capacity to manage illegal and hazardous parking issues.
4. **Would the program allow the Town to better manage the Restrooms and “litter through Town?”**
  - a. This alternative would provide the Town with a steady and dependable source of revenue to augment efforts to better manage public facilities throughout Town. It would also provide a revenue source for future improvements to the Town, such as upkeep of the Pool, Paving of Roads, hiring of additional staff, etc.
5. **What is the impact on Residents and Business Owners of such a program?**
  - a. Under this alternative, “Parking Turnover” of spaces downtown would make it easier for Residents and Visitors alike to find spaces near community assets Downtown. Residents of the Town, their guests, and potentially short-term rental users would not be paid to park in any area of the City, and rate structures could be set up so as to promote “Free Dining and Shopping” in Green Mountain Falls. It will provide the Town with additional capacity to enforce “Residential Only Parking Areas”, and there could be further opportunities to provide free or low-cost parking passes to community members living outside of City Limits or to Employees of area businesses.

## Alternative 3: Hire a Parking Contractor to manage parking including paid public parking

The Town would take the same actions as Alternative 1 and 2 but would also create and publish an RFP for Parking Services within Town Limits. This Parking Contractor would provide the town with directional signage related to the Parking Facilities and Trail System, Paid “Parking Ambassadors” that would actively manage and enforce parking restrictions in public parking areas, and could be involved in the creation and management of a “Trails Welcome Center”.





# Scorecard and Conclusion

Criteria	Alternative 2: Citations and Donation Boxes
Parking and Traffic Congestion	Would not address.
Reduce Illegal Parking	Potential to partially address.
Town Capacity	Would not address.
Impact on Residents	Potential to partially address.
Impact on Businesses	Would not address.

This alternative will address all of the criteria that were considered under the scope of the Study. Given that Visitor Traffic to Green Mountain Falls increased exponentially last year during the COVID-19 Pandemic, and the fact that a similar condition may exist this summer and development at Red Devil Mountain will eventually increase traffic to Town, ***the Consultant recommends*** that the Town Board consider a two-year pilot managed parking program to be managed by a contractor selected through an RFP process to manage Public Parking Resources in Green Mountain Falls.





## Recommendations

- ***The Consultant recommends*** an initial program “season” to run between the months of April-October.
- ***The Consultant recommends*** that the initial hours of such a program be 6:00 AM – 4:00 PM, and parking should be free and controlled by the parking plan in off hours. This will further reduce the impact on Restaurants and Shops in the Afternoon.
- ***The Consultant recommends*** a program that should offer 2 hours of free parking, 2 hours of parking for \$2 each, and then after that time the cost of parking per hour should increase to \$5. This would make the cost of a 2 hour stay free; the cost of a 4 hour stay \$4, and the cost of stays longer than 4 hours would increase at a rate of \$5 an hour to a maximum charge of \$34. Max daily rate would not exceed \$34. These costs can always be adjusted in the future if it is determined necessary.
- ***The Consultant recommends*** that the initial program be operated Friday-Sunday only, with an option to expand those dates if determined necessary in the future. It may be discovered that there is a need to operate this program 7 days a week during the summer months. If that is the case this should be adjusted as required.

# Revenue Estimate

- The Town has approximately 250 public parking spaces. If we assume that during peak tourism season 125 of those spaces are utilized by visitors parking for longer than 4 hours. The consultant has determined that 6 hours is likely the “average” length of hike on the Trail System in Green Mountain Falls.
- The Consultant has built a conservative revenue estimate based on how much revenue each stall should generate per day based on the “average ticket”. Revenue was calculated based on the following monthly metrics: 25% of the Parking Facilities utilized for “Long Term” parking in the months of May, September, and October, 50% of the Parking Facilities utilized for “Long Term” parking in the Months of June, July and August, and paid parking operating only Friday-Sunday.



Parking Inventory	Free Period	Low Cost	High Cost	Pre-Stay Duration (Hours)
250	2	\$2.00	\$5.00	4

Post Stay Duration	Total Duration Time	Hours of Operation	100% Turns
2	6	10	1.67

1 Stall Average Ticket	Average*Turns
\$14.00	\$23.33
Per Space Annual Gross	\$8,516.67

100% System	30 Days	75%	50%	25%
\$5,833.33	\$175,000.00	\$4,375.00	\$87,500.00	\$43,750.00
	Weekends Only			
	\$46,666.67	\$35,000.00	\$23,333.33	\$11,666.67
	FRI-SUN			
	\$70,000.00	\$52,500.00	\$35,000.00	\$17,500.00

	30 Days	Weekends Only	FRI-SUN
January			
February			
March			
April			
May	\$43,750.00	\$11,666.67	\$17,500.00
June	\$87,500.00	\$23,333.33	\$35,000.00
July	\$87,500.00	\$23,333.33	\$35,000.00
August	\$87,500.00	\$23,333.33	\$35,000.00
September	\$43,750.00	\$11,666.67	\$17,500.00
October	\$43,750.00	\$11,666.67	\$17,500.00
November			
December			
GROSS	\$393,750.00	\$105,000.00	\$157,500.00



# Thank you and Questions

- Thank you to the Residents of the Town of Green Mountain Falls, the Board of Trustees, and Town Staff for the opportunity to work with you as you considered the best way to manage the impacts of tourism on your town. I believe that with active management of your public parking resources the Town will be able to preserve your reputation as one of the most beautiful places in Colorado, welcoming to Visitors but able to preserve the quality of Resident life.
- The recommendations of the Consultant are strictly advisory and nonbinding.

