

RIDGWAY PLANNING COMMISSION

AGENDA

Tuesday, October 30th, 2018
Regular Meeting; 5:30 pm
Ridgway Community Center
201 North Railroad Street, Ridgway, Colorado

ROLL CALL: Chairperson: Doug Canright, Commissioners: John Clark, Thomas Emilson, Larry Falk, Ellen Hunter, Bill Liske, and Jennifer Nelson

PUBLIC HEARINGS:

1. **Application:** Sketch Plan; **Location:** property at southeast corner of Sherman/Hwy 62 and S Railroad, legal address: S: 16 T: 45 R: 8 N1/2SW1/4; **Address:** TBD Railroad/Hwy 23; **Zone:** Historic Business (HB); **Applicant:** Ridgway Cohousing, LLC.; **Owners:** Ridgway Cohousing LLC
2. **Application:** Replat; **Location:** River Park Ridgway Business Park, Filing 1, Block 8; **Address:** TBD North Cora Street; **Zone:** Light Industrial 1 (I-1); **Applicant:** Ridgway Light Industrial, LLC; **Owners:** Ridgway Light Industrial, LLC and Chad Baillie

OTHER BUSINESS:

3. Master Plan process – discuss vision, values and goals
4. Planning Refresher Workshop, Saturday November 3rd in Golden

APPROVAL OF MINUTES:

5. Minutes from the meeting of September 25th, 2018

ADJOURN

NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that the Ridgway Planning Commission will hold a **PUBLIC HEARING** at the Town Hall Community Center, 201 N. Railroad Street, Ridgway, Colorado, on Tuesday, October 30th, 2018 at 5:30 p.m., to receive and consider all evidence and reports relative to the application described below:

Application for: Subdivision Sketch Plan Review

Location: Property at southeast corner of Sherman/Hwy 62 and S Railroad

Address: TBD

Zoned: Historic Business (HB)

Applicant: Ridgway CoHousing, LLC.

Property Owner: Ridgway CoHousing, LLC.

ALL INTERESTED PARTIES are invited to attend said hearing and express opinions or submit written testimony for or against the proposal to the Town Clerk.

FURTHER INFORMATION on the above application may be obtained or viewed at Ridgway Town Hall, or by phoning 626-5308, Ext. 222.



DATED: October 19, 2018

Shay Coburn, Town Planner

PLANNING & ZONING PERMIT

Incomplete Applications will be Rejected

Receipt # 982450 *
Date Received 10.9.18 *
By KC *
* For Office Use Only

ACTION REQUESTED

TEMPORARY USE PERMIT	<input type="checkbox"/> 7-3-13c	VARIANCE	<input type="checkbox"/> 7-3-16
CONDITIONAL USE PERMIT	<input type="checkbox"/> 7-3-14	REZONING	<input type="checkbox"/> 7-3-17
CHANGE IN NON-CONFORMING USE	<input type="checkbox"/> 7-3-15	SUBDIVISION	<input checked="" type="checkbox"/> 7-4-1 thru 7-4-12
OTHER: _____	<input type="checkbox"/> _____		

APPLICANT/APPLICANTS:

NAME: CONTEPRA WORKSHOP
MAILING ADDRESS: Box 401, RIDGWAY, 81432
CITY: RIDGWAY
TELEPHONE NO.: 970.626.4471
FAX: _____

OWNER/OWNERS OF RECORD:

NAME: RIDGWAY COLLIERS LLC.
MAILING ADDRESS: 2490 CR 17
CITY: RIDGWAY
TELEPHONE NO.: 970.325.0405

ADDRESS OF PROPERTY: TBD SOUTH RAILROAD ST.
ACREAGE/SQUARE FOOTAGE: 4.46 AC. ZONING DISTRICT: HB
BRIEF DESCRIPTION OF REQUESTED ACTION: 26 UNIT RESIDENTIAL DEVELOPMENT
IN THE TOWN OF RIDGWAY

ATTACHMENTS REQUIRED FOR ALL ACTIONS:

1. Evidence of ownership or written notarized consent of legal owner(s).
2. Copy of all site plans drawn to scale showing location of building(s), elevations, abutting streets, and all dimensions, must be submitted on paper size of 8.5 x 11 or 11 x 17.
3. A filing fee payable to the Town of Ridgway.

FILING FEE SCHEDULE:

Temporary Use	\$ 100.00	Subdivisions	
Conditional Use	100.00	a. Sketch Plan	\$ 200.00
Change in Nonconforming Use	100.00	(plus \$10.00 per lot or unit)	
Variances & Appeals	150.00	b. Preliminary Plat	400.00
Rezoning	200.00	(plus \$20.00 per lot or unit)	
Reviews Pursuant to 7-3-18	100.00	c. Final Plat	300.00
Variance from Flood Plain Reg's	100.00	d. Minor Subdivision	200.00
Deviations from Single Family		e. Lot Split	100.00
Design Standards	100.00	f. Replat/amended plats	100.00
		g. Planned Unit Development	(a. b. & c.)

ADDITIONAL COSTS:

Applicant and owner shall be jointly and severally responsible for legal, engineering, planning, administrative and miscellaneous fees, including recording costs, if incurred. (R.M.C. 7-3-20(B) and 7-4-12(B)). Water and sewer tap fees and development excise taxes are due at approval of final plats.

SPECIFIC ATTACHMENTS REQUIRED FOR EACH ACTION:**CONDITIONAL USE PERMITS:**

1. The site plan shall show off-street parking requirements, landscaping and architectural features.
2. Information showing compliance with applicable criteria.
3. Notice of hearing shall be posted at Town Hall 10 days before the hearing.
4. Property shall be posted at least 10 days prior to the hearing.

TEMPORARY USE PERMITS:

1. The site plan shall show off-street parking requirements, landscaping and architectural features.
2. Information showing compliance with applicable criteria.
3. Property shall be posted at least 10 days prior to the hearing.

CHANGES IN NON-CONFORMING USE:

1. Description of existing non-conformity.
2. Information showing compliance with applicable criteria.
3. Notice of hearing shall be posted at Town Hall 10 days before the hearing.
4. Property shall be posted at least 10 days prior to the hearing.

VARIANCE:

1. Site plan showing details of the variance request and existing uses within 100 ft. of property.
2. Information showing compliance and/or non-compliance with applicable criteria.
3. Notice of hearing shall be posted at Town Hall 10 days before the hearing.


REZONING:

1. Legal description, present zoning and requested zoning of property.
2. Notice of hearing shall be posted 10 days before the date of the hearing.
3. Property shall be posted at least 10 days prior to the hearing.

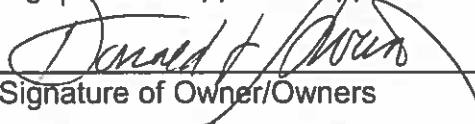
SUBDIVISION:

1. All requirements established by Municipal Code Sections 7-4-1 through 7-4-12.
2. Affidavit of notice sent to all surface and mineral owners and lessees of mineral rights.
(Proof of proper notice must be submitted prior to the hearing.)
3. The Preliminary Plat shall be submitted 21 days prior to the hearing.
4. The Final Plat shall be submitted 20 days prior to the next scheduled Planning & Zoning meeting.
5. Sketch plan required in subdivisions consisting of more than 5 proposed lots or units.

Applicant and owner shall be jointly and severally responsible for legal, engineering, planning, administrative and miscellaneous fees, including recording costs, if incurred. (R.M.C. 7-3-20(B) and 7-4-12(B)). Water and sewer tap fees and development excise taxes are due at approval of final plats.

 CONCRETE WORKSHOP
Signature of Applicant/Applicants

10.08.2018
Date


Signature of Owner/Owners

Oct 8, 2018
Date



October 08, 2018

Shay Coburn
Ridgway Town Planner
201 N. Railroad Street
Ridgway, Colorado 81432

Re: Alpenglow CoHousing, request for Sketch Plan Review

Dear Shay:

On behalf of Ridgway Cohousing LLC (RCL), we hereby request a sketch plan review for a subdivision and condominium map for a 4.46 acre parcel of land located across from new parking lot on Highway 62 as described in Exhibit A - Title Commitment. RCL has purchased this property from Railroad Street Station, Inc. with permission from the owners to process a sketch plan as provided in Exhibit B. The property is presently undeveloped and zoned Historic Business.

This Sketch Plan proposal is to subdivide the property into two separate parcels, one a commercial lot and the other a twenty six (26) unit residential cohousing complex. Attached herewith are various plans and support documents required for this submittal including,

- Existing Site Conditions
- Sketch Plan and Sketch Plan Narrative
- Water Usage Calculations
- Construction Cost Estimate
- Preliminary Utility Plan

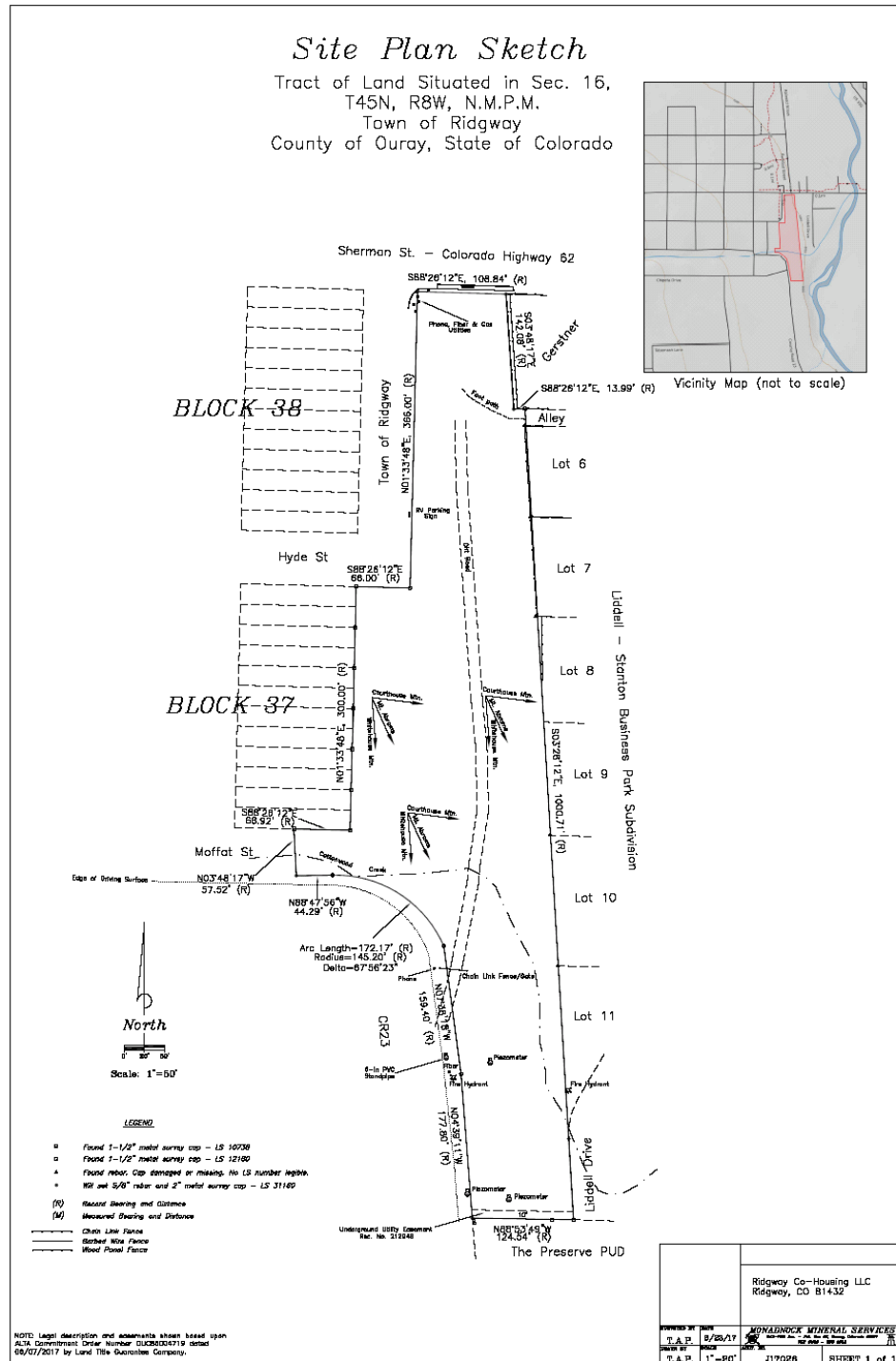
We thank you in advance for your consideration.

Sincerely,

John Baskfield

A handwritten signature in black ink, appearing to read "John Baskfield", written in a cursive style.

EXHIBIT A:





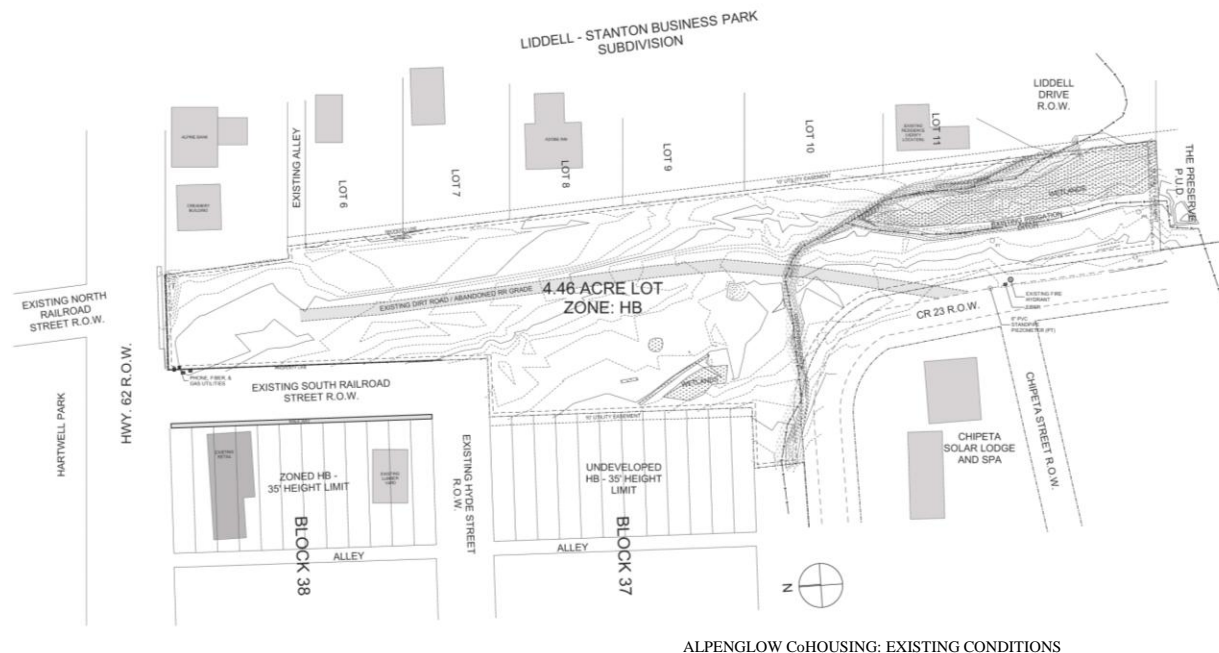
ALPENGLOW CoHOUSING: RIDGWAY, CO. SKETCH PLAN NARRATIVE

“Cohousing is an intentional community of private homes clustered around shared space. Each attached or single family home has traditional amenities, including a private kitchen. Shared spaces typically feature a common house, which may include a large kitchen and dining area, laundry, and recreational spaces. Shared outdoor space may include parking, walkways, open space, and gardens. Neighbors also share resources like tools and lawnmowers.”¹

After considerable effort, Ridgway Cohousing, LLC has identified and purchased a 4.46-acre lot, centrally located between the town park and the soccer fields, south of Highway 62. The site, chosen for its proximity to these public amenities and the town core set the stage for unique opportunity for a cohousing development. The proposal is to subdivide the property into two separate parcels, one a commercial lot and the other a twenty-six (26) unit residential cohousing development.

Existing Conditions

The property is presently undeveloped and zoned Historic Business. It is an irregularly shaped rectangular parcel of land generally running south to north with the general terrain predominately running west to east. Cottonwood Creek bisects with two-thirds of the parcel located in the northern section. An intermittent drainage ditch enters the site from the south and terminates into the creek.



Manmade wetlands, attributed to both the drainage ditch and the old railroad grade (which obstructs the natural drainage flows from the west), are marginal in nature and are being assessed

¹ What is Cohousing? Cohousing association of the US, <http://www.cohousing.org>

by the USCOE. Site vegetation is sparse with scattered cottonwoods and grasses. The site is greatly disturbed from vehicular activity and the old railroad grade that runs through the site. Access to the property is from Highway 62, Railroad Street and Hyde Street to the north and County Road 23 to the south. Surrounding land uses include historic businesses along the northern portion of the site, vacant land to the west, Chipeta Sun Lodge to the south west, future residential to the south, residential along the east and the town park to the north. Existing utilities, including town water, sanitary sewer, and storm sewer are located near or adjacent to the site.



RIDGWAY FUTURE LAND USE FRAMEWORK MAP

Proposed Use and Improvements

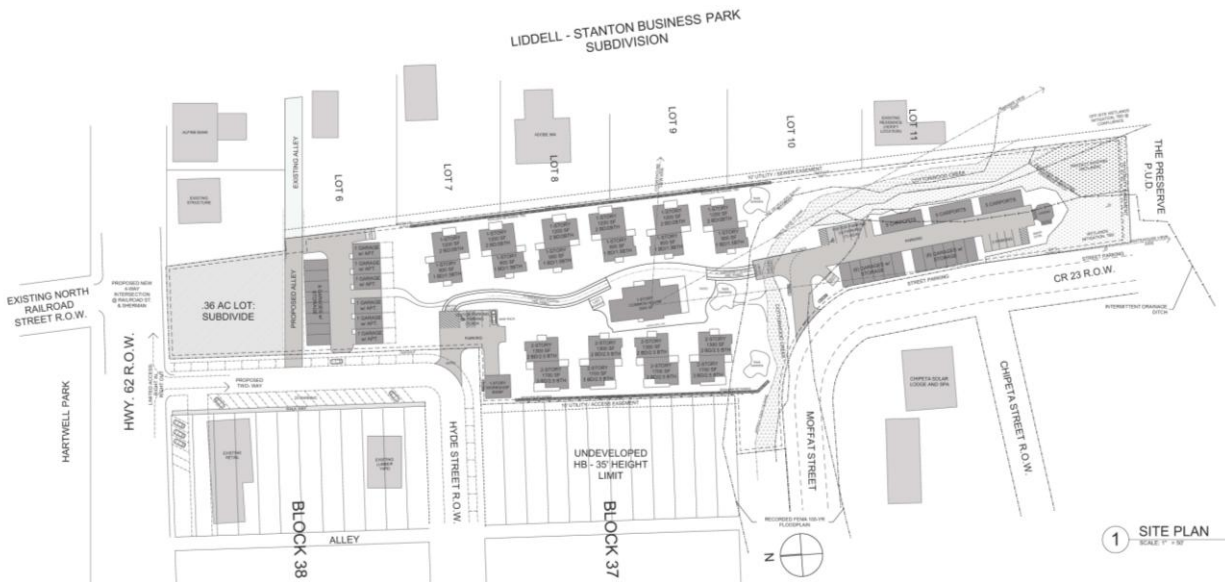
The proposal is to subdivide the property into two parcels. Parcel 1(north parcel) will consist of 0.37 acres of land designated for commercial use. The zoning will remain historic business with all uses proposed considered a use by right. It is the intent of the LLC to sell this lot for future development by others.

Between the two parcels, running east-west, a (.07 ac) 16'wide gravel alley R.O.W. will be constructed by the LLC to allow access to both parcels. This land would be deeded to the town to fulfill the project's public improvement requirement.

The remaining 4.0 acre lot (south parcel) will be allocated to Alpenglw CoHousing. The CoHousing project will consist of 26-clustered residential units of varying sizes focused around a community common house. The north access will be taken off the proposed alley right-of-way, which will tie into Hyde Street and the existing alley off Liddell Street. The south access will be taken off County Road 23. A private emergency access lane will run centrally through the

development and serve emergency services, restricted deliveries and pedestrian access. Off-street parking will be provided to serve both the residents and their guests. The project is designed to accommodate trash pick-up and snow storage. Mail delivery and bus stop requirements are also being addressed. Project amenities include a 3,000 square foot common house, a 900 square foot workshop, common open space elements and landscaping.

Note: the owner group had previously proposed to sell 0.32 acres of land as right-of-way, forty-foot (40') in width to the Town of Ridgway for the extension of North Railroad Street and connect it to South Railroad Street. Currently, negotiations are stalled between the Town of Ridgway and the LLC while the Town assesses funding sources. This possible land sale could provide the Town the ability to rework South Railroad Street as deemed beneficial to public interest. The LLC will not be responsible for any R.O.W. improvements.



ALPENGLow CoHOUSING: SITE PLAN

Housing Matrix					
Qty	Type	Size	Bdr	Bath	Height
6	Duplex Unit	900 sf	1	1.5	1-story
6	Duplex Unit	1,200 sf	2	2	1-story
4	Duplex Unit	1,300 sf	2	2.5	2-story
4	Duplex Unit	1,700 sf	3	2.5	2-story
6	Garage Apartment	700 sf	1	1	2-story
26	Total		44		

Parking Matrix	
Qty	Type
26	Garage Stalls
15	Carports
11	Parking
4	Guest Parking (open)
56	Total Parking Stalls

As proposed, two (2) parking spaces are provided for each residential unit. In addition, four (4) additional off-street (guest) parking spaces are provided making a total of 56 off-street parking stalls.

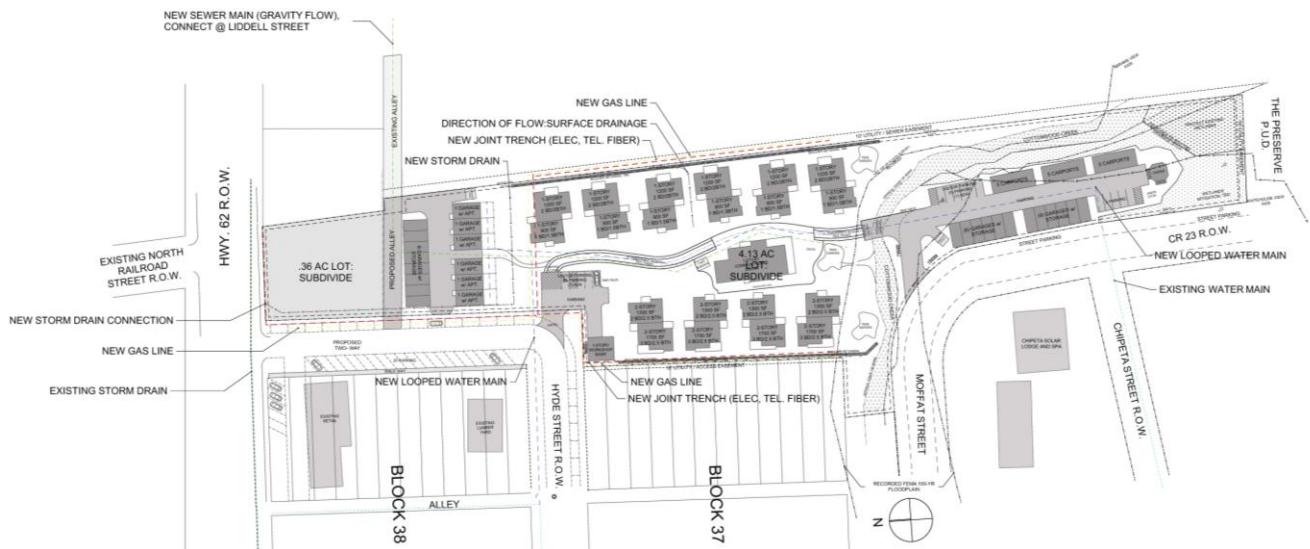
Compliance with Town Standards

(a) Conformance with the master plan and zoning regulations;

The project is located within the Historic Business zoning district with all proposed uses falling within a use by right. The cohousing proposal will provide a mix of attainable housing units as desired under the 2009 affordable housing action plan.

(b) Relationship of development to topography, soils, drainage, flooding, potential natural hazard areas and other physical characteristics;

The project is designed to work with the natural topography and drainage patterns. Improvements to Cottonwood Creek will include replacing the damaged culvert and possible other channel improvements to establish the creek side as a natural amenity to the CoHousing community. Mature trees will remain (wherever possible) and the old railroad grade will be removed to accommodate site development.



ALPENGLOW CoHOUSING: CONCEPTUAL UTILITY PLAN

(c) Availability of water, means of sewage collection and treatment, access and other utilities and services;

Water will be extended easterly in Hyde Street and looped centrally through the project site back to the existing main located at Chipeta Street on the west side of County Road 23. Sanitary Sewer will run centrally through the site and gravity feed east down the existing alley to the existing sewer main at Liddell Street (see plan above).

**ALPENGLOW CoHOUSING
Water & sewer Demand Calculations**

Units	Type	Bdrs	Persons	Gal/Day	TOTAL
26	Residential	44	2	75	6600
1	Common House	1	2	75	150
	Kitchen & Community Use		10	10	100
1	Workshop		5	10	50
Estimated daily demand					6,900

Dry utilities will include electric, phone, fiber (if available) and natural gas, all of which are stubbed to the site

(d) Compatibility with the natural environment, wildlife, vegetation and unique natural features;

The property encompasses the old railroad grade and is highly disturbed. The proposed development will maintain significant landscape areas and openspace. The manmade wetlands to the south will be maintained where possible. The owner group is working with the U.S. Army Corps to determine jurisdiction and possible wildlife habitats. A cultural resource assessment will also be performed.

(e) Public costs, inefficiencies and tax hardships.

The town is challenged by housing availability and housing costs. This project provides a diversity of attainable housing units that will meet the needs for a variety of user groups. Its central location will encourage pedestrian and bicycle usage and minimize its impact on infrastructure. The possible realignment of Railroad Street would greatly improve a troublesome circulation problem that has plagued the Ridgway for years. These benefits outweigh the hardships such a development generally places on the town.

Conclusion:

The proposal presented herein is a culmination of individuals committed to creating a unique opportunity for a multi generational neighbor that will provide for a true sense of community. Its proximity to Town commerce, service and recreation will serve the needs of the Town of Ridgway for generations.



HARTWELL PARK

HWY: 62 R.O.W.:

ZONED HB -
HEIGHT LIMIT

BLOCK 38

ALLEY

EXISTING HYDE STREET
R.O.W.

BLOCK 37

UNDEVELOPED
HB - 35' HEIGHT
LIMIT

ALLEY

4.46 ACRE LOT
ZONE: HB

LIDDELL - STANTON BUSINESS PARK
SUBDIVISION

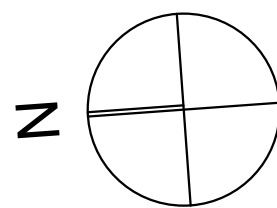
LIDDELL
DRIVE
R.O.W.

CR 23 R.O.W.

CHIPETA
SOLAR LODGE
AND SPA

CHIPETA STREET R.O.W.

THE PRESERVE
P.U.D.



1

EXISTING CONDITIONS

SCALE: 1" = 50'

ALPENGLÖW CO-HOUSING

RIDGWAY CoHOUSING, LLC
2490 CR 17
OURAY COUNTY
81432

1" ACTUAL

THE ABOVE DIMENSION DOES NOT MEASURE ONE INCH (1"). IF ENLARGED OR REDUCED, THIS DRAWING WILL HAVE TO BE ADJUSTED TO FIT ALL LABELED SCALES.

BY	REVISIONS	DATE
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Date:	9/18/2017
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Scale:	AS NOTED
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Drawn:	
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Job:	
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Sheet	
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A01

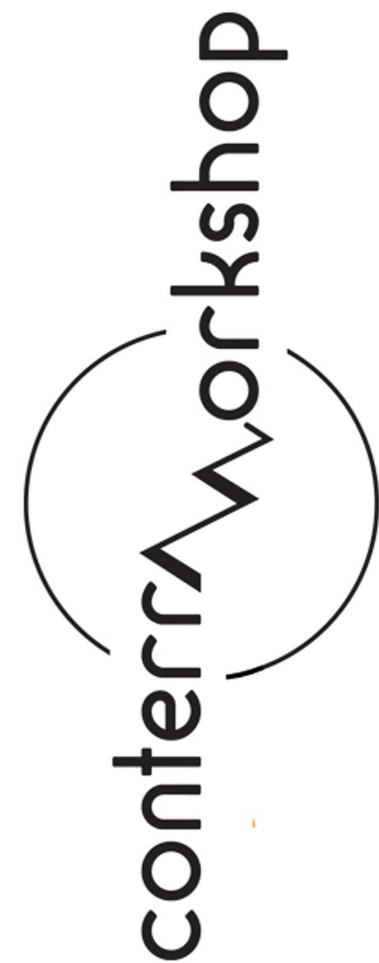
Plotted On: 9/18/2017

EXISTING CONDITIONS

SKETCH PLAN SUBMITTAL

CON TERRA WORKSHOP
 conterraworkshop.com

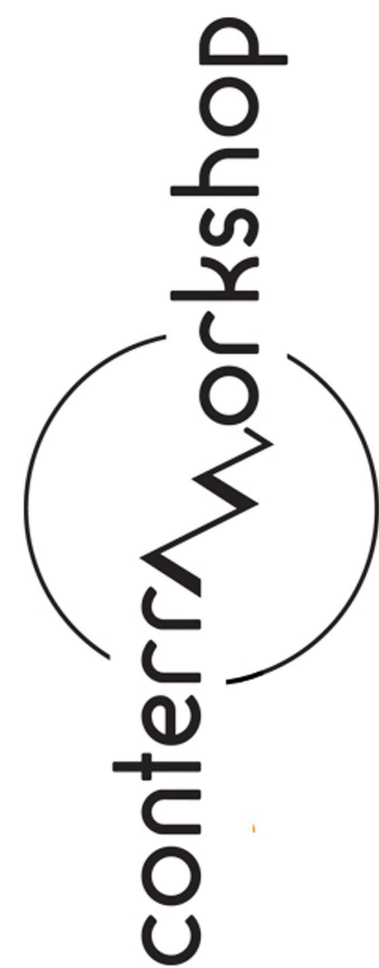
(970) 626-4471
PO BOX 401
RIDGWAY, CO
81432





SITE PLAN

SCHEMATIC PRICING SET: NOT FOR CONSTRUCTION



CONTERRA WORKSHOP

CONTEKRA WORKS
conterraworkshop.com

(970) 626-4471
PO BOX 401
RIDGWAY, CO
81432

Alpenglow CoHousing Project

Estimate of Probable Cost

EARTHWORK

ITEM	DESCRIPTION	QTY	UNIT	PRICE	TOTAL
Grading	1000-20,000	14,842.67	C.Y.	12.00	\$ 178,112.00
Erosion Control	Silt Fence	600.00	L.F.	1.60	\$ 960.00
TOTAL EARTHWORK					\$ 179,072.00

SURFACE IMPROVEMENT

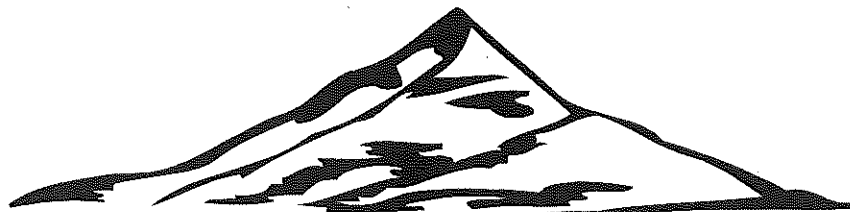
ITEM	DESCRIPTION	QTY	UNIT	PRICE	TOTAL
Paving (Gravel)	4" Surface	27,605.00	S.F.	1.20	\$ 33,126.00
Base, Class Two	8" Surface	27,605.00	S.F.	1.15	\$ 31,745.75
Paving Preparation of Sub Grade		27,605.00	S.F.	0.40	\$ 11,042.00
Paving (Fire Lane Base, Class V1)	Grasscrete Pavers 8" Surface	4,650.00 4,650.00	S.F. S.F.	4.00 1.20	\$ 18,600.00 \$ 5,580.00
Paving Preparation of Sub Grade		4,650.00	S.F.	0.40	\$ 1,860.00
Sidewalk (4")	1-5000	5,000.00	S.F.	6.50	\$ 32,500.00
Base, CTB	4" Surface	5,000.00	S.F.	1.10	\$ 5,500.00
TOTAL SURFACE TREATMENT					\$ 139,953.75

UTILITIES

ITEM	DESCRIPTION	QTY	UNIT	PRICE	TOTAL
A-SEWER					
SewerMain	6"	1,361.68	L.F.	70.00	\$ 95,317.39
Sewer Tap		25.00	EA.	6,000.00	\$ 150,000.00
B-WATER					
Water Main	6"	1,130.88	L.F.	55.00	\$ 62,198.13
Water Service w/ Meter		25.00	EA.	6,000.00	\$ 150,000.00
C-ELEC/TELE					
Line extension		903.85	L.F.	12.00	\$ 10,846.17
D-GAS					
Service Lines		1210.56	L.F.	12.00	\$ 14,526.77
TOTAL UTILITIES					\$ 387,571.06

MISCELLANEOUS

ITEM	DESCRIPTION	QTY	UNIT	PRICE	TOTAL
Mailbox Pedestal		1.00	EA.	4,500.00	\$ 4,500.00
TOTAL MISCELLANEOUS					\$ 4,500.00
TOTAL CONSUCTION ESTIMATE					\$ 711,096.81



SAN MIGUEL POWER ASSOCIATION



Touchstone Energy[®] Cooperatives
The power of human connections[®]

Date: 9-5-2017

To whom it may concern:

This is a "will-serve" letter for ALPENGLOW COHOUSING

I have reviewed the plans based on drawing ALPENGLOW COHOUSING SCHEMATIC SITE PLANS PROVIDED BY CONTERRA WORKSHOP

SMPA will be the electric service provider for ALPENGLOW COHOUSING LLC and has sufficient capacity and ability to provide electrical service subject to the provisions of the Service Connection and Line Extension Policy as found in SMPA's Rules, Regulations, and Policies.

If you have any questions please feel free to contact me at our Ridgway office.

Best regards,

Duane DeVeney

Service Planner

Mobile: (970) 209-5684

Office: (970) 626-5549 x214



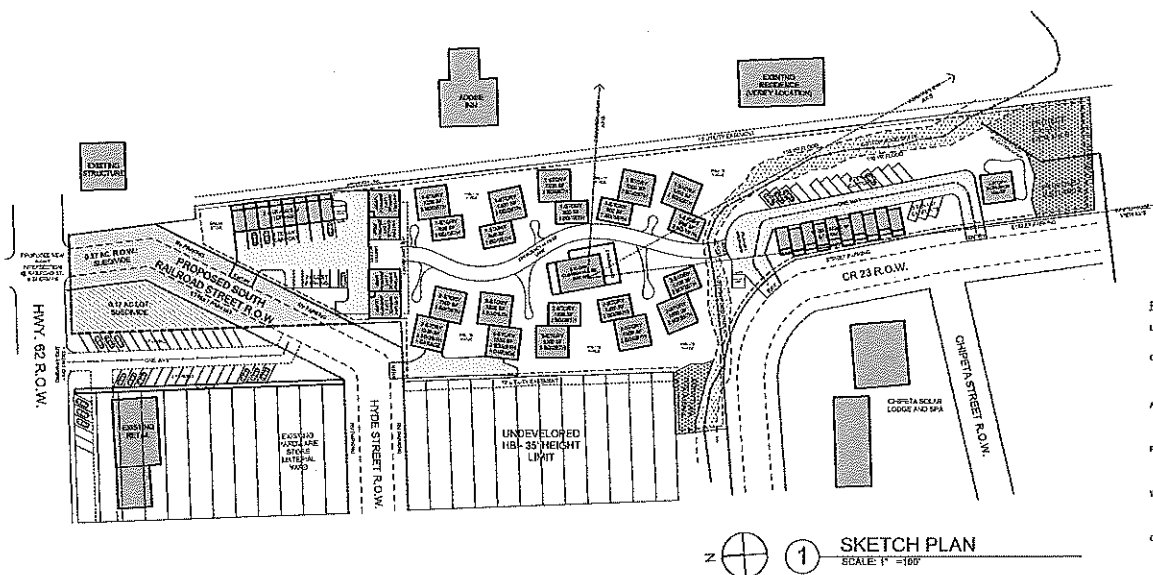
SAN MIGUEL POWER ASSOCIATION



Touchstone Energy[®] Cooperatives
The power of human connections[®]

Hrs: **MON.-THUR.** 7:00 a.m. - 5:30 p.m.

San Miguel Power is an equal opportunity provider and employer



1 SKETCH PLAN
SCALE: 1" = 100'

PROJECT INFORMATION

LOCATION:	ADDRESS 180 RIDGWAY, CO. 81432
OWNER:	ALPENGLOW COHOUSING, LLC 2400 CR 17 CORRAL VALLEY 81432
ARCHITECT:	CONTERRA WORKSHOP - LLC JOHN BASORELLI, ARCHITECT 131 MAIN, SUITE 204 RIDGWAY CO. 81432
PLANNING CONSULTANT:	JOHN PETERS JOHN PETERS AND ASSOCIATES 112 VILLAGE SQUARE WEST RIDGWAY CO. 81432
WETLANDS CONSULTANT:	ALISON GRAFT BIOLOGICAL CONSULTANTS 125 COLORADO AVE. STE. B NORRIS, CO. 81451
ENGINEERING CONSULTANT:	KATHY WILKINSON CONSTRUCTIVE SOLUTIONS 2418 COMMERCIAL STREET DENVER, CO. 80202
ENVIRONMENTAL CONSULTANT:	SCOTT CARMELO WALTER ENVIRONMENTAL & ENL. GROUP PO BOX 5847 GRAND JUNCTION, CO. 81502

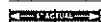
PROJECT DATA

TOTAL PROPERTY ACRES:	4.46 ACRES
PROJ. SUBD. PLOT PARCEL:	0.54 ACRES
COHOUSING SITE:	3.92 ACRES
TOTAL UNITS:	24
PARKING:	
PROPOSED GARAGES:	24
PROPOSED CARPORT SPACES:	18
PROPOSED PARKING SPACES:	42
TOTAL OFF-STREET PARKING:	62
EXISTING WETLANDS:	2.4 ACRES
DISTURBED WETLANDS:	2.4 ACRES
PROPOSED NEW WETLANDS:	1.6 ACRES

DESIGN DATA

BUILDING CODE:	RID 2006 EDITION & PER GENERAL NOTES
ROOF LIVE LOAD:	15 PSF PER STEEPLY AND CITY STANDARDS
FLOOR LIVE LOAD:	50 PSF
WIND LOAD:	60 MPH
FROST DEPTH:	48"
SEISMIC ZONE:	ONE

SKETCH PLAN - TOWN SUBMITTAL



8/31/2017

conterra workshop

conterraworkshop.com
(970) 626-4471

ALPENGLOW COHOUSING
SCHEMATIC SITE PLANS
RIDGWAY, COLO.
81432



October 23, 2018

Kit Meckel
Alpenglow CoHousing-Will Serve Letter
Ridgway, Colorado 81432

To whom it may concern,

This letter is to inform you that Black Hills Energy has the intent and capability to serve the full build out of the project Alpenglow CoHousing in Ridgway, Colorado as presented.

Black Hills Energy and persons associated with this project, are currently working together to come up with a safe and compliant location for the meter or service line.

Typically expansion projects are completed with an "aid and/or advance to construction" contract, where the developer covers the upfront costs and per PUC Tariff's dollars are rebated as the meters are set on the new structures. The developer will be responsible for all costs from that point into the lots, in addition to any subdivision costs.

Please feel free to contact me with any questions or concerns.

Thanks,

Brien Gardner
Supervisor
Colorado Gas
970-417-9972
970-865-2351
Brien.Gardner@blackhillscorp.com

Kit Meckel
Conterra Workshop, LLC
Ridgway, Colorado

14 July 2017

Dear Kit,

A cohousing group has an option to purchase the old railroad yard in Ridgway, Colorado. At your request, Jim Le Fevre and I conducted a wetland delineation on the portion of the property where the group would construct their units. This letter describes our methods, results, and the implications of the results for development of the area we delineated.

The one-acre survey area is on a slight slope characterized by a mosaic of swales and hummocks (Figure 1). The most prominent swales are long and linear and may have been excavated or possibly worn in by dragging timber. Deposits of coke, gravel, and cobble have created berms, hummocks, and larger mounds. We began the delineation by sampling throughout the survey area to identify whether wetlands occur there and whether there is a topographic pattern to their presence.

Areas dominated by coyote willow (*Salix exigua*) did not delineate as wetlands, but portions of the area dominated by Baltic rush (*Juncus balticus*) did. We estimated wetland acreage using two methods because the wetland boundaries were not obvious: (1) as a percentage of the survey area using point intercept estimation along six transects, and (2) by delineating polygons based upon our transect findings. The total amount of wetland acreage differed by 0.019 acre between the two methods: 0.065 acre using the transects and 0.046 acre using the polygons. The difference indicates that small areas of wetland occur outside the mapped polygons. These are small, scattered spots in depressions and do not add appreciably to the wetland acreage. Since the difference in acreage is small and having the polygons mapped on the landscape is more useful for your needs, we are providing a map showing the delineated wetland polygons.

We identified 0.046-0.065 acre of persistent emergent wetlands dominated by Baltic rush, with associated Kentucky bluegrass (*Poa pratensis*) and an unidentified sedge (*Carex* sp.). Hydric soils are indicated by a depleted matrix and wetland hydrology by oxidized rhizospheres. The total wetland acreage is divided among four individual wetlands, two of which follow swales (Figure 1). The source of water supporting the wetlands is not immediately apparent. Redoximorphic features in the soils generally start at 6 to 9 inches below the surface, indicating that water does not pond in the area. Cottonwood Creek is incised, with no regular overbank flow. Our current conclusion is that enough ground water from an unidentified source is infiltrating the site to support a minor amount of wetlands.

In terms of site development, a 404 permit would be required to develop within the wetland boundaries. The wetland acreage, however, is below 0.1 acre, which means the cohousing group could develop all of the wetlands and not need to provide compensatory mitigation. In the permit application, it would be important to justify siting the units on the wetlands and describe the poor quality of the wetlands in terms of diversity and ecological function. If site development does move forward, a delineation report would need to be prepared to U.S. Army Corps of Engineers standards and submitted with the 404 permit application.

Please contact me if you have any questions about these results. Thank you for contracting with us.

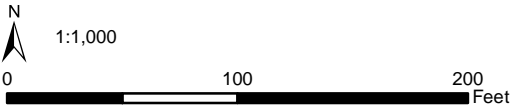


Alison Graff






Basemap Source:
ESRI composite aerial image,
Aerial photos taken summer 2015

Map created: 07/13/2017



Legend

-  Persistent Emergent Wetland (0.046 acre)
-  SurveyArea
-  Property Boundary

Conterra Workshop Wetland Due Diligence
Cohousing Property
Ridgway, Colorado

BIO-Logic, Inc.
125 Colorado Avenue, Suite B
Montrose, CO 81401
(970) 240-4374
www.bio-geo.com



TOWN HALL PO Box 10 | 201 N. Railroad Street | Ridgway, Colorado 81432 | 970.626.5308 | www.town.ridgway.co.us

AUTHORIZATION OF AGENT

I/we, the undersigned owner/s of the following described real property located in the Town of Ridgway, Ridgway, Colorado, hereby authorize:

Conterra Workshop
(Name of Authorized Agent)

To act in my /our behalf in applying for the following permits from the Town of Ridgway, as required by existing Town of Ridgway regulations pertaining to zoning, building, encroachment, excavation, and/or utilities.

Legal property description (include: lot, block, subdivision, physical address):

TBD South Railroad St.

Signature: [Signature]
(Property Owner of Record)

Date: Oct 8, 2018

Signature: _____
(Property Owner of Record)

Date: _____

Signature: _____
(Property Owner of Record)

Date: _____



TOWN HALL PO Box 10 | 201 N. Railroad Street | Ridgway, Colorado 81432 | 970.626.5308 | www.town.ridgway.co.us

TOWN OF RIDGWAY, COLORADO
ACKNOWLEDGMENT OF FEES AND COSTS

COTERRA WORKSHOP ("Applicant") and RIDGWAY CO-HOUSING LLC. ("Owner") do hereby acknowledge that with the filing of an application, or seeking Town review under Chapter 7, Section 3 or Section 4 of the Town of Ridgway Municipal Code, that it is subject to the requisite fees and costs associated with such action, in accordance with 7-3-20 and 7-4-12, including out-of-pocket legal fees and/or engineering fees.

Applicant and Owner acknowledge that no plat shall be recorded, improvement accepted, lien released, building permit issued, tap approved or final approval action taken until all fees then due are paid to the Town.

Applicant and Owner acknowledge that the Town may suspend review of submittals, inspection of improvements, and processing of a subdivision, as it deems appropriate, unless all amounts are paid as due.

Applicant and Owner further acknowledges that unpaid fees may be certified to the Ouray County Treasurer for collection as delinquent charges against the property concerned.

Acknowledged this 8TH day of OCTOBER, 2018.

APPLICANT:

By: [Signature]

C. Meckel, authorized signer
(print name)

PROPERTY OWNER:

By: [Signature]

DONALD F. SWARTZ, authorized signer
(print name)

STAFF REPORT

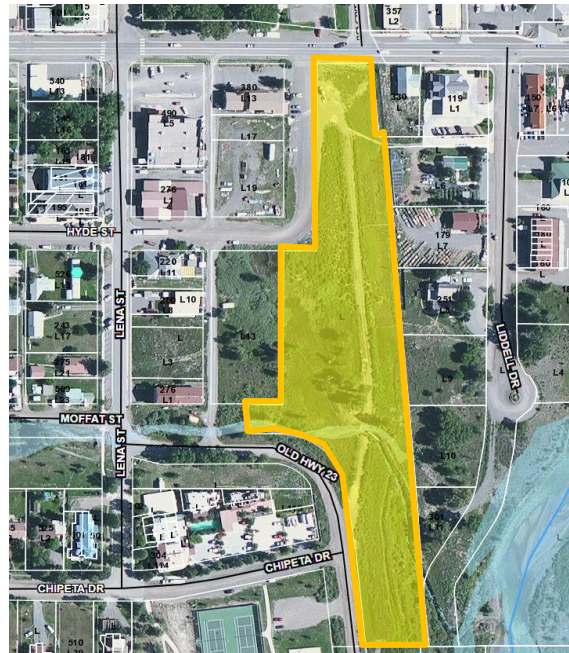
Request: Sketch Plan
Legal: S: 16 T: 45 R: 8 614 AC IN N1/2SW1/4
Address: TBD
Parcel #: 430516300005
Zone: Historic Business
Applicant: Ridgway Cohousing, LLC
Owners: Ridgway Cohousing, LLC
Initiated By: Shay Coburn, Planner
Date: October 30, 2018

NOTE: text from previous sketch plan hearings on 9/2017 and 3/2018 is in black, some was deleted if not relevant or completed, some text in ~~strikeout~~ for comparison, *updated information for this 10/2018 Sketch Plan PC hearing is in blue italics.*

BACKGROUND

Applicant is submitting a sketch plan for a proposed subdivision. An informal discussion was held with the Planning Commission on August 29th, 2017 and it was well received. In addition, this proposed development received approval for Sketch Plan at the September 26, 2017 Planning Commission meeting *and again at the March 27, 2018 Planning Commission meeting. The applicant is back for another sketch plan hearing as the March Sketch Plan approval is now expired.*

This development is planned for the Warlick or Railroad property located at the southeast corner of Sherman/Hwy 62 and South Railroad St. The proposed development includes ~~24~~ *26* residential units in a cohousing community and one lot on the northern most portion of the property that is not proposed to be developed.



The development plan includes ~~24~~ *26* residential units/lots in ~~10~~ *12* duplex buildings *and 6 units above some of the garages*, plus a common house, workshop, gazebo, and parking facilities. This development would encompass approximately ~~3.79~~ *4* acres. Inclusive of all shared spaces (garages, carports, storage areas, open spaces, shared building, etc.) this averages to about ~~6,880~~ *6,701* sq. ft. of property per dwelling unit, or ~~6.33~~ *6.5* dwelling units per acre. The remaining ~~0.67~~ *0.37* acres on the north side of the subject property would not be developed as part of this proposal and would likely be sold for future development.

Submitted with this public hearing application are the following:

- *Updated* Letter requesting Sketch Plan Review

- *Updated* Sketch Plan Narrative
- Existing Conditions
- *Updated* Site Plan (*Applicant submitted a revised site plan 10/23/18 which was not reviewed as part of this Sketch Plan review but is included in the hearing packet for reference if needed*)
- *Updated* Utility Plan
- Cost Estimate
- “Will Serve” letters from SMPA and Black Hills Energy
- Wetland Letter
- *Updated* Authorized Agent forms
- *Updated* Acknowledgement of Fees and Costs forms

The property has been noticed and posted in accordance with the Ridgway Municipal Code (RMC).

ANALYSIS

The following are considered with a Sketch Plan Review RMC §7-4-5(A). The purpose of sketch plan is to understand how a proposed development may impact the community, including: utility, streets, traffic, land use, master plan conformity, zoning regulation conformity, etc. The following criteria are considered with this request:

7-4-5(A) Informal Review and Sketch Plan

(1)(a) Conformance with the Master Plan and Zoning Regulations.

Applicable 2011 Land Use Plan Goals:

Goal 1, Policy 2: Direct growth to occur in a concentric fashion from the core outward, in order to promote efficient and sustainable Town services, strengthen the Historic Town Core ...

The proposed location is in the town core near utilities and resources.

Goal 1, Policy 9: Promote infill and mixed use development, where appropriate, to encourage more opportunities to live and work in Ridgway, and to add vibrancy and diversity to existing centers.

This proposed development would fill in a key property in the downtown core with many residential units. Having residences downtown should enliven the town core. It will also provide more residences which are in high demand in Ridgway.

Goal 1, Policy 10: Encourage development of vacant or under-utilized parcels consistent with the goals and objectives of the underlying zoning and town policies.

This property is the historic railroad right-of-way and has sat vacant in the core of town for a very long time. While the Historic Business district really encourages a mix of uses, this development is proposing a small horizontal mix of uses given the property along Sherman/Hwy 62 will be left open for development that could be commercial.

Goal 3, Policy 1: Encourage new developments to include a variety of housing sizes, types and prices.

This development proposes a variety of housing sizes from ~~900~~ 700 sq. ft. to 1,700 sq. ft. *The first Sketch Plan submittal contained six housing types/sizes, the second contained four types/sizes, this submittal proposes five housing types/sizes.* This development will be able to diversify the price points based on a variety of sizes as well as options for the purchase of garage, car port, or open parking. There are currently no cohousing communities in Ridgway so this development would provide yet another residential development type and housing option.

Goal 6, Policy 4: Enhance the entrance to the Historic Town Core in order to encourage travelers to stop and explore.

This development could result in a realigned Railroad and Sherman/Hwy 62 intersection that would help the traffic flow downtown. The residential development will also bring some investment to the area that might attract future investment.

Historic Business Zoning Regulations

The Historic Business district allows for residential uses by right. However, this district permits a mix of uses and is the highest intensity zone district in town in terms of height and lot coverage. The applicant should plan their layout accordingly, planning for buffers and setbacks to potential future commercial development surrounding these residences.

Min. lot width is 25 ft. Lot lines are proposed to be around each unit's footprint (jointly owning the common area) which appear to meet the 25 ft. min lot width.

There is no requirement for lot size or lot coverage.

Setbacks vary from 0 feet to 8 feet depending on how drainage is accommodated. Setbacks appear to be larger than 8 feet for the larger parcel according to the site plan but we will need exact measurements on the preliminary plat.

Max height = 35 ft. Height is identified to be 2 stories which should be in compliance with this height limit. Height may not exceed 35 ft. without additional approval.

Minimal, if any, deviations from the dimensional standards will be required.

(1)(b) Relationship of development to topography, soils, drainage, flooding, potential natural hazard areas and other physical characteristics.

This site is relatively flat, has a few identified wetlands (that are being assessed by the USCOE) as discussed in the Wetland letter submitted, and no other evident natural hazards. *This revised sketch plan submittal removes all structures from the existing 100-year floodplain.* Storm water drainage is proposed on the ~~east~~ south end of the property *through the use of rain gardens* and will need to be worked out in detail during preliminary plat. *It also appears as if this development may need to drain stormwater into the existing system in Sherman Street. The details of this can be worked out during preliminary plat.* Soils testing will also need to be completed as part of the preliminary plat.

This property contains the abandoned railroad grade which appears to be completely erased with this development plan. *There is an opportunity with this development to honor the history of the railroad by including some sort of design feature, sign, art, etc. along the historic railroad grade. This is not required, just an idea to help preserve the Town's history.*

How will the parking area on the southern portion of the lot interface with the intermittent ditch? Will the ditch be moved? It appears to run under the gazebo and some carports.

(1)(c) Availability of water, means of sewage collection and treatment, access and other utilities and services.

Water and sewer are available nearby but water and sewer mains will need to be extended from beyond the property. This property has access to other utilities as stated in the "Will Serve" letters submitted. Detailed calculations on runoff and drainage will be presented with any preliminary plat submittal and the storm drain system will be finalized.

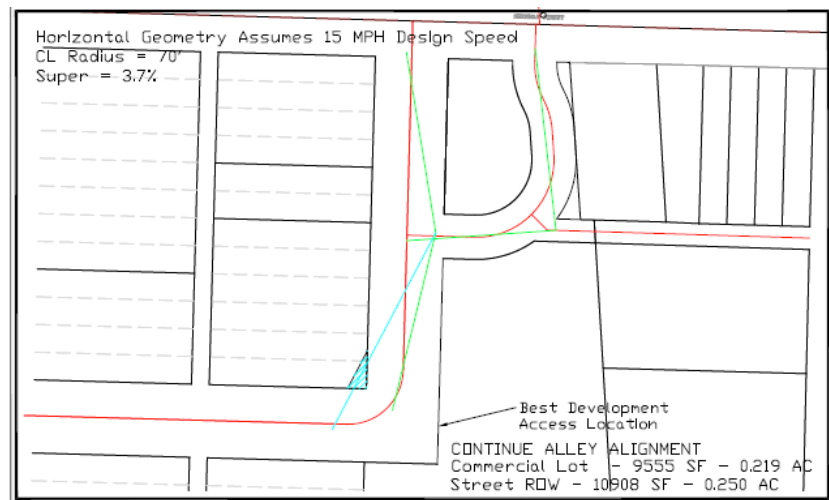
(1)(d) Compatibility with the natural environment, wildlife, vegetation and unique natural features.

The property contains a portion of Cottonwood Creek on the south end *and all buildings are now outside of the floodplain. This development will require a floodplain development permit per RMC 6-2 and the applicant will need to work with FEMA on the work to be done in and around the creek.*

(1)(e) Public costs, inefficiencies and tax hardships.

As with any new development, there are likely to be impacts that are important to consider. For example, increased traffic on the roads that surround this development is likely. However, given the location near the core of town, vehicle trips into town may not increase with residents being able to walk and bike from their home. Increased law enforcement may be necessary for a ~~24~~ 26-unit development. Staff understands the proposed development is designed to create a close-knit neighborhood with appropriate covenants, plat notes and other governing documents that may help mitigate some of the development impacts.

The Applicants have been in discussion with the Town regarding realigning South Railroad Street to match the location of North Railroad Street. This would have a positive impact on the traffic flow in this area. The Town Council held a workshop to discuss this matter with the Applicants on June 19, 2018. The Applicants and Town Council discussed three potential options for South Railroad Street and all agreed on option three, pictured above. This option



has allowed the Applicants to continue to move forward through the subdivision process while the Town explores funding opportunities to purchase the right-of-way from the development team. If the right-of-way is purchased from the development team, the Town would then also engineer and build the road. This revised sketch plan doesn't comport with the agreed upon design as the south end of the road does not have the curve as proposed in the image above. This means that the center line of the alley wouldn't match the center line of the future South Railroad Street and the curves in the road would be more abrupt. This detail may need some adjustments for preliminary plat.

Town has worked with the applicant to get an access permit from CDOT for this realignment. If South Railroad Street is not realigned, Town will need to work with the applicant to submit another CDOT access permit based on this 26-unit development using the existing South Railroad Street access. Staff is unsure if this will trigger CDOT to limit the access in and out of South Railroad Street to right-in and right-out only.

The submitted plans show a sidewalk along the subject property on the existing South Railroad Street but not along CR 23. Sidewalks will be required in both locations due to an increase in vehicle and pedestrian traffic and to allow pedestrian access to the property. The code also contemplates the need for the existing South Railroad Street be paved. Whether or not this street is required to be paved, the applicants will need to design this portion of the development so that the grades will work with a future paved street. The Planning Commission may want to discuss these topics with the applicant during the hearing. If the Applicants would be willing to dedicate the property or some of the property for a new South Railroad Street, the required public improvements may be met in a different manner.

Public dedications proposed for this development would be the requested 10-foot public access easement on the south end of the property that is currently a dedicated utility easement as well as a new alley connection from the existing alley at Liddell Street connecting to South Railroad Street.

(2)(a) – (C) This sketch plan submittal was received on October 8, 2018. The appropriate number of copies were submitted along with the hearing fee. A site plan map was submitted with the vicinity, topo, project location, zoning, and land uses within 300 feet.

(2)(d) Letter from Subdivider

(2)(d)(1) Disclosure of ownership.

The applicant has submitted new proof of ownership. The property owners have also signed the fee acknowledgment form.

(2)(d)(2) Total number of proposed dwelling units, and maximum occupancy.

~~24~~ 26 units are proposed, in ~~10~~ 12 duplex buildings *and 6 units above garages – 6 garage apartments at 700 sq. ft.*, 6 units at 900 sq. ft., 6 units at 1,200 sq. ft., ~~6~~ 4 units at 1,300 sq. ft. and 4 units at 1,700 sq. ft. The development also includes single-car garages, car ports, a 3,000 sq. ft. common house, and a ~~900~~ 800 sq. ft. workshop. Maximum occupancy in the development is estimated to be ~~108~~ 90.

(2)(d)(3) Estimated total number of gallons per day of water system requirements, source of waters to supply subdivision requirements, and proposed dedication of water rights in accordance with existing town ordinances.

This development is located within the town core, so water systems and utilities are accessible, but will require extensions of the main lines. Estimated water usage is described in the Narrative document and totals about ~~7,500~~ 6,900 gallons a day for all ~~24~~ 26 units, and the common house, ~~and the workshop~~. *This number was reduced while 2 dwelling units were added. Staff thinks this number is low but will be calculated more precisely as part of the preliminary plat submittal.*

(2)(d)(4) Estimated total number of gallons per day of sewage to be treated and means for sewage disposal.

Sewage usage should be about the same as the water usage.

(2)(d)(5) Availability of electricity, natural gas and other utilities necessary or proposed to serve the subdivision.

The proposed development is near the town core and has access to utilities. "Will Serve" letters for gas and power are provided.

(2)(d)(6) Estimated construction cost and proposed method for financing of the streets and related facilities, water distribution system, sewage collection system, drainage facilities and such other utilities and improvements as may be necessary.

Estimated costs were submitted. Overall, this document looks pretty accurate. The few items that may need revising include: the paving cost per sq. ft. is likely too low, class 6 should not be classified as pavement, add the cost of the culvert, add the costs for manholes, and refine the sewer and water tap costs. This document was *not* revised since the last sketch plan submittal. The overall cost was reduced by about \$200,000. Some quantities increased and some decreased but the major change was that the storm drainage section was completely removed.

(2)(d)(7) Evidence of legal access to the property.

Proof of ownership and articles of incorporation were submitted.

(2)(e) Sketch Plan Submittal

(1) Sketch Plan basics

The submitted sketch plan contains the boundaries of the subdivision, a north arrow, date, appropriate scale, subdivision name, and county name. The sketch plan is missing the section, township, range.

(2) Lot and street layout

It is staff's understanding that each property boundary or lot will be the same as the footprint of the residential unit leaving all other land to be owned jointly. *Staff is assuming the white areas attached to the units are porches and may be incorporated into the lot boundaries.*

The property will be accessed via South Railroad Street and County Road 23. *In addition, the driveway running west from Liddell Street will be extended to go through to South Railroad Street and will be used as the primary access for the parking on the north side of the site. This driveway is proposed to be built by the Applicants to Town standards and dedicated to the Town as a public right-of-way.* The application does not specify the surface of the parking areas and the emergency access lane.

The Applicant revised the access points based on comments from the Town Engineer for safety. The alley is now going to be extended to go through to South Railroad Street by the applicant as discussed above. This access to the alley will be a bit awkward if the South Railroad Street right-of-way is realigned. It may be helpful to overlay the potential South Railroad Street right-of-way on these drawings for preliminary plat so the Town can better understand this intersection and how it might work. The corner access at Hyde and South Railroad was also revised as requested to the midpoint of the curve; however, the access/drive lanes need to be perpendicular to the curve. Staff will need to work with the Applicants on this access – will it be an extension of Hyde Street built to Town standards or will this be a driveway with a revocable encroachment permit? The curves appear to be too sharp for emergency vehicles. In addition, access to the southern parking lot is now limited to one access point near the mid-point of the curve of CR 23. The access/drive lanes here should also be perpendicular to the curve but this may be difficult with Cottonwood Creek.

The measurements for the alleys are not provided on the site plan; note that the minimum width for alleys is 20 ft. pursuant to 7-4-7(C)(13) and this will be checked at preliminary plat. Town will want to be sure that vehicles have adequate room to navigate this parking area during the preliminary plat review. The emergency access lane might be better at 20 ft. wide. This area will need to accommodate public utilities. See “(10) Type and layout of all proposed infrastructure” below.

Given this development is very close to the center of Town and hopes to encourage pedestrian and bicycle usage, how does a pedestrian safely go from the development to an adjacent property? Will there be a safe place to cross South Railroad or to get to the athletic park? See note above regarding adding sidewalks along CR 23 in addition to the one proposed along South Railroad Street.

(3) Off-street parking, school bus stop and mailboxes

Parking – Under RMC 7-3-10(A), 2 parking spaces are required for residences greater than a studio size of 600 sf. All ~~24~~ *26* units are above 600 sq. ft. thus requiring a minimum of ~~48~~ *52* spaces, which are provided in a combination of *surface parking*, garages, and carports. *There will also be 4 guest parking spaces.* In addition, the applicant is proposing to improve the public right-of-way along CR 23 which will add some guest parking. We will need clarification as to what these improvements will look like, how many additional spaces will be added, and if this is still part of the overall plan.

Bus Stop - Applicant shall coordinate with the School District on a bus stop.

Mail boxes – Proposed to be sited at the ~~northern~~ *southern* most parking area. Applicant shall coordinate with the USPS on this topic.

(4) Site problems, drainage, floodplain, wetlands or natural and geologic hazards

Applicants submitted a letter that identified less than 0.1 acres as wetlands but noted that a 404 permit would be required. The updated narrative document mentions that the development team is working with the US Army Corps of Engineers to determine jurisdiction, possible wildlife habitats, and a cultural resources assessment. *The Applicants have moved all structures out of the floodplain and will only do site work in the floodplain.*

(5) Significant natural and manmade features on the site

This information has been provided on the existing conditions map.

(6) Demonstrate compatibility with natural features

The proposed site plan shows the common house oriented to take advantage of the views, development is pulled away from Cottonwood Creek and the floodplain, and shows mitigation of impacted wetlands. There will be a culvert added to Cottonwood Creek and mature trees will remain where possible.

(7) Total acreage of the track

This information needs to be updated on the site plan and the narrative. The full site is 4.46 acres and about 4 acres will be developed into this cohousing community while about .36 acres will be left as an undeveloped lot fronting Sherman Street.

(8) Existing and proposed zoning district boundaries

This information is provided on the existing conditions map. The lot is zoned HB and is proposed to remain HB.

(9) General Land use divisions

Residential types are included on this site plan in addition to the separate lot on the north side of the property. No parks, open space, or community facilities are proposed with this development plan.

(10) Type and layout of all proposed infrastructure

Water and sewer mains will need to be dedicated to the town. A utility easement that follows these mains onto private property will be required. This easement will need to be a minimum of 20 ft., potentially 25 ft., wide to accommodate the 10 ft. separation between water and sewer plus room to maintain the infrastructure on either side. The applicant will also need to work with the town on access to each water meter for monthly readings.

Water system – is the line to the garage apartments on the north end a service line or a main line?

Sewer system – will need to confirm that there is enough fall to accommodate the sewer for the lots east of the sewer line and the proposed sewer line as a whole. Will the link into the sewer line in Liddell Street work with gravity? What is purpose of line going west in the new alley toward South Railroad?

Electric – does not appear to go to southern parking area at all. That parking area will likely need lighting and garage door openers.

Fire prevention – Applicant will need to identify a fire prevention system. Will the buildings include fire suppression systems? Is there a need to install fire hydrants or will existing hydrants serve the development?

Drainage system – the proposed storm drain leaves the NE corner of the parcel and connects to the Town's system. Town will need to understand how this will work. The applicant will need to submit calculations on historic runoff to be sure this development does not increase the historic runoff.

Staff believes the Applicants have a much more developed and thoughtful utility plan as staff has met with the development team on this topic. Since this is simply another sketch plan hearing, details do not need to be submitted at this point but will need to be ready for preliminary plat.

(11) Public use areas

Parks, open space, community facilities, and public use areas are not included with this proposed development, although shared private space is provided for the residents within the development. Town would like to request at 10 ft. wide easement across the southern most portion of the property to use for public access. Town would build the trail when it could connect to the larger town-wide trail network.

(12) Existing and proposed land use patterns

This information is provided on the site plan.

(13) Adequate Water Supply

Adequate Water Supply under Town Code 7-6 does not appear apply as the development is less than 50 single-family equivalents.

Additional Considerations

While this development may contain a mix of horizontal uses eventually, the majority of this Historic Business property will be used strictly as residential. If the town doesn't want to be a "bedroom community" we will need to carefully balance the mix of uses. For now, residential is a permitted use in the Historic Business district so this application cannot be denied for that reason but it is a consideration to take into future land use discussions.

Stop signs will likely be required at exit points for safety. Street lights will likely be required at key entry and exit points for vehicles and pedestrians for safety.

Short-term rentals – will the development team allow short-term rentals?

Affordable Housing Restrictions – with many of the past development proposals the town has required a certain percent of units be deed restricted. Since the applicant is not asking for an increase in density or something similar, the Town is not permitted to impose this requirement. In addition, cohousing is very intentional about creating and sustaining the resident community and this restriction may not work well with this development type. Does the development team have any intension of providing a few units that are more affordable or trying to maintain any units as affordable? This may help provide more diversity among the community.

Noxious weeds – the property currently houses many noxious weeds. This will need to be mitigated prior to the submittal of a final plat pursuant to 7-4-6(C).

Mineral estate owners – applicant will need to provide proof that all mineral estate owners have been notified. If there are no mineral estate owners, proof of this will need to be submitted.

Commercial Design Guidelines – applicant should consider incorporating some of the Commercial Design Guidelines for the HB district including, but not limited to: compliment the size, height, and arrangement of surrounding buildings; promote a pedestrian-friendly and aesthetically-pleasing environment; and site plan for a pedestrian scale experience along the public rights-of-way.

While this cohousing development is not a commercial use and does not fit the traditional and historic fabric of the town, it can be designed to blend in and carry on the aesthetic of the district.

Please add graphic scales to all plans.

Posted Notice – per RMC 7-4-13. *Completed*

STAFF RECOMMENDATION

Pursuant to the Town Code for Sketch Plan Review, the Planning Commission shall approve, conditionally approve or disapprove the sketch plan after the plan has been submitted in full compliance with all submittal requirements to the Commission. If the sketch plan is disapproved, the reason for disapproval shall be included in the minutes of the Planning Commission's proceedings and provided to the subdivider in writing upon request. The sketch plan shall be disapproved if it or the proposed improvements and required submittals are inadequate or do not comply with the requirements of these Regulations. Approval of a sketch plan shall lapse automatically in six months from the date of submittal, unless a preliminary plat is submitted.

Based on the 2011 Land Use Plan this development seems to be well suited for the community, especially given the new housing type and that this is infill development in our town core. With that being said, it is also important to discuss the potential impacts of the development and address a number of questions in order to reconcile the development request with the Town's Land Use Plan and Municipal Code.

Staff recommends approval of this Sketch Plan submittal with the considerations, clarifications, and questions within report being addressed before the preliminary plat submittal, or during the preliminary plat review if noted above.



From Hwy 62/Sherman looking south



From CR 23 looking north east



From South Railroad Street looking east

Late Add



NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that the Ridgway Planning Commission will hold a **PUBLIC HEARING** at the Town Hall Community Center, 201 N. Railroad Street, Ridgway, Colorado, on Tuesday, October 30th, 2018 at 5:30 p.m., to receive and consider all evidence and reports relative to the application described below:

Application for: Replat

Location: River Park Ridgway Business Park, Filing 1 Block 8 and Block 2

Address: TBD North Cora Street

Zoned: Light Industrial 1 (I-1)

Applicant: Ridgway Light Industrial, LLC

Property Owner: Ridgway Light Industrial, LLC and Chad Baillie

ALL INTERESTED PARTIES are invited to attend said hearing and express opinions or submit written testimony for or against the proposal to the Town Clerk.

FURTHER INFORMATION on the above application may be obtained or viewed at Ridgway Town Hall, or by phoning 626-5308, Ext. 222.



DATED: October 19, 2018

Shay Coburn, Town Planner

PLANNING & ZONING PERMIT

Incomplete Applications will be Rejected

Receipt # _____ *

Date Received _____ *

By _____ *

* For Office Use Only

ACTION REQUESTED

TEMPORARY USE PERMIT [] 7-3-13c
CONDITIONAL USE PERMIT [] 7-3-14
CHANGE IN NON-CONFORMING USE [] 7-3-15
OTHER: _____ [] _____

VARIANCE [] 7-3-16
REZONING [] 7-3-17
SUBDIVISION ☒ 7-4-1 thru 7-4-12

APPLICANT/APPLICANTS:

NAME:

MAILING ADDRESS:

CITY:

TELEPHONE NO.:

FAX:

OWNER/OWNERS OF RECORD:

NAME: *Ridgway Light Industrial*

MAILING ADDRESS: *7676 Hwy 145*

CITY: *Telluride CO 81435*

TELEPHONE NO: *970-728-3540*

ADDRESS OF PROPERTY: _____

ACREAGE/SQUARE FOOTAGE: _____

ZONING DISTRICT: *Light Industrial*

BRIEF DESCRIPTION OF REQUESTED ACTION: *Replat of Block 8 To conform*

To the new alley and Railroad St right-of-ways.

ATTACHMENTS REQUIRED FOR ALL ACTIONS:

1. Evidence of ownership or written notarized consent of legal owner(s).
2. Copy of all site plans drawn to scale showing location of building(s), elevations, abutting streets, and all dimensions, must be submitted on paper size of 8.5 x 11 or 11 x 17.
3. A filing fee payable to the Town of Ridgway.

FILING FEE SCHEDULE:

Temporary Use	\$ 100.00
Conditional Use	100.00
Change in Nonconforming Use	100.00
Variances & Appeals	150.00
Rezoning	200.00
Reviews Pursuant to 7-3-18	100.00
Variance from Flood Plain Reg's	100.00
Deviations from Single Family	
Design Standards	100.00

Subdivisions

a. Sketch Plan	\$ 200.00
(plus \$10.00 per lot or unit)	
b. Preliminary Plat	400.00
(plus \$20.00 per lot or unit)	
c. Final Plat	300.00
d. Minor Subdivision	200.00
e. Lot Split	100.00
f. Replat/amended plats	100.00
g. Planned Unit Development	(a. b. & c.)

ADDITIONAL COSTS:

Applicant and owner shall be jointly and severally responsible for legal, engineering, planning, administrative and miscellaneous fees, including recording costs, if incurred. (R.M.C. 7-3-20(B) and 7-4-12(B)). Water and sewer tap fees and development excise taxes are due at approval of final plats.

SPECIFIC ATTACHMENTS REQUIRED FOR EACH ACTION:**CONDITIONAL USE PERMITS:**

1. The site plan shall show off-street parking requirements, landscaping and architectural features.
2. Information showing compliance with applicable criteria.
3. Notice of hearing shall be posted at Town Hall 10 days before the hearing.
4. Property shall be posted at least 10 days prior to the hearing.

TEMPORARY USE PERMITS:

1. The site plan shall show off-street parking requirements, landscaping and architectural features.
2. Information showing compliance with applicable criteria.
3. Property shall be posted at least 10 days prior to the hearing.

CHANGES IN NON-CONFORMING USE:

1. Description of existing non-conformity.
2. Information showing compliance with applicable criteria.
3. Notice of hearing shall be posted at Town Hall 10 days before the hearing.
4. Property shall be posted at least 10 days prior to the hearing.

VARIANCE:

1. Site plan showing details of the variance request and existing uses within 100 ft. of property.
2. Information showing compliance and/or non-compliance with applicable criteria.
3. Notice of hearing shall be posted at Town Hall 10 days before the hearing.

REZONING:

1. Legal description, present zoning and requested zoning of property.
2. Notice of hearing shall be posted 10 days before the date of the hearing.
3. Property shall be posted at least 10 days prior to the hearing.

SUBDIVISION:

1. All requirements established by Municipal Code Sections 7-4-1 through 7-4-12.
2. Affidavit of notice sent to all surface and mineral owners and lessees of mineral rights.
(Proof of proper notice must be submitted prior to the hearing.)
3. The Preliminary Plat shall be submitted 21 days prior to the hearing.
4. The Final Plat shall be submitted 20 days prior to the next scheduled Planning & Zoning meeting.
5. Sketch plan required in subdivisions consisting of more than 5 proposed lots or units.

Applicant and owner shall be jointly and severally responsible for legal, engineering, planning, administrative and miscellaneous fees, including recording costs, if incurred. (R.M.C. 7-3-20(B) and 7-4-12(B)). Water and sewer tap fees and development excise taxes are due at approval of final plats.

Signature of Applicant/Applicants

Signature of Owner/Owners

Date

5/30/18

Date

Ridgway Light Industrial, LLC

7676 Hwy 145
Telluride, CO 81435
970-728-3540

5/25/2018

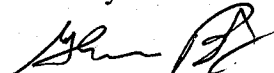
Jen Coates
Town of Ridgway
PO Box 10
Ridgway, CO 81432

Jen,

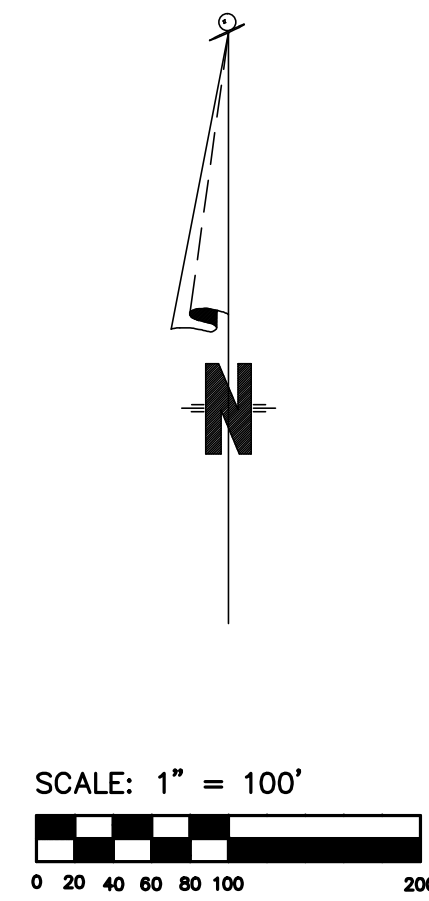
This replat of Block 8 of Filing 1 River Park and Ridgway Business Park is intended to correct the property lines that are now out of alignment with the Railroad St. right-a-way to the North and the future plating of Block 9 Phase 3 Ridgway Business Park. This will also re-align Alley A and remove the current circle behind Block 8. We intend to extend the sewer line under Alley A prior to finishing the extension of the gravel Alley A to connect with Railroad St. This will allow uninterrupted Alley use during Phase 3 construction.

We also believe that the replat is in line with our goals as well as the Town of Ridgway's master plan and don't see any reason to change the master plan at this time. We intend to list Block 8 for sale upon approval of this replat and begin construction this summer.

Thank you for considering this request for Replat of Block 8,


Glenn Pauls

REPLAT OF BLOCKS 2 AND 8 OF THE RIVER PARK RIDGWAY BUSINESS PARK FILING 1
LOCATED IN THE NW 1/4 OF SECTION 18
TOWNSHIP 45 NORTH, RANGE 8 WEST, NEW MEXICO PRINCIPAL MERIDIAN
TOWN OF RIDGWAY, COUNTY OF OURAY, STATE OF COLORADO

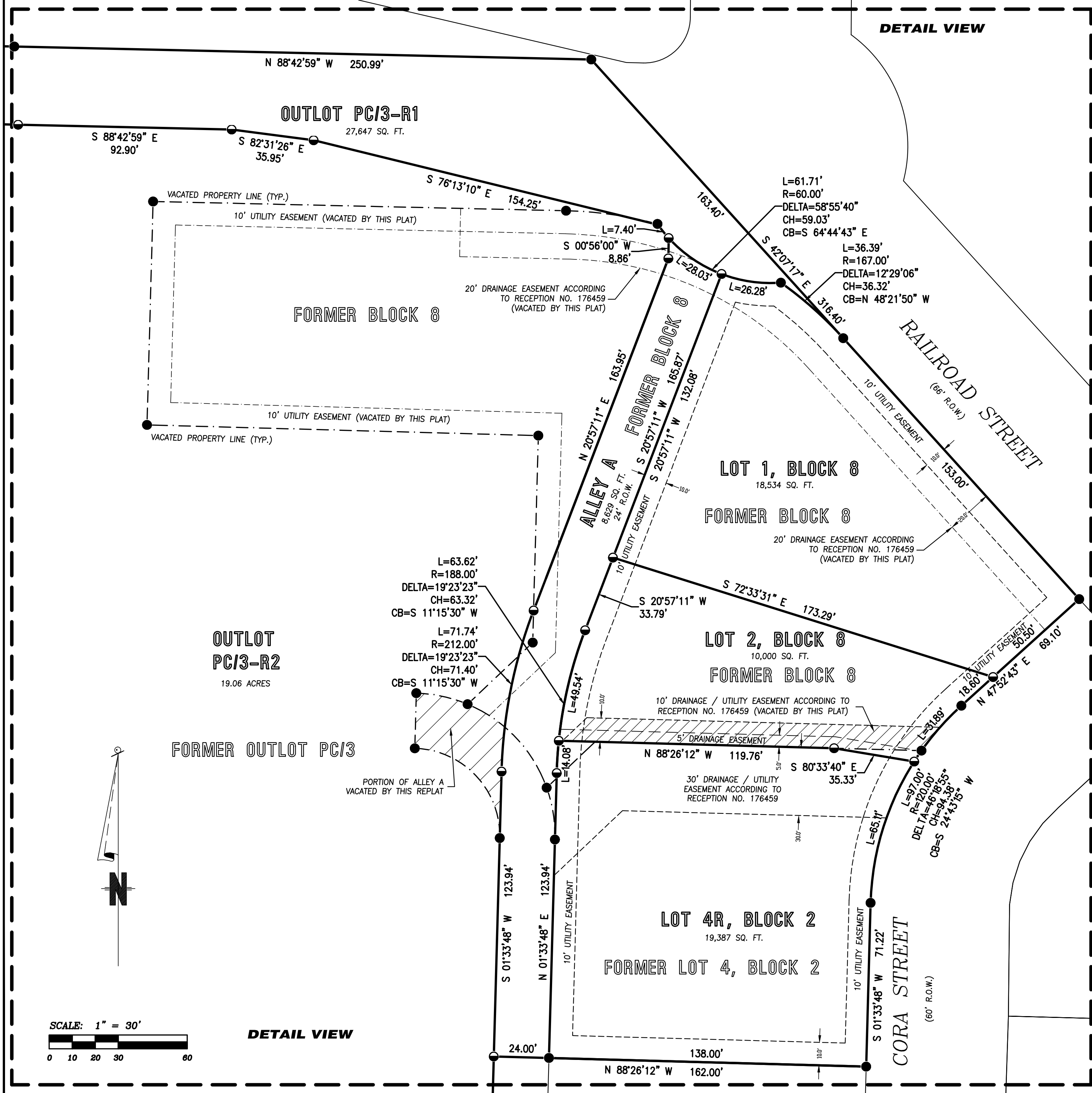
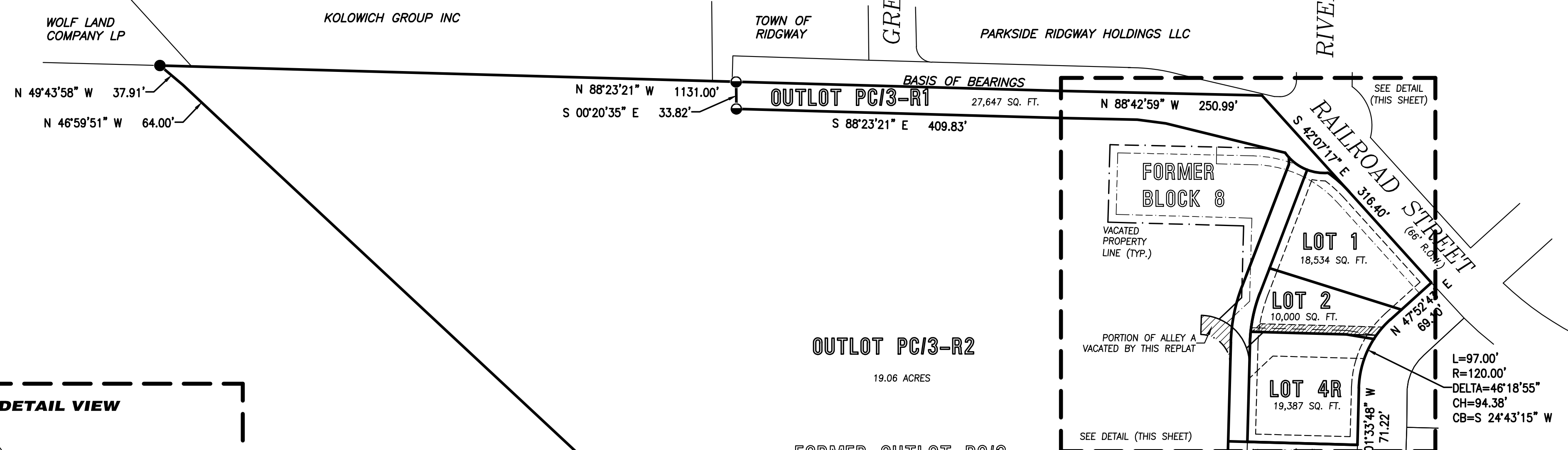
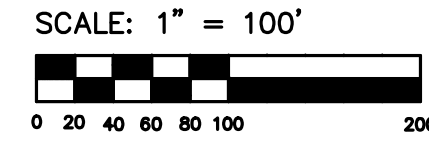


LEGEND

PROPERTY LINES VACATED BY THIS PLAT

FOUND MONUMENT AS DESCRIBED

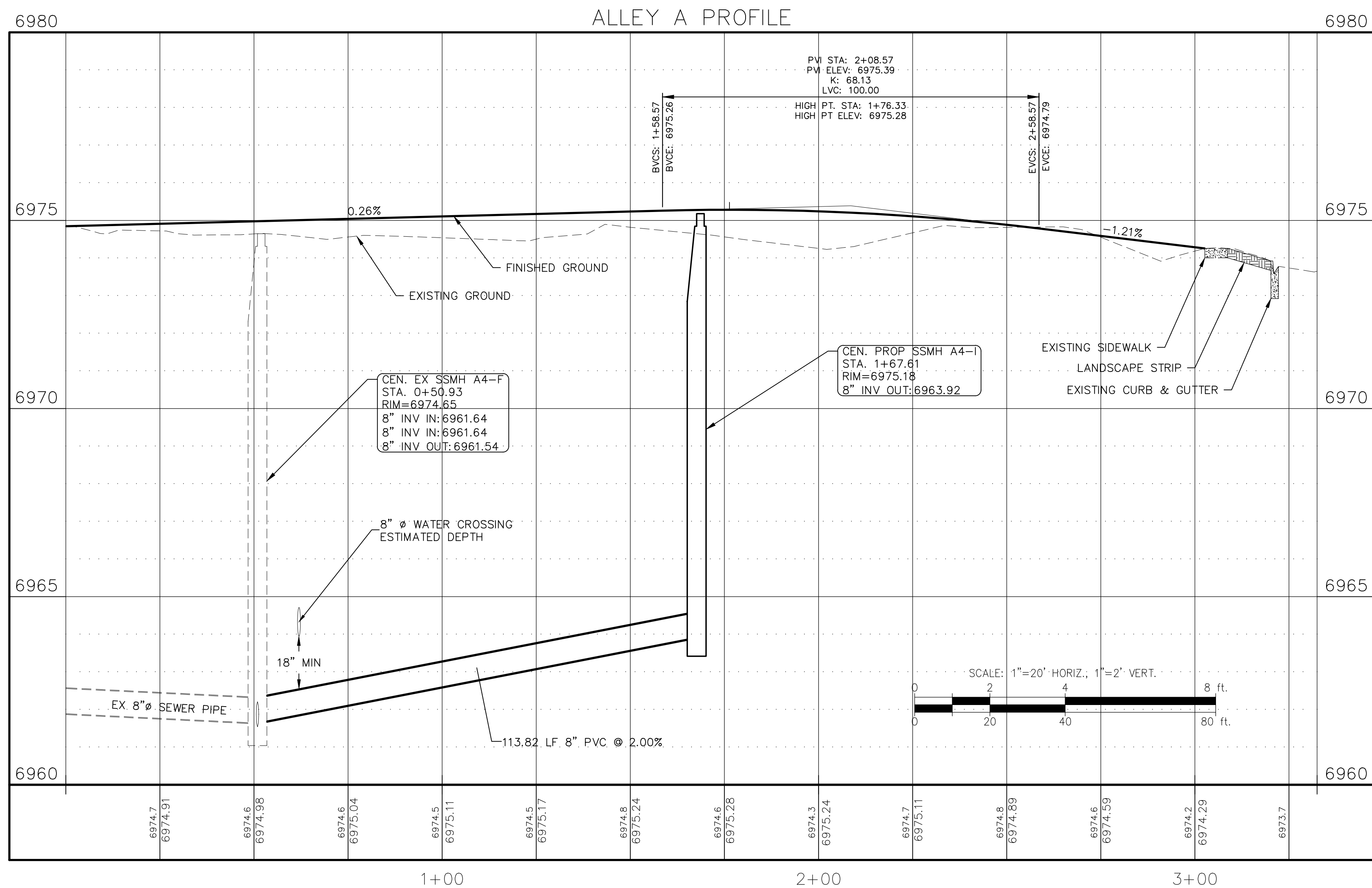
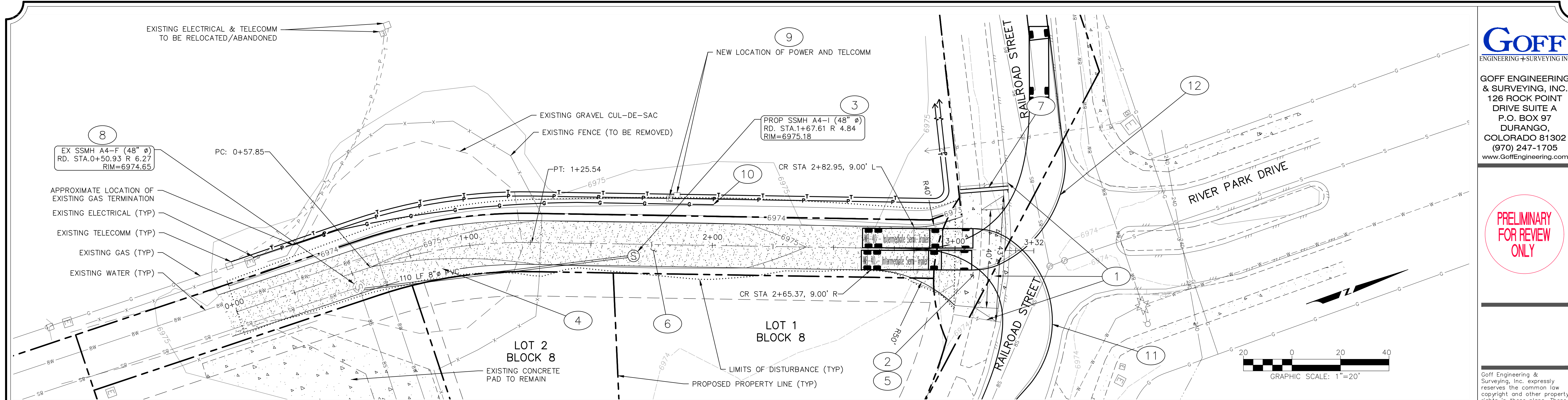
SET 1½" ALUMINUM CAP ON
No.5 REBAR L.S. 37662



Project Mgr:	DB	Rev.	description	date	1
Technician:	FO				
Technician:					
Checked by:					
Start date:	08/2018				

FOLEY
ASSOCIATES, INC.
ENGINEERING • PLANNING • SURVEYING

970-728-6153 970-728-6050 fax
P.O. BOX 1385
125 W. PACIFIC, SUITE B-1
TELLURIDE, COLORADO 81435



CONSTRUCTION KEYNOTES:

- SAWCUT, REMOVE & REPLACE CONCRETE SIDEWALK AND CURB & GUTTER. REPOUR CURB & GUTTER AGAINST EXISTING ASPHALT.
- 40' DRIVEWAY CURB CUT
- INSTALL 48" Ø SEWER MANHOLE PER PLAN & PROFILE ELEVATIONS
- INSTALL 8" SDR 35 PVC SEWER PIPE
- REPLACE EXISTING SIDEWALK WITH 6" THICK CONCRETE THROUGH DRIVEWAY AREA
- INSTALL GRAVEL ALLEY PER TYPICAL SECTION
- INSTALL SIDEWALK CHASE
- CONNECTION OF THE NEW SEWER MAIN TO THE EXISTING MANHOLE SHALL BE ACHIEVED WITH A CORED PENETRATION THROUGH THE MANHOLE BASE CENTERED ON THE PROPOSED 8" SEWER MAIN EXTENSION ALIGNMENT. THE NEW SEWER MAIN EXTENSION SHALL INCLUDE A WATERTIGHT FLEXIBLE BOOT ADAPTER THAT IS SECURELY AFFIXED TO THE CORED PENETRATION. THE FORMED INTERIOR FLOWPATH SHALL BE REMOVED AND RECONSTRUCTED WITH NON-SHRINK GROUT ADJUST RIM TO FINISHED GRADE AS NECESSARY.
- EXTEND POWER AND TELCOMM FROM THE EXISTING BOXES TO THE RELOCATED BOXES. CONTINUE UTILITIES NORTH TO RAILROAD AND FURTHER WEST TO LAURA.
- EXTEND GAS SERVICE FROM THE EXISTING TERMINATION TO 10' PAST THE RELOCATED ELECTRIC AND TELCOMM BOXES
- WB-40 TURNING TRACKING EAST ON RAILROAD
- WB-40 TURNING TRACKING WEST ON RAILROAD

GENERAL NOTES:

ALL CONSTRUCTION TO BE DONE IN ACCORDANCE WITH TOWN OF RIDGWAY SPECIFICATIONS.

PRELIMINARY
FOR REVIEW
ONLY

Goff Engineering & Surveying, Inc. expressly reserves the common law copyright and other property rights in these plans. These plans are not to be changed or copied in any form or manner whatsoever nor are they to be assigned to any third party without first obtaining written permission and consent of Goff Engineering & Surveying, Inc. ©

RIDGWAY LIGHT INDUSTRIAL
GLENN PAULS
RIDGWAY, COLORADO

Issue Record:
PROGRESS 10-10-2018

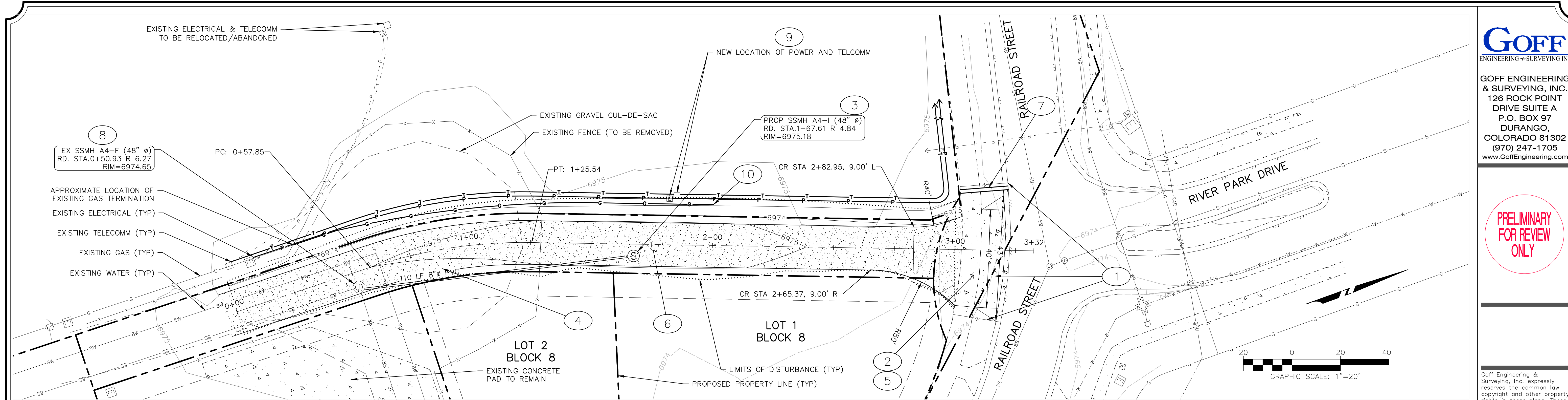
Revisions:

Project Number: 18-184
Drawn By: RSR
Designed by: RSR
Checked By: RSH

Sheet

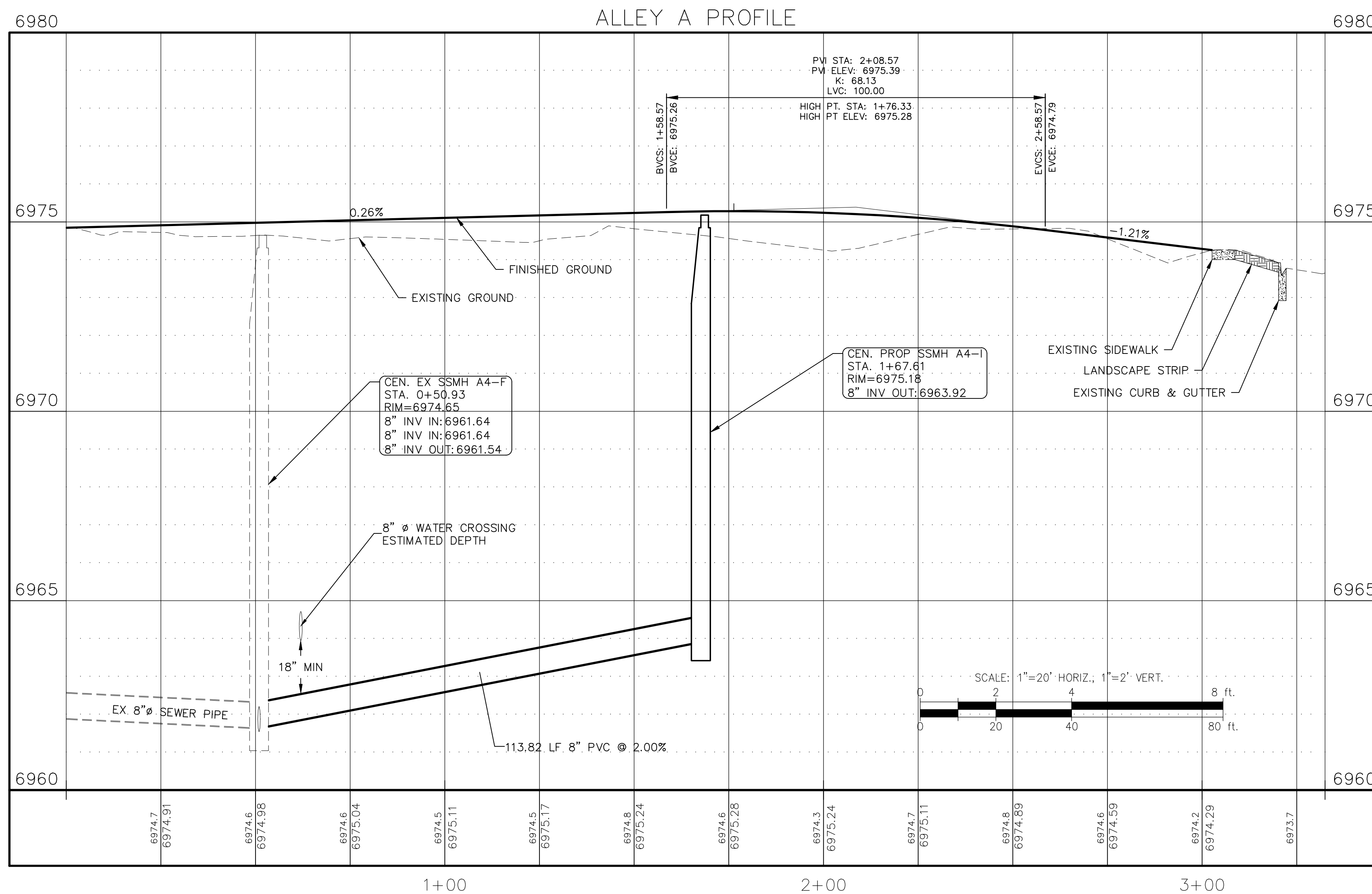
C1.0A

**ROAD & SEWER
PLAN & PROFILE**



PRELIMINARY
FOR REVIEW
ONLY

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GENERAL NOTES:

ALL CONSTRUCTION TO BE DONE IN ACCORDANCE WITH TOWN OF RIDGWAY SPECIFICATIONS.

RIDGWAY LIGHT INDUSTRIAL
GLENN PAULS
RIDGWAY, COLORADO

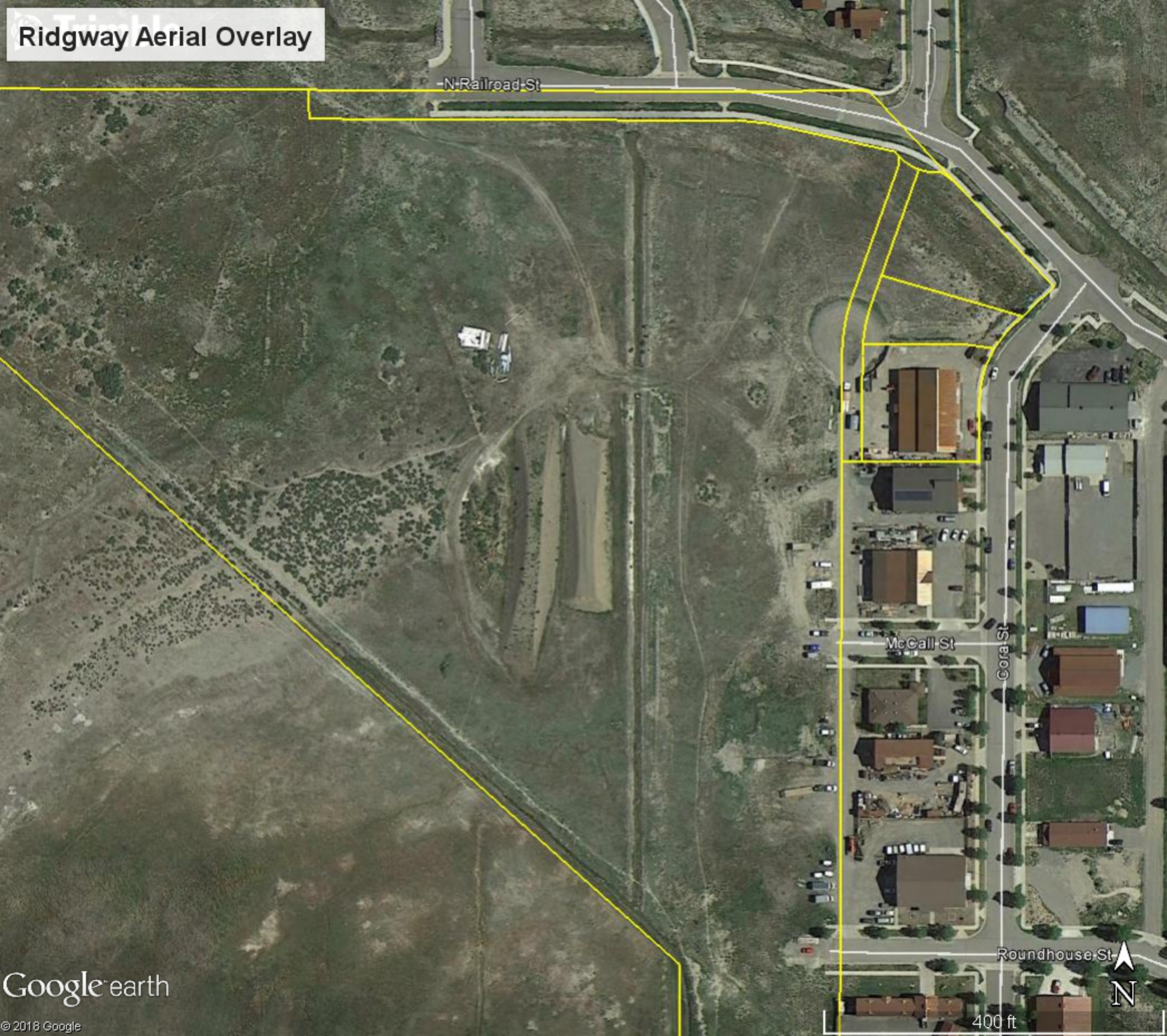
Issue Record:
PROGRESS 10-10-2018

Revisions:

Project Number: 18-184
Drawn By: RSR
Designed by: RSR
Checked By: RSH

Sheet
C1.0
ROAD & SEWER
PLAN & PROFILE

Ridgway Aerial Overlay

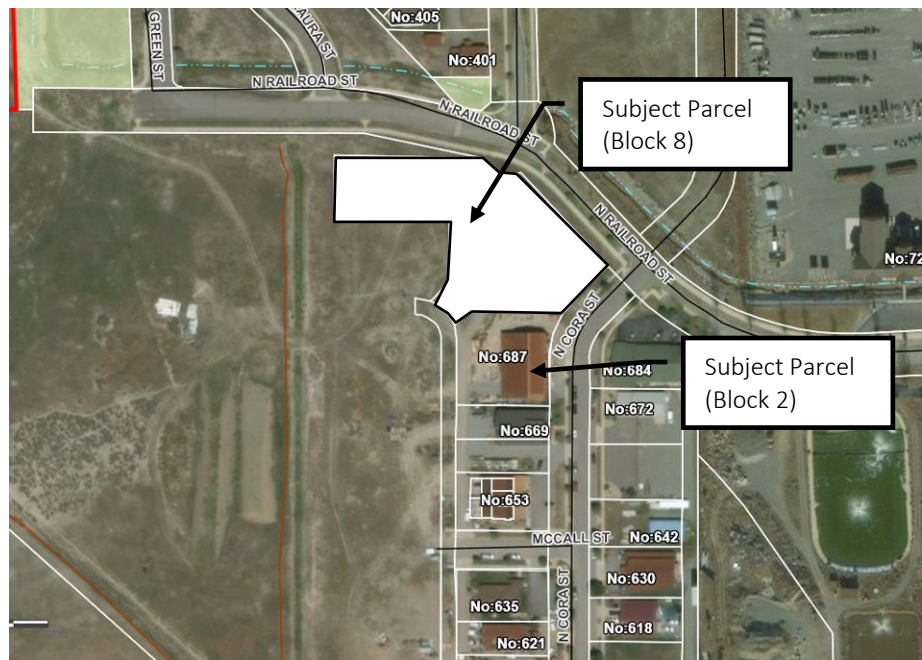


Staff Report

Request: Replat
Legal: Blocks 2 and 8, River Park Ridgway Business Park Planned Unit Development, Filing 1
Address: TBD Cora Street
Parcel #: 430516223067 and 430516202006
Zone: Light Industrial 1 (LI-1)
Applicant: Ridgway Light Industrial
Owners: Ridgway Light Industrial, LLC (Block 8) and Chad Baillie (Block 2)
Initiated By: Shay Coburn, Town Planner and Jen Coates, Town Manager
Date: October 30, 2018

BACKGROUND

Owner / Applicant is requesting to replat Block 8 within Filing 1 of the River Park, Ridgway Business Park Planned Unit Development (PUD) with a few other changes for surrounding parcels. Filing 1 of the River Park PUD was final platted on December 18, 2001 at Reception Number 176459. The development includes residential and industrial properties, streets, parks and open spaces. The original plat included 60 residential units on 53 lots and 9 blocks zoned for industrial uses, which have been subsequently re-subdivided. Both the industrial and residential properties are now largely sold and built-out.



The Applicant is applying to modify the configuration of Block 8 with a slight modification to Block 2, and the Alley "A" right-of-way. This proposal considers the existing configuration of Railroad Street as it connects to Laura Street. Submitted with the Application for Public Hearing are the following:

1. Revised plat map entitled "Replat of Blocks 2 and 8 of the River Park Ridgway Business Park Filing 1"
2. Block 8 Utility and Construction Plans
3. Replat overlay on aerial image

On November 1, 2006 the Planning Commission approved an amended Block 8 request that would reconfigure the block similarly, without the internal subdivision of 2 lots (Lot 1 and Lot 2), see Exhibit

A, and the Council subsequently approved the same on November 8, 2006, see Exhibit B. Subsequent to those approvals no action was taken and the prior approvals are now lapsed. In addition, this proposal was presented to the Planning Commission on August 24, 2018 and the hearing was continued to allow the applicant additional time to provide more information.

CODE PROVISIONS

Replats and Amended Plats are considered under RMC 7-4-10, as follows:

(A) Replats which reduce the number of separately described contiguous parcels of property may be approved and recorded pursuant to this Subsection in lieu of other procedures for subdivisions provided in these Regulations, if all required improvements are in and available to serve the lot, and the Design Standards of these regulations are met.

(B) Amended plats of subdivision plats previously approved by the Town, or parts of such plats, which do not make or require a material change in the extent, location, or type of public improvements and easements provided, and are consistent with the Design Standards of these Regulations may be submitted, approved and recorded in accordance with the provisions of this Subsection in lieu of other procedures provided for subdivision by these regulations, if all required improvements are in and available to serve each lot.

(C) Requirements:

(1) "Replats" or "amended plats" must also meet applicable dimensional requirements of Town zoning regulations.

(2) The subdivider shall submit the plat, fees, and supporting documents, as applicable, in substantial conformity with Subsection 7-4-5(C), with the exception that a certificate of improvements completed or security for completion are not required; and instead, there must be a certification that all required improvements are already installed, available and adequate to serve each lot of the subdivision to be signed by the Town.

(3) The plat shall be reviewed in accordance with the procedures and requirements of Subsection 7-4-5(C).

Amendments to Preliminary Plats are addressed in RMC 7-4-5(C)(1)(d) Final Plat: *The final plat shall be substantially consistent with the preliminary plat as approved. Alterations to lot lines, easements and rights of way which do not have consequential impact and which do not change the number of lots or density within the plat will be deemed substantially consistent.*

ANALYSIS

Railroad Street Right-of-Way

Applicant is showing the existing, reconfigured alignment of Railroad Street that occurred to accommodate new school access while avoiding a significant relocation of the drainage swale on the north side of Block 8, River Park Light Industrial Park. The alignment of Railroad Street was altered slightly to the north at this location, and the proposed turn-around was never constructed as initially planned at preliminary plat. The change altered Tract OS-4 and the northern portion of Block 8.

Outlot PC/3-R1 as shown on the plat map appears to have been dedicated to the Town with the Plat of Boundary Agreement and Dedication recorded in Ouray County records on January 21, 2005 at Reception Number 187041 and is already developed as part of the Railroad Street right-of-way. Staff will be sure to confirm this.

Plat Map

1. The title on the map needs to also mention Alley A.
2. The owner of Block 2 needs to be signatory to the hearing application.
3. Certificate of Ownership and Dedication:
 - a. Is the dedicated utility easement a specific one? Appears to refer to the easements on the edges of the new lots in block 8, right?
4. Applicant is proposing to acquire 5 lineal feet from Block 2 to the south in order to have 100 lineal feet at Cora Street, 50' for each proposed new lot. Block 2 is zoned I-2 and Block 8 is zoned I-1 so the small corner pieces being transferred to each lot need to be rezoned.
5. Fill in reception number under lienholder cert.
6. A plat note referencing River Park Ridgway Business Park Filing 1 (as shown on all prior replats for the Industrial Park) needs added to the map
7. Add Excise Tax note - Add "zero (0). No development excise tax has been paid." to the end of note 6.
8. Do the titles of Lot 4 and Outlot PC/3 need to change to Lot 4R on Block 2 and PC/3-R1 and R2? This seems confusing and that they should retain the same legal description with the proposed Outlot PC/3-R1 called out and dedicated as Railroad Street right of way.
9. The survey's notes are missing a lot of "fill in the blank" information.
10. Remove surrounding land owners from plat map.
11. Sheet 2 needs to say "Sheet 2 of 2"
12. The Town typically does not vacate easements without fully understanding the potential impacts. Here are a few questions about easement vacations:
 - a. Are there any utilities currently in the utility easements that are proposed to be vacated? This includes the area west of the alley and the south side of lot 2 block 8.
 - b. What was the purpose of the drainage easement along Railroad Street when this area was originally developed? Will drainage function without this easement? How?
 - c. There is a 10' utility easement on the south side of block 8 according to filing 1. It appears as if it is proposed to be vacated. Staff is unsure that there was ever a 10' drainage easement on this property so that may not need to be vacated. Is the proposal to add a 5' drainage easement here? The language on the plat needs to be cleaned up a bit for clarity. Maybe it should say "10' utility easement according to Reception no.

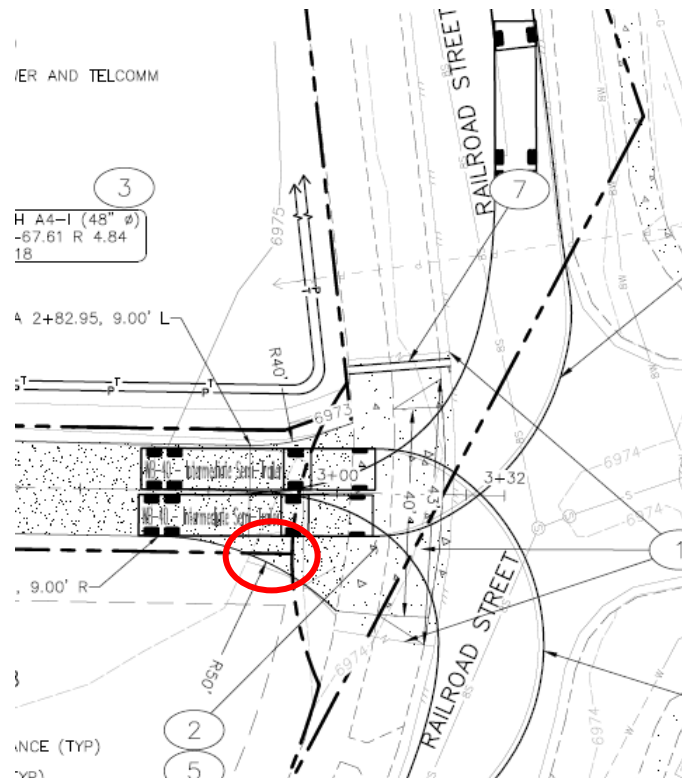
176459 (vacated by this plat)" as to not be confused with the 5' drainage easement that is being added.

Utilities and Improvements

Before recording the replat, all proposed improvements and utilities will need to be installed, approved by town and all water and sewer taps purchased and stubbed out to the lot(s).

The applicant submitted plans by an engineer for the new alley and intersection. The following comments have been provided by the Town Engineer:

- The plans need to be stamped by an engineer.
- Sewer:
 - The sewer line extension appears to go just barely onto lot 2 within the proposed utility easement. This is fine but if someone wants to put a fence at their property line it may have to be taken down for repairs. It would be preferred if the sewer could move fully into the alley right-of-way.
 - The arrow leader for item number 4 on the plans seems like it is pointing to the wrong thing.
 - Where will the sewer service lines be tapped into the main line?
- Extend the concrete apron into the approach area maybe about 20'.
- Turning radius appears to need to be expanded a bit. It looks as if a truck turning right out of the alley would go over private property, see red circle on the image to the right. Also, trucks larger than a WB-40 may be using this intersection but that may be more of the exception than the typical as staff is unsure of the traffic usage in this area.
- A few spot elevations are needed on the plan to show how the new alley will interface with the existing pavement on Railroad. The roundabout location is slightly different than what was planned in filing 1 due to the addition of the alley. It will be important to be sure this intersection is designed properly.
- Alley A Profile:
 - Show that the sidewalk, landscape strip and curb/gutter will be removed.
 - Depth of the water line should be about 5'. The drawing is showing it much deeper.
 - The sewer line appears to have enough grade to come into the manhole on top of the bench rather than core through the bench. Either way the bench will need to be reshaped.
- Construction keynotes:
 - 1: add that sidewalk will be ADA accessible



-
- 10' UTILITY EASEMENT
- 24'
- 12'
- 12'
- 10' UTILITY EASEMENT
- 2%
- 24" SDA STORM SEWER (ALLEY B ONLY)
- 10" CLASS 8 ROAD BASE SURFACING
- 20" CLASS 2 SUBBASE
- 12" SUBGRADE PREP.
- 6" WATER LINE
5' BURY DEPTH
- POWER & PHONE
(WHERE SHOWN ON PLANS)
- SANITARY SEWER, HORIZONTAL LOCATION
AND DEPTH VARY (SEE PLAN & PROFILE SHEETS)
- TYPICAL ALLEY AND EMERGENCY ACCESS SECTION**

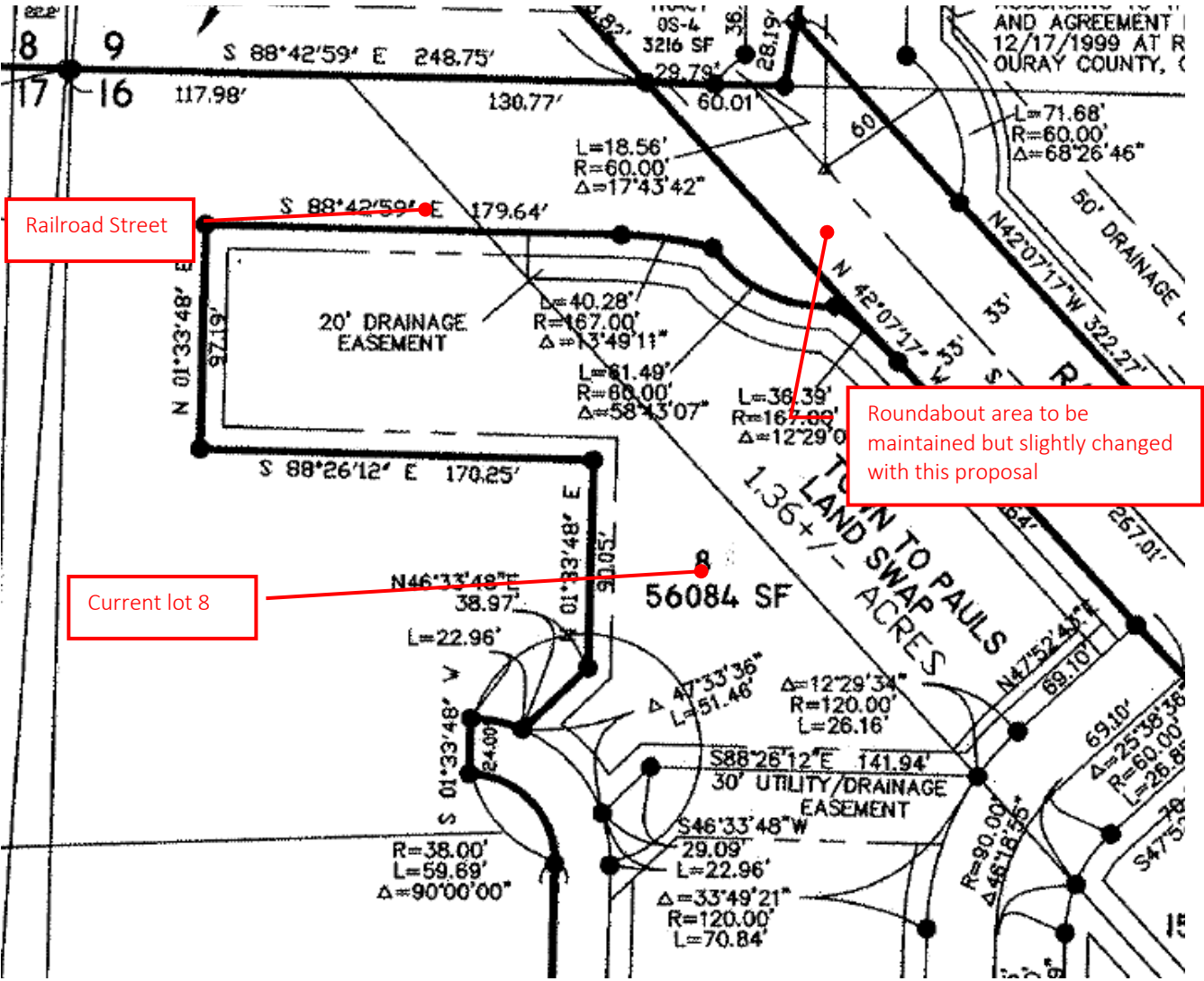
The filing 3 preliminary plat map is shown below. The northern most lot line of block 9 will need to be adjusted for the final plat application to match this proposal including adding the area for the roundabout. This area is circled in red on the map below.



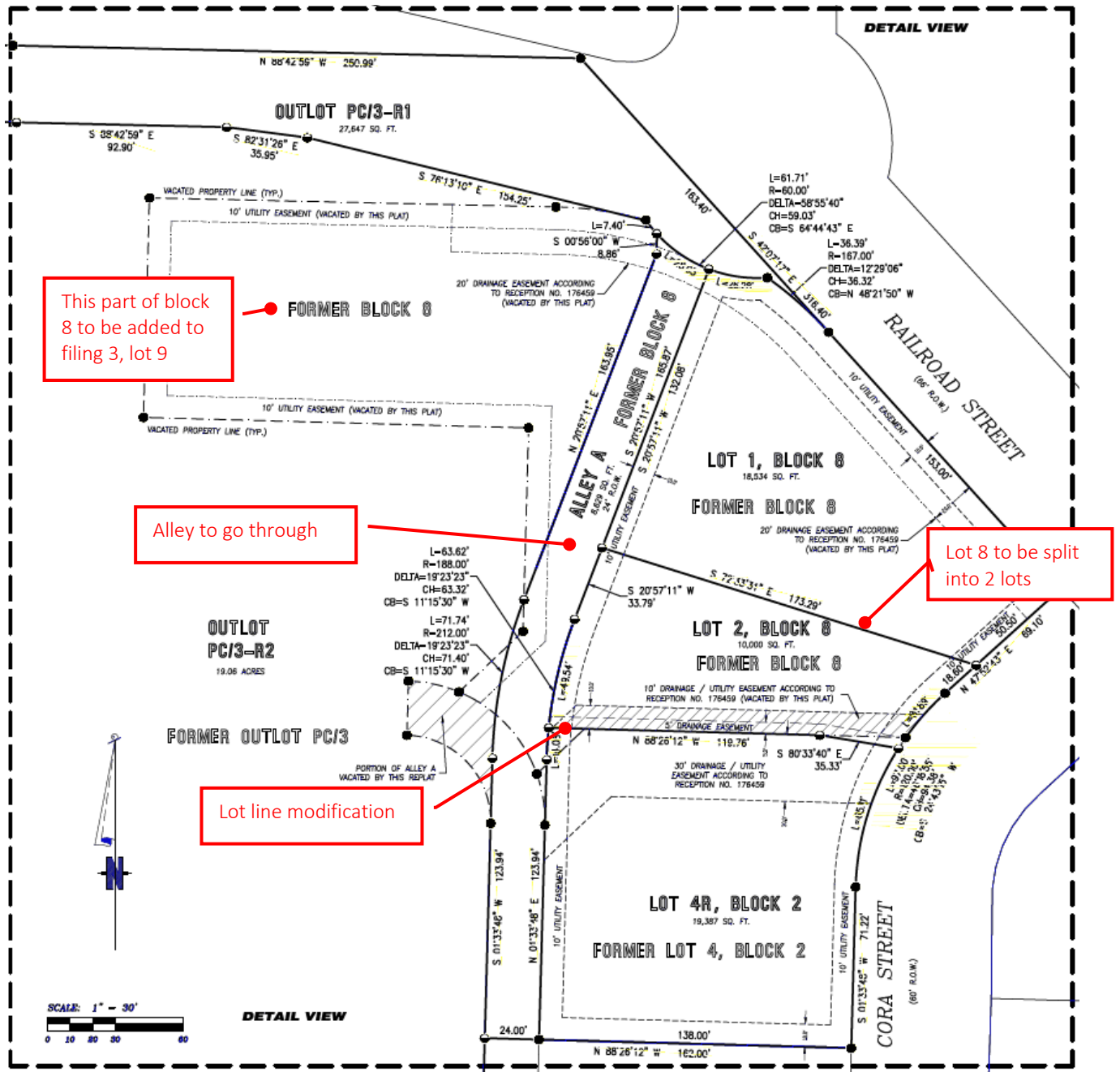
The proposal reviewed by the Planning Commission in August proposed to vacate the 120' diameter "roundabout" at Railroad Street and River Park Drive, just north of Block 8. This is consistent with the currently approved preliminary plat for filing 3. The Planning Commission discussed this roundabout in the August hearing and mentioned that they would like to explore the option to include the roundabout as proposed in filing 1. The Commission asked for information on the intensity of traffic and how it will change with this alley that connects to Railroad Street. For example, how many tractor trailers will now use the alley/RR/RP intersection? What can be done to mitigate traffic?

This new submittal maintains the option to add a roundabout at the intersection with Railroad but no information on traffic except truck turning radius has been submitted. The applicant explained to staff that the traffic counts on the alley are so low that there isn't any useful data. They offered to put a sign at the stop sign (assuming at the north end of the new alley) to show the direction to Highway 62 if that would be helpful. The Planning Commission may want to discuss if building the roundabout will be a requirement of this replat.

River Park Ridgway Business Park Filing 1 (partial view)



Current Proposal



STAFF RECOMMENDATION

In general staff supports this request as the proposed configuration appears to clean up some of the built environment and subdividing the Block 8 parcel seems to better meet market conditions in Ridgway. Staff recommends approval with the following conditions:

- Address and correct all issues identified in this report.
- Review and approval of Town Attorney prior to Town Council review.
- Rezoning of small parcels being transferred on Block 8 and Block 2.



From North Railroad Street looking southwest



From N Cora Street looking west

EXHIBITS

Exhibit A – Planning Commission minutes, November 1, 2006

Exhibit B – Town Council minutes, November 8, 2006

Exhibit A

RIDGWAY PLANNING & ZONING COMMISSION

MINUTES OF THE REGULAR MEETING – in part

NOVEMBER 1, 2006

2. Application for PUD Amendment and Replat; Location: Outlot P3/C (Laura Street, adjacent to Block 12, between Roundhouse and Otto Streets, River Park Ridgway Business Park Phase 3); Zoned: Light Industrial 1 (I1); Applicant: John Jennings representing Ridgway Light Industrial, LLC (RLI)

Documents distributed to the Commission prior to the meeting: Town Clerk's Notice of Public Hearing dated October 13, 2006. Staff Report from Town Manager Greg Clifton/Intern Jen Coates dated October 25, 2006 recommending approval of the amendments.

Commissioner Petruccelli declared a conflict of interest and sat in the audience.

Town Manager Clifton outlined the requirements placed on the original Planned Unit Development (PUD) one of which is completion of the extension of North Laura Street in Phase 3 which requires an easement from an adjacent land owner. Applicant John Jennings stated the adjacent land owner is not interested in releasing the property at this time. There was discussion between the applicant, Commission and staff on the complications of gaining the Laura Street access and importance of providing an additional access to the new school. Applicant Jennings confirmed part of the Phase 3 requirements state the utility infrastructure and Otto Street roadway needs to be completed to Laura Street.

The Commission discussed with the Town Engineer the best scenario to complete the infrastructure on this project. Engineer Fagan presented variations in road widths and presented scenarios to provide a two way access on that portion of North Laura Street, with only half the normal road width available. The Commission agreed staff should continue to work with the adjacent property owner on resolving the access. Manager Clifton suggested there could be concessions to allow some progress on the development of Phase 3. The Commission discussed two options, realigning the road to provide a two way road on the block west of Block 12, or just having a one way road with room for the curb, gutter, sidewalks and drainage. They agreed the latter option, with just a gravel road that would be paved once the entire Laura Street access is obtained, would be preferable.

Engineer Fagan noted the streetscape plan depicts Laura Street one way southbound from Clinton to Hwy 62. The proposal for the road configuration on North Laura Street which the Commission is considering would route the street in the opposite direction which may create problems.

The Commission discussed the completion of the balance of the affected roads within Phase 3, including the realignment of Lot 8 to include a roundabout where it intersects with Railroad Street and River Park Drive. Commissioner Anderson noted the lack of a sidewalk from River Park Drive to Cora Street on the north side of the street. Staff said the owner will be contacted.

ACTION:

It was moved by Mayor Pro Tem Clark to recommend approval to Town Council the application for PUD Amendment and Replat for River Park Ridgway Business Park, Phase 3, blocks 8, 9, 10, 11 and 12, with conditions:

1. To allow for developing of two blocks of Laura Street on the eastern half of the street only, from Frederick to Otto Streets and Otto to Roundhouse Streets, and completion of Otto Street from Cora to Laura Streets
2. The rest of the conditions and requirements of the development be completed and in place
3. Due to the temporary nature of the construction of Laura Street the road will be allowed to be constructed of gravel with a gravel sidewalk and the drainage in place
4. The realignment of drainage ditch will be dealt with at staff level
5. At some point in time when the western side of the land on Laura Street is obtained, the development be required to complete the roadway including hard surfacing and sidewalks between Otto and Roundhouse Streets
6. The Laura Street extension between Otto and Frederick Streets is contingent upon the Town owning the right-of-way on the eastern side
7. The replat of Block 8 in Phase 2 is approved to account for existing changes that were made in the road alignment to Green Street

The motion was seconded by Chairman Hunter and unanimously approved.

Commissioner Petruccelli returned to sit with the Commission.

Mayor Willits left the meeting at 7:20 p.m.

Exhibit B

RIDGWAY TOWN COUNCIL

MINUTES OF REGULAR MEETING (in part)

NOVEMBER 8, 2006

9. Planning and Zoning Commission recommendation to approve the application for PUD Amendment and Replat; Location: Outlot P3/C of River Park PUD Filing 1 (Laura Street between Roundhouse and Otto Streets); Zoned: Light Industrial 1; Applicant: Ridgway Light Industrial LLC

Manager Clifton presented a recommendation from the Planning and Zoning Commission to approve amendment of the River Park Filing 1 PUD Agreement pertaining to a condition in Phase 3 of the Light Industrial Park requiring construction of remaining roads. To complete the remaining street (Laura Street between Roundhouse and Otto Streets), the developer must obtain a 30 foot right-of-way from an adjacent land owner, and has been unsuccessful in this endeavour. The applicant has proposed as a temporary measure construction of half the street for two linear blocks, until a right-of-way can be obtained to complete the remainder. He noted all plat notes will carry over and all obligations will remain in place.

There was discussion by the Council.

ACTION:

On a motion by Councillor Hebert with a second by Councilmember Fitzhugh the motion to approve the application for PUD Amendment and Replat of Outlot P3/C of River Park PUD Filing 1, regarding Laura Street from Fredrick to Otto Streets and Otto to Roundhouse, with all recommended conditions from the Planning and Zoning Commission carried unanimously.

The Council took a recess at 7:10 p.m. and reconvened at 7:25 p.m.

REPLAT OF BLOCKS 2, 8 AND ALLEY 'A' OF THE RIVER PARK RIDGWAY BUSINESS PARK FILING 1
LOCATED IN THE NW 1/4 OF SECTION 18
TOWNSHIP 45 NORTH, RANGE 8 WEST, NEW MEXICO PRINCIPAL MERIDIAN
TOWN OF RIDGWAY, COUNTY OF OURAY, STATE OF COLORADO

- 1) All plot notes of the River Park Business Park Filing 1 as recorded on December 18, 2001 at reception # 176459 of the Ouray County Clerk and Records office are applicable. All obligations and conditions required by the P.U.D Development Agreement recorded on April 22, 2001 at reception # 174439 of the Ouray County Clerk and Records office applicable.
- 2) All buildings and development shall comply with the codes of the Town of Ridgway
- 3) All outdoor lighting fixtures to comply with Town regulations.
- 4) If maintenance of drainages and open space are not properly maintained, the Town may cause the maintenance to be done and assess the cost against the lots, or certify such charges to be collected similarly as taxes by the Ouray County Treasurer.
- 5) The property platted hereon is subject to the prior easements as shown hereon.
- 6) The maximum number of dwelling units allowed is as follows: zero (0). No development excise tax has been paid.

_____ as to the "PAULS PROPERTY"

(signature) (date)

CHAD BAILLIE as to the "BAILLIE PROPERTY"

(signature) (date)

_____, for and on behalf of the TOWN OF
RIDGWAY as to the "TOWN PROPERTY"

(signature) (date)

Ouray County Treasurer

Chairman

DEPUTY



Project Mgr: DB	Rev.	description	date
Technician: FO			
Technician:			
Checked by:			
Start date: 08/2018			



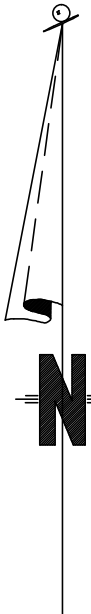
Late Add

REPLAT OF BLOCKS 2, 8 AND ALLEY 'A' OF THE RIVER PARK RIDGWAY BUSINESS PARK FILING 1

LOCATED IN THE NW 1/4 OF SECTION 18

TOWNSHIP 45 NORTH, RANGE 8 WEST, NEW MEXICO PRINCIPAL MERIDIAN

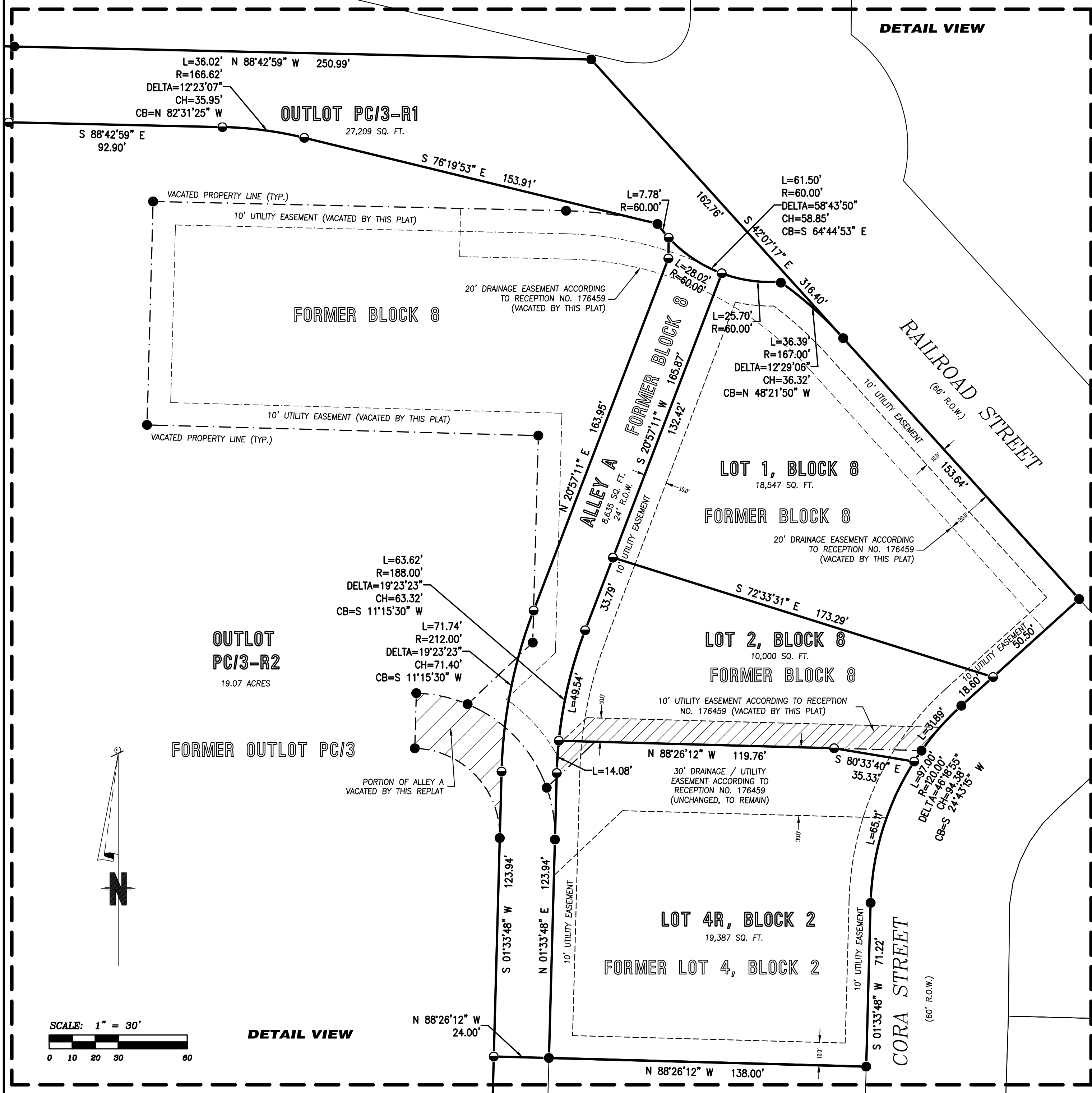
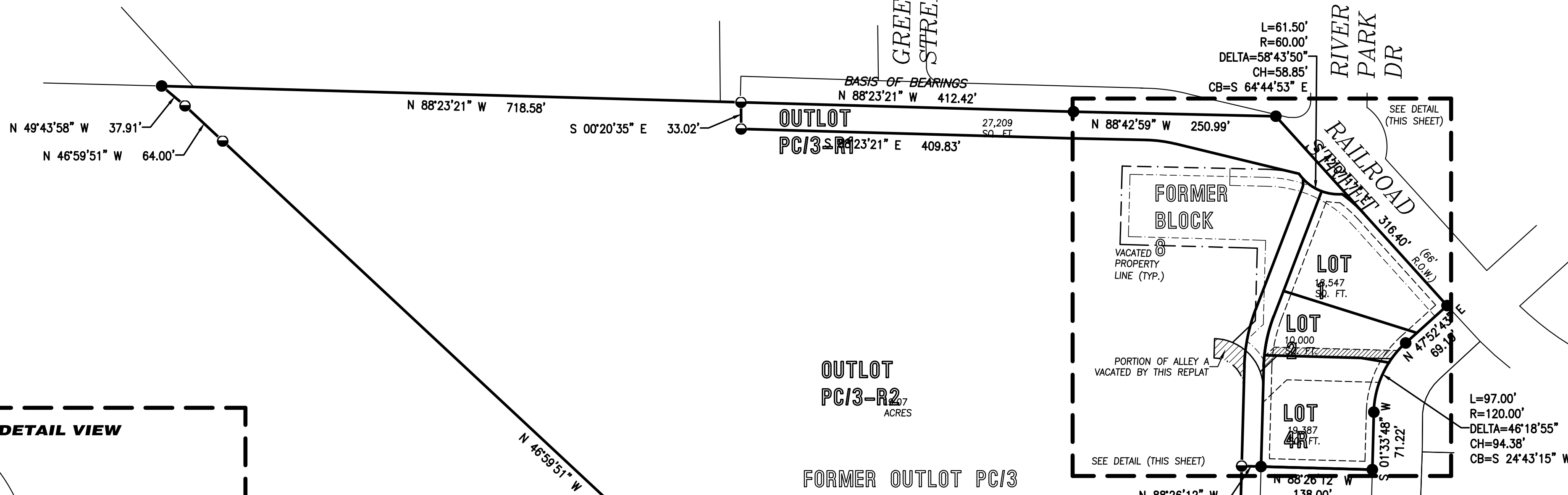
TOWN OF RIDGWAY, COUNTY OF OURAY, STATE OF COLORADO



SCALE: 1" = 100'

LEGEND

- PROPERTY LINES VACATED BY THIS PLAT
- FOUND MONUMENT AS DESCRIBED
- SET 1/2" ALUMINUM CAP ON No.5 REBAR L.S. 37662



Project Mgr:	DB	Rev.	description	date	by
Technician:	FO				
Checked by:					
Start date:	08/2018				



970-728-6153 970-728-6050 fax
P.O. BOX 1385
125 W. PACIFIC, SUITE B-1
TELLURIDE, COLORADO 81435

Drawing path: dwg\18025 Replat 08-18.dwg Sheet2 of 2 Project #: 18025

Ridgway Light Industrial 10-29-18 Response to the Staff Report on Block 8 replat

Notes 1-11 except #4 are all taken care of on the final replat that is included in this email.

Note #4 we would like the P&Z commission to approve changing the land traded (which are exactly equal in size) to the existing zoning found on the respective parcels. Example the piece given to block 8 should contain the same zoning as the current block 8 and vice versa for the land in Block 2. Both pieces of land being traded are mostly in the 10' utility easement and building setbacks and are thus not developable land.

12. The Town typically does not vacate easements without fully understanding the potential impacts. Here are a few questions about easement vacations:

- a. Are there any utilities currently in the utility easements that are proposed to be vacated? This includes the area west of the alley and the south side of lot 2 block 8. **Yes, to the area west of the alley there are power and communication lines, but they are all planned to be moved into the new 10' utility easement shown on Phase 3 preliminary plans which you can see on Page 5 of the staff report. There are no utilities currently in the 10' easement down the shared lot line with Block 2 lot 4.**
- b. What was the purpose of the drainage easement along Railroad Street when this area was originally developed? Will drainage function without this easement? How? **My understanding for the 20' wide drainage easement on the south side of Railroad St. at this point was to allow the ditch that runs south along the future Laura St. to cross under Laura St. just before Railroad St. and then go down the south side of Railroad to a new crossing near the sewer plant and SMPA lot. That ditch now runs under Railroad St. just west of Laura St. and flows into the existing ditch on the north side of Railroad St. Thus there is no need for this large drainage easement. These lots will only have to contend with the water that falls on the individual lots.**
- c. There is a 10' utility easement on the south side of block 8 according to filing 1. It appears as if it is proposed to be vacated. Staff is unsure that there was ever a 10' drainage easement on this property so that may not need to be vacated. Is the proposal to add a 5' drainage easement here? The language on the plat needs to be cleaned up a bit for clarity. Maybe it should say "10' utility easement according to Reception no. **We have looked at this easement and it was only a utility easement and we are planning to vacate that utility easement that follows Block 2 lot 4. The 30' wide easement on Block 2 lot 4 is more than adequate to handle all the drainage needs in this area. Thus we have removed the 5' drainage easement on Lot 2 Block 8.**

Engineering changes to be found on the construction drawings.

Filing 3 Preliminary and Final Plat

The filing 3 preliminary plat map is shown below. The northern most lot line of block 9 will need to be adjusted for the final plat application to match this proposal including adding the area for the roundabout. This area is circled in red on the map below. **We believe the following code applies to this change and will be incorporated into the final plat of Phase 3 Block 9**

Amendments to Preliminary Plats are addressed in RMC 7-4-5(C)(1)(d) Final Plat: *The final plat shall be substantially consistent with the preliminary plat as approved. Alterations to lot lines, easements and rights of way which do not have consequential impact and which do not change the number of lots or density within the plat will be deemed substantially consistent.*

As to the truck turning radius, I will provide a cleaner version at the meeting to better understand how a truck would exit this alley.

Thank you for your consideration of this proposal.

Glenn Pauls
Scott Strand



RIDGWAY MASTER PLAN: VISION & GOALS

Draft: 10/25/18

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ABOUT THIS DOCUMENT

This document presents the preliminary vision, community values, and goals that will form the base of the policy framework for Ridgway's updated Master Plan. Much of this content is carried forward from previous Master Plan elements and/or Town Council adopted documents. New goals have been added to address areas, issues, or topics that were frequently mentioned by residents during initial stakeholder focus groups in June 2018 and from the recently completed online community survey.

The vision, community values, and goals included in this document have been reviewed by Town staff and the Master Plan steering committee. Each will be refined through community feedback solicited through an online activity and discussions with the Planning Commission and Town Council over the coming months.

WHAT IS THE POLICY FRAMEWORK?

Ridgway's updated Master Plan provides policy guidance to decision makers and the community at four distinct levels. As shown in the diagram below, these parts consist of the vision and community values, goals, policies, and implementation actions. Guidance becomes more detailed as one moves down in the Plan's organization—from the vision, to specific actions the Town can take to advance the vision. A diagram illustrating this relationship is provided on the following page.



Vision & Community Values

- Aspirational and forward looking
- Describes the type of community we'd like to create in the future
- Sets forth what's most important to our community

Goals

- Broad statements of the community's desired long-term direction in each outcome area
- They are aspirational in nature and describe what we'll need to aim for to achieve our vision

Policies

- Provide guidance to ensure day-to-day decision-making and other actions taken by the Town staff, Town Council, the Planning Commission, and other policy makers help support and advance the goals of the Master Plan
- **Note:** *Policies will be included as part of the Policy Framework.*

Implementation Actions

- Specific strategies or actions that the Town and its partners will take in the future to implement the Master Plan
- **Note:** *Implementation Actions will be added as part of the draft Master Plan after goals and policies have been further vetted and refined.*



VISION AND COMMUNITY VALUES

INTRODUCTION

The following vision and community values are based on the vision and community values adopted by Town Council in 2009. The vision and values were reviewed by the community during a September 27, 2018 event in which nearly 80 residents provided feedback on how well the 2009 vision and values are aligned with their own personal vision and values. The vision and values were reviewed and further refined by the Master Plan steering committee. While the 2009 vision statement was carried forward with some minor edits, the 2009 community values were combined into five new community values that will serve as the main organizing elements of the goals, policies, and implementation strategies that will be included in the updated Master Plan. Each captures the ideas set forth in the 2009 community values, but will provide a more direct link between the values and the Master Plan goals, policies, and implementation strategies.

COMMUNITY VISION

2009 Community Vision:

Ridgway is a welcoming, community-minded rural town situated in a beautiful mountain valley. We support learning, creativity and culture. We share a deep connection to the outdoors. We are committed to being economically sustainable and ecologically responsible.

Proposed Vision for the Updated Master Plan:

Ridgway is a vibrant, welcoming, and community-minded small town situated in a beautiful mountain valley. We are diverse in age, background, and economic means, but share a deep connection to the outdoors, our railroad heritage and ranching culture, and the lifelong pursuit of learning and creative endeavors. We are committed to being economically and ecologically sustainable.



COMMUNITY VALUES

Achieving our vision will require us to strive to maintain certain aspects of Ridgway that the community values today, while recognizing that we will need to adapt in the face of a certain amount of growth and change over the next ten to twenty years. Our ability to adapt successfully will require a continual focus on—and balance between—five community values: healthy natural environment, sense of community and inclusivity, small town character and identity, vibrant and balanced economy, and well-managed growth.

Healthy Natural Environment

From the Uncompahgre River to the Sneffels and Cimarron mountain ranges, Ridgway's incredible natural surroundings and the recreational opportunities they provide are one of the top reasons residents choose to live in our community. Protecting both the scenic values and ecological functions of natural areas in and surrounding Ridgway through responsible environmental practices is something the community values strongly. However, this beauty could be threatened in the future if Ridgway does not grow in a way that is attuned to its natural environment. Global climate change is another threat, which will lead to changes in Ridgway's local environment. Goals and policies in this area address:

- Preservation of natural habitats and ecosystems
- Conservation of open space and ranch lands
- Sustainable development practices
- Access to and protection of the river corridor
- Community forest management
- Climate adaptation
- Source-water protection

Sense of Community and Inclusivity

Another aspect of living in Ridgway that residents highly value is the community, its inclusivity, its diversity. The people who live in Ridgway have been described by fellow residents as friendly, welcoming, and close-knit. Residents also value how the community comes together in times of crisis or need to help one another. This strong sense of community is also demonstrated in how engaged residents are with town affairs. However, trends like increasing housing costs and a lack of affordable childcare have made it difficult for young people and families to live in Ridgway. Looking to the future, the community would like to see Ridgway remain diverse and inclusive,

2009 Community Values (for reference)

- Civility, Diversity, and Inclusivity
- Creativity, Innovation, and Lifelong Learning
- Responsible Economic and Environmental Practices
- Our Incredible Natural Surroundings and the Opportunities they Provide
- A Viable Agricultural Community
- Vibrant and Sustainable Businesses
- Pedestrian-Friendly Environment



avoiding the kinds of changes that have occurred in Telluride, Aspen, and many other small mountain towns in Colorado that have seen an influx of wealthy second homeowners. Goals and policies in this area address our commitment to those things that contribute to our sense of community and help make Ridgway, Ridgway:

- Diverse housing options
- Inclusive governance and community engagement
- Lifelong learning
- Accessible community services
- Public safety

Small Town Character and Identity

Although they may differ on how they define “small town character,” residents feel strongly that it’s a key part of Ridgway’s identity. This small town character is evident in the size of the community, the slower and more laid back pace of life, the many unpaved streets, the surrounding ranch land and associated activities, the ability of residents to easily walk from one end of town to the other, and the many activities and businesses that are geared toward locals. Although many of these characteristics are common among many small towns across Colorado, Ridgway stands out from other tourism-dependent communities as a town that relies on tourism to some degree—but retains its commitment to locals and still feels very much like a “real” town. This feeling is derived from Ridgway’s unique identity that blends aspects of its historic past as a western railroad town, its ranching and agricultural community, outdoor recreation, and its artists and Creatives. Goals and policies in this area seek to retain and enhance key aspects Ridgway’s small town character and identify as the community grows in the future through a continued commitment to:

- Livable neighborhoods
- Local businesses
- Community events and activities
- Pedestrian and bicycle connections
- Parks and recreation
- Historic preservation

Vibrant and Balanced Economy

The Ouray County economy is largely centered on service industries, particularly industries such as food services and accommodation, which are oriented towards tourism. While Ridgway is somewhat less reliant on tourism than Ouray County, it is still subject to seasonal fluctuations in business activity, with the winter months much slower than in the summer. These jobs also tend to pay low wages that make it even more difficult for workers in Ridgway to live in the community. Residents expressed a strong desire to diversify the local economy and to create well-paying, full-time, year-round jobs. Through its participation in the Main Street and Creative



District programs, the Town has been active in promoting economic development in recent years. While there are a number of businesses and Creatives that have chosen to base their operations in Ridgway for quality of life reasons, many struggle to hire qualified employees, find space as they grow, market their creations, and face other challenges. Goals and policies in this area seek to promote a more balanced and sustainable economy through support for *all* sectors of Ridgway's economy:

- Ranching and agriculture
- Local businesses/manufacturing/services
- Creative District/Main Street Program
- Tourism

Well-Managed Growth

Ridgway could add anywhere between 150 and 700 new residents by 2050. In addition, growth in the surrounding region—which includes Ouray, Montrose, and San Miguel counties—will continue to have direct and indirect impacts on Ridgway's housing, transportation system, environment, and quality of life. Growth limitations in the City of Ouray, Ouray County, and nearby Telluride will further amplify growth pressures on the Town of Ridgway. Uncertainty regarding the extent of and potential impacts of future growth are of critical concern to the community. However, Ridgway has the ability through its policies and regulations, intergovernmental agreements, and other tools to help inform where and how growth will occur in the future, the types of growth the community would like to see, and guide the character and form of future development. Goals and policies in this area seek to ensure that future growth occurs incrementally in a manner that is consistent with the Ridgway's values, minimizes impacts on existing residents, and recognizes the need to balance the community's objectives with regard to:

- Infrastructure provision
- Water supply
- Growth management
- Hazard mitigation
- Regional coordination
- Transportation
- Land use



GOALS

This section outlines the goals that will help the community work towards its community values. Many of the goals were carried forward from existing Master Plan elements and updated for clarity, while others have been added to address issues or topics that have emerged through the community engagement process to date.

COMMUNITY VALUE 1: HEALTHY NATURAL ENVIRONMENT (ENV)

GOAL ENV-1: Preserve, protect, and restore natural habitats and ecosystems.

GOAL ENV-2: Strengthen the Uncompahgre River corridor as a community asset and environmental resource.

GOAL ENV-3: Proactively manage and protect Ridgway's water resources.

GOAL ENV-4: Promote the efficient use of resources and sustainable practices that minimize harm to the health of the community or natural environment.

GOAL ENV-5: Maintain a healthy and vibrant community forest.

COMMUNITY VALUE 2: SENSE OF COMMUNITY & INCLUSIVITY (COM)

GOAL COM-1: Maintain Ridgway as a community that is accessible to a range of income levels, ages, and households.

GOAL COM-2: Encourage a diversity of housing options that meet the needs of residents.

GOAL COM-3: Encourage citizen participation and dialogue with elected and appointed officials and town administration.

GOAL COM-4: Actively engage the community in community-building, decision-making and planning processes in order to include broad-based representation and input for all local government decisions.

GOAL COM-5: Strive to be a model for transparency, efficiency, and good governance.

GOAL COM-6: Encourage a range of health, human, youth and other community services in Ridgway.

GOAL COM-7: Support education and life-long learning in our community.

GOAL COM-8: Provide public safety and emergency response services to protect the community.

COMMUNITY VALUE 3: SMALL TOWN CHARACTER & IDENTITY (CHR)

GOAL CHR-1: Support connected vibrant, diverse, and well-maintained neighborhoods.



GOAL CHR-2: Promote Ridgway's identity as a creative and innovative community where artists and artisans thrive.

GOAL CHR-3: Promote Ridgway's identity as a ranching and agricultural community and preserve the rural character of landscapes surrounding Ridgway.

GOAL CHR-4: Protect and preserve Ridgway's historic assets.

GOAL CHR-5: Promote a range of opportunities and spaces for community gatherings and interactions.

GOAL CHR-6: Maintain and enhance Ridgway's gateways, entry-corridors, and viewsheds.

GOAL CHR-7: Develop an interconnected system of parks, trails, open space, and recreational facilities that meets the needs of Ridgway's residents and visitors.

COMMUNITY VALUE 4: VIBRANT & BALANCED ECONOMY (ECO)

GOAL ECO-1: Create a vibrant, diverse, and sustainable year-round local economy that reflects Ridgway's social fabric, values, and character.

GOAL ECO-2: Support the retention and expansion of local businesses.

GOAL ECO-3: Balance the need to preserve quality of life for residents with the needs of tourists and visitors.

GOAL ECO-4: Promote the safe and efficient movement of people, goods, and services throughout the region.

COMMUNITY VALUE 5: WELL-MANAGED GROWTH (GRO)

GOAL GRO-1: Promote growth and development that maintains Ridgway's small town character, supports a diverse community, and creates employment opportunities.

GOAL GRO-2: Ensure public infrastructure, utilities, facilities, and services are sufficient to meet the needs of residents and businesses as the town grows.

GOAL GRO-3: Proactively mitigate natural and man-made hazards and plan for a resilient community.

GOAL GRO-4: Develop a safe and efficient multi-modal transportation system, balancing the needs of all users.

GOAL GRO-5: Use Ridgway's parking resources efficiently.

PLANNING COMMISSION
MINUTES OF THE REGULAR MEETING
SEPTEMBER 25, 2018

CALL TO ORDER

The Chairperson called the meeting to order with Commissioners Emilson, Falk, Councilor Hunter, Mayor Clark and Chairperson Canright in attendance. Commissioners Liske and Nelson were absent.

PUBLIC HEARINGS

1. Application for Deviation to Single Family Home Design Standards; Location: Parkside Subdivision, Lot 18; Address: TBD North Laura Street; Zone: Low Density Residential; Applicant: Jack Pettruccelli; Owners: Alpine Creek Homes, LLC.

Staff Report dated September 25, 2018 presenting background, analysis and staff recommendation prepared by the Town Planner.

Town Planner Shay Coburn presented a deviation for a reduced footprint for a new home in the Parkside Subdivision. She explained the footprint is 1 ft. smaller than required and the intent of the municipal code is to prevent small narrow homes and to protect property values of the surrounding residences. Ms. Coburn noted the proposed structure has compensating features that meet the intent and objectives of the code, and is compatible with the residences in the subdivision. She recommended approval of the request.

The Chairperson opened the hearing for public comment.

Tom McKenney said he is favor of this home and that the single family home design standards should be reviewed so that smaller homes do not have to go through a deviation process. The Commission informed Mr. McKenney that this is being reviewed and will be finalized after the Master Plan process.

The Chairperson closed the hearing for public comment.

ACTION:

Councilor Hunter moved to approve the Deviation to Single Family Home Design Standards for a foot print less than 21 ft. by 24 ft. based on the site plans and elevations submitted with the application. Commissioner Emilson seconded the motion, and it carried unanimously.

2. Application for Preliminary Plat Review; Location: Ridgway USA Subdivision, Lots 30-34; Address: TBD Redcliff Drive; Zone: General Commercial; Applicant: Vista Park Development, LLC; Owners Ridgway Land Company, LLP.

Staff Report dated September 25, 2018 presenting background, analysis and staff recommendation prepared by the Town Planner.

Planner Coburn presented an application for preliminary plat review for Vista Park Commons. She outlined a series of discussions with the applicants beginning in October 2016 concluding with the most recent hearing in July 2018, which was continued and noted some of the deficiencies are still outstanding with the recent submittal. Ms. Coburn reviewed only the key deficiencies with the Commission.

The Town Planner explained 25 residential units were originally proposed and that has been reduced by two units to provide more room for the retention pond area and to prevent the area from encroaching into the Town right of way. However, the capacity of the new retention pond location is not known and the stormwater calculations need to be updated. Planner Coburn also noted that adequate engineer stamped construction plans have not been submitted and that a contractor would have a hard time building this to plan, while Town staff would have a hard time inspecting and approving the work. She commented that the irrigation water is intended for all of the common areas in the Ridgway USA Subdivision and the irrigation plan does not clearly indicate how each property owner will access this non-potable water.

Ms. Coburn said staff sent standard language to the applicants to use for consistency and in the administration of deed restricted units for Plat Note 5. The language was significantly modified by the applicants to change the intent of the deed restrictions and the Planning Commission should carefully review the changes. The applicants are proposing that the deed restricted units are reduce by one unit because of the retention pond modification. This reduction in deed restricted units must be approved by the Commission.

Town Planner Coburn recommended the hearing be continued because more time is needed for the applicant to address all comments, edits and questions listed in the Staff Report dated September 25 before returning to the Planning Commission.

Doug MacFarlane, architect for the development said he agreed that the hearing should be continued and that many of the deficiencies can be worked out with staff. He clarified that the irrigation connections for each unit are drawn on the plans but not labeled. Mr. MacFarlane said the Town Engineer did not require updated calculations for the retention pond and will seek further clarification with her. He commented that it is very difficult to reconcile the subdivision regulations with the planned unit development process and suggested "milestone meetings" with staff to streamline the process as opposed to only monthly meetings with the Planning Commission. MacFarlane also noted there are no cost incentives for developers to construct affordable houses especially with tap fees and that efficiency units with one bathroom should not have to pay the same fee as one or two bedroom homes. Mr. Macfarlane said the units in the development already have a built-in component to keep the price down; an appraised per square foot price, and the small size of the units will keep the price low, essentially making the subdivision affordable by nature.

Joe Nelson, co-applicant for the development said the original vision for the project was to construct all affordable units but feels the process has "cross purposes" that are not achieving the original intention. Mr. Nelson said tap fees should be reduced based on smaller square footage in fairness to the developer.

Guthrie Castle, co-applicant for the development said the 2009 Affordable Housing Action Plan says that developer incentives for affordable housing should include expedited development, expedited building permit review, flexible development and design standards and staff has no protocol in place to accommodate that incentive. He said the deed restricted units are not a good

marketing plan for the project and would like to see the restrictions removed if the units do not sell within a reasonable time after all the other units have sold. Mr. Castle also commented that the process should include frequent communication with staff.

The Chairperson opened the hearing for public comment.

Jack Young suggested taps fees should be based on the number of fixture units in each unit.

Andrea Zokolowski, Ouray County Housing Advisory Committee Member at Large said the county has a shortage of approximately 260 housing units for the workforce and was curious as to why the Town would not allow the developer to maintain the retention ponds in the right of way so that two residential units would not be lost.

Roy Clingan said he wants assurance there will be enough water for three hundred additional people in Ridgway and asked if a plan exists to increase the water supply. The Planning Commission shared with him that the Town is currently working on an upgraded water management plan, the reservoir storage was expanded two years ago, and water issues are planned to be addressed in the current Master Plan process.

The Chairperson closed the hearing for public comment.

The Commission discussed the application with Staff and the applicants. They clarified that deed restrictions are the only way to guarantee affordability long term, and in perpetuity because the market will always dictate prices regardless of the unit size, especially in 10-20 years. They also commented on the challenges of allowing development on town property, and agreed that the permit process could be streamlined. After discussing the use of the large pond in Ridgway USA for stormwater management, the Planning Commission agreed that it could be used by the development only if the applicant can prove that the intent of the pond from the original development was to also accommodate stormwater from these five lots. The Commission agreed that two deed restricted units would be sufficient to include in the development rather than three.

ACTION:

Mayor Clark moved to continue the Application for Preliminary Plat for Vista Park Commons; Location: Ridgway USA Subdivision, Lots 30-34; Address: TBD Redcliff Drive. Commissioner Emilson seconded the motion, and it carried unanimously.

OTHER BUSINESS

3. Update on the Master Plan Process

Planner Coburn said 664 people participated in the online survey, and provided an update on the agenda for the community event on September 27.

4. Informal Discussion-Riversage Phase 2

Letter date September 18, 2018 from the Riversage Homeowners Association.

Rick Weaver, Developer for the Riversage Subdivision presented a rendition for proposed changes to Phase 2 of the subdivision development. Mr. Weaver proposed eliminating Phase 3

so that Lots 17-20 would not be developed. The lots, collectively consisting of approximately 20 acres, would then be donated to the Town to be incorporated into the existing Dennis Weaver Memorial Park in perpetuity. Lots 15 and 16 which were originally platted as part of Phase 3 would be moved to the Phase 2 area and the road design would be modified to accommodate the re-plat. Creation of a pedestrian bridge was part of the original development and Mr. Weaver requested to not provide this bridge with the re-plat of the subdivision. Mr. Weaver was open to ideas to make a safe pedestrian area on the existing bridge.

The Planning Commission was in favor of the land dedication and parcel reconfiguration and agreed more consideration is needed regarding the expansion or elimination of the pedestrian bridge before a decision can be made.

SPEAKING FROM THE AUDIENCE:

Kelvin McKinley, subdivision resident spoke in favor of the proposed changes because he is concerned about possible visual impact resulting from further developing the subdivision and commented that the existing bridge can accommodate two cars at one time.

APPROVAL OF THE MINUTES

5. Approval of the Minutes from the Meeting of August 28, 2018

ACTION:

Councilor Hunter mover to approve the Minutes from August 28, 2018. Mayor Clark seconded the motion and it carried unanimously.

ADJOURNMENT

The meeting adjourned at 7:45 p.m.

Respectfully submitted,

Karen Christian
Deputy Clerk