

AGENDA ITEM #12

NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that the Ridgway Town Council will hold a **PUBLIC HEARING** at the Town Hall Community Center, 201 N. Railroad Street, Ridgway, Colorado, on Wednesday, August 14th, 2019 at 5:30 p.m., to receive and consider all evidence and reports relative to the application described below:

Application for: Preliminary Plat

Location: Ridgway USA Subdivision, Lots 30-34

Address: TBD Redcliff Drive


Zoned: General Commercial (GC)

Applicant: Vista Park Development LLC

Property Owner: Ridgway Land Company

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: August 2, 2019

Shay Coburn, Town Planner

STAFF REPORT

Subject: Preliminary Plat Submittal
Legal: Ridgway Land Company Subdivision Lots 30-34
Address: TBD Redcliff Drive
Parcel #s: 430516402012, 430516402011, 430516402010, 430516402009, 430516402008
Zone: General Commercial
Applicant: Vista Park Development. LLC c/o F. Guthrie Castle
Owners: Ridgway Land Co. c/o Robert Hunter
Initiated By: Shay Coburn, Planner
Date: August 9, 2019

BACKGROUND

Applicant seeks preliminary plat review of a proposed subdivision, Vista Park Commons. This development is proposed to be located the east side of Highway 550 in the Ridgway Land Company Subdivision. The property is accessed from Hunter parkway along Redcliff Drive. The development will span five existing vacant lots encompassing approximately 2.4 acres or 106,471 square feet.

The proposed development plan includes 23 residential units/lots in 21 buildings which are mostly stand-alone single-family units with 2 duplex buildings. It also includes shared parking, storage, open spaces and a community building. This property is zoned General Commercial.



The applicant had an informal discussion with the Planning Commission in October of 2016, then two sketch plan reviews with the Planning Commission, first on January 3, 2017 then again on August 25, 2017. The applicant had a preliminary plat hearing with the Planning Commission July 31, 2018 where the Commission continued the hearing until all deficiencies noted in the staff report were addressed. The Applicant then returned to the Commission on September 25, 2018 to address some of the deficiencies and to get direction in a few key areas, the hearing was continued. The Applicant returned to the Planning Commission on June 25, 2019 where the preliminary plat application was recommended for approval to the Town Council with all of the conditions in the staff report to be completed before having a hearing with Council. While not all of the conditions were addressed, the remaining items are mostly engineering details.

Present with this submittal are the following documents:

1. Planning & Zoning hearing application
2. Preliminary plat map (*revised after June PC meeting*)

Only pertinent and new/updated documents are included in this packet. To find the documents not included in this packet, see the Planning Commission packet from 6.25.19

3. Plans including: Site, grading, utilities and civil plans, landscaping, phasing (*revised after June PC meeting*)
4. Articles of Organization
5. By-laws of Vista Park Commons HOA
6. Declaration of Covenants, Conditions and Restrictions for Vista Park Commons
7. Mineral rights certification
8. Geotechnical Engineering Study
9. Geologic Hazards and Preliminary Geotechnical Engineering Study
10. Hydrant location and flow test
11. Water and sewer flow calculations
12. Storm water calculations
13. Irrigation ditch improvement plan (*new*)
14. Architectural plan sets
15. Email from Army Corps regarding relocating the Moody Ditch
16. Issued CDOT Access Permit
17. Utility provider letters
18. Gravelpave² information (*new*)
19. Mail box type and location information (*new*)
20. Infrastructure costs and SIA items (*new*)

This public hearing has been noticed and the property posted.

CODE REQUIREMENTS AND ANALYSIS

RMC 7-4-5(B) Preliminary Plat

(1) – (4) Submittal Requirements

Substantially conforming.

(5) The preliminary plat shall contain at a minimum the following:

(a) The name of the subdivision, date of the preparation of the map, name and address of the engineer or surveyor preparing the plat, and total area of the subdivision.

Substantially complete

(b) The scale used and direction of true north.

Substantially conforming.

(c) The location and dimensions of all existing and proposed streets, alleys and easements, street lights, street signs and other improvements.

- The easements and dedication language on the plat need to be cleaned up. These easements should also be reflected the same on the civil plans. Some things that need to be looked at include:
 - The “Dedicated Utility and Drainage Easement” between lots 15 and 16 does not seem to be dedicated to the Town and there is a sewer main going through that easement area.
 - The “Dedicated Utility and Drainage Easement” north of lot 21 is to access a sewer main running between lots 21 and 21. Not sure that it is properly dedicated to the town.
 - What is 4(ii) “Service and Utility Easements”? I do not see that on the map.

- The drainage easement behind lot 20 on page C-1 is not on the plat map. The utility and drainage easement north of lot 21 and between lots 21 and 22 on the plat are not on page C-1.

(d) The location of water courses, including lakes, swamps, ditches, flood prone areas; the location of existing utility lines, pipes, poles, towers, culverts, drains, and drainage ways.

Need dimensions, bearings, distances, etc. for the relocated ditch on pages 3 and 4 of the plat map. Also ensure it matches the civil plans.

(e) The location, size and dimension of all lots and blocks, and the location of properties and easements to be reserved for particular uses or to be dedicated to the Town.

- Need to fix the rear setback on lot 23 to match between the plat map and the civil set.
- Development team needs to either call out where separation will be needed between utilities or at least enhance the note on U-1 to include specific separation requirements.

(f) Five foot elevation contours at a minimum.

Received.

(g) Any building setback lines, height restrictions, or other building or use restrictions.

Need to delete the setback lines that continue beyond where needed on lots 18-21.

(h) A vicinity sketch map.

Received.

(i) An indication of the total area of streets and alleys, area of lots and area of any property dedicated to public or other uses.

No property is proposed to be dedicated to the Town other than the easements for utilities.

(6) Accompanying the preliminary plat or included upon it shall be plans, drawings or information for the following:

(a) Plans for any proposed sanitary sewer system showing location, grade, pipe sizes and invert elevations.

- The Applicant is proposing a new sanitary sewer main that will loop around the east side of the property. This will be dedicated to the Town.
- Applicant will need to work with Town Public Works staff to identify where the sewer tap is that will be used for the common house. The coordinates for this line need to be added to the plans.

(b) Plans for the water system and fire protection system showing locations, pipe sizes, valves, storage tanks and fire hydrants.

- Central walkway and utility easement area – The Town and other utility providers will need to get heavy equipment in this area to maintain utilities.
 - The walkway is labeled as 5' concrete, what is the remainder of the area made of? If a utility provider drives in these areas to do maintenance, will the grass have depressions from the tires? If so, is there a plat note to address that repairs are the HOA's responsibility, not the utility providers?
 - The slopes on the walkway need to be corrected.
- Please delete gate valve by lot 10 and add 3 to the tee for the new hydrant to facilitate flushing.

- Please add a note to Sheet U-1 that says the coordinates are on U-1.4 and 1.5. It would be helpful for U-1.4 and 1.5 to be in color for final documents to town and the contractor.
- The utilities near lots 17 and 18 are very tight and will be difficult to navigate when maintenance is needed. Has the applicant considered switching this duplex on lots 17 and 18 with a single unit? This could solve the phasing issue with the affordable unit discussed below as well.

(c) Plans for the storm drainage system showing location, pipe sizes, drains, surface drainage ways and discharge points.

- Stormwater Management – The following needs to be addressed:
 - Need adequate information to layout the pond.
 - Need the calculations used to determine the volume of the pond to be constructed and the inflow and outflow rates.
 - Need sizing and calculations that demonstrate the correct flows will be detained. Are there multiple orifices? What size, elevation, entry conditions? What is designed to come out of each with how much head? Etc. Please clarify the note on sheet C-1 about the 4" outlet control.
 - Revised calculations that:
 - Assume no detention in the Moody Ditch
 - Show the amount of paved surface that will drain to the inlet on Redcliff. (The area looks to be 14,840 using 28' wide by 530' long).
 - The volume of the Moody Ditch in the calculations is a 3 ft x 1 ft rectangle. That is not consistent with shape shown in the cross sections. Please clarify taking into account what the contractor can build, how the liner needs to be installed and what the shape will look like after water runs through it.
 - Provide a profile including information of the road structure along the access easement for the spillway area. The concerns include that drip to the spillway not be too steep for equipment and that water running through the spillway not erode or otherwise damage the road.
 - What are the typical and peak flow in the Moody Ditch? For peak flow I would assume it's the amount the Ditch is allowed to divert or higher since when there is no call to some extent there is no limit on what can be diverted. Ditch diversion records might be a source of this information.
 - The inlet needs to be 4' x 4' outside dimension box.
 - As submitted, there does look to be room for the 12" pipe in the inlet box. Please provide a detail for that.
 - Please clarify 12" pipe material. I am not seeing that it is available in schedule 40.
 - Please provide a profile (or frequent spot elevations including critical points) for the Moody ditch from the outfall of the VPC pond to the irrigation pond. I am not seeing the need to lower the culvert under Redcliff, but more information should explain whether or not that is needed.
 - Please provide a detail for the EPDM installation that addressed the bedding and anchoring. Also address how the ditch can be cleaned with liner installed.
 - Please provide curve information to layout the ditch between the spot elevations.
- Sewer easement area –
 - Please provide the depth of cover proposed for the 4" pipes through the sewer easement. Spot elevations can be provided for each lot. Concerns include depth of cover for the pipe and whether the pipes will daylight above the normal high flows in the ditch.

- Please provide the pipe material type and bedding proposed for the 4" pipes. The concern is that heavy equipment not crush the pipes.
- The detail for the retaining wall shows the swale between the lots draining into the screen rock behind the wall. Please explain whether that as the screen rock silts in it will adversely impact the retaining wall.
- The developer should confirm that the height the retaining wall does not exceed the three tiers referenced on the plans.
- What is the foundation for the retaining wall? How is the wall restrained? What drains the moisture that accumulates behind the wall away from the drain swales?
- The topo lines on the north side of the ditch show an 80 contour at the edge of the access road and a flow line of +/- 75. Scaling the length this works out to be steeper than 1:1 against the edge of the road. That is extreme steep for slope against a road raising erosion and safety concerns. We thought we had agreed that slope would not be steeper than 4:1.
- There are discrepancies between the S and C sheets for the road structure for the easement. When staff met with the development team, it was decided that the plans would call for 12" of Class 2, but that Town staff would check the subbase material and if it is pit run material the Town would allow the 12 to be reduced to 6" of Class 2. Please be sure all the plan locations that shown the sewer easement structure reflect that. In reviewing the parking lot structure, Town staff is wondering if the grasspave material and structure would be a good solution for the sewer easement.
- The cross slope for the sewer easement says 2% (5% maximum). Please clarify how the contractor know what to building where trying to keep the slope as close to 3% as possible.
- Need to verify location of water line in Redcliff Drive near the greenbelt to ensure the ditch relocation can work okay.
- The development team said they would add a drain box to the south side of the south bulbout in the parking area to facilitate draining but staff is not finding it on the plans.

(d) Plans for proposed streets, alleys, sidewalks, curbs and gutters, lighting, bikepaths and walkways showing the grade and cross section, and plans for any other proposed public improvements. (Ord 12-2008)

- No public streets are proposed.
- Planning Commission recommends that the 5.5' to 6' sidewalks be approved. While our standards require 8' minimum width in the General Commercial district and 5' for residential districts. This is a residential development so the 5.5'-6' width seemed adequate to the Commission.
- Add a note to the plans that the detectable warnings are cast-iron. Please provide spot elevations on the corners of the ADA ramps that show that the ADA slope will not be exceeded.
- Along Redcliff Drive right-of-way, the slopes for the asphalt to face of gutter are not accurate for how it can be built. The curb and gutter should be built first so the asphalt can be built accordingly matching the face of the gutter and the existing asphalt.
- Need elevations on all corners of the valley pans and at the grade break for the sidewalk. Please delete the sidewalk portion of the typical drawing on sheet C-1 and just call out the sidewalk as 6" thick with fiber mesh.
- More information is needed to layout and build this project. For example, there are still a lot of places with coordinate and no elevations and vice versa.
- Need dimensions to define curves along the parking area and the Redcliff Drive right-of-way.

(e) *The subdivider shall send a notice, at least 30 days prior to the Planning Commission's hearing or consideration, to mineral estate owners, by certified mail, return receipt requested, or a nationally recognized overnight courier, in accordance with the requirements of CRS 24-65.5-103(1). A copy of the notice shall be given to the Town along with the subdividers certification of compliance with said notification requirements. Provided this notice is not required if notice was previously sent and such certification previously provided with respect to the same surface development, or the application is only for platting an additional single lot, unless a mineral estate owner has requested notice pursuant to CRS 24-6-402(7). (Ord 4-2009)*

Substantially met.

(f) *Any proposed covenants, condominium declaration or articles of incorporation and by-laws for any homeowners' association, or contracts for maintenance of improvements.*

- The declarations will need a final review by the Town Attorney.
- The Applicant agreed to do a maintenance agreement with RUSA for the sewer easement area and the ditch. Applicant is still working on this. Will want to cross reference on plat and record with final plat.

(g) *A soils report prepared by a geologist or licensed qualified engineer which addresses building foundation design requirements shall be submitted where geologic hazards and considerations dictate the need for such analysis.*

- How will the required ADA aisles in the parking area be marked? How will all parking spaces be marked? Need to add note on section that aggregate subbase needs to be compacted to 95% standard proctor. Has to be stapled properly and filled properly.

(h) *Written approval or access permit from the State Department of Highways for any access to highways under its jurisdiction, directly from any lot and for any new street serving the subdivision which intersects with a State highway.*

Town Staff worked with the applicant to submit for Access Permit. The permit was received from CODT with a notice to proceed and no additional improvements were necessary.

(i) *Estimated water consumption and sewage generation.*

Substantially complete.

(j) *Description of any geologic hazards.*

Substantially complete.

(k) *Landscape plans and, as appropriate, irrigation plans. (Ord 12-2008)*

Is the irrigation line already to the property or the greenbelt? If not, how will it get there? Note that the applicant mentioned to staff that they would like to install their own pump from the pond to run their irrigation system. Staff has not seen any plans for this and believes that these details will need to be worked through with the RUSA to install the pump and ensure there are proper easements for lines.

(l) *A list of proposed uses for each lot consistent with Town Zoning Regulations. (Ord 12-2008)*

See Zoning Regulations section below as the applicant is requesting a Conditional Use Permit for the residential uses in the General Commercial district.

(7) *Repealed by Ord 4-2009*

(8) The Planning Commission may approve, conditionally approve or disapprove the preliminary plat. It may continue its consideration of the plat to another meeting when additional time is needed, or to allow the subdivider time to revise or supplement the plan to bring it into compliance with these regulations or proposed conditions of approval. The reason for continuance, disapproval, or any conditions of approval, shall be included in the minutes of the Planning Commission's proceedings and provided to the subdivider in writing upon request. Consideration of the matter may also be continued upon the subdividers request. The plat may be disapproved if it or the proposed improvements and required submittals are inadequate or do not comply with the requirements of these Regulations. (Ord 12-2008)

(9) The Planning Commission's decision shall be submitted to the Town Council as a recommendation along with the plat for review at its next regular meeting. The Town Council shall issue its decision approving, conditionally approving or disapproving the plat, based upon compliance with the provisions of these regulations. The Town Council may continue its consideration of the preliminary plat until such time as proposed conditions for approval, are met by the subdivider. (Ord 12-2008)

(10) Except as otherwise expressly provided by the Town Council, all conditions of approval shall be met within 90 days of such approval or the plat shall be deemed disapproved.

RMC 7-4-6 Required Improvements

There are a number of improvements that are required with subdivision in this section. Staff is highlighting only a portion of these requirements here:

(A)(5) Electricity, telephone and CATV.

- The letters from the utility providers approving the plans are from the first few months of this year. If the layout for gas and electric have changed since these letters were provided, it is important that the utility providers review and approve the most recent utility layouts.
- Need to ensure that there is enough room around the pull boxes for maintenance. For example, can a backhoe get to the box and/or the utilities surrounding to do maintenance? At least 2' of separation from other utilities is needed. Add note to plans that the pull boxes are flush with the ground and HS 20 traffic rated.
- The electrical lines for the bollards should be shown on page U-1 to understand any potential conflicts. The Applicant should confirm that there are no conflicts with other utilities (i.e., a bollard on top of a water main)

(A)(6) Streets within and adjacent to the subdivision as necessary to provide access to each lot. Existing streets maintained by the Town for public use shall be improved by the subdivider to the extent necessary to provide access to abutting lots and to provide proper drainage, grade and sidewalk grade. Streets shall be paved in circumstances where required by Town street specifications. Streets shall be dedicated to the Town.

This development team is proposing to pave the area between the existing pavement and their property line along the Redcliff Drive right-of-way. They are also proposing a sidewalk.

(B) Subdivision Improvements Agreement (SIA)

In part, this section reads as follows in Sections (1) and (2):

(1) No final plat shall be approved or recorded until the subdivider has properly completed, and the Town has approved, the street base, lights and traffic control devices, and water, sewer, electricity, gas, telephone, and drainage system as adequate to serve each lot, and has submitted, and the Town Council has approved, a Subdivision Improvements Agreement guaranteeing construction of all other required improvements and as-builts therefore, which have not previously been completed and approved by the Town. The Subdivision Improvements Agreement shall list the improvements to be made and as builts required, estimated costs, and completion dates.

Applicant should note this requirement.

(2) All improvements shall be completed and accepted within 2 years following approval of the final plat by the Town, unless a longer interval is provided for in the Subdivision Improvements Agreement.

The Applicants submitted a draft budget with items marked for an SIA today. Town staff has not yet reviewed this document but will be sure that what is being proposed is allowed by the RMC. SIAs do not happen until final plat.

RMC 7-4-7 Design Standards

There are a number of standards required in this section. Staff is highlighting only a portion of these Standards here as most of them have been addressed elsewhere in this report:

RMC 7-4-7(J) Plat Notes: This section addresses plat notes required by the Town.

- Note 10 – seems like this note should be for all drainage easements, not just the non-public ones.

RMC 7-3-11 Planned Unit Developments

This section provides flexibility with respect to dimensional requirements, allows for increased density, and clustered residential developments.

Per RMC §7-3-11(D) below, the development may deviate from the required dimensional standards as part of a PUD.

(D) Dimensional Requirements and Densities:

- (1) The dimensional requirements, which would otherwise be required by Town Zoning Regulations, or other Town regulations for the district affected, may be deviated from in accordance with the Plan as approved, if the Town determines that such deviations will promote the public health, safety and welfare. (Ord 3-2008)*
- (2) The number of units allowed in a residential PUD shall be generally the same as would have been allowed without clustering, taking into account minimum lot sizes and areas which would have to be dedicated for streets and other public uses, if the property had been developed or subdivided without clustering. Provided, however, the Town may allow additional residential units if it determines that by so doing, significant public benefits will be provided which might not otherwise be available, such as significant affordable housing, public open space, public recreational amenities or off site public infrastructure improvements. (Ord 3-2008)*

The following is a list of conditional uses, variances and deviations requested with this preliminary plat:

1. Use: requesting conditional use for single-family and duplex residential uses in the GC district.

2. Lot width: 30' min. required in GC. Requesting variance for about six lots that are less than 30' wide. This is difficult to measure as it cannot be measured per public street frontage as our code describes.
3. Lot size: requesting variance to minimum lot size of 5,000 sq. ft. - lots range from 1,484 to 3,181 sq. ft. Counting all common space the density is one unit per 4,621 square feet.
4. Lot coverage: 50% max. No requests, it appears to be about 18-38% for individual lots.
5. Setbacks:
 - o Front setbacks 15' min. They range from 1' to 12' with most at 7'. Requesting a variance for almost all lots.
 - o Side setbacks are fairly consistent at about 4.5' with a few as little as 0' for the duplex units, to 1' and up to as large as 10'. The minimum is 8', requesting a variance for nearly all lots.
 - o Rear setbacks are generally about 10'. The minimum is 8'. Requesting a variance for units 21, 22 and 23 to have reduced rear setbacks (as small as 4').
6. Parking: This development is required to provide 40 spaces based on the requirements of the code, six units require only 1 space. They are providing 44 spaces inclusive of 4 ADA compliant spaces. 20 "visitor" or on-street spaces will be provided in the public right-of-way and more could be accommodated if the Planning Commission feels they are necessary.
7. Single-family home design standards:
 - o Minimum width: unit B-2 does not fully enclose a 21' by 24' rectangle as required. The Applicant is requesting a deviation for the two B-2 units.
 - o Roof pitch: requesting a deviation for the roof pitch of the storage unit buildings to be 2:12 rather than the required 3:12. The design of these units must also be deemed by the Planning Commission to be of the same architectural style and of similar or compatible materials. If not, another deviation request will need to be included here.
 - o Landscaping: It appears as if all lots are close to the 50% min. required live vegetation in the front and street side yards. It is difficult to measure as there are curvy lines and no measurements. Lot 23 may be the only one not compliant with that standard.

Per previous hearings with the Commission, the Commission negotiated for two affordable housing deed restricted units due to an increase in density. The proposal is to build one of the units in the first phase and the phase for the 2nd unit is unclear. The Plat note that the Town sent the Applicant requested that the 2nd unit be built in the 2nd phase. The plat note was updated to reflect this change but the phasing plan still reflects that the 2nd unit will be built as part of phase 3. This needs to be clarified. Switching the duplex on lot 17 and 18 with another single unit as discussed above could help solve this problem.

Commercial Design Guidelines

In the General Commercial district, parking areas larger than 20 spaces are required to incorporate mitigation and site planning techniques from the commercial design guidelines. Here is a quick summary of those guidelines:

- Parking should be sited to the rear or sides of buildings to provide least visual impact. This standard will NOT be met.
- Trees should be incorporated for shading. This standard will not really be met as there are not many trees within the parking area, just a few on edges.
- Must use landscaped/grass catchment area to manage, control and filter parking lot drainage - retention areas are included in the NW side of the property.
- Includes a bike parking area near common building.

The submitted architectural plans for all of the units, common building and storage areas will be recorded as part of this PUD approval.

The development team has confirmed that the trash area will be screened on page S-1.

Misc. Comments and Edits

Small edits to be completed:

- There are still some discrepancies between the manhole coordinates, the distance between manholes, and the slopes between manholes. On the P4 line, it looks like the distance and slope are reversed between P4A and P4B. When this is corrected the slope will be less than 0.5% so the slope should be increased to 0.5%. Between P4B and P4C, it looks like the designer copied the previous texted and did not change the content. It should be 61.51' and the slope will change to adjust for the previous item. Between P4C and P4D there looks to be an error in the math between the coordinates and the line distance. We calculate 289.49' @0.525% slope. When the slope in the first leg is corrected the rest of the invert elevations and/or slopes will need to be adjusted. On the PA1 between PA1B and PA1C we calculate a slope of 0.523% and between PA1C and PA1D the coordinate distance comes out 121.25 not 122.25'.
- Confirm that this proposed development is in compliance with Ridgway Land Co. and Ridgway USA covenants. Town has not yet checked this. Applicant stated that the Decs were drafted having studied the Master Plat and Master Dec, and the Dec was drafted to be in compliance with the same.
- Applicant has worked out a plan with the USPS regarding type and location of mail boxes. This plan has not yet been reflected on the site plans and will need to be. Where the bus stop is located, the slope is roughly 6%; while the Applicant has confirmed that the bus stop location will not be used at this time, it may be good for the applicant to check with the school to be sure that could work. We also discussed adding a "No Parking" sign in the bus stop location to be sure it remains open. This is not on the plans.
- Applicant said the common areas will all be ADA compliant but not every unit. This is their liability.
- Plat page 1:
 - Note 5d, 3rd line has a typo – "lease" should be "least".
 - Note 5e needs a period at the end.
 - Note 5g, last line – "it" should be "if".
 - Note 6 October 10th should be changed to October 9th.
 - Note 11 appears to have been cut off, please complete it.
- Page 4 of the plat- delete extra word under drainage easement the key.
- Regarding the Redcliff Drive ROW
 - On the curb and gutter typical drawing, please clarify what slope and width of the gutter is proposed.
 - The slopes for the new asphalt between the gutter and existing pavement do not reflect that the gutter has a fixed slope. There are also errors in the slope calculations listed. Rather than continue to correct these, we recommend that the Contractor construct the gutter to grade and then use a uniform grade between the existing edge of asphalt to the lip of gutter as described above.
 - Please provide curve information for flow line so that the curb and gutter can be correctly laid out.

- Please add coordinate and curve information to layout the parking area horseshoe (curves), the trash areas, mailbox, bulbouts.
- Please add a note on sheet C-1.1 that the compaction of the class 2 gravelpave needs to be to 95% modified proctor and a note the gravelpave needs to be installed in strict accordance with manufacturer recommendations.

STAFF RECOMMENDATION

Based on the 2019 Master Plan and recent community conversations, this development seems to be well suited for the community given the need for more housing options and ones at lower price.

Given the complexity and density of this project, it is extremely important to discuss the details of this plan and be sure that all details are worked out before this preliminary plat is approved and construction starts. Staff recommends approval with the condition that all items in this staff report are addressed. Per RMC 7-4-5(B)(10) all conditions of approval shall be met within 90 days of such approval or the plat shall be deemed disapproved.

This is a significant development review for which a number of modifications and decisions are needed. While we have done our best to insure a complete and accurate report, this is complex and there may be some omissions or oversights here that will need addressed in the final review.



Property posted from Redcliff Drive, looking northeast



Property posted from Redcliff Drive, looking southeast

Vista Park Commons - P.U.D.

Replat of Lots 30-34, Ridgway Land Company Subdivision

Located in the South 1/2 of the North 1/2, Section 16, Township 45 North, Range 8 West, NMPM, Town of Ridgway, County of Ouray, State of Colorado

Certificate of Creation of Community, Dedication, and Ownership:

Vista Park Development, LLC, a Colorado limited liability company ("Owner") does certify the following:

1. The Owner is the current fee simple owner of certain real property in the Town of Ridgway, County of Ouray and State of Colorado, situated in Section 16, Township 45, Range 8, containing 2.443 acres more or less, and being more particularly described as follows:

Lots 30-34 of the Final Plat Ridgway Land Company Subdivision, according to the recorded plat filed October 9, 1990 at Reception No 147701, Town of Ridgway, County of Ouray, State of Colorado.

This real property, together with the rights, duties and obligation under these certain easements which benefit and burden the Property and further together with all the improvements, consisting of building and other structures on the real property are collectively referred to on this Plat as the "Property". The Owner has by these presents laid out, re-platted and subdivided the Property into 23 new lots, Common Elements, and Limited Common Elements, all as shown on this Plat.

2. This is the same Property and the same Plat that is defined, described and referred to in the Declaration of Covenants, Conditions, and Restrictions for Vista Park Commons, a Planned Common Interest Community (the "Declaration"), which was recorded in the office of the Ouray County Clerk and Recorder, State of Colorado on _____, 2019 at Reception No. _____.

3. Owner, as Declarant and as the fee simple title owner of the Property, does hereby submit governance of the Property and the Community to the (i) Declaration, (ii) the Colorado Common Interest Ownership Act, as set forth in Colorado Revised Statutes §§38-33.3-101 et. seq., and (iii) the Colorado Revised Nonprofit Corporation Act, as set forth in Colorado Revised Statutes §§7-121101 et. seq.

4. Owner does hereby dedicate, grant and convey to the Town of Ridgway, State of Colorado, the following easements as indicated on this Plat and as further described in the Declaration:

(i) Utility easements for Town utilities and public utilities, including, but not limited to water, sewer, storm water, electrical, telephone, gas, CATV lines, and fiber optic lines, together with perpetual blanket right of ingress and egress from and over anywhere on the Property for installation, maintenance and replacement of such lines;

(ii) Service and Utility Easements.

5. Owner reserves or conveys private easements for the Unit Owners in the Common Elements (General and Limited) as Indicated on this Plat and as further described in the Declaration, including but not limited to Drainage Easements for storm drainage features and facilities.

Owner reserves or conveys private easements for the Association in the Common Elements (General and Limited) in the Property as a whole as described in the Declaration.

6. Owner does hereby dedicate, grant and convey to the Town of Ridgway, State of Colorado, the new water main and the new sewer main, including, but not limited to, the valves, manholes, appurtenances, etc.

Executed this _____ day of _____, A.D. 2019.

Vista Park Development, LLC

by _____
F. Guthrie Castle, Jr.
Managing Member

STATE OF COLORADO)
) ss.
COUNTY OF Ouray)

The foregoing Certificate of Ownership and Dedication was acknowledged before me this _____ day of _____, A.D. 2019, by F. Guthrie Castle, Jr., as Managing Member of Vista Park Development, LLC.

Witness my hand and official seal.

My Commission expires _____ Notary Public _____

Notes:

1. This subdivision will be governed by Vista Park Commons HOA as set forth in the Declaration recorded at Reception No. _____ on _____ at the Ouray County Clerk and Recorder, and the Lots/Units are subject to assessments by the HOA, including, but not limited to, a Transfer Assessment as a fee for the transfer of a Lot/Unit to a new owner(s) assessable as a closing cost at the time of the transfer in the amount of one percent (1%) of the sale price of the Lot/Unit.

2. The Limited Common Element areas designated hereon are for parking or for storage, as described or shown on this plat.

3. The maximum number of dwelling units allowed is 23 for which the applicable excise tax has been paid.

4. Short-term rentals, as defined in the Town regulations, are prohibited in all Units.

5. Deed Restricted Units.

a. The Owner has agreed to provide deed restricted housing in connection with the development of this project. The Owner hereby restricts Lots 8 and 18 (hereinafter the "Deed Restricted Property"), which are deed restricted in accordance with the terms of this Plat Note 5, and shall run with the land for a period of 50 years, with a first right of refusal for the Town, or a nonprofit or private developer to purchase the property before they are sold on the open market. The Town is granted and conveyed the right to enforce compliance with these restrictions applicable to the Deed Restricted Properties.

b. Any instrument of conveyance shall clearly indicate that the property is deed restricted and reference this plat map and applicable plat notes, as amended from time to time, and shall be in a form approved by the Town.

c. On the day of application, the prospective owner(s) of a Deed Restricted Property shall maintain their sole residence and abode in Ouray County, Colorado, or provide written intent of their desire and intent to do so within 30 days of purchasing the unit. Proof of this must be presented to the Town in advance of any transfer of a Deed Restricted Property, including the original property transfer and all subsequent resale and transfer of property.

d. At the time of purchase, including the original property transfer and all subsequent resale and transfer of property, at least one person in the household shall earn the majority (more than 51 percent) of their income in Ouray County or from an employer based in Ouray County. This includes at least one person in the household that is retired but previously earned the majority of their income in Ouray County or from an employer based in Ouray County. Proof of this must be presented to the Town in advance of any transfer of the property. Proof shall include written documentation verifying employment within Ouray County.

e. At the time of purchase, including the original property transfer and all subsequent resale and transfer of property, the household income will be 80% or less of the Area Median Income (AMI) as determined by the United States Department of Housing and Urban Development (HUD) for Ouray County, as adjusted annually. Proof of this, must be presented to the Town in advance of any transfer of property. Proof shall include written documentation, such as income tax return, verifying annual income for the prior year. HUD income limits are derived from the most recent data provided by HUD regarding Area Median Income Levels (AMI) for Ouray County

f. Any Applicant who currently owns a residence in Ridgway or Ouray County does not qualify to purchase one of these Deed Restricted Properties.

g. There shall be an initial maximum sales price on every Deed Restricted Property in which a unit is built by Owner or another developer. The initial maximum sales price of a housing unit on the lots burdened by these covenants shall be equal to the cost of acquiring and developing the property and building the housing units, plus 10% profit; provided, however, that if the initial maximum sale price exceeds the maximum purchase price for an 80% AMI household for Ouray County, the Owner agrees to reduce the profit downward from 10% to an amount that achieves the targeted AMI affordable maximum purchase price, except that in no event will the initial maximum sales price be reduced to an amount that requires the Owner to achieve less than a 3% profit. Prior to any transfer of the Deed Restricted Property, evidence of the Owner's cost shall be submitted to the Town Manager, or their designee, who shall review the Owner's computation of cost and approve, in writing, the proposed initial maximum sales price. The documents establishing the Owner's cost must be approved by the Town Manager, or their designee, prior to any transfer of property. The guiding principal in determining initial sales price of any unit is that the Owner should be constructing and selling these units without exceeding the prescribed profit. In no event should the requirements of this section be read to require th Owner to achieve less than a 3% profit in connection with the sale of Deed Restricted Property. The Town Manager, based on the review of Owner's cost, may deviate from the 80% AMI restriction if the cost plus 3% profit exceeds affordability for 80% or less income level.

h. This plat note and deed restrictions shall survive any foreclosure on Lots 8 and 18.

i. Resale Cap.

1. The maximum resale price of these Deed Restricted Properties is limited to an annual price appreciation cap of 3% of the initial gross purchase price. All resale pricing is subject to the review and approval of the Town of Ridgway Town Manager, or their designee, for the sole purpose of ensuring the resale price is in compliance with this plat note and plat restrictions.

2. If an owner of a Deed Restricted Property makes any capital improvements requiring a building permit to the property during their term of ownership, the cost of those capital improvements, as indicated on the building permit, may be added to the gross purchase price of the property for the purpose of computing the annual price appreciation cap created herein. Any costs of capital improvements to be added to the gross purchase price of the property, including but not limited to upgrades during construction, shall require the prior, written approval of the Town.

j. The seller of the Deed Restricted Property is responsible for ensuring compliance with these plat restrictions and agrees to consult with the Town of Ridgway Town Manager, or their designee, regarding any potentially qualified buyer(s) and the maximum sale and resale price under these plat restrictions and requirements.

k. The Deed Restricted Properties shall be, and remain, owner occupied. The Deed Restricted Properties shall be and remain, the only housing unit that the owner owns while they reside in the unit. Long-term and short-term rental of these units is prohibited.

l. The Town hereby waives development excise tax RMC 3-4-1, et seq., on these Deed Restricted Properties.

m. The Town waives all "plan check fees" and building permit fees charged by the Town on these Deed Restricted Properties.

n. A Deed Restricted Property owner, subject to the above stated covenants, may apply to the Town Planning Commission for a waiver from the strict application of any one or more of these provisions. A waiver from the strict application of these provisions may be granted at the discretion of the Planning Commission and may only be granted if the applicant can establish that the following criteria are substantially met:

1. There are practical difficulties or unnecessary hardships caused to the individual lot owner if these provisions are strictly applied. Any such practical difficulty and/or unnecessary hardship must be of such a nature as to create an individually differentiated situation from any and all other owners' of units burdened by these regulations; and

2. The spirit of these provisions will be observed, the public health safety and welfare secured and substantial justice done by granting the waiver.

The burden shall be on the applicant to establish by a preponderance of the evidence that these criteria have been met. No waiver under this provision shall be granted with less than four (4) concurring votes of the Planning Commission.

o. Owner agrees to construct at least one of the dwelling units on these Deed Restricted Properties in the Phase 1 of the development plan and the 2nd unit in phase 2 of the development plan.

p. Developer agrees to perpetually discount any Owner Association fee by 50% for the Deed Restricted Properties.

6. This subdivision and Plat are further subject to a Ridgway Land Co. Subdivision Plat found at Reception #147701, Ouray County, and filed on October 10, 1990, and to Ridgway Land Co. Declarations found at Reception #147105, Ouray County on July 24, 1990. Prior easements from this Plat are shown hereon.

7. All outdoor lighting fixtures shall comply with Town of Ridgway regulations.

8. The Townhome Units. Lots 8-9, 17-18 (the 2 Townhome Units) have shared elements, such as exterior walls, roof, and foundation. The Townhome Units will not share a interior common wall, but will be built with an interstitial space between.

a. Responsibility for maintenance of the shared elements of each Townhome will be the individual and several responsibility of the Units Owners of the Townhome.

b. The Townhome Units depicted on this plat shall have uniform exterior appearance. Future improvements, modifications and repair to the units' exteriors shall be done in accordance with any applicable covenants and regulations of the HOA, and performed in such a manner as to ensure uniformity and compatibility of the exterior of the units.

9. The Owners of Lots 1 to 23 shall be jointly and severally liable for the maintenance of all General and Limited Common Elements, including, but not limited to the following:

The Common Building
The parking lot and access driveway
The pathways
The storage units
Outdoor lighting in Common Elements
The fences located in Common Elements
Landscaping and weed control in the Common Elements
Operation and maintenance of the irrigation system
Greenbelt, as per prior agreements, plat maps and covenants
Operation and maintenance of the storm water system, including area between units, French drains, retaining walls, pond, etc.

As between the HOA and Unit Owners, these duties shall be as set forth in the Declarations. This provision shall run with the land in the Vista Park Commons subdivision, and shall be a benefit and a burden to the owners of all lots final platred thereon, and shall be applicable to said owners, their successors, heirs, and assigns, and all parties claiming by through or under them.

In the event that said maintenance is not properly performed, the Town of Ridgway may cause the work to be done, assess the cost to the said owners, may certify such charges as delinquent charges to the County Treasurer to be collected similarly to taxes, may record a lien on said lots which may be foreclosed in any lawful manner, or may pursue any other remedy available in order to collect such charges. These obligations shall run with the land and be binding upon all successors in interest to the said lot(s).

10. Drainage Easements - Non-public Easement - The drainage easement(s) shown hereon shall be maintained by the owners of all lots encumbered by the easement, jointly and severally in a manner that preserves the grade as originally established and so as to not impede the free flow of water, including but not limited to the planting or encroachment of trees and shrubs and other impeding vegetation, so as not to impede the free flow of water or cause erosion in any way. The Town is not responsible or liable in any manner for the maintenance, repair, or operation of any pipelines, ditches or improvements as located within said easements. Upon failure to properly maintain the drainage easement(s) shown hereon, or in the need to abate a nuisance or public hazard, the Town may cause the maintenance or repair to be performed and assess the costs thereof to such owners, and may certify such charges as a delinquent charge to the County Treasurer to be collected similarly to taxes or in any lawful manner. The Town is granted a perpetual blanket right of ingress and egress from and over anywhere on the Property for any such maintenance or repair of the drainage system.

11. Irrigation System - An irrigation system will be built for the area designated as the General Common Element. Said irrigation system shall be owned and maintained by the HOA and shall not be impeded or altered in any way so as to impact the delivery of water, unless otherwise determined by the HOA according to the Declaration and the HOA Bylaws. The Town is not responsible or liable in any manner for the maintenance, repair, or operation of any irrigation pipelines, improvements or ditches as located within said easements. Upon failure to properly maintain the irrigation system, or in the need to abate a nuisance or public hazard, the Town may cause the maintenance or repair to be performed and assess the costs thereof to the HOA, and may certify such charges as a delinquent charge to the County Treasurer to be collected similarly to taxes or in any lawful manner. The Town is granted a perpetual blanket right of ingress and egress from and over anywhere on

12. Soils throughout the Ridgway area have been found to have the potential to swell, consolidate and cave. All owners, contractors, and engineers are required to investigate soil, groundwater, and drainage conditions on a particular lot prior to design and construction. On April 25, 2017, Lambert and Associates of Montrose and Grand Junction, Colorado issued a Geotechnical Engineering Study discussing soil characteristics in the "Ridgway Village Housing Development" now known as "Vista Park Commons," which all owners, contractors and engineers are encouraged to obtain and review prior to building. By accepting a deed to real property located in this subdivision, the owners of land herein agree to hold the Town of Ridgway harmless from any claim related to soils and groundwater conditions present in this subdivision.

13. NO FURTHER SUBDIVISION. There shall be no further subdivision of any Lot, Common Element or Common Space Tract.

14. Town of Ridgway Benchmark, K-19 a 3 1/4" brass cap set in concrete stamped "K-19 6987.73" 1928" elevation 6987.73.

15. Units Statement: The Linear Unit used on this plat is U.S. Survey Feet.

ADJOINING OWNER OF PROPERTY AFFECTED BY THIS PLAT:

Ridgway USA Association, a Colorado Non-Profit Corporation, being owner of property affected by this plat including relocation of the ditch and changes to the adjoining greenbelt area. Approve of these changes.

Dated _____ day of _____, 2019.

Signed: _____

By: _____ as _____ of Ridgway USA Association, A Colorado Non-Profit Corporation

SURVEYOR'S CERTIFICATE:

I, Peter C. Sauer, being a Registered Land Surveyor in the State of Colorado do hereby certify that this map and survey of Vista Commons Plat (Map)(I) was prepared under my direct supervision, responsibility and checking; (ii) is true and accurate to the best of my knowledge and belief; (iii) is clear and legible; (iv) contains all the information required by C.R.S. 38-33.3-209; and, (v) that all monuments and markers were set as required by Articles 50 and 51 of Title 38 C.R.S. and conforms to all requirements of the Colorado Revised Statutes, and all applicable Town of Ridgway regulations. Dated _____ 25th day of _____, 2019.

Peter C Sauer
License No. 38135

ATTORNEY'S CERTIFICATE:

I, _____, an attorney at law duly licensed to practice before the courts of record of the State of Colorado, do hereby certify that I have examined the title of all land herein platted and that title to such land is in the dedicator(s) and Owners, and that the property dedicated hereon has been dedicated free and clear of all liens and encumbrances, except as follows:

Dated this _____ day of _____, 2019.

_____, Attorney at Law

LIENHOLDER'S CERTIFICATE

The undersigned holder of a lien pursuant to an instrument recorded in the Ouray County records at _____, hereby joins in this subdivision, any applicable subdivision improvements agreement, and the dedication of easements, property and streets as shown hereon.

By _____

STATE OF COLORADO)
) ss.
COUNTY OF OURAY)

The foregoing Certificate was acknowledged before me this _____ day of _____, 2019, by _____, _____, of _____

Witness my hand and official seal.

My Commission expires: _____

Notary Public _____

ENGINEER'S CERTIFICATE:

I, _____, a Registered Engineer in the State of Colorado, do certify that the streets, curb gutter & sidewalk, sanitary sewer system, the water distribution system, fire protection system and the storm drainage system for this subdivision are properly designed, meet the Town of Ridgway specifications, are adequate to serve the Subdivision shown hereon.

Date: _____

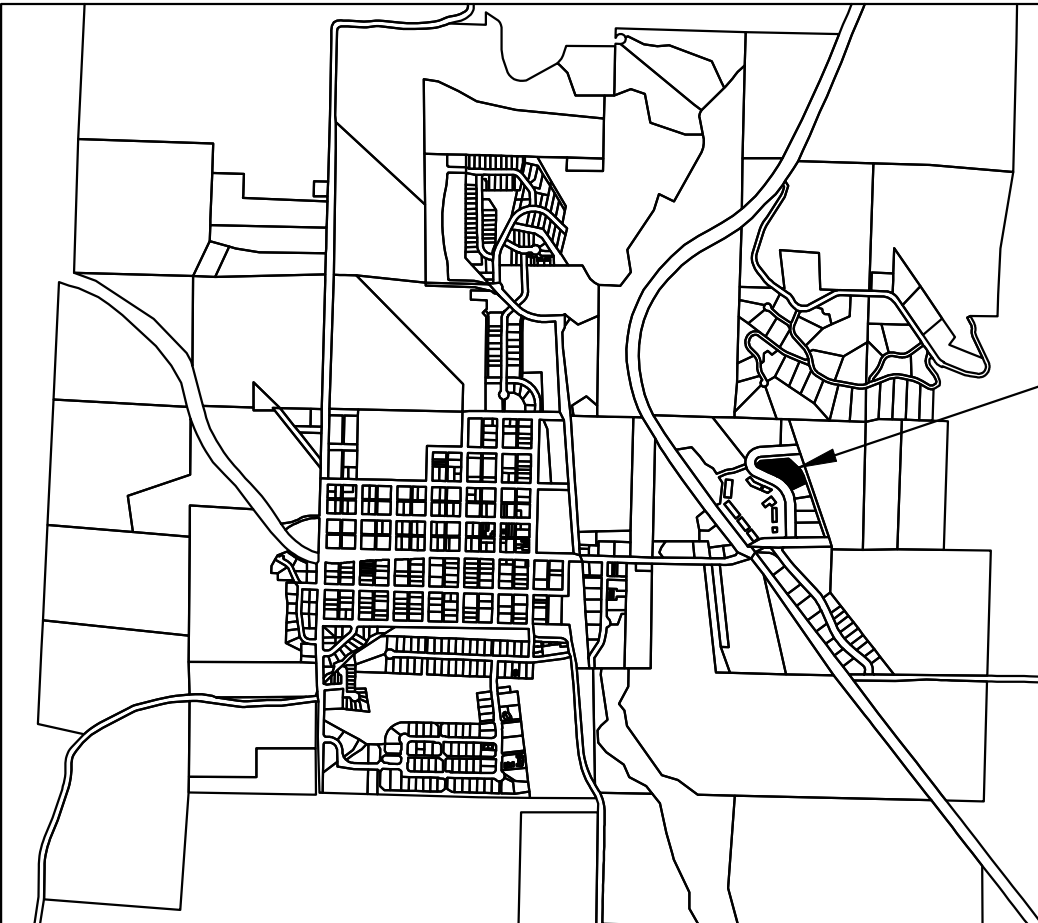
Engineer _____ Registration Number _____

CERTIFICATE OF IMPROVEMENT COMPLETION:

The undersigned, Town Manager of the Town of Ridgway, do certify that all improvements and utilities required by the current Subdivision Regulations of the Town of Ridgway have been installed in this Subdivision in accordance with the specifications of the Town except for the following which have been secured pursuant to Town subdivision regulations:

Date: _____
Jen Coates - Town Manager

Vista Park Commons
Vicinity Map
(Not to Scale)



Project Location

PAGE INDEX:

Page 1
Page 2
Page 3 and 4

Certificates and Notes
Lot Line Vacation and Topographic Information
Units Boundary and Easements
Building Setbacks, Parking Area
and Storage Areas

PLANNING COMMISSION:

Approved by the Ridgway Town Planning Commission this _____ day of _____, 2019, as certified by Doug Canright, Chairman.

Date: _____
Doug Canright - Chair

TOWN COUNCIL:

Approved by the Ridgway Town Council this _____ day of _____, 2019, as certified by John Clark, Mayor.

Date: _____
John Clark - Mayor

TOWN ATTORNEY'S CERTIFICATE:

Approved for recording this _____ day of _____, 2019.

Bo James Nerlin - Town Attorney

TREASURER'S CERTIFICATE:

I certify that as of the _____ day of _____, there are no delinquent taxes due, nor are there any tax liens, against the property described herein or any part thereof, and that all current taxes and special assessments have been paid in full.

Date: _____
Jill Mihelich - Ouray County Treasurer

NOTICE:

According to Colorado law you must commence any legal action based upon any defect in this survey within three years after you first discover such defect. In no event may any action based upon any defect in this survey be commenced more than ten years from the date of the certification shown hereon.


RECORDER'S CERTIFICATE:

This plat was filed for record in the office of Clerk and Recorder of Ouray County at _____ M. on the _____ day of _____, 2019, under

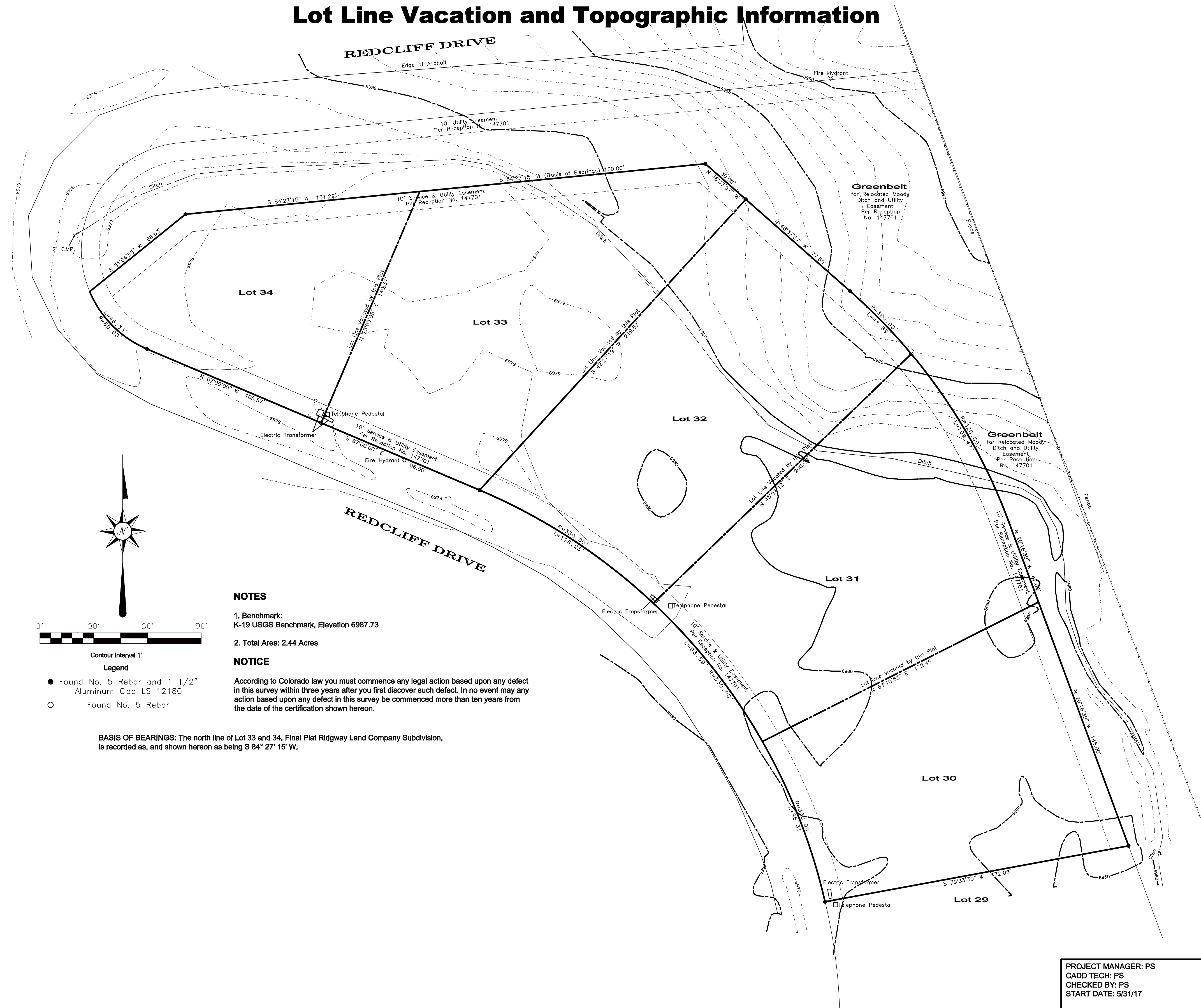
Reception No. _____


By _____
Michelle Nauer, Ouray County Clerk and Recorder

Deputy

PROJECT MANAGER: PS CADD TECH: PS CHECKED BY: PS START DATE: 5/31/17	REVISIONS	DATE	DESCRIPTION	BY
	1			
	2			
	3			
	4			
	5			
	OFFICE (970) 249-5349 - FAX (970) 626-6261 CELL (970) 729-1289 23414 UNCOMPAGHRE ROAD - MONTROSE, COLORADO 81403 WWW.ORIONSURVEYING.COM			
	DRAWING PATH: Preliminary Plat 5-17			
SHEET No. 1 OF 4		PROJECT: 17025		

Vista Park Commons - P.U.D.
Replat of Lots 30-34, Ridgway Land Company Subdivision
Located in the South 1/2 of the North 1/2, Section 16, Township 45 North, Range 8 West, NMPM,
Town of Ridgway, County of Ouray, State of Colorado
Lot Line Vacation and Topographic Information

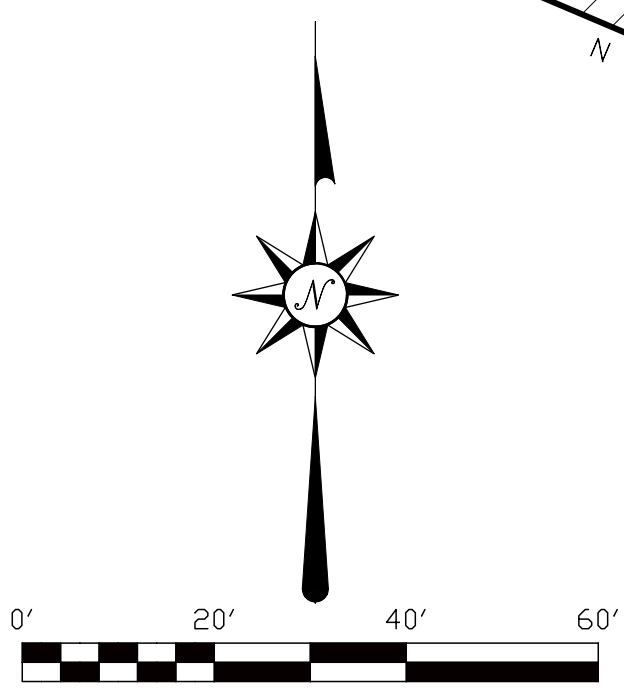


PROJECT MANAGER: PS CADD TECH: PS CHECKED BY: PS START DATE: 5/31/17	REVISIONS	DATE	DESCRIPTION	BY
	1			
	2			
	3			
	4			
	5			
	OFFICE (970) 249-5349 - FAX (970) 626-6261 CELL (970) 729-1289 23414 UNCOMPAHGRE ROAD MONTROSE, COLORADO 81403 WWW.ORIONSURVEYING.COM			
	DRAWING PATH: Preliminary Plat 5-17			
SHEET No. 2 OF 4		PROJECT: 17025		

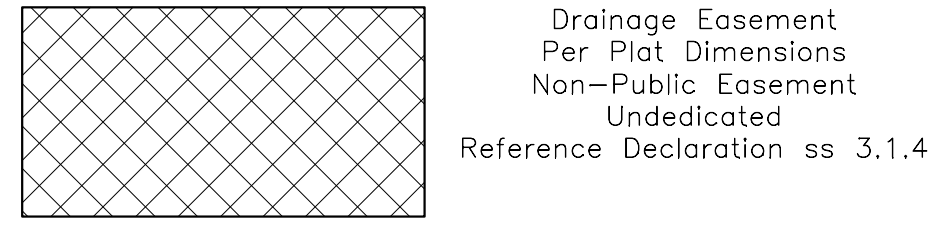
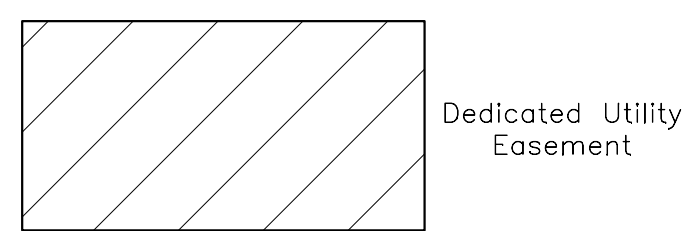
Vista Park Commons - P.U.D.
Replat of Lots 30-34, Ridgway Land Company Subdivision
Located in the South 1/2 of the North 1/2, Section 16, Township 45 North, Range 8 West, NMPM,
Town of Ridgway, County of Ouray, State of Colorado

REDCLIFF DRIVE

10' Utility Easement
Per Reception No. 147701



- Legend**
- Set 18" No. 5 Rebar with 1 1/2" Aluminum Cap LS 38135
 - Found No. 5 Rebar and 1 1/2" Aluminum Cap LS 12180
 - Found No. 5 Rebar
 - Building Setback
 - - - - - Easement Edge



- NOTES**
- Benchmark: K-19 USGS Benchmark, Elevation 6987.73
 - Total Area: 2.44 Acres
 - L.C.E. = Limited Common Element
G.C.E. = General Common Element
 - A.D.A. = American with Disabilities Act Parking Space

5. BASIS OF BEARINGS: The north line of Lot 33 and 34, Ridgway Land Company Subdivision, is recorded as, and shown hereon as being S 84° 27' 15" W.

LINE	BEARING	DISTANCE
L1	S 65° 37' 03" E	16.00'
L2	N 26° 34' 07" E	15.66'
L3	S 43° 00' 49" W	10.01'
L4	N 01° 45' 24" W	3.57'

CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA ANGLE	TANGENT
C1	241.00'	24.41'	24.40'	N 23° 44' 59" W	5° 48' 11"	12.21'

NOTICE
According to Colorado law you must commence any legal action based upon any defect in this survey within three years after you first discover such defect. In no event may any action based upon any defect in this survey be commenced more than ten years from the date of the certification shown hereon.

Dedicated Utility and Drainage Easement

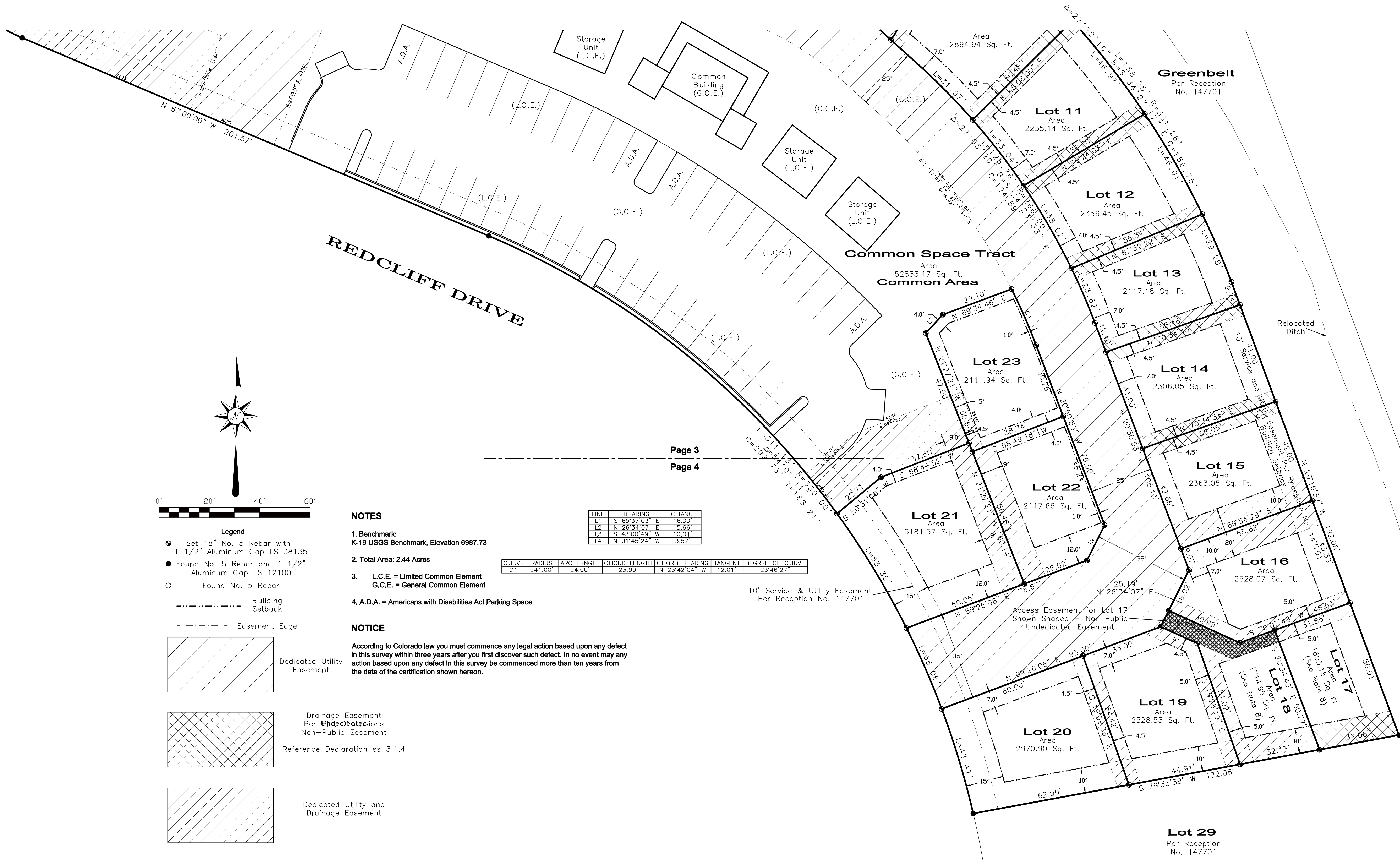
PROJECT MANAGER: PS
CADD TECH: PS
CHECKED BY: PS
START DATE: 5/31/17

REVISIONS	DATE	DESCRIPTION	BY
1			
2			
3			
4			
5			

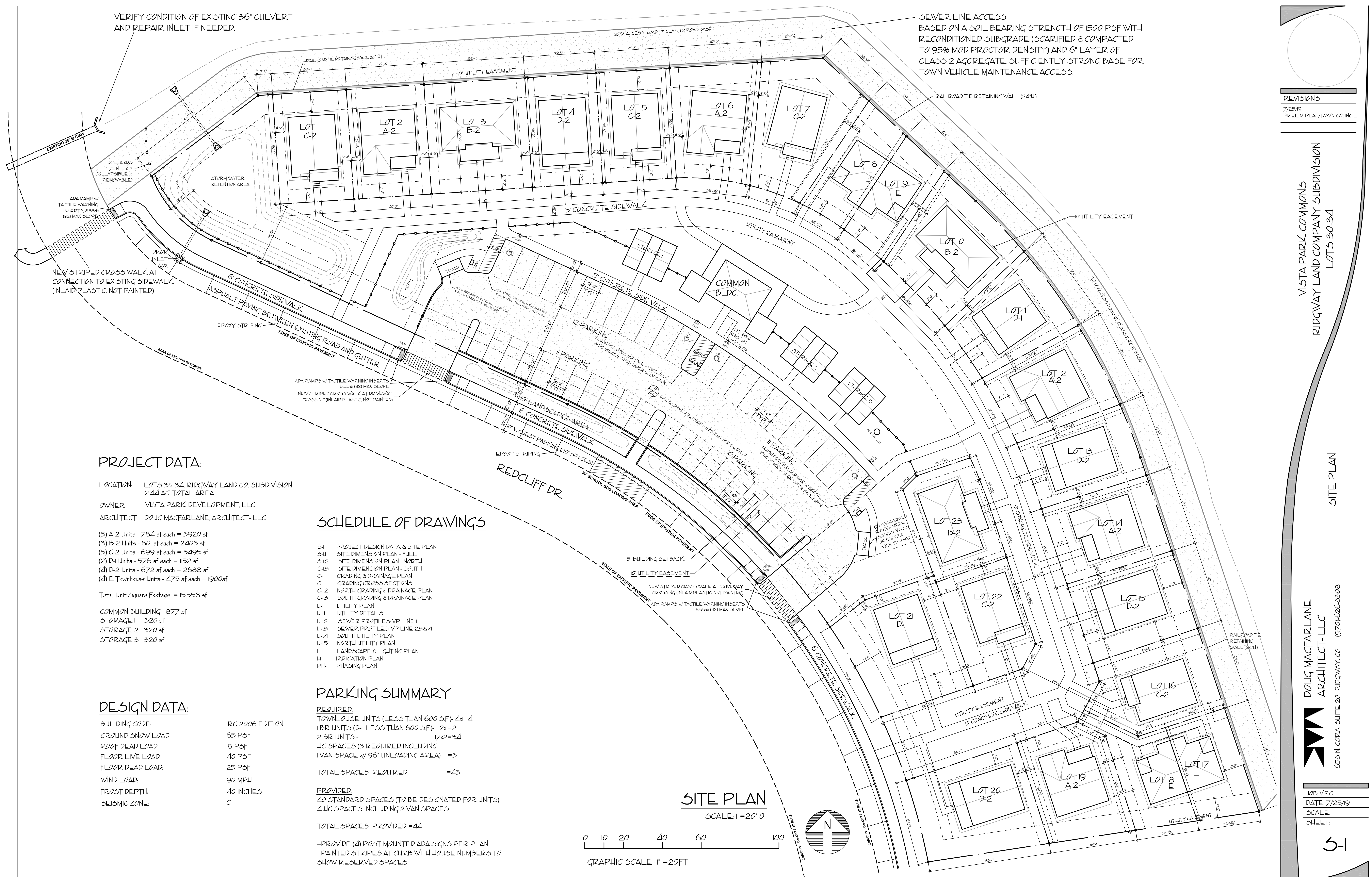


OFFICE (970) 249-5349 - FAX (970) 626-6261
CELL (970) 729-1289
23414 UNCOMPAHGRE ROAD
MONTROSE, COLORADO 81403
WWW.ORIONSURVEYING.COM

Vista Park Commons - P.U.D.
Replat of Lots 30-34, Ridgway Land Company Subdivision
Located in the South 1/2 of the North 1/2, Section 16, Township 45 North, Range 8 West, NMPM,
Town of Ridgway, County of Ouray, State of Colorado



PROJECT MANAGER: PS CADD TECH: PS CHECKED BY: PS START DATE: 5/31/17	REVISIONS	DATE	DESCRIPTION	BY
	1			
	2			
	3			
	4			
	5			
	OFFICE (970) 249-5349 - FAX (970) 626-6261			
	CELL (970) 729-1289 23414 UNCOMPAHGRE ROAD MONTROSE, COLORADO 81403 WWW.ORIONSURVEYING.COM			
DRAWING PATH: Preliminary Plat 5-17		SHEET No. 4 OF 4		PROJECT: 17026



VERIFY CONDITION OF EXISTING 36" CULVERT AND REPAIR INLET IF NEEDED.

SEWER LINE ACCESS-
BASED ON A SOIL BEARING STRENGTH OF 1500 PSF WITH RECONDITIONED SUBGRADE (SCARIFIED & COMPACTED TO 95% MOD PROCTOR DENSITY) AND 6" LAYER OF CLASS 2 AGGREGATE. SUFFICIENTLY STRONG BASE FOR TOWN VEHICLE MAINTENANCE ACCESS.

PROJECT DATA:

LOCATION: LOTS 30-34, RIDGWAY LAND CO. SUBDIVISION
2.44 AC. TOTAL AREA
OWNER: VISTA PARK DEVELOPMENT, LLC
ARCHITECT: DOUG MACFARLANE, ARCHITECT- LLC

- (5) A-2 Units - 784 sf each = 3920 sf
- (3) B-2 Units - 801 sf each = 2403 sf
- (5) C-2 Units - 699 sf each = 3495 sf
- (2) D-1 Units - 576 sf each = 1152 sf
- (4) D-2 Units - 672 sf each = 2688 sf
- (4) E Townhouse Units - 475 sf each = 1900sf

Total Unit Square Footage = 15558 sf

COMMON BUILDING 877 sf
STORAGE 1 320 sf
STORAGE 2 320 sf
STORAGE 3 320 sf

DESIGN DATA:

BUILDING CODE:	IRC 2006 EDITION
GROUND SNOW LOAD:	65 PSF
ROOF DEAD LOAD:	18 PSF
FLOOR LIVE LOAD:	40 PSF
FLOOR DEAD LOAD:	25 PSF
WIND LOAD:	90 MPH
FROST DEPTH:	40 INCHES
SEISMIC ZONE:	C

SCHEDULE OF DRAWINGS

- S-1 PROJECT DESIGN DATA & SITE PLAN
- S-1.1 SITE DIMENSION PLAN - FULL
- S-1.2 SITE DIMENSION PLAN - NORTH
- S-1.3 SITE DIMENSION PLAN - SOUTH
- C-1 GRADING & DRAINAGE PLAN
- C-1.1 GRADING CROSS SECTIONS
- C-1.2 NORTH GRADING & DRAINAGE PLAN
- C-1.3 SOUTH GRADING & DRAINAGE PLAN
- U-1 UTILITY PLAN
- U-1.1 UTILITY DETAILS
- U-1.2 SEWER PROFILES VP LINE 1
- U-1.3 SEWER PROFILES VP LINE 2&3&4
- U-1.4 SOUTH UTILITY PLAN
- U-1.5 NORTH UTILITY PLAN
- L-1 LANDSCAPE & LIGHTING PLAN
- PL-1 PAVING PLAN

PARKING SUMMARY

REQUIRED:
TOWNHOUSE UNITS (LESS THAN 600 SF)- 4x1=4
1 BR UNITS (D-1, LESS THAN 600 SF)- 2x1=2
2 BR UNITS - 17x2=34
1 VC SPACES (3 REQUIRED INCLUDING
1 VAN SPACE w/ 96" UNLOADING AREA) =3
TOTAL SPACES REQUIRED =43
PROVIDED:
40 STANDARD SPACES (TO BE DESIGNATED FOR UNITS)
4 VC SPACES INCLUDING 2 VAN SPACES

TOTAL SPACES PROVIDED =44

- PROVIDE (4) POST MOUNTED ADA SIGNS PER PLAN
- PAINTED STRIPES AT CURB WITH HOUSE NUMBERS TO SHOW RESERVED SPACES

SITE PLAN

SCALE: 1"=20'-0"



GRAPHIC SCALE- 1" =20FT

REVISIONS
7/25/19 PRELIM PLAT/TOWN COUNCIL

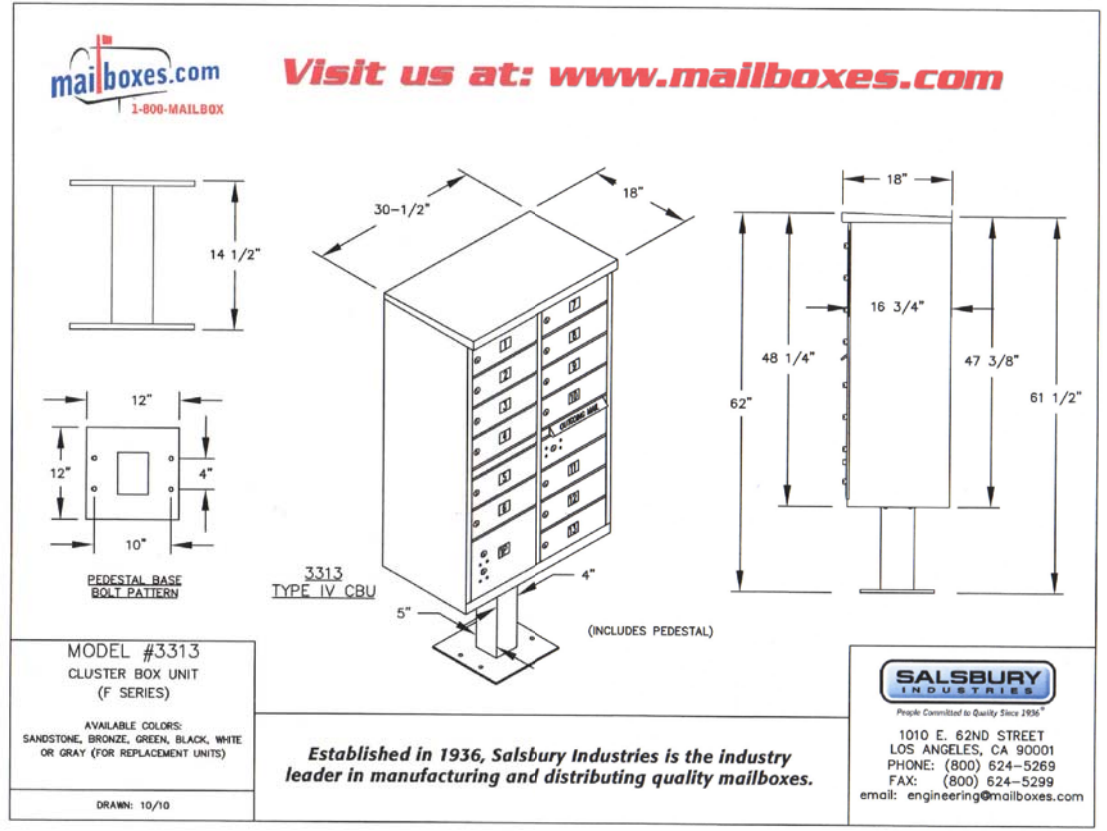
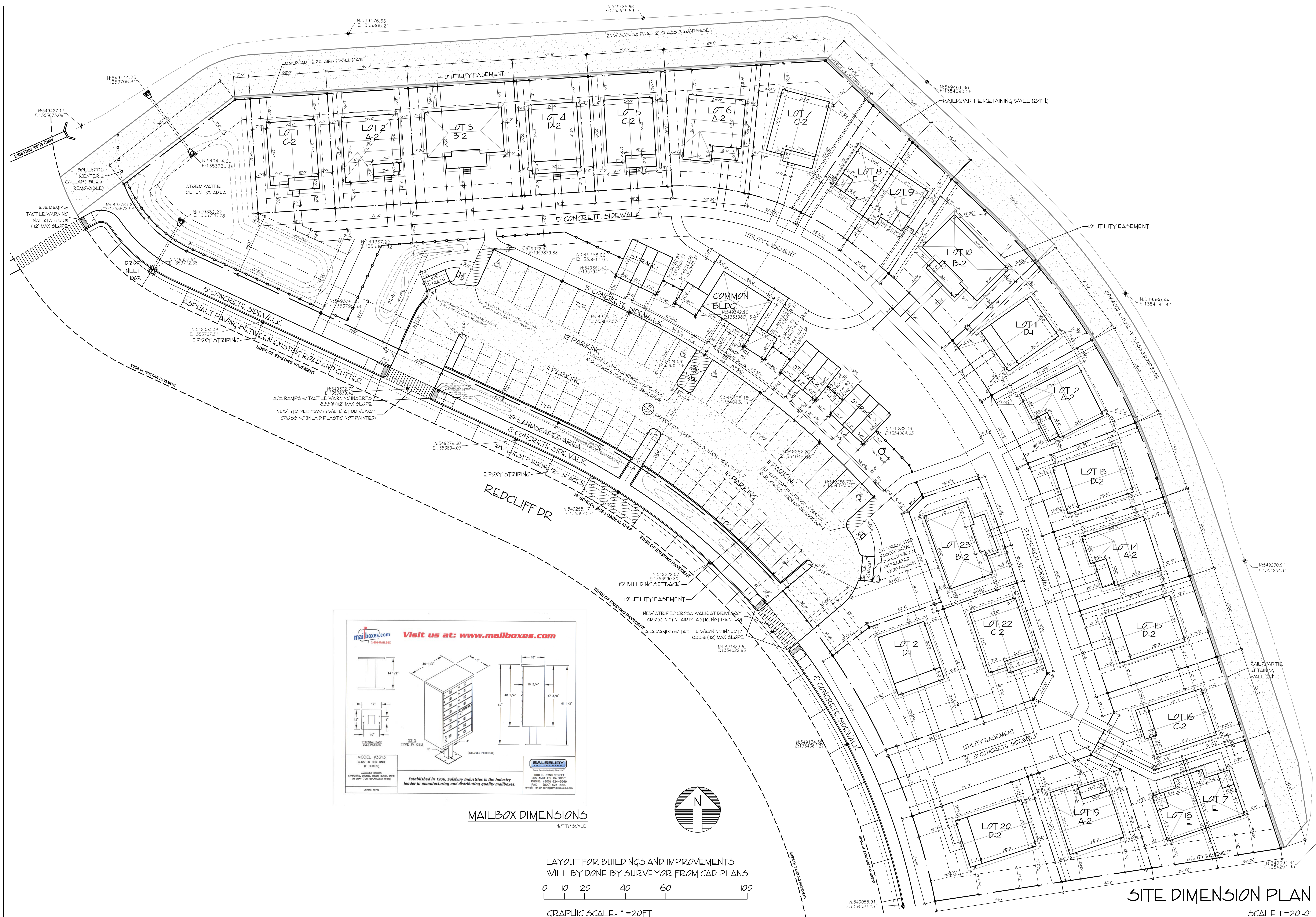
VISTA PARK COMMONS
RIDGWAY LAND COMPANY SUBDIVISION
LOTS 30-34

SITE PLAN

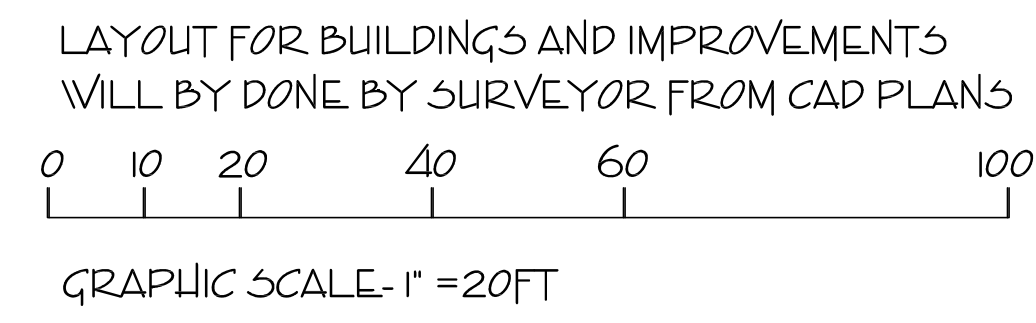
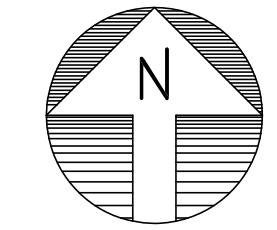
DOUG MACFARLANE
ARCHITECT- LLC
653 N. CORA SUITE 201, RIDGWAY, CO. (970) 626-3308

JOB V.P.C.
DATE: 7/25/19
SCALE:
SHEET:

5-1



MAILBOX DIMENSIONS
NOT TO SCALE



SITE DIMENSION PLAN
SCALE: 1"=20'-0"

REVISIONS	
7/25/19	PRELIM PLAT/TOWN COUNCIL

VISTA PARK COMMONS
RIDGWAY LAND COMPANY SUBDIVISION
LOTS 30-34

SITE DIMENSION PLAN

DOLG MACFARLANE
ARCHITECT- LLC
653 N. CORA SUITE 201, RIDGWAY, CO. (970) 626-3308

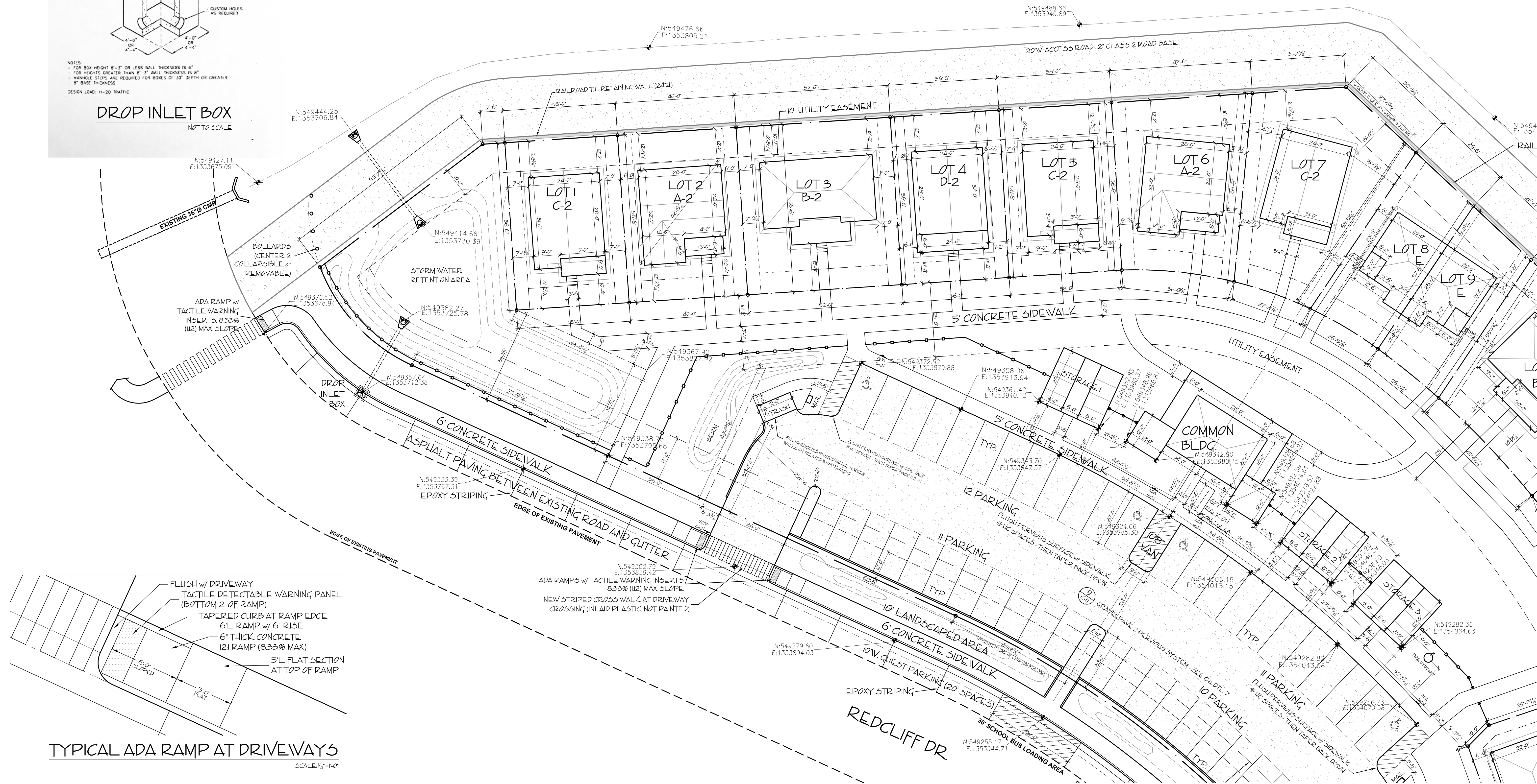
JOB: V.P.C.
DATE: 7/25/19
SCALE:
SHEET:

5-11

NOTES:
- FOR BOX HEIGHT 8'-3" OR LESS WALL THICKNESS IS 6"
- FOR HEIGHTS GREATER THAN 8'-3" WALL THICKNESS IS 8"
- MANHOLE STEPS ARE REQUIRED FOR BOXES OF 30" DEPTH OR GREATER
- 8" BASE THICKNESS

DESIGN LOAD: H-20 TRAFFIC

DROP INLET BOX



TYPICAL ADA RAMP AT DRIVEWAYS

SCALE: $\frac{1}{4}" = 1'-0"$

NORTH SITE DIMENSION PLAN

SCALE: $\frac{1}{16}" = 1'-0"$

REVISIONS

7/25/19
PRELIM PLAT/TOWN COUNCIL

VISTA PARK COMMONS
BRIDGWAY LAND COMPANY SUBDIVISION
LOTS 30-34

LOT 530-34

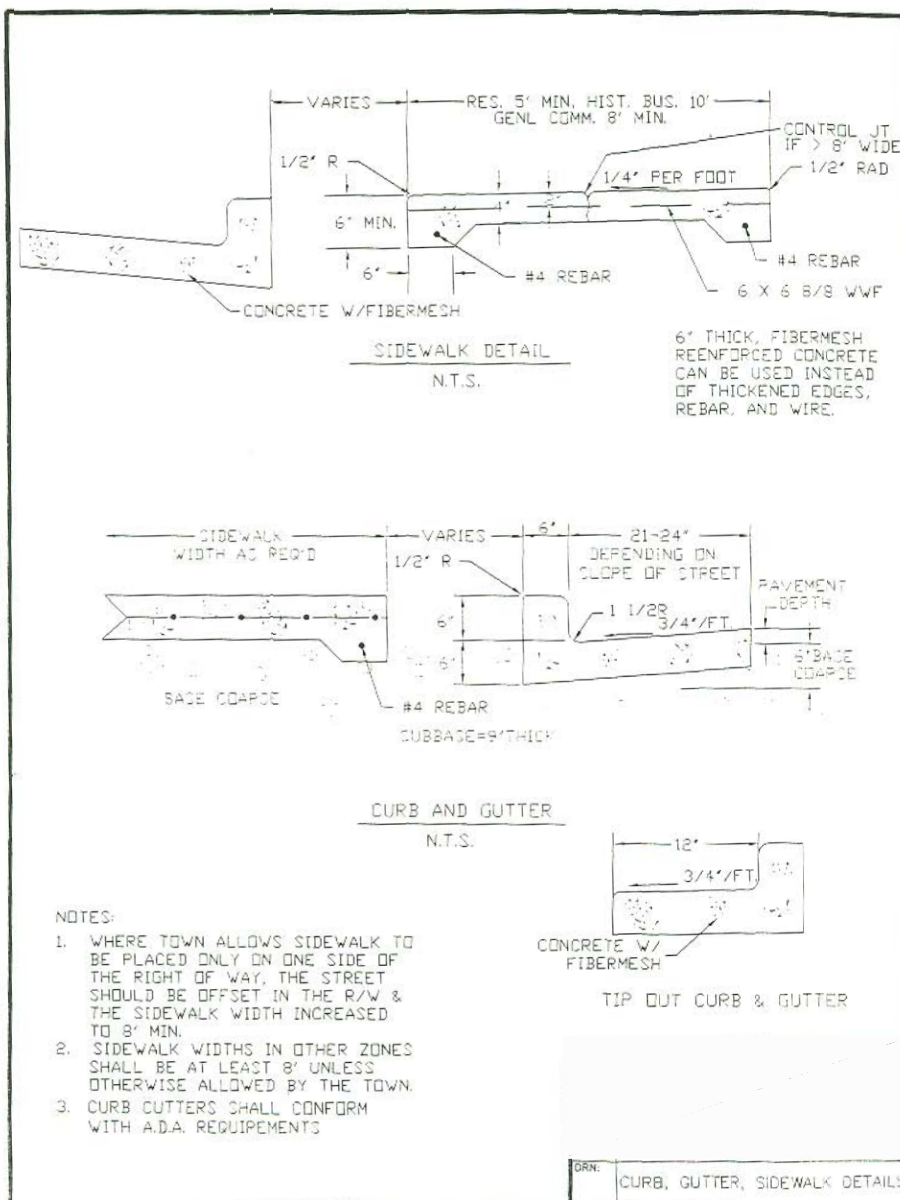
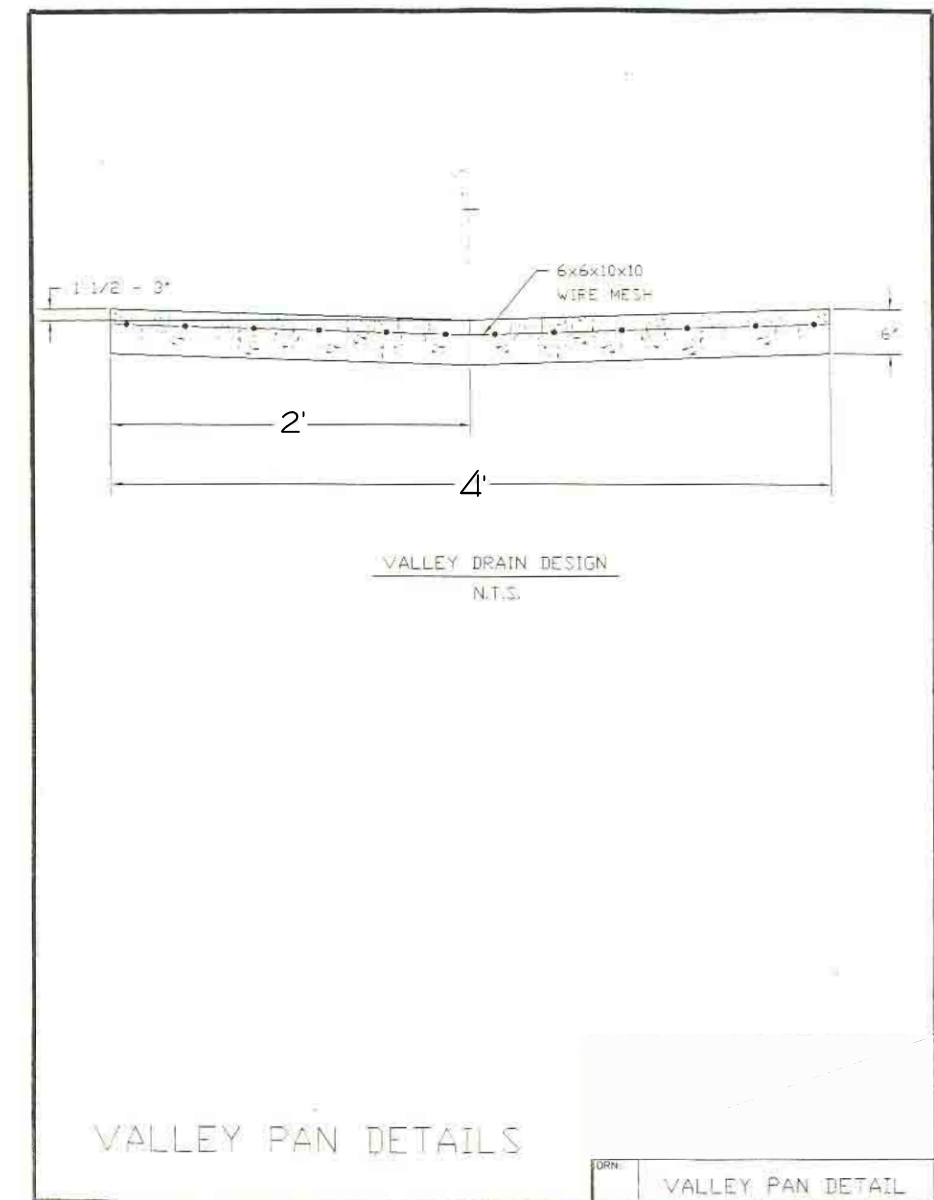
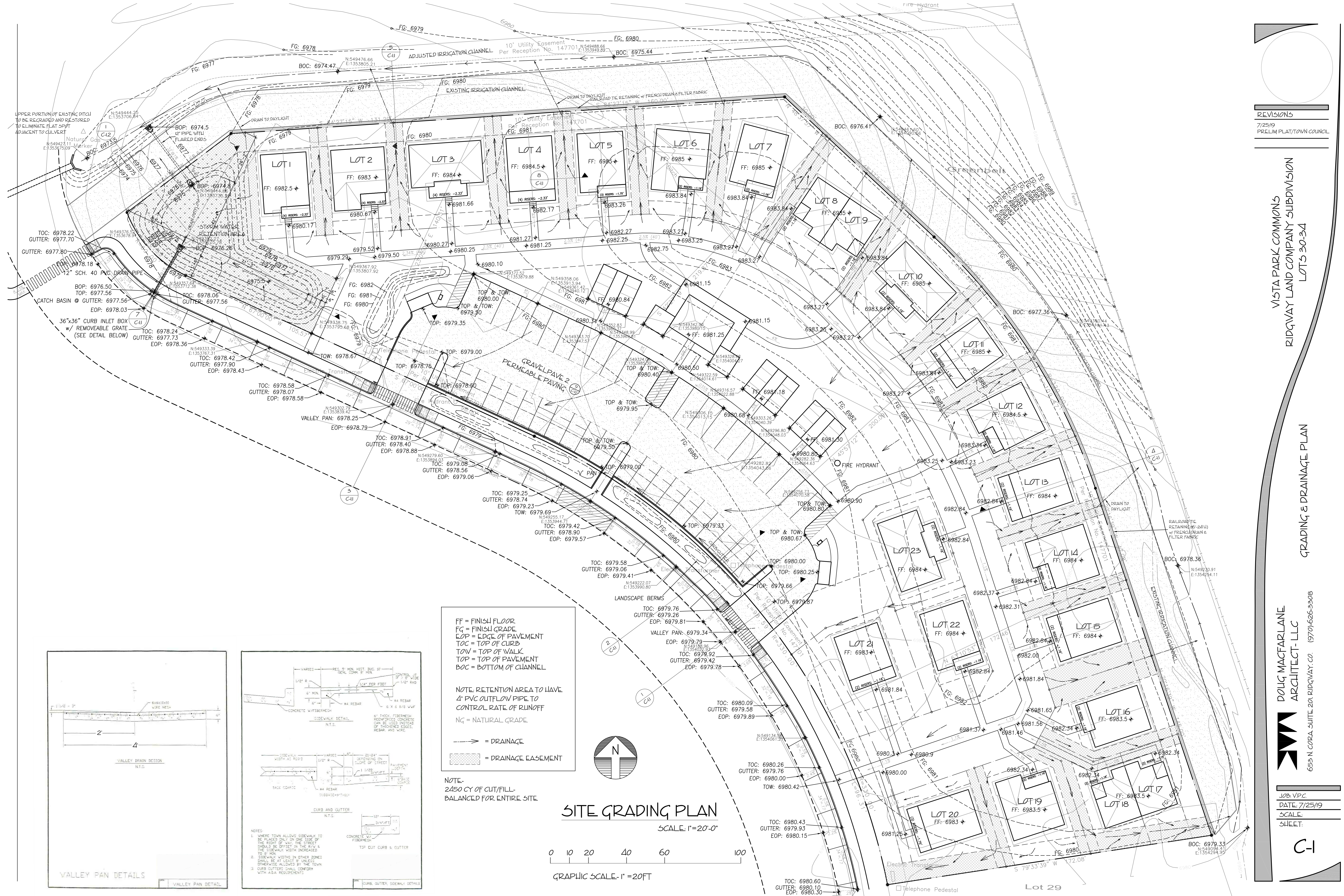
NORTH SITE DIMENSION PLAN

DOUG MACFARLANE
ARCHITECT-LLC

653 N. CORA SUITE 201, RIDGWAY, CO. (970)-626-3308

JOB: V.P.C.
DATE: 7/25/19
SCALE:
SHEET:

5-1.2



FF = FINISH FLOOR
FG = FINISH GRADE
EOP = EDGE OF PAVEMENT
TOC = TOP OF CURB
TOW = TOP OF WALK
TOP = TOP OF PAVEMENT
BOC = BOTTOM OF CHANNEL

NOTE: RETENTION AREA TO HAVE
4" PVC OUTFLOW PIPE TO
CONTROL RATE OF RUNOFF
NG = NATURAL GRADE

---> = DRAINAGE
[Hatched Box] = DRAINAGE EASEMENT

NOTE-
2450 CY OF CUT/FILL-
BALANCED FOR ENTIRE SITE.

SITE GRADING PLAN

SCALE: 1"=20'-0"



GRAPHIC SCALE-1"=20FT

REVISIONS
7/25/19 PRELIM PLAT/TOWN COUNCIL

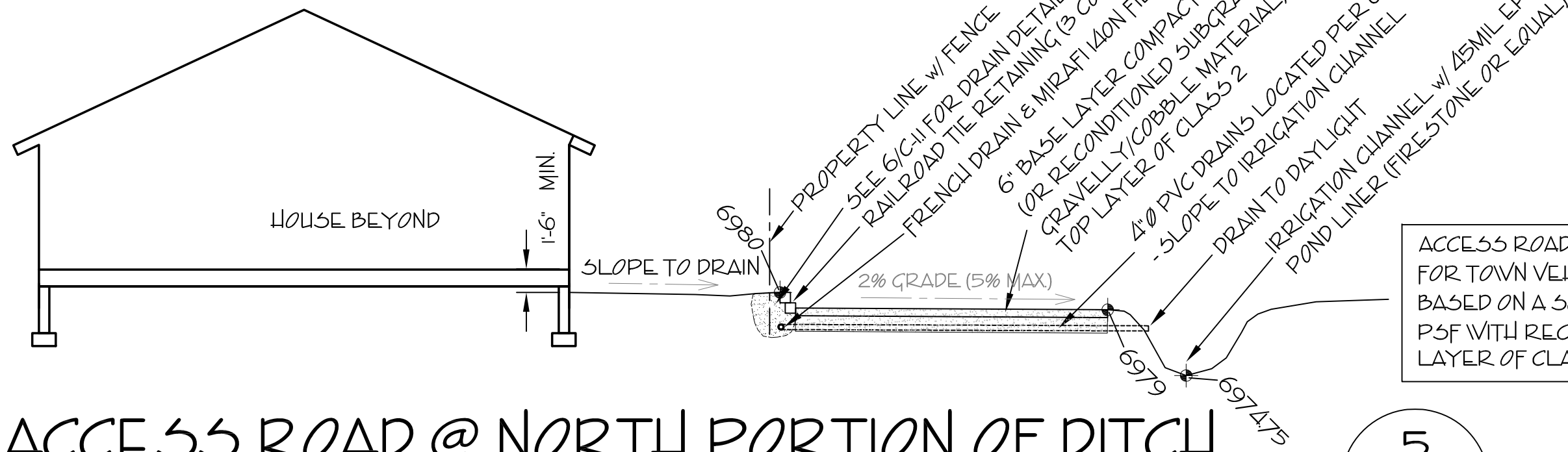
VISTA PARK COMMONS
RIDGWAY LAND COMPANY SUBDIVISION
LOTS 30-34

GRADING & DRAINAGE PLAN

DOLG MACFARLANE
ARCHITECT-LLC
653 N. CORA SUITE 201, RIDGWAY, CO. (970) 626-3308

JOB V.P.C.
DATE: 7/25/19
SCALE:
SHEET:

C-1

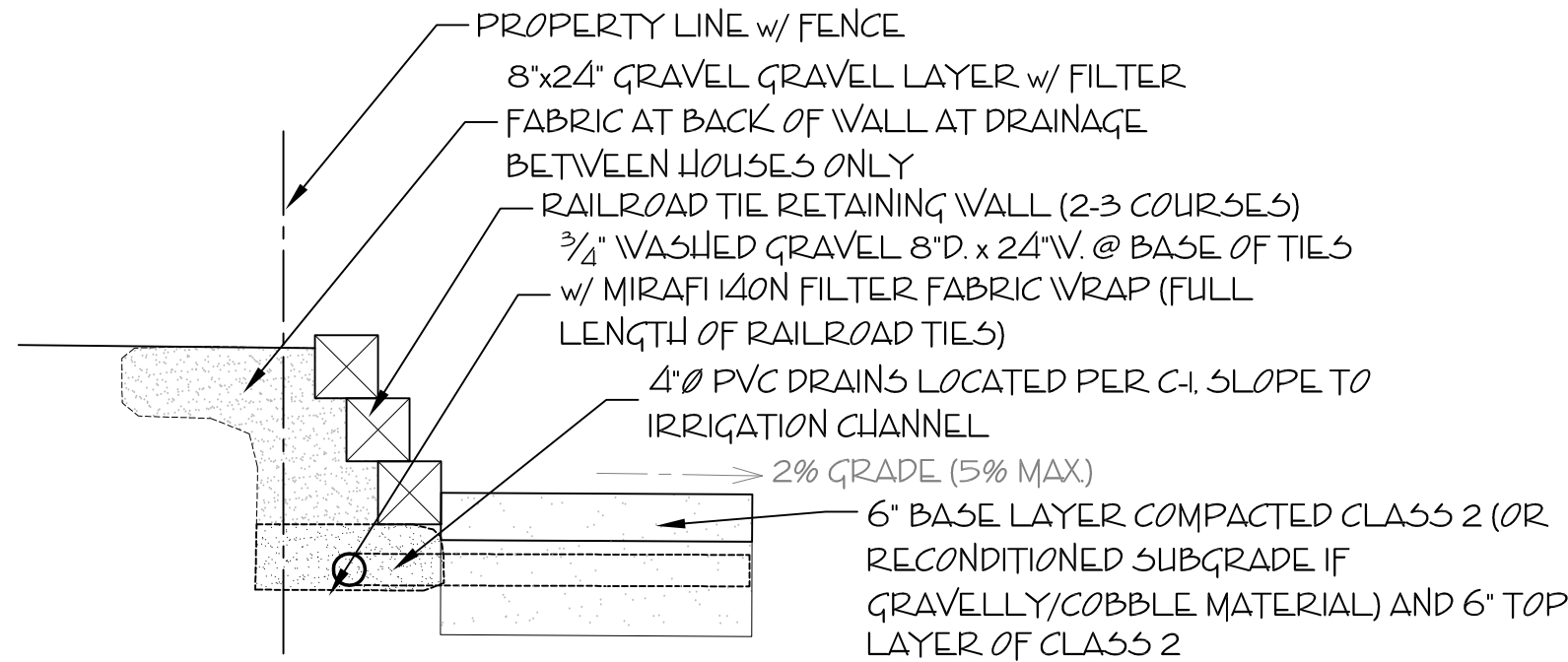


ACCESS ROAD @ NORTH PORTION OF DITCH

SCALE: 1/8" = 1'-0"

5

C-II



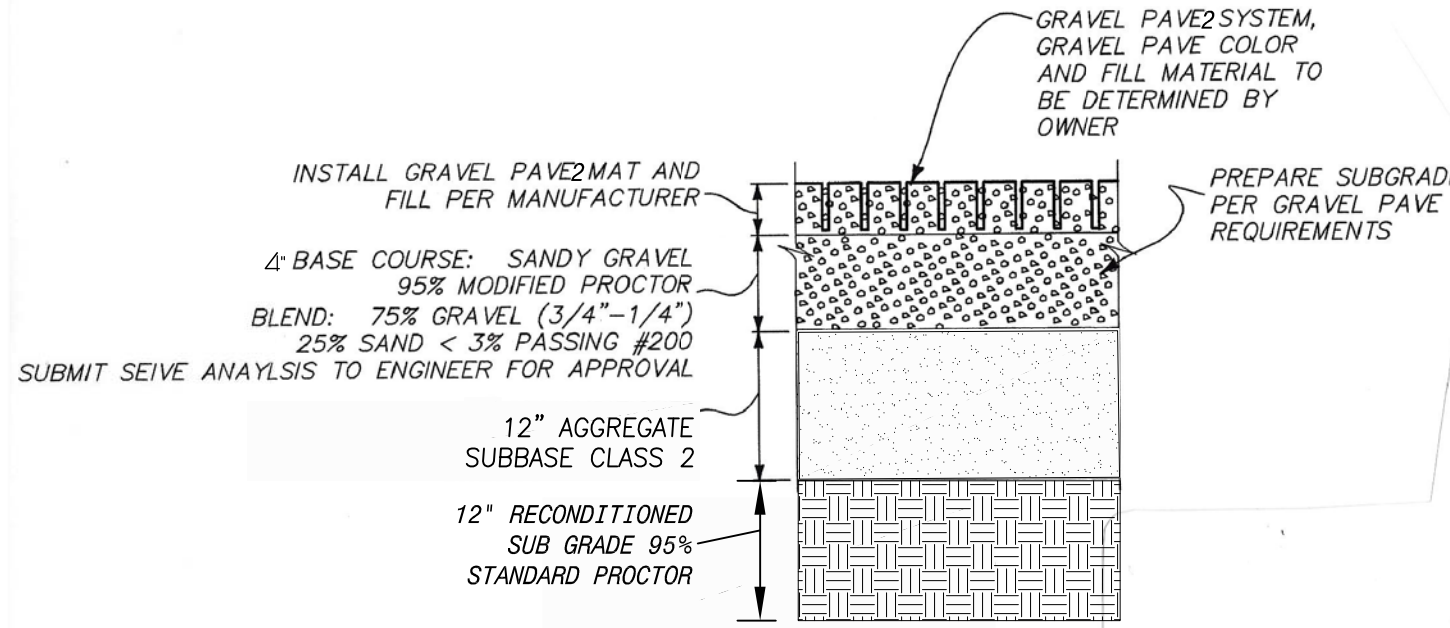
FRENCH DRAIN

SCALE: 1/2" = 1'-0"

6

C-II

SOIL STRENGTH PER LAMBERT GEOTECH STUDY:
1100 PSF SOIL BEARING AT SURFACE
1500 PSF @ 3 FT. DEPTH
600 PSF SWELL PRESSURE - NATIVE MATERIAL



TYPICAL GRAVELPAVE 2
PARKING SECTION-ESAL 40,000#

PARKING LOT- PERVIOUS PAVING
GRAVELPAVE 2 INSTALLED PER MANUF.
RECOMMENDATIONS- SEE SPECS FOR
LOAD BEARING CAPACITIES

PAVEMENT THICKNESS DESIGN SECTIONS *ESAL = 40,000			
Aggregate Base Course Class 6 or Similar (inches)	Aggregate Subbase Course Class 2 or Similar (inches)	Reconditioned Subgrade (inches)	
4	10-1/2	12	12
4	7-1/2	0	12

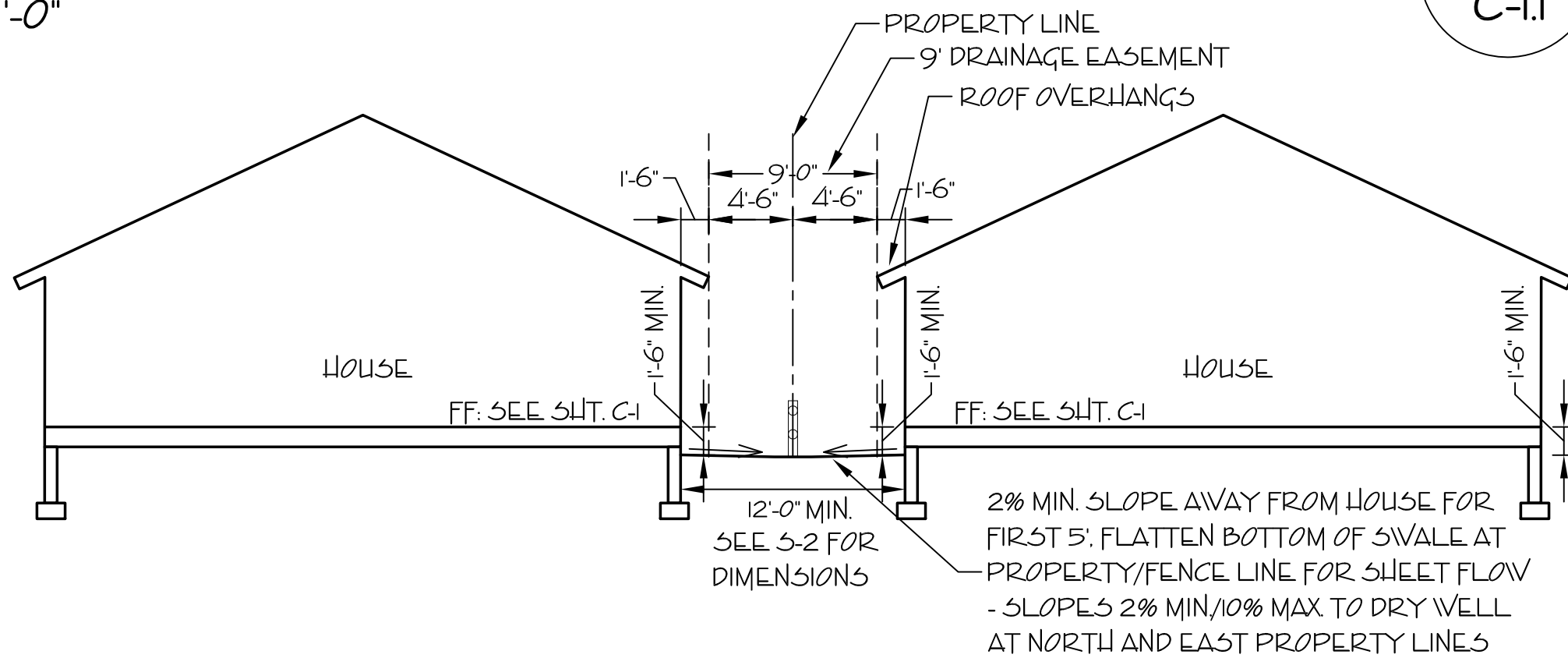
PAVEMENT RECOMMENDATION PER SOILS REPORT
FOR ASPHALT AT ADDED STREET PARKING

7

C-II

STORM WATER RETENTION AREA

SCALE: 1/8" = 1'-0"

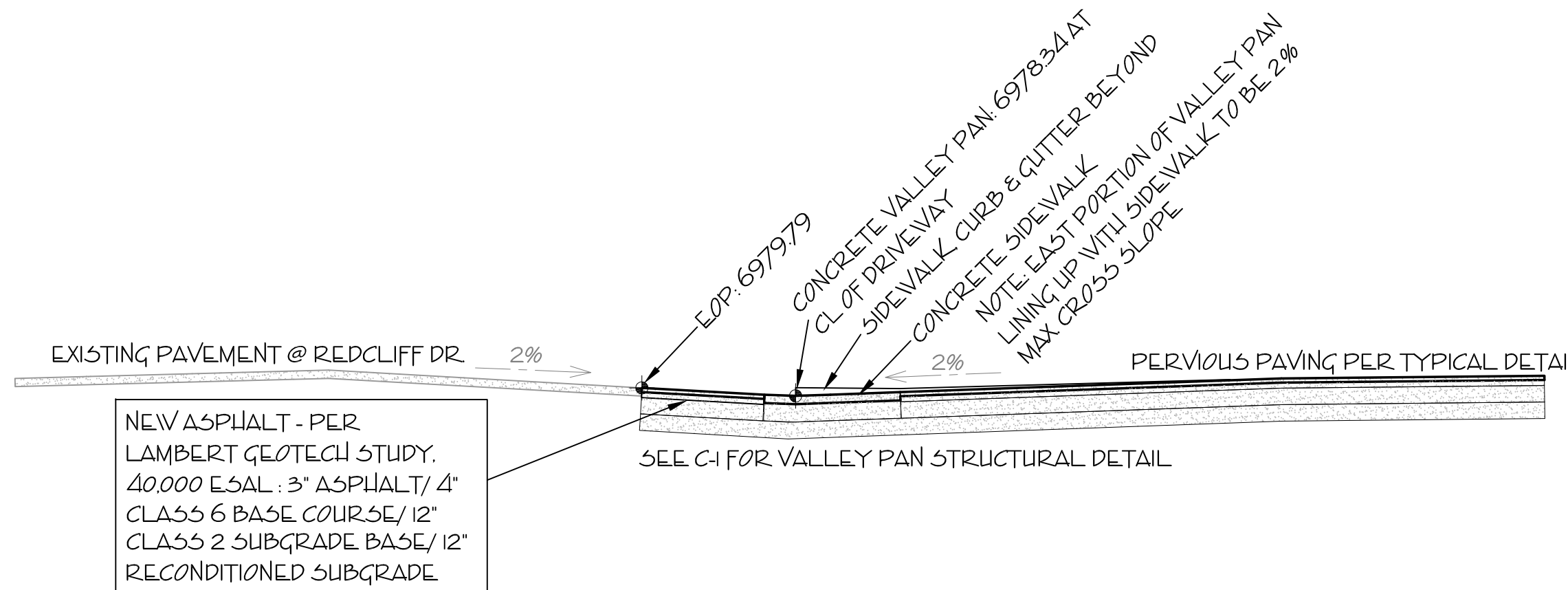


DRAINAGE BETWEEN HOUSES @ N&E PROPERTY LINES

SCALE: 1/8" = 1'-0"

8

C-II

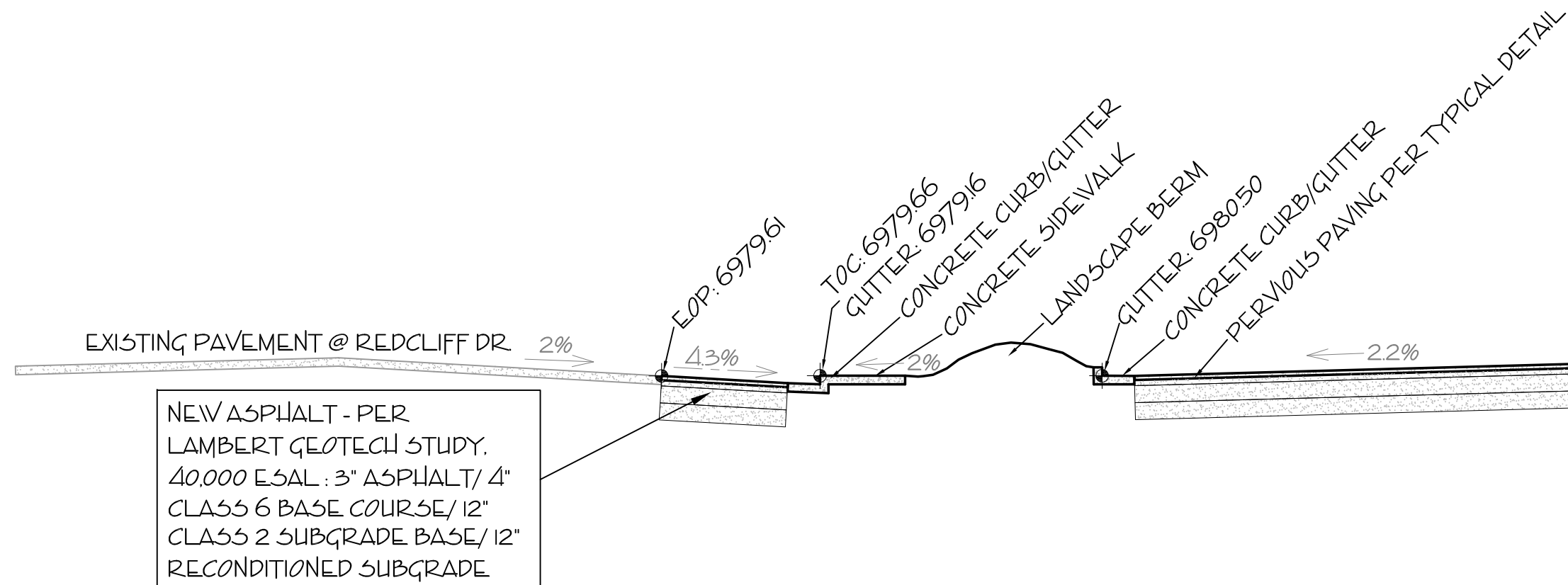


SOUTH DRIVEWAY ENTRY

SCALE: 1/8" = 1'-0"

1

C-II

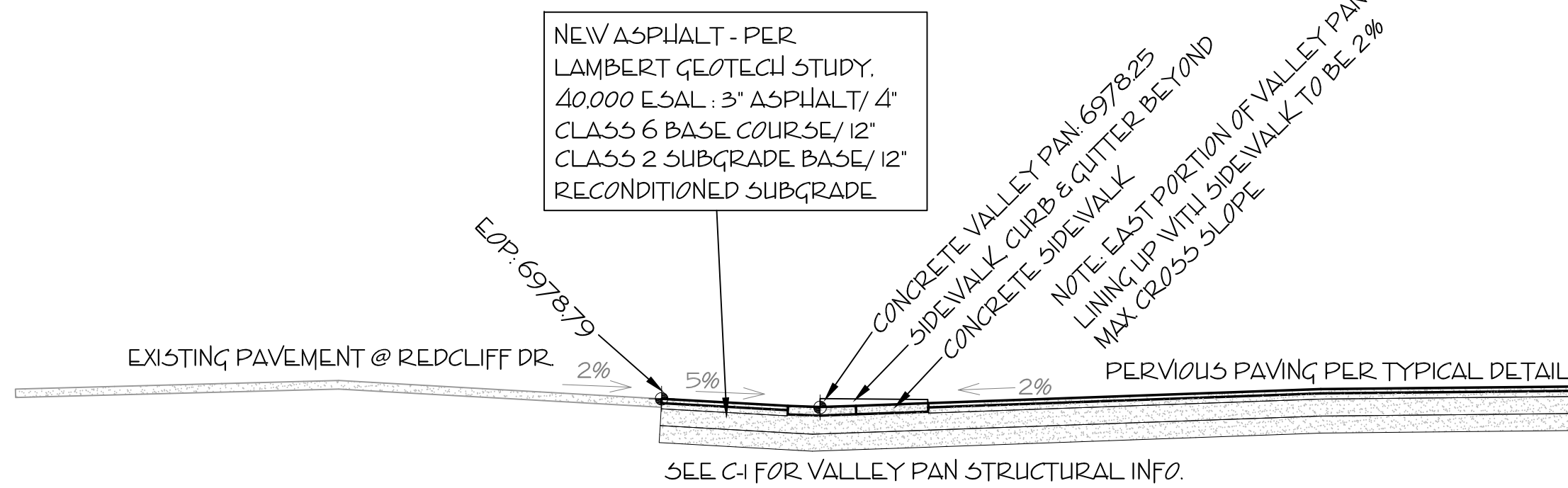


SIDEWALK/BERM AT REDCLIFF DR

SCALE: 1/8" = 1'-0"

2

C-II

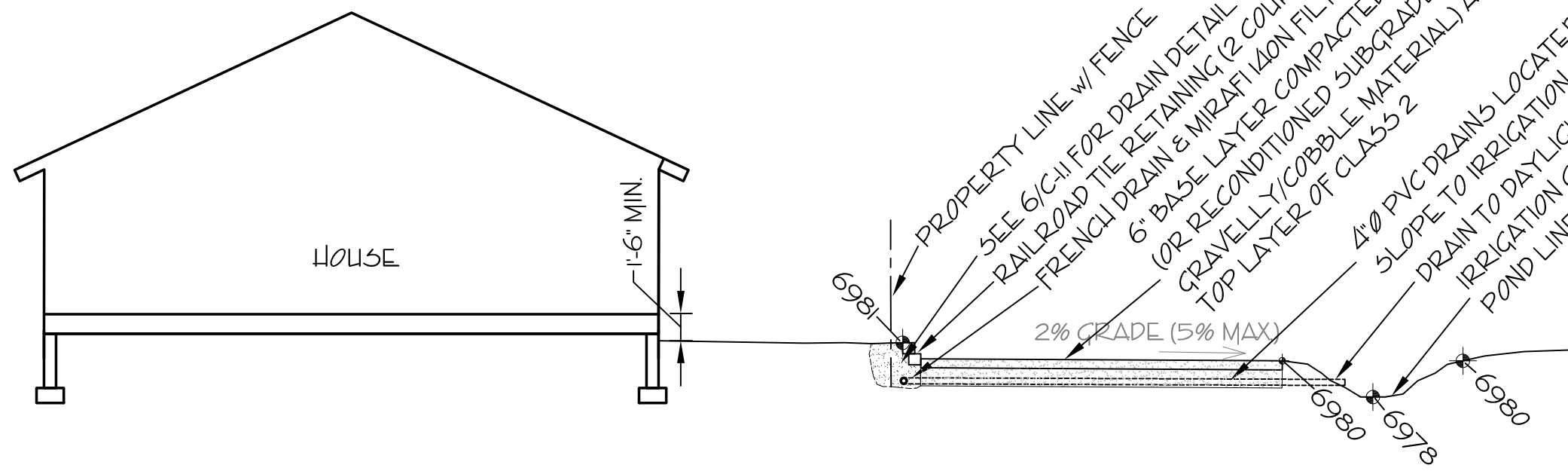


NORTH DRIVEWAY ENTRY

SCALE: 1/8" = 1'-0"

3

C-II



ACCESS ROAD @ EAST PORTION OF DITCH

SCALE: 1/8" = 1'-0"

4

C-II

ACCESS ROAD SUFFICIENTLY STRONG BASE
FOR TOWN VEHICLE MAINTENANCE ACCESS
BASED ON A SOIL BEARING STRENGTH OF 1500
PSF WITH RECONDITIONED SUBGRADE AND 6"
LAYER OF CLASS 2 AGGREGATE

REVISIONS
7/25/19
PRELIM PLAT/TOWN COUNCIL

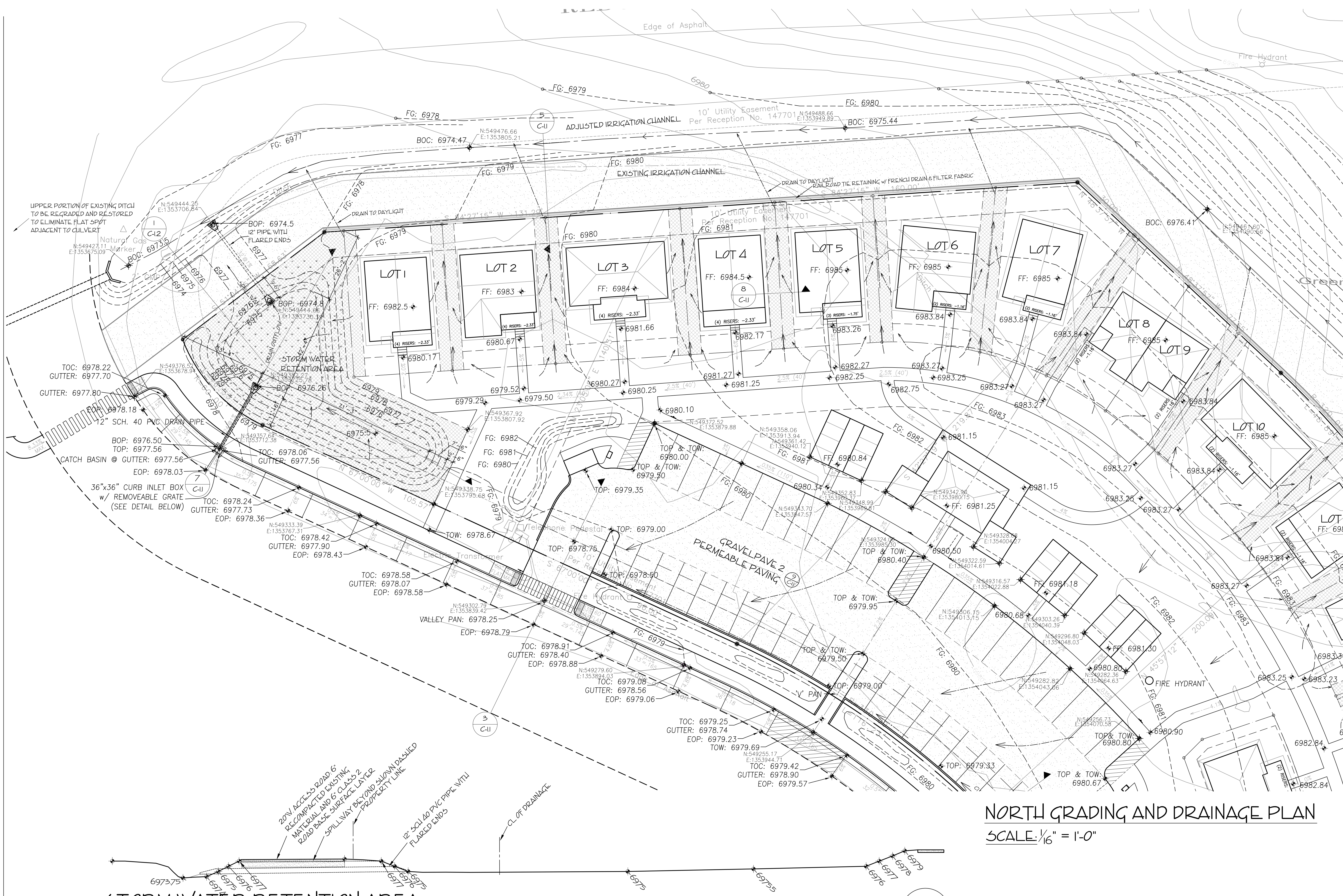
VISTA PARK COMMONS
RIDGWAY LAND COMPANY SUBDIVISION
LOTS 30-34

GRADING SECTIONS

DOLG MACFARLANE
ARCHITECT- LLC
653 N. CORA SUITE 201, RIDGWAY, CO. (970) 626-3308

JOB: V.P.C.
DATE: 7/25/19
SCALE:
SHEET:

C-II



STORM WATER RETENTION AREA
 SCALE: 1/8" = 1'-0"

NORTH GRADING AND DRAINAGE PLAN
 SCALE: 1/16" = 1'-0"

REVISIONS
7/25/19
PRELIM PLAT/TOWN COUNCIL

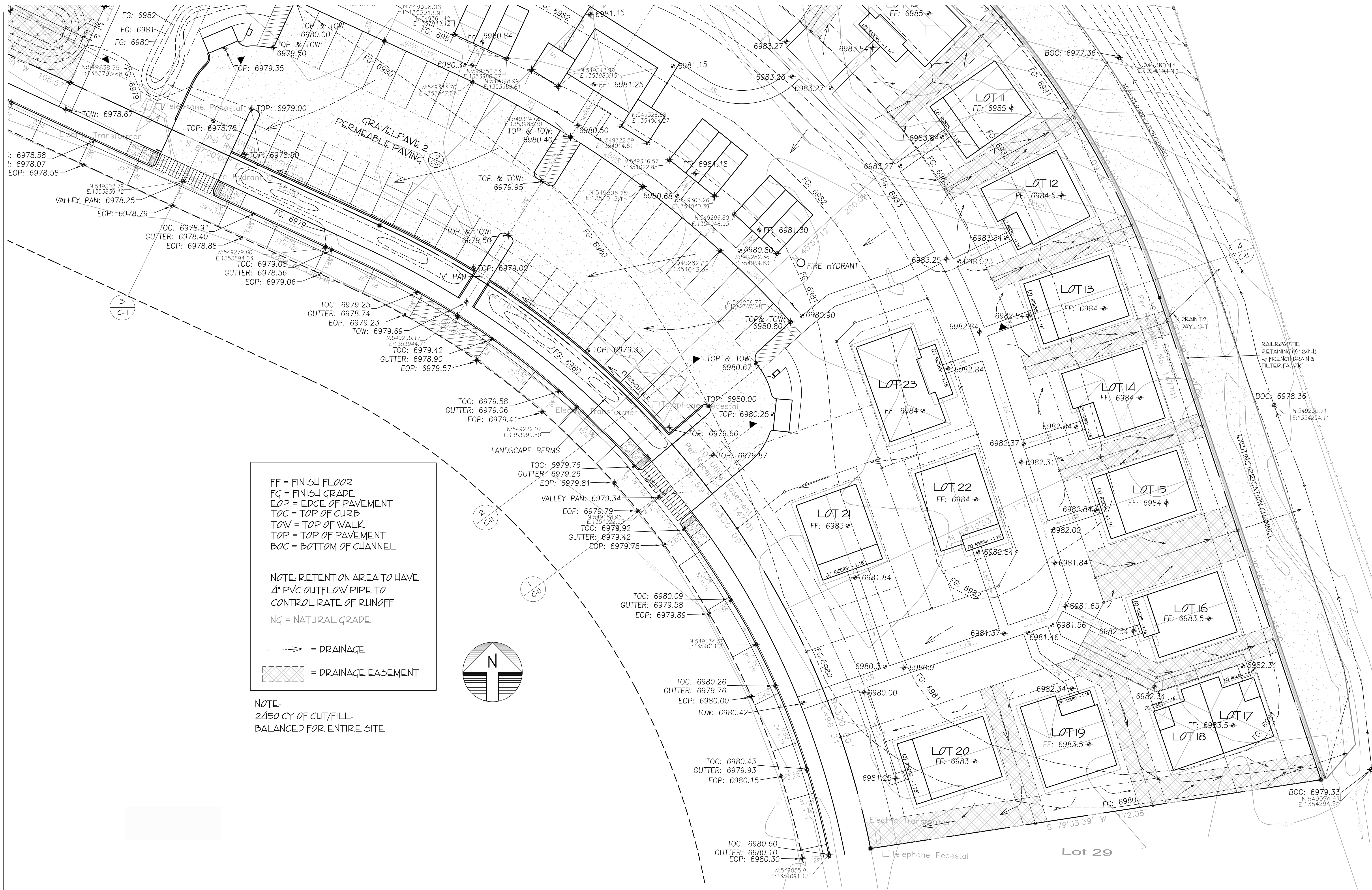
VISTA PARK COMMONS
 RIDGWAY LAND COMPANY SUBDIVISION
 LOTS 30-34

NORTH
 GRADING & DRAINAGE PLAN

DOLG MACFARLANE
 ARCHITECT-LLC
 653 N. CORA SUITE 201, RIDGWAY, CO. (970) 626-3308

JOB: V.P.C.
DATE: 7/25/19
SCALE:
SHEET:

C-1.2



FF = FINISH FLOOR
FG = FINISH GRADE
EOP = EDGE OF PAVEMENT
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TOP = TOP OF PAVEMENT
BOC = BOTTOM OF CHANNEL

NOTE: RETENTION AREA TO HAVE
4" PVC OUTFLOW PIPE TO
CONTROL RATE OF RUNOFF
NG = NATURAL GRADE

---> = DRAINAGE
[Hatched Area] = DRAINAGE EASEMENT

NOTE:
2450 CY OF CUT/FILL-
BALANCED FOR ENTIRE SITE

SOUTH GRADING AND DRAINAGE PLAN
SCALE: 1/16" = 1'-0"

REVISIONS	
7/25/19	PRELIM PLAT/TOWN COUNCIL

VISTA PARK COMMONS
RIDGWAY LAND COMPANY SUBDIVISION
LOTS 30-34

SOUTH
GRADING & DRAINAGE PLAN

DOLG MACFARLANE
ARCHITECT- LLC
653 N. CORA SUITE 201, RIDGWAY, CO. (970) 626-3308

JOB: V.P.C.
DATE: 7/25/19
SCALE:
SHEET:

C-1.3

REVISIONS
7/25/19 PRELIM PLAT/TOWN COUNCIL

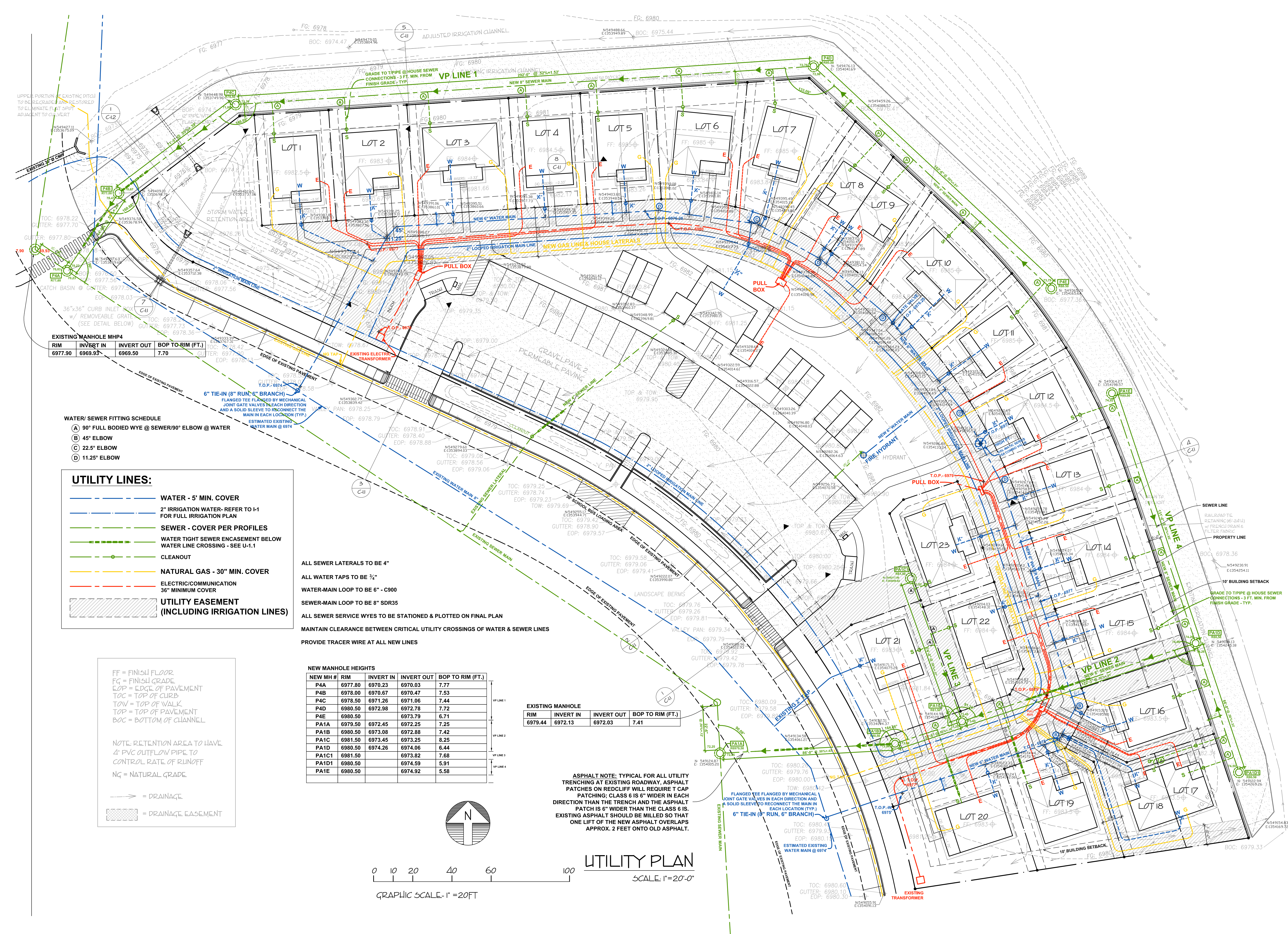
VISTA PARK COMMONS
RIDGWAY LAND COMPANY SUBDIVISION
LOTS 30-34

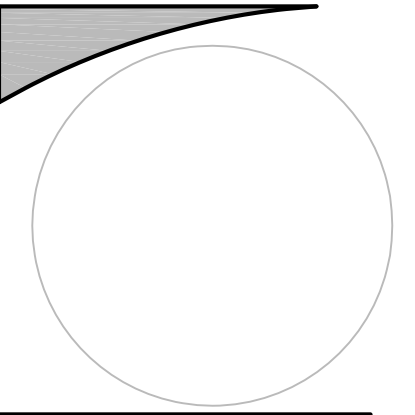
UTILITY PLAN

DOLG MACFARLANE
ARCHITECT- LLC
653 N. CORA SUITE 201, RIDGWAY, CO. (970) 626-3308

JOB V.P.C.
DATE: 7/25/19
SCALE:
SHEET:

41





REVISIONS
7/25/19
PRELIM PLAT/TOWN COUNCIL

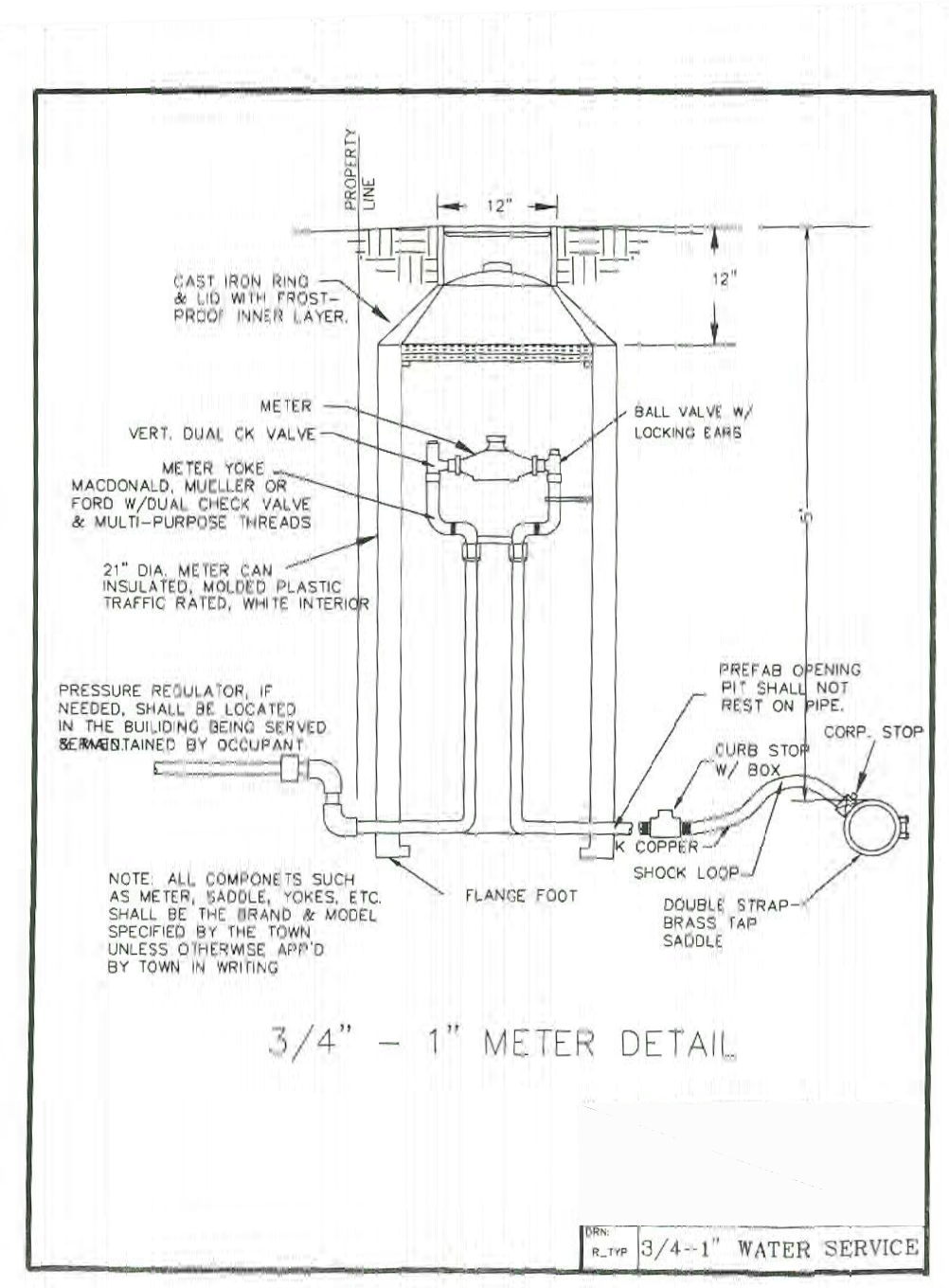
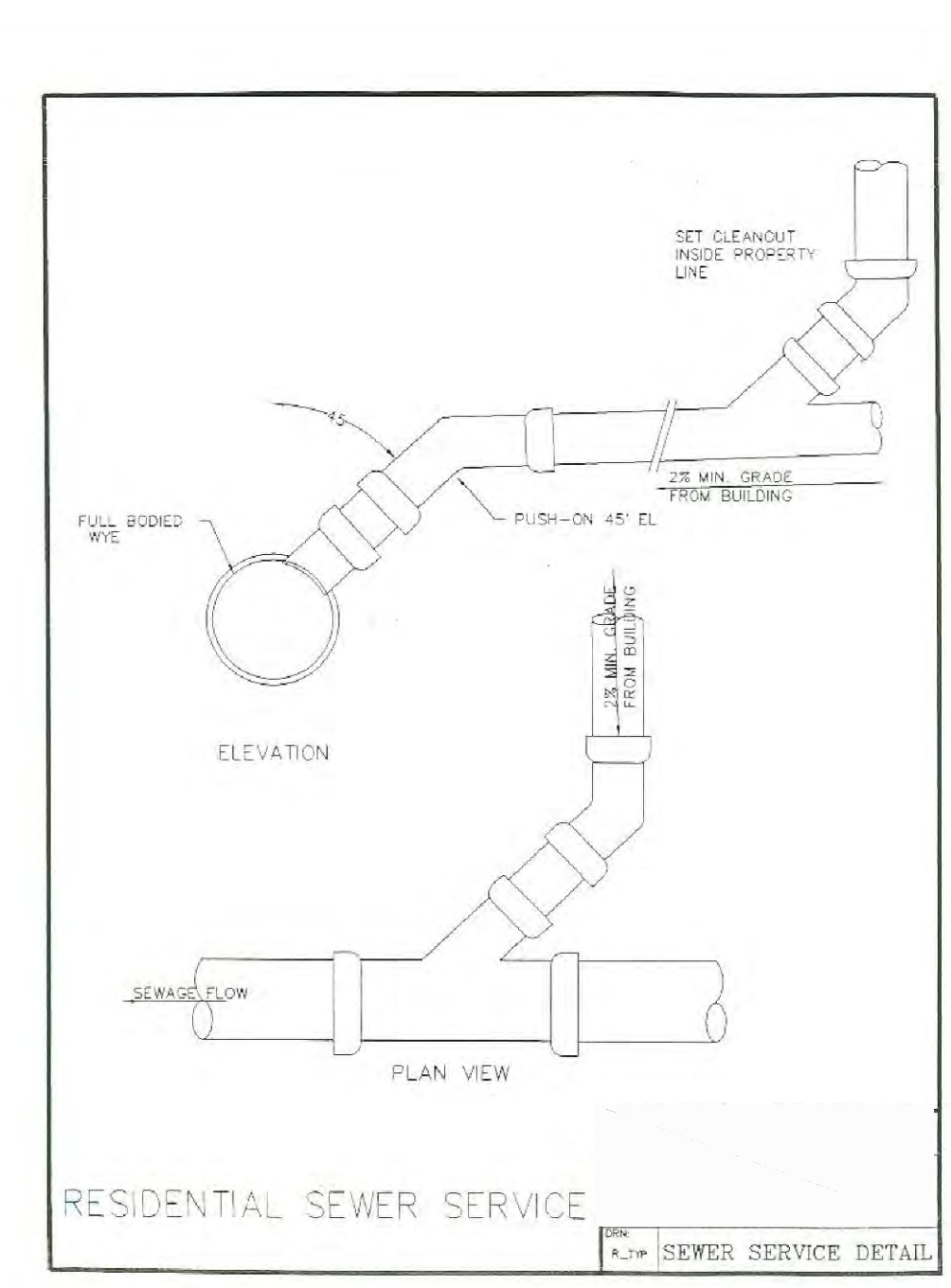
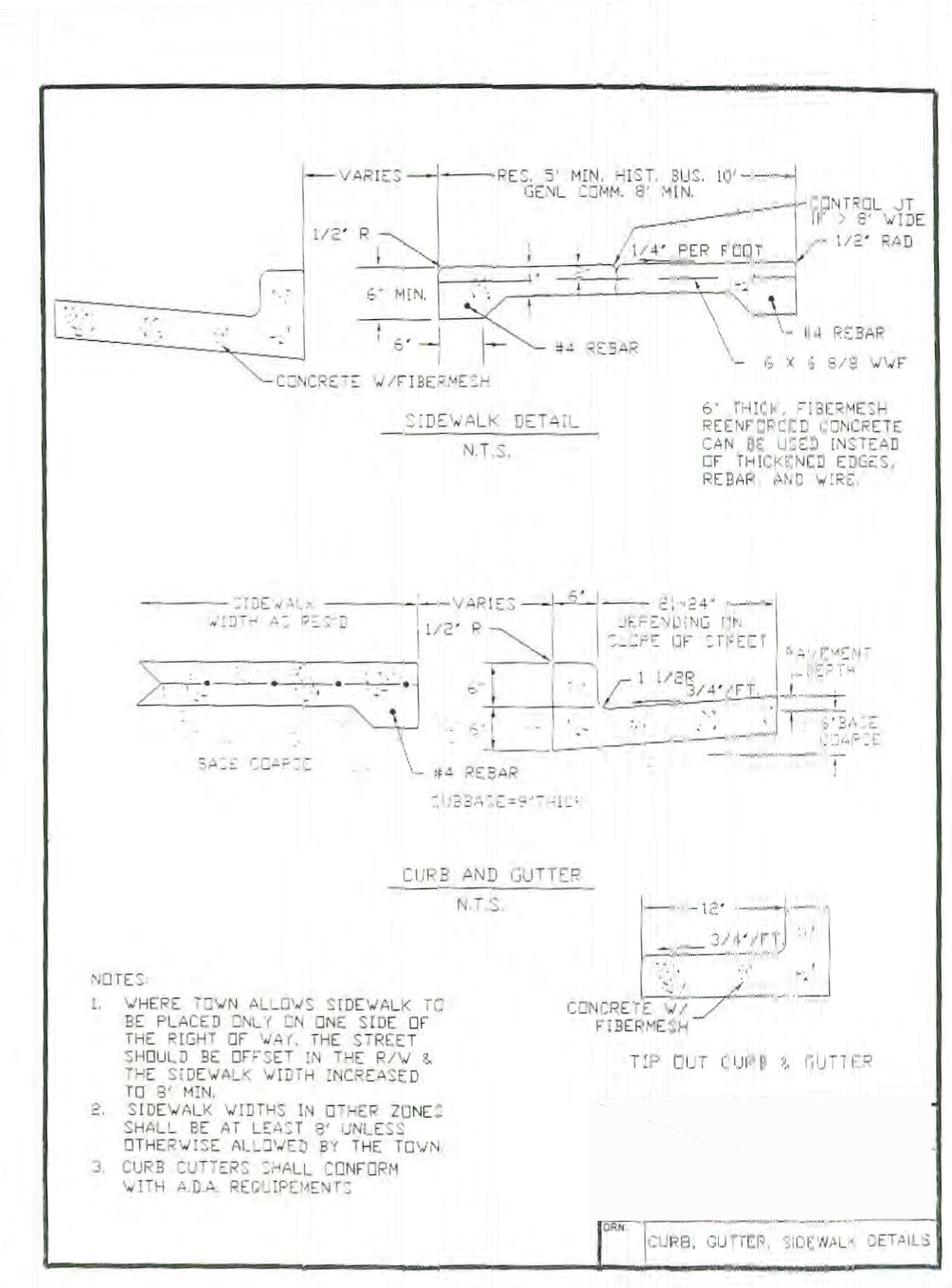
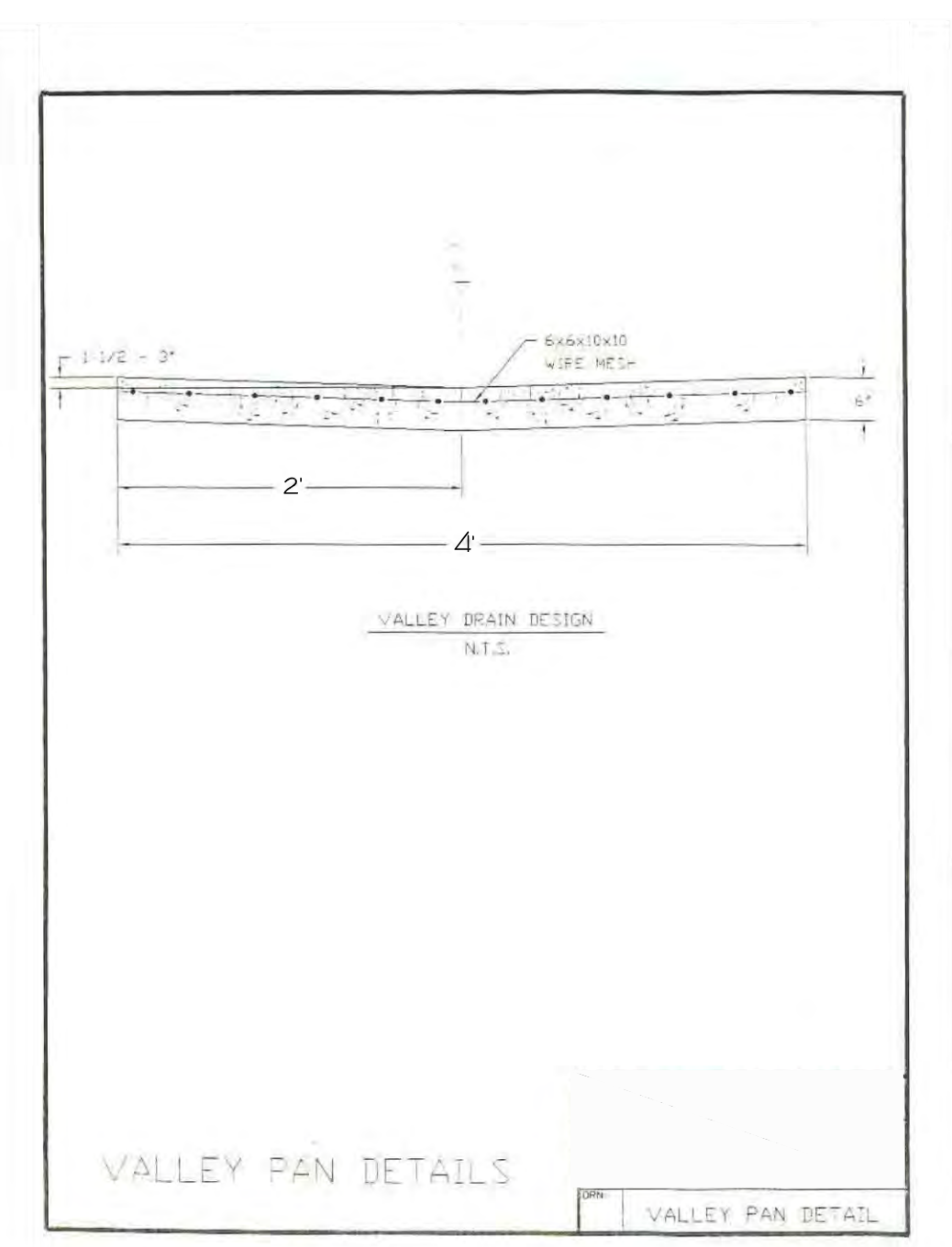
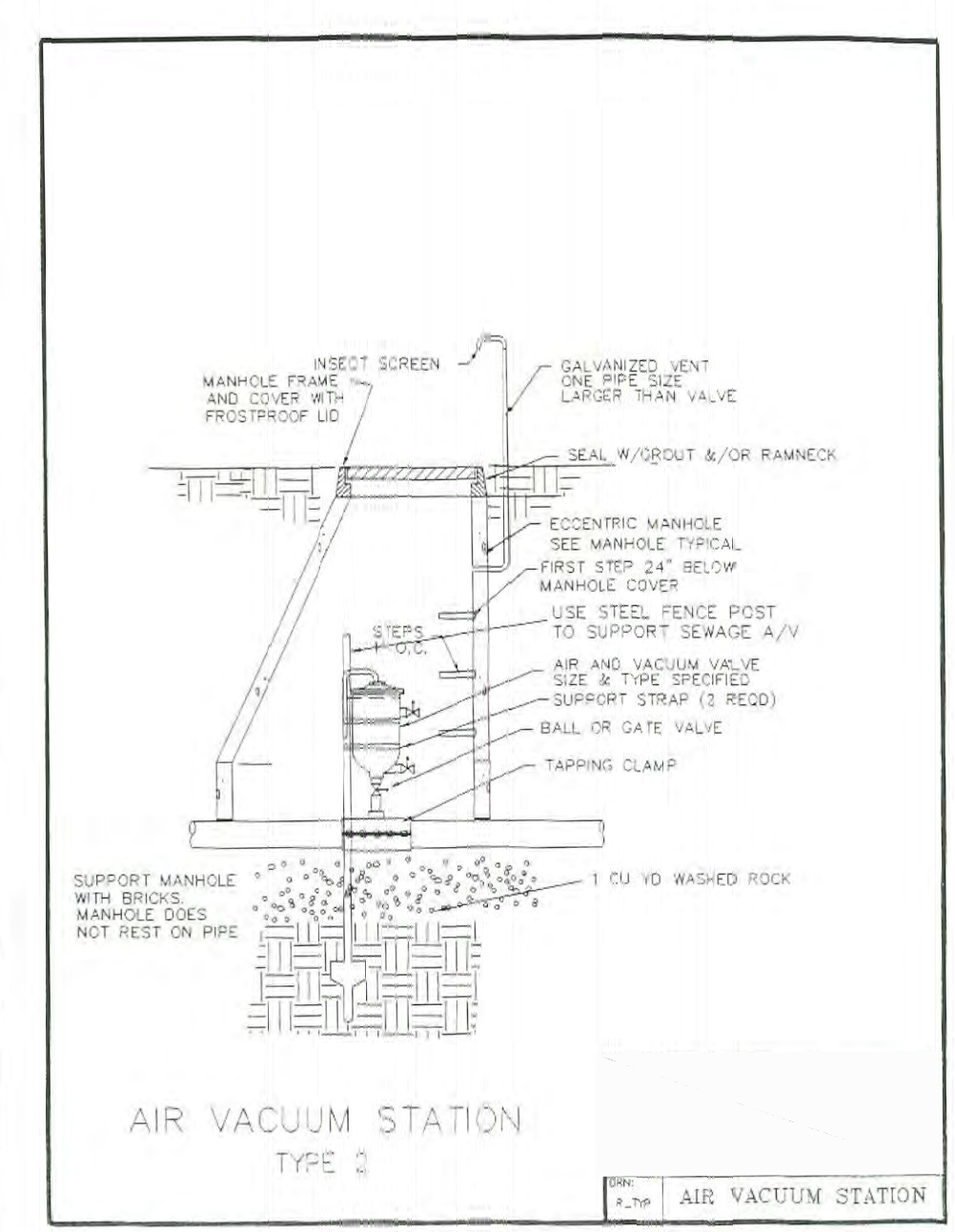
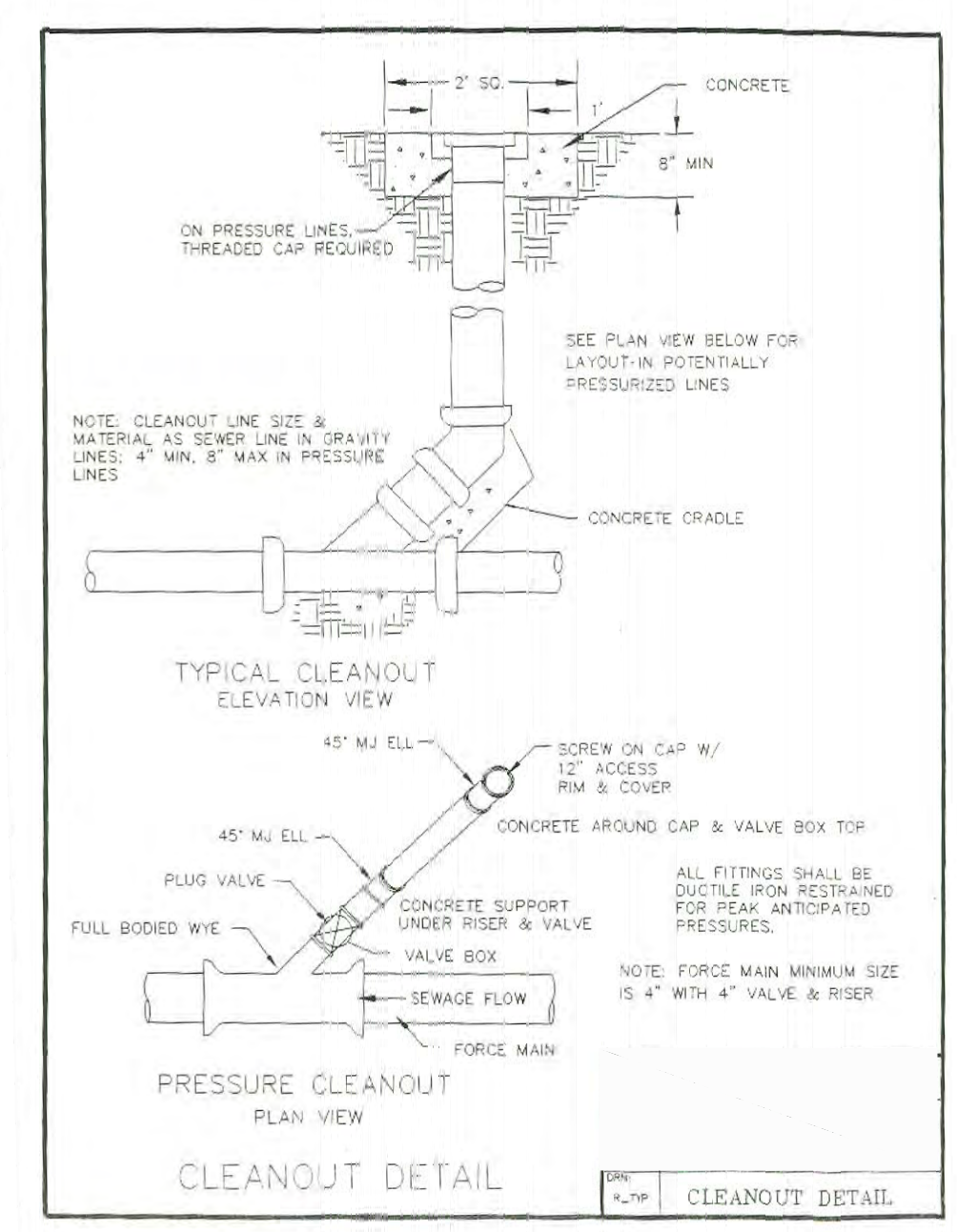
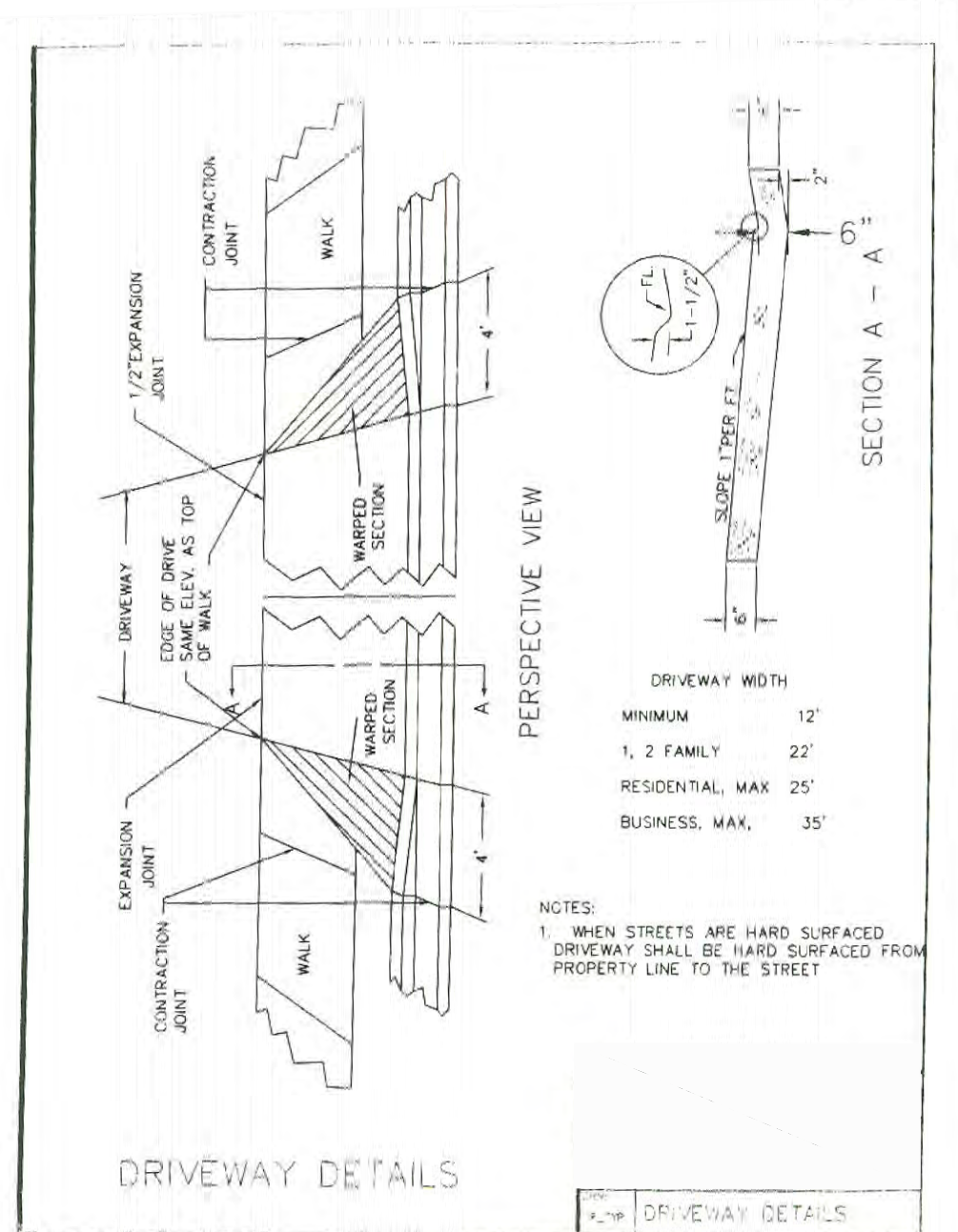
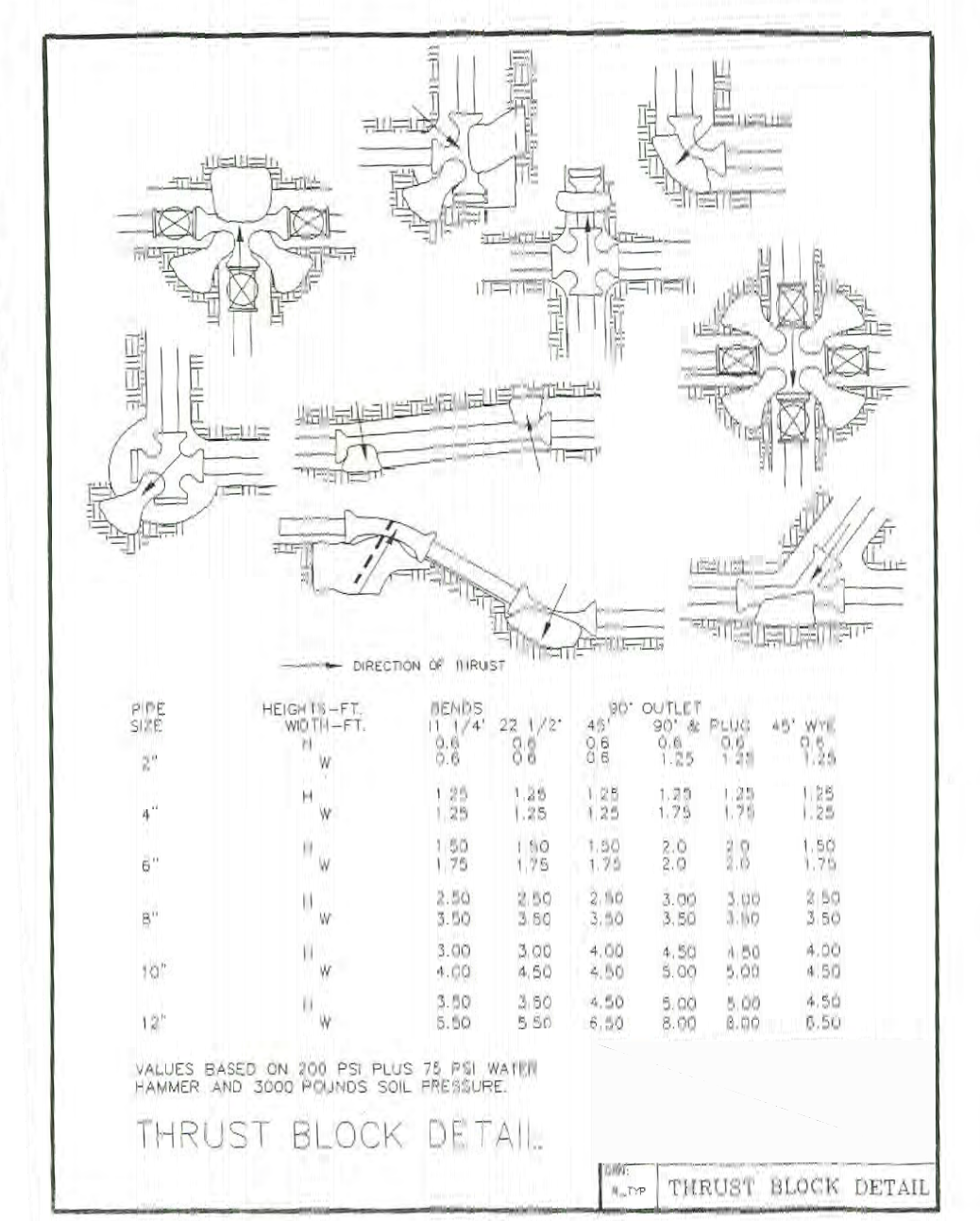
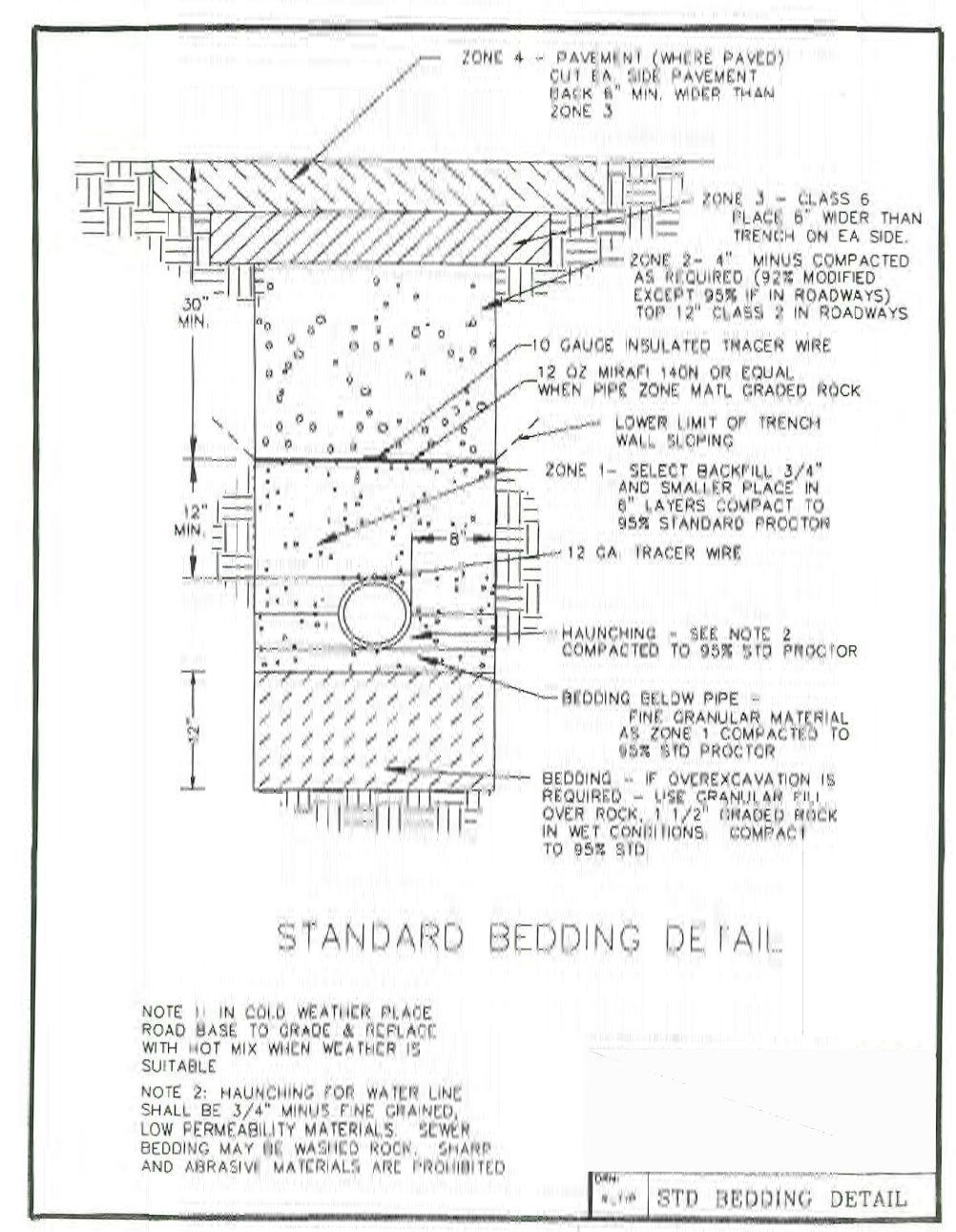
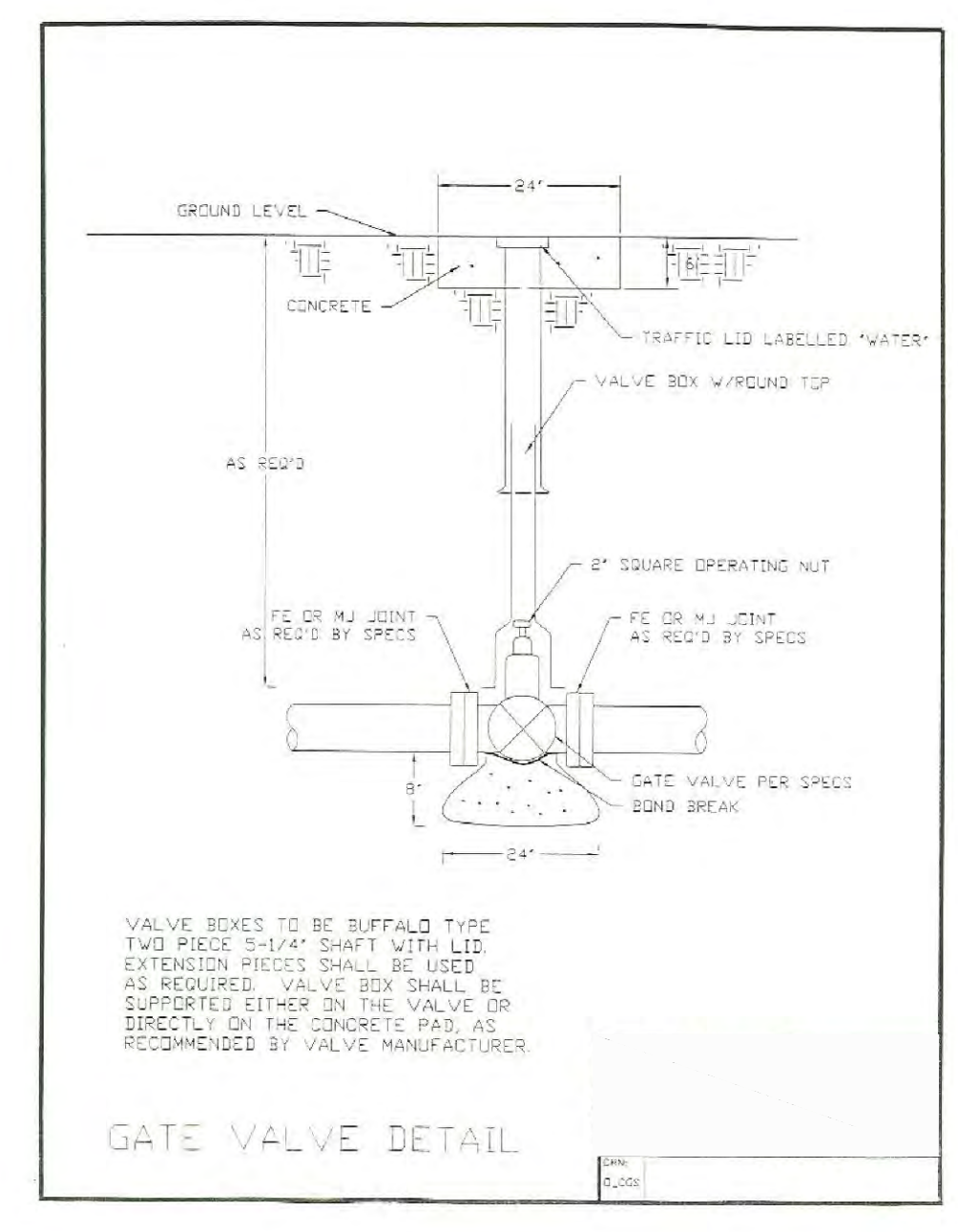
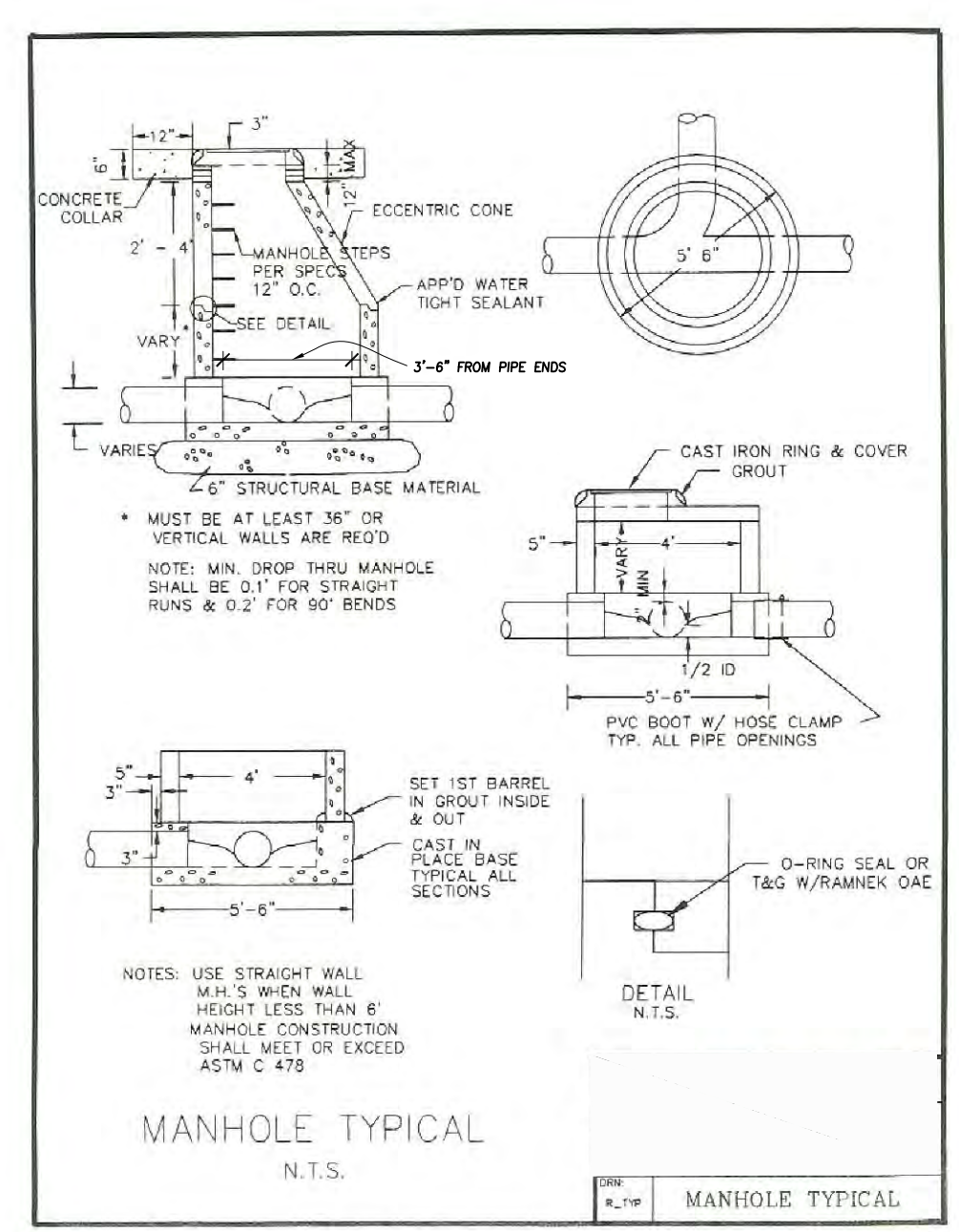
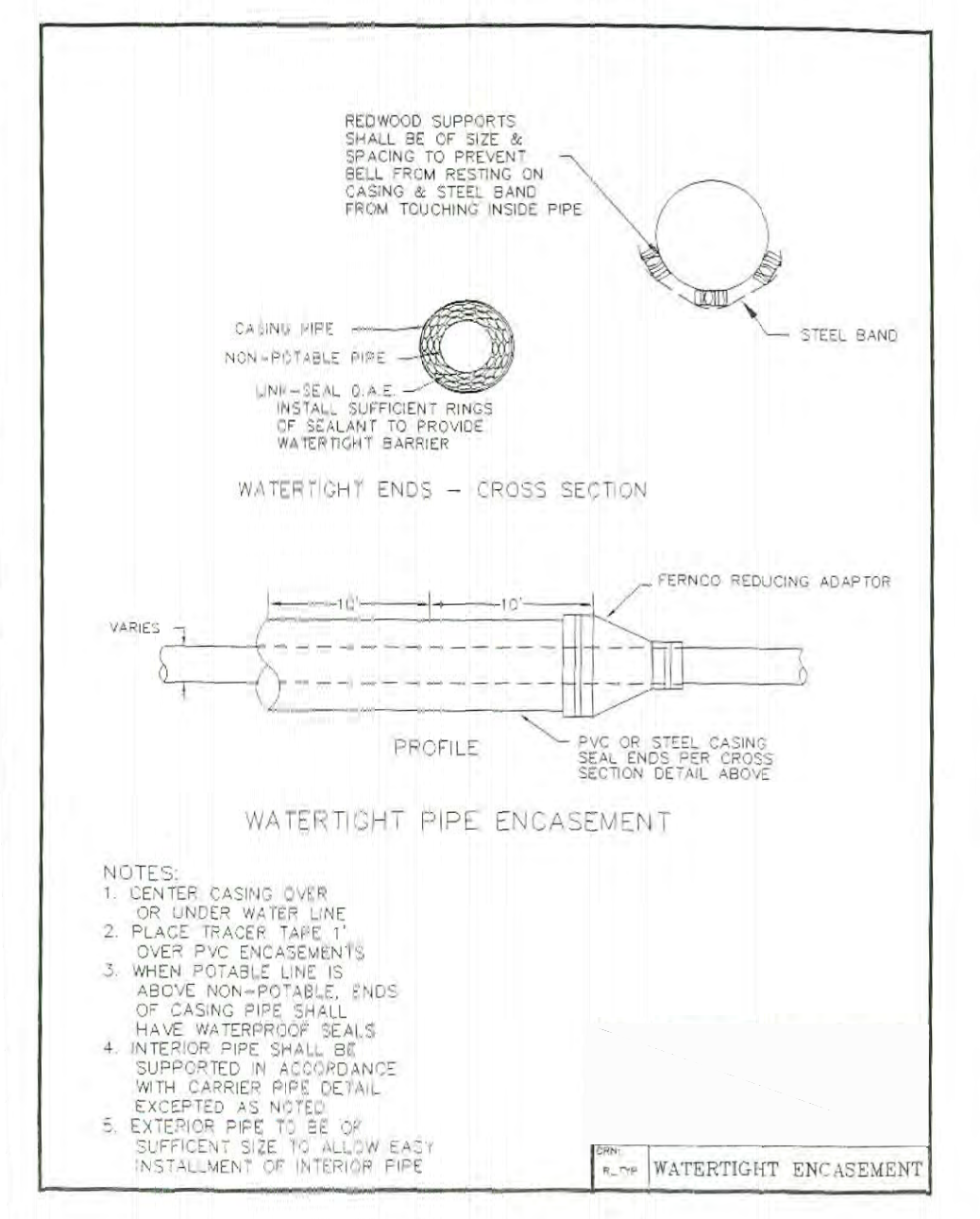
VISTA PARK COMMONS
RIDGWAY LAND COMPANY SUBDIVISION
LOTS 30-34

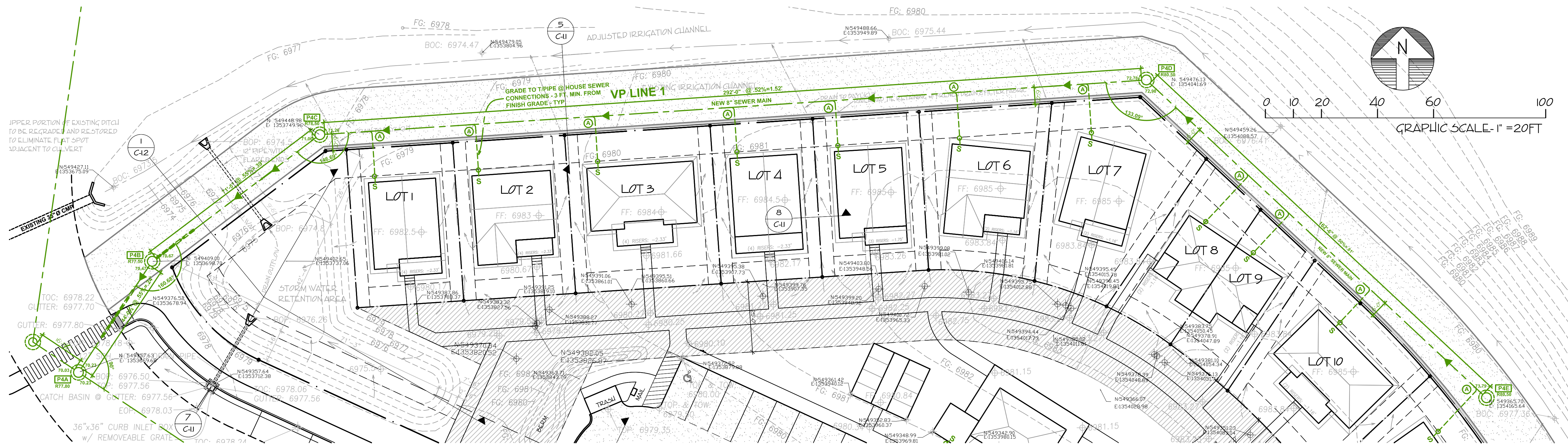
UTILITY DETAILS

DOLG MACFARLANE
ARCHITECT-LLC
653 N. CORA SUITE 201, RIDGWAY, CO. (970) 626-3308

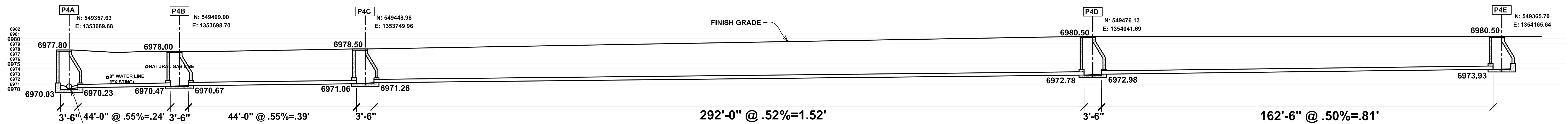
JOB: V.P.C.
DATE: 7/25/19
SCALE:
SHEET:

U-1.1





VP LINE I PLAN SCALE: 1"=20'-0"



INTERCEPT RIDGWAY USA
"PA" LINE - 20' SOUTH/EAST
OF MH-P4 - 8" PVC 3034

VP LINE I PROFILE

REVISIONS
7/25/19
PRELIM PLAT/TOWN COUNCIL

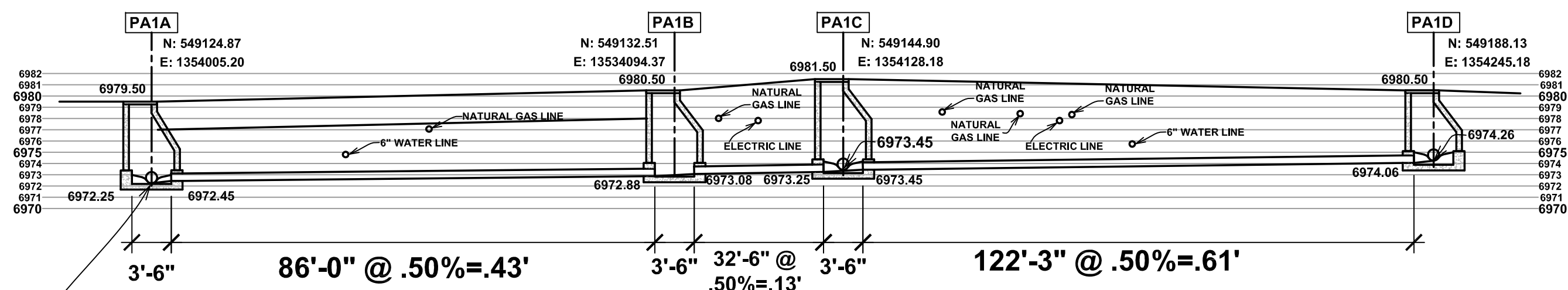
VISTA PARK COMMONS
RIDGWAY LAND COMPANY SUBDIVISION
LOTS 30-34

SEWER VP LINE I PLAN & PROFILE

DOLG MACFARLANE
ARCHITECT-LLC
653 N. CORA SUITE 201 RIDGWAY, CO. (970) 626-3308

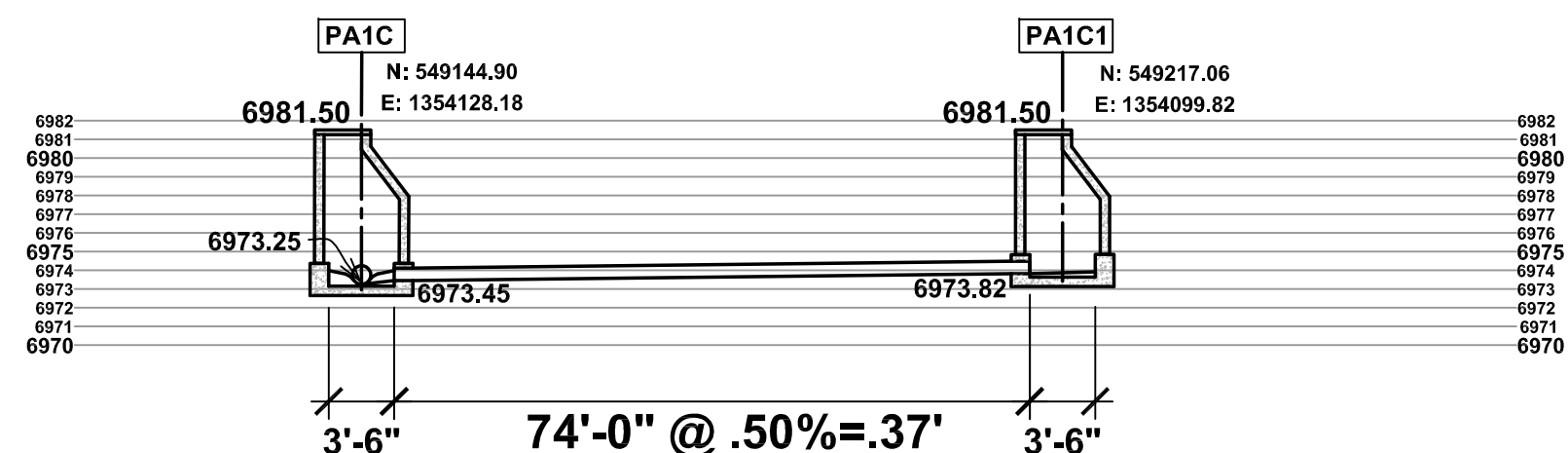
JOB: V.P.C.
DATE: 7/25/19
SCALE:
SHEET:

U-1.2

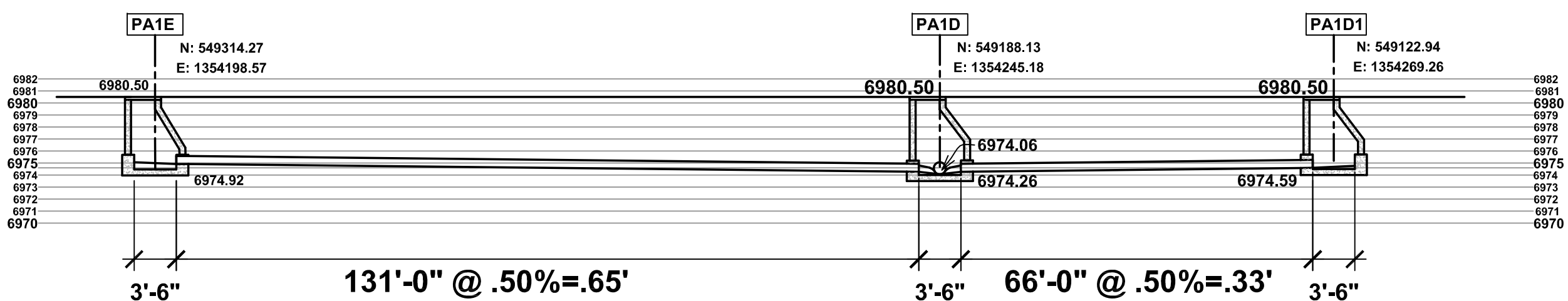


INTERCEPT RIDGWAY USA
"PA" LINE - 20' SOUTH/EAST
OF MH-P4 - 8" PVC 3034

VP LINE 2 PROFILE



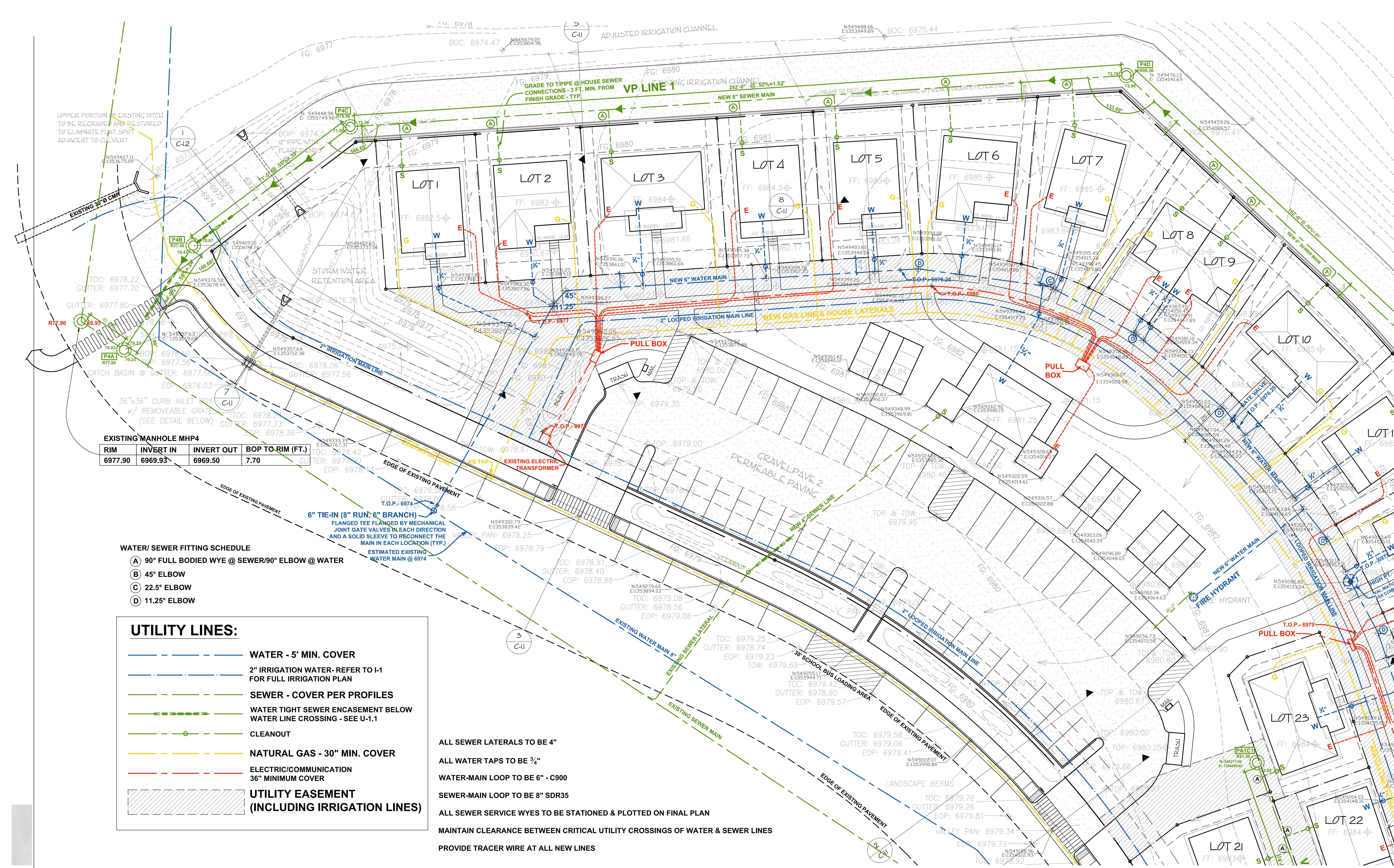
VP LINE 3 PROFILE

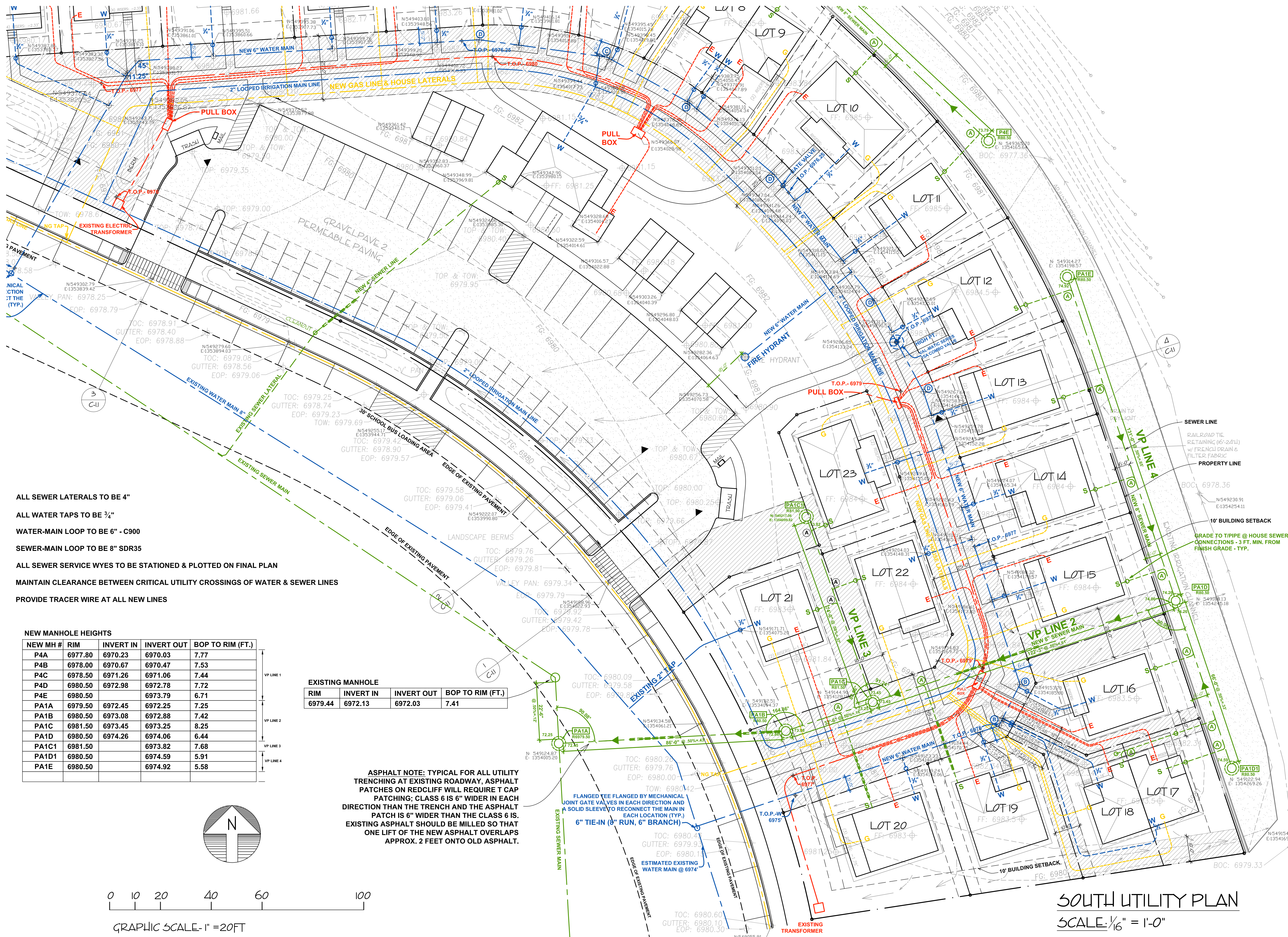


VP LINE 4 PROFILE



VP LINE 2,3,& 4 PLAN SCALE: 1"=20'-0"





- ALL SEWER LATERALS TO BE 4"
- ALL WATER TAPS TO BE 3/4"
- WATER-MAIN LOOP TO BE 6" - C900
- SEWER-MAIN LOOP TO BE 8" SDR35
- ALL SEWER SERVICE WYES TO BE STATIONED & PLOTTED ON FINAL PLAN
- MAINTAIN CLEARANCE BETWEEN CRITICAL UTILITY CROSSINGS OF WATER & SEWER LINES
- PROVIDE TRACER WIRE AT ALL NEW LINES

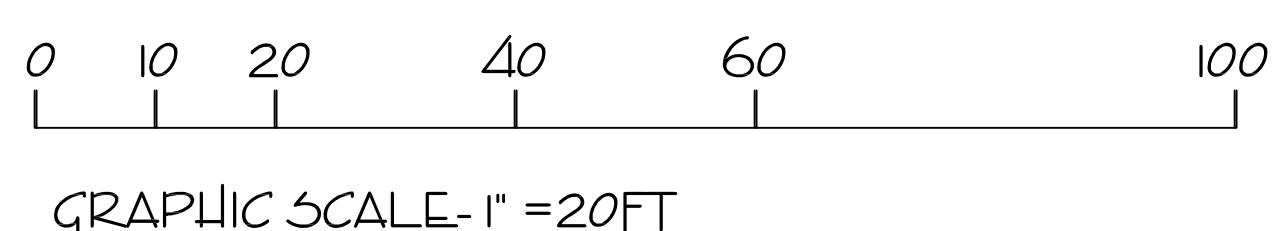
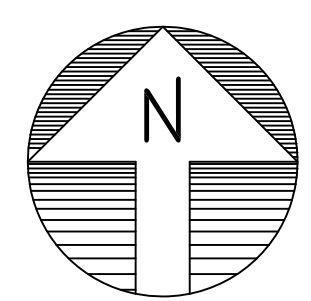
NEW MANHOLE HEIGHTS				
NEW MH #	RIM	INVERT IN	INVERT OUT	BOP TO RIM (FT.)
P4A	6977.80	6970.23	6970.03	7.77
P4B	6978.00	6970.67	6970.47	7.53
P4C	6978.50	6971.26	6971.06	7.44
P4D	6980.50	6972.98	6972.78	7.72
P4E	6980.50	6973.45	6973.79	6.71
PA1A	6979.50	6972.45	6972.25	7.25
PA1B	6980.50	6973.08	6972.88	7.42
PA1C	6981.50	6973.45	6973.25	8.25
PA1D	6980.50	6974.26	6974.06	6.44
PA1C1	6981.50		6973.82	7.68
PA1D1	6980.50		6974.59	5.91
PA1E	6980.50		6974.92	5.58

EXISTING MANHOLE			
RIM	INVERT IN	INVERT OUT	BOP TO RIM (FT.)
6979.44	6972.13	6972.03	7.41

ASPHALT NOTE: TYPICAL FOR ALL UTILITY TRENCHING AT EXISTING ROADWAY, ASPHALT PATCHES ON REDCLIFF WILL REQUIRE T CAP PATCHING; CLASS 6 IS 6" WIDER IN EACH DIRECTION THAN THE TRENCH AND THE ASPHALT PATCH IS 6" WIDER THAN THE CLASS 6 IS. EXISTING ASPHALT SHOULD BE MILLED SO THAT ONE LIFT OF THE NEW ASPHALT OVERLAPS APPROX. 2 FEET ONTO OLD ASPHALT.

FLANGED TEE FLANGED BY MECHANICAL JOINT GATE VALVES IN EACH DIRECTION AND A SOLID SLEEVE TO RECONNECT THE MAIN IN EACH LOCATION (TYP.)

6" TIE-IN (8" RUN, 6" BRANCH)



REVISIONS	
7/25/19	PRELIM PLAT/TOWN COUNCIL

VISTA PARK COMMONS
RIDGWAY LAND COMPANY SUBDIVISION
LOTS 9-19

SOUTH UTILITY PLAN

DOLG MACFARLANE
ARCHITECT-LLC
653 N. CORA SUITE 201 RIDGWAY, CO. (970) 626-3308

JOB V.P.C.
DATE: 7/25/19
SCALE:
SHEET:

U-15

SOUTH UTILITY PLAN
SCALE: 1/16" = 1'-0"

IRRIGATION LINE
FROM PUMPHOUSE
- 3HP - 2" PUMP
- 35 PSI @ 95 GPM

7/23/19

NOTE CHANGE IN
WALKWAYS ON LANDSCAPE
PLAN + ADJUST SPRINKLER
HEAD LOCATIONS TO
ACCOMMODATE

7 eq. - PARKING LOT LIGHTS - RUSTY METAL TUBE (3"x 8")
20,000 LUMENS EACH @ 20'

44 ea. - PATH LIGHTS - RUSTY METAL TUBE (2"x6")
200 LUMENS EACH @ 30"

3,655 lf - ROUND RAIL FENCING
W/ 2 HORIZONTAL RAILS

REVISIONS
PRELIM PLAT: 5/23/19

VISTA PARK COMMONS
BRIDGWAY LAND COMPANY SUBDIVISION
LOTS 30-34

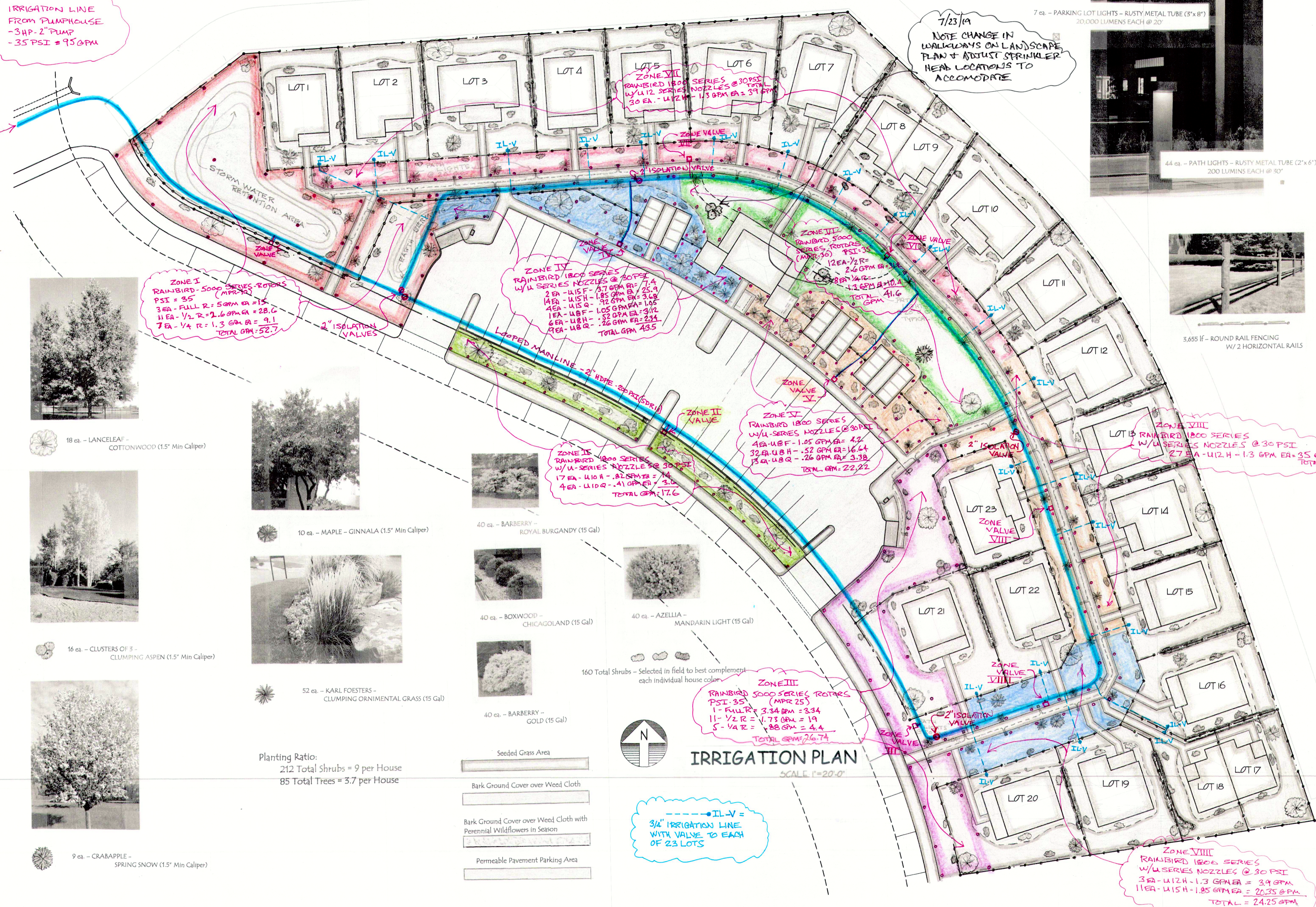
IRRIGATION PLAN

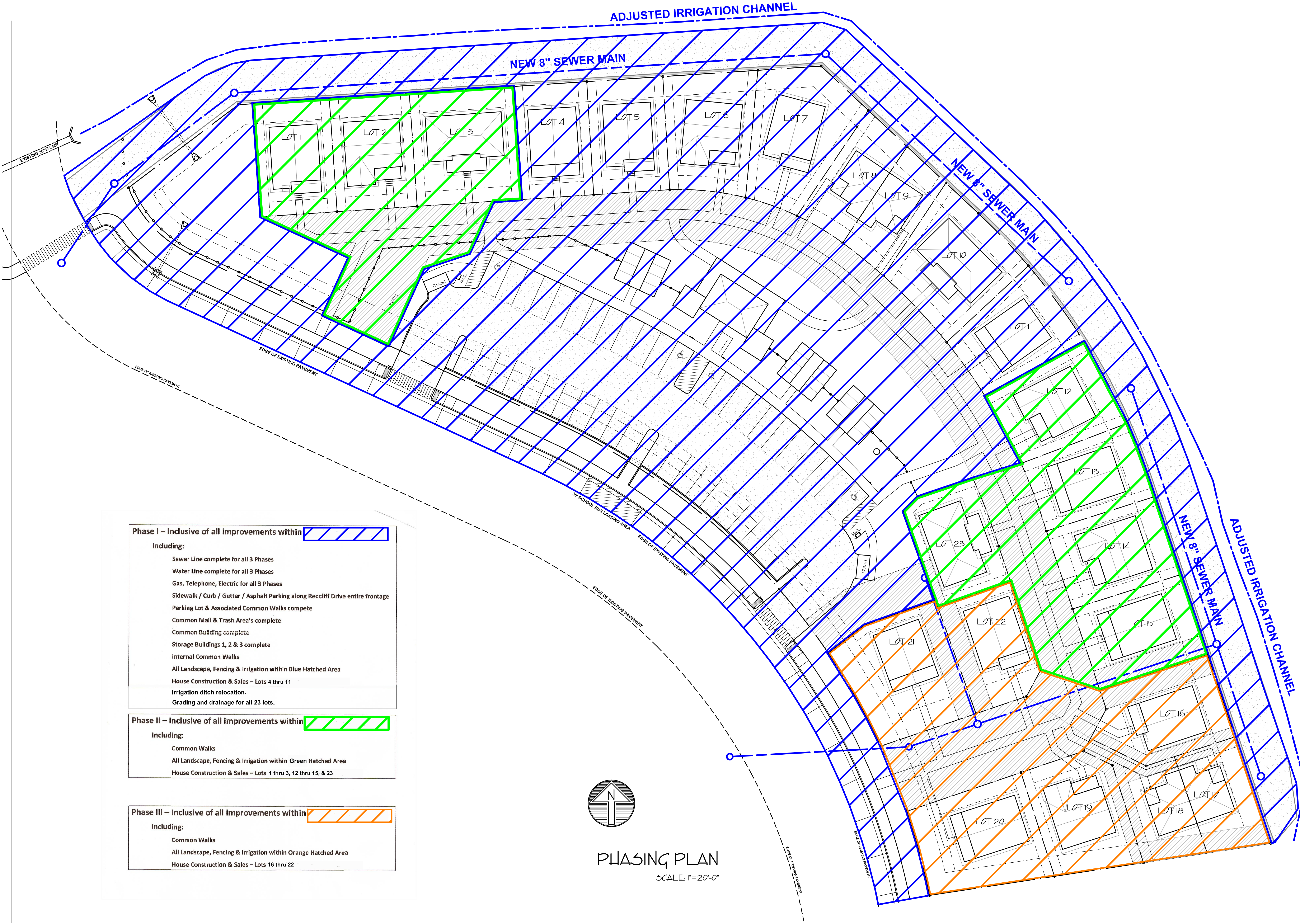
DOUG MACFARLANE
ARCHITECT-LLC


553 N. CORA SUITE 201, RIDGWAY, CO. (970)-626-3308

JOB: V.P.C.
DATE: 5/23/19
SCALE: 7/23/19
SHEET:

I-1






Phase I – Inclusive of all improvements within 

Including:

- Sewer Line complete for all 3 Phases
- Water Line complete for all 3 Phases
- Gas, Telephone, Electric for all 3 Phases
- Sidewalk / Curb / Gutter / Asphalt Parking along Redcliff Drive entire frontage
- Parking Lot & Associated Common Walks complete
- Common Mail & Trash Area's complete
- Common Building complete
- Storage Buildings 1, 2 & 3 complete
- Internal Common Walks
- All Landscape, Fencing & Irrigation within Blue Hatched Area
- House Construction & Sales – Lots 4 thru 11
- Irrigation ditch relocation.
- Grading and drainage for all 23 lots.

Phase II – Inclusive of all improvements within 

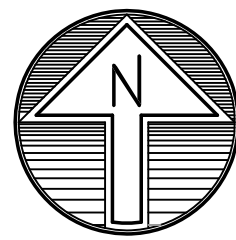
Including:

- Common Walks
- All Landscape, Fencing & Irrigation within Green Hatched Area
- House Construction & Sales – Lots 1 thru 3, 12 thru 15, & 23

Phase III – Inclusive of all improvements within 

Including:

- Common Walks
- All Landscape, Fencing & Irrigation within Orange Hatched Area
- House Construction & Sales – Lots 16 thru 22



PHASING PLAN
SCALE: 1"=20'-0"

REVISIONS
7/25/19
PRELIM PLAT/TOWN COUNCIL

VISTA PARK COMMONS
RIDGWAY LAND COMPANY SUBDIVISION
LOTS 30-34

PHASING PLAN

DOLG MACFARLANE
ARCHITECT- LLC
653 N. CORA SUITE 201 RIDGWAY, CO. (970) 626-3308

JOB: V.P.C.
DATE: 7/25/19
SCALE:
SHEET:

PH-1

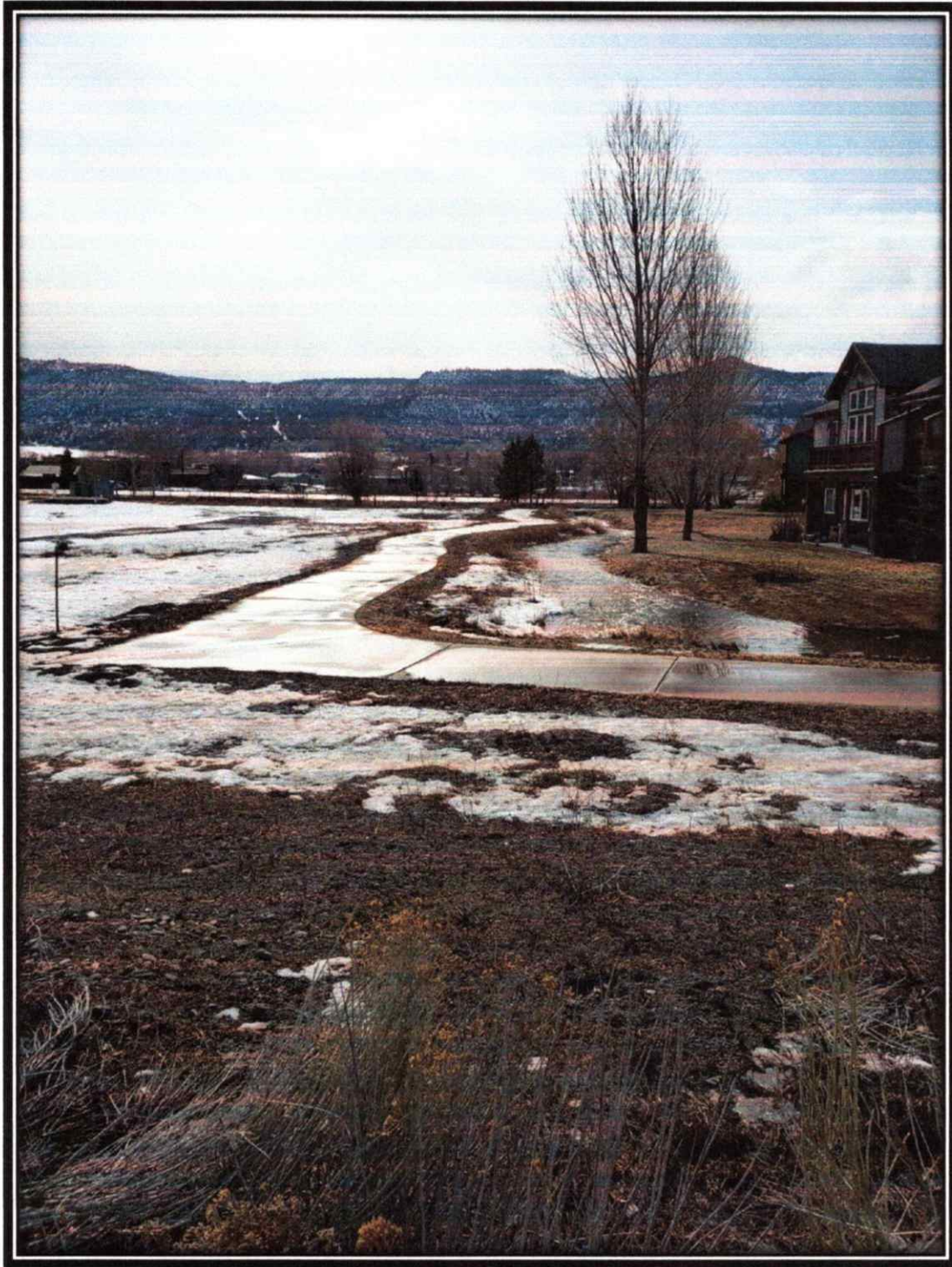
Vista Park Commons Site

March 2019

Flooding Pictures



March 2019 - Very high flood water... Major snow melt off & rain combination... water was getting backed-up because this culvert under road was being blocked by slow moving water – not draining because the channel grade to the west (as seen in next picture) is not adequate and has not been maintained in over 12 years.



As seen in above picture the water is not moving fast enough through the upper part of the channel – up to the bend. The grade of the channel steepens beyond and rapidly gets to the 36" culvert inlet. By lower the grade of the channel here to a more appropriate .6% - this level of flood water will move more rapidly to the pond thus freeing the water to move through the 36" culvert under Redcliff drive.

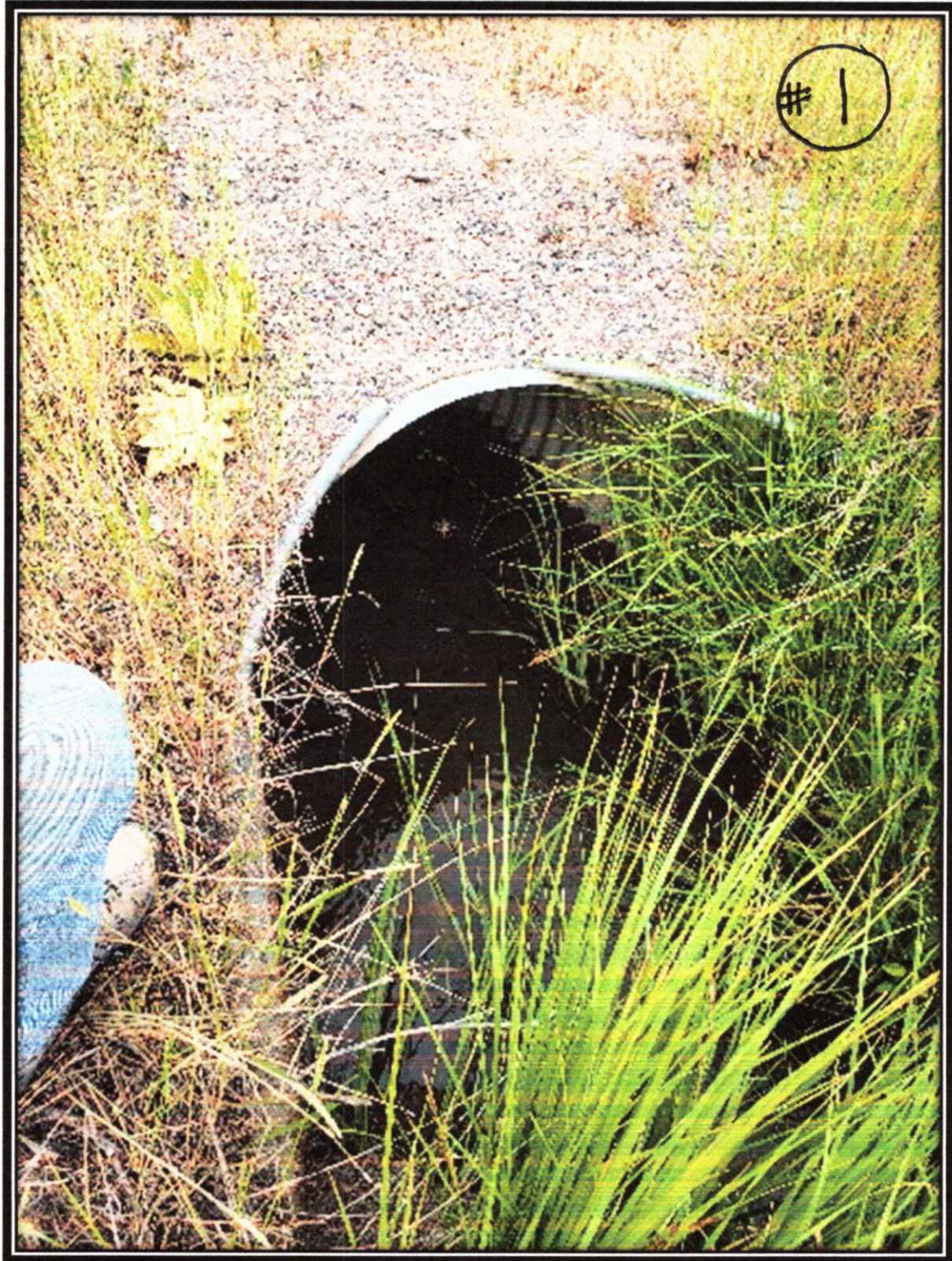


Even with collapsed sidewalls here... the flood waters are moving rapidly and are completely free to speed to the pond. Please review the grade changes and slopes we are proposing.

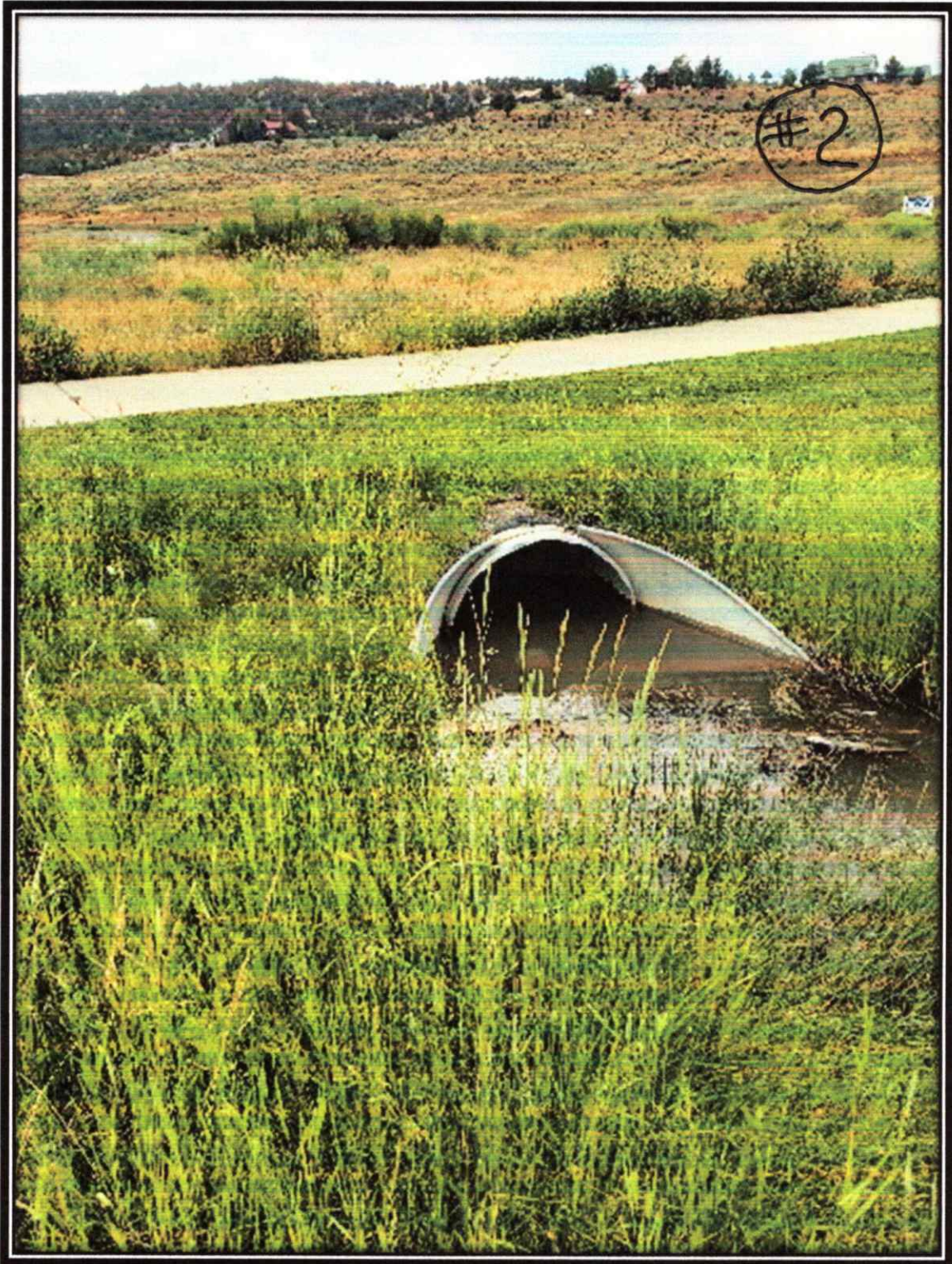
Vista Park Commons Site

More Normal Water Flows

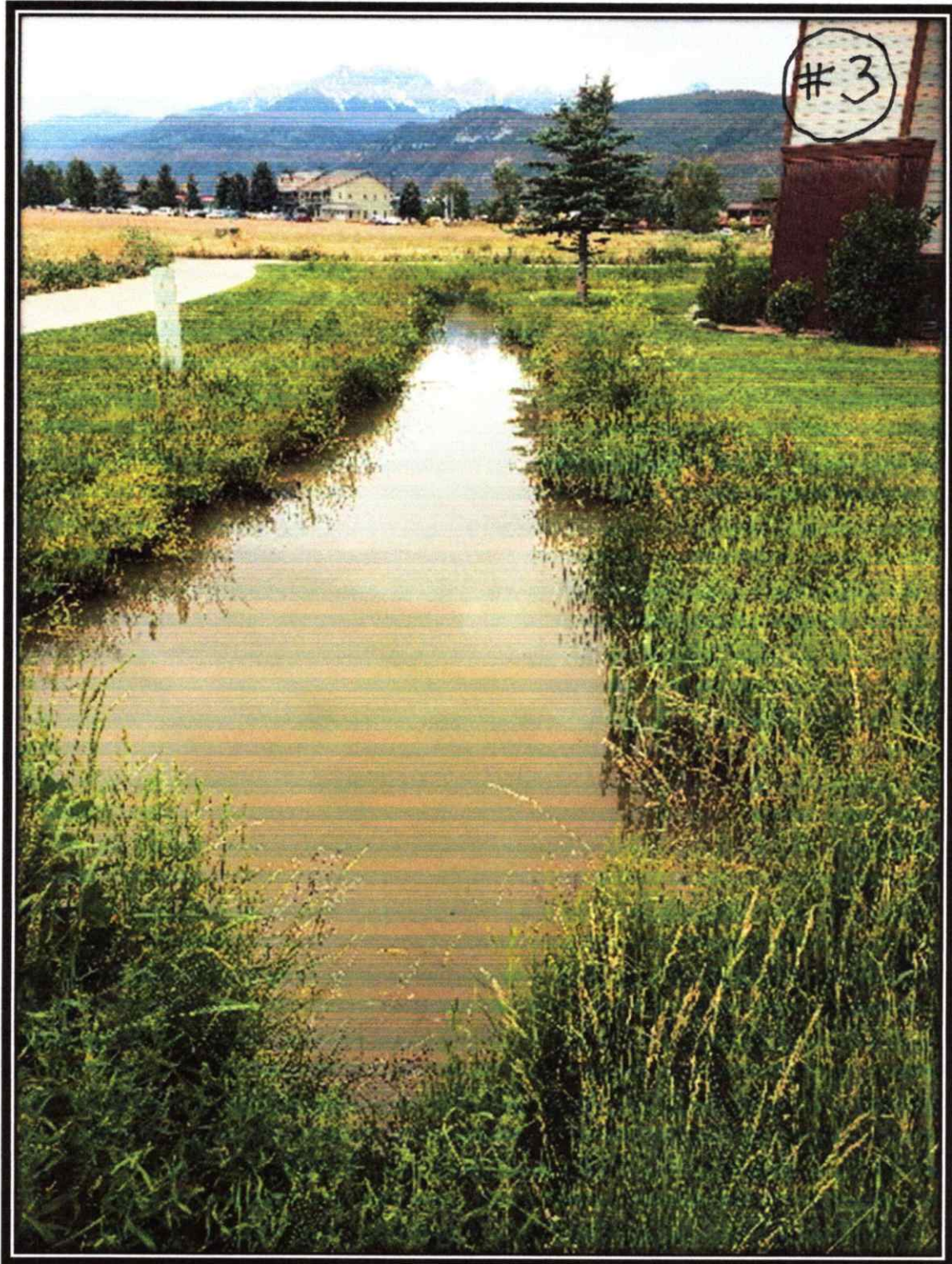
July 22nd, 2019



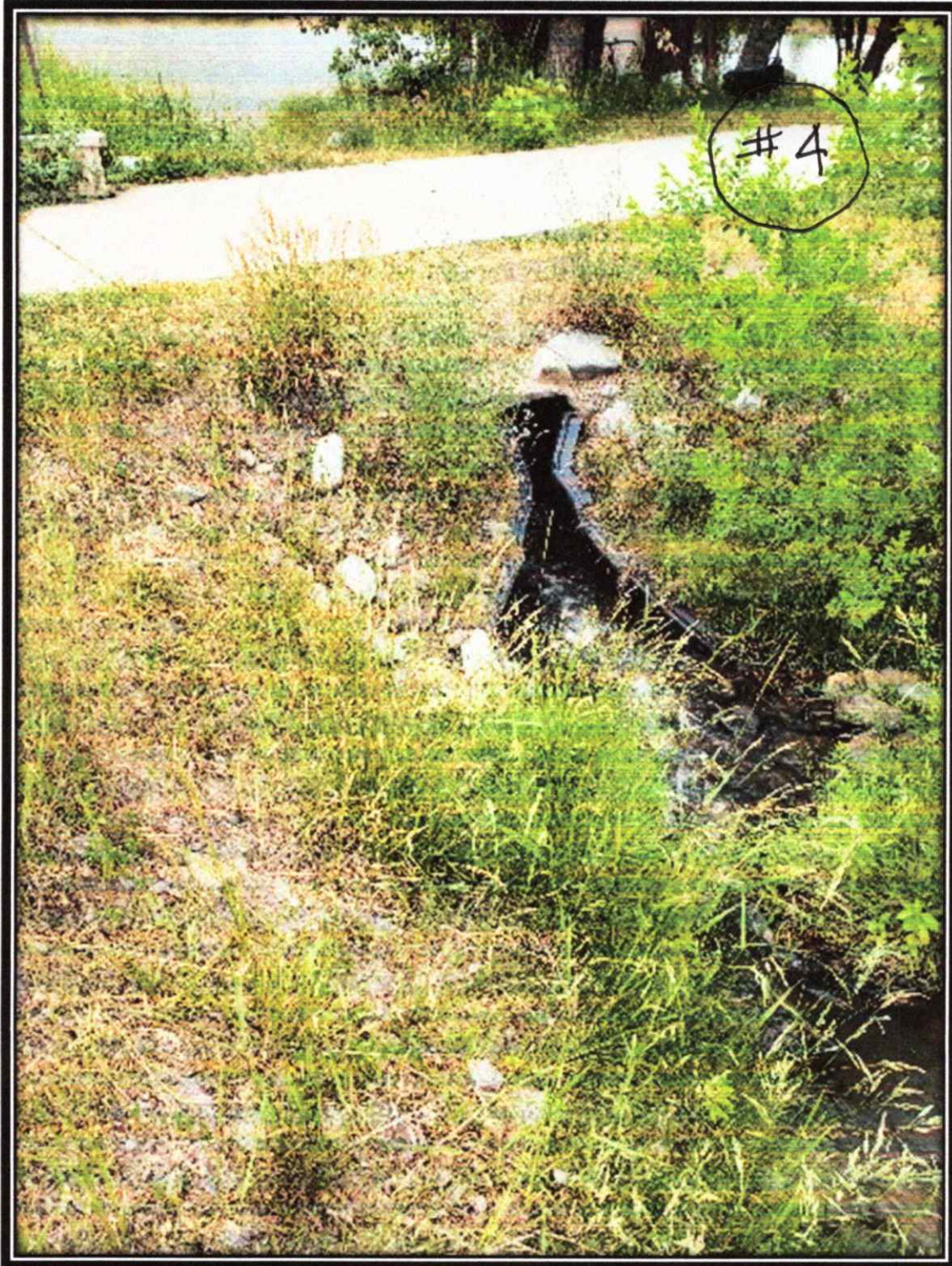
East End of Culvert Under Redcliff Drive – 36" Pipe – 25% Full
Under Average Flows – July 22, 2019. We are proposing to lower this inlet by 18" also...
allowing better drainage from Vista Park Commons Site.



West End of Culvert Under Redcliff Drive – 36" Pipe – 55% Full
Under Average Flows – July 22, 2019. The depth here should be lowered 18" to allow water to flow beyond outlet and allow ponding to the north to drain also. We are proposing to lower culvert under Redcliff Drive by 18" also.



Stagnant Ponding North of West Outlet of Culvert Under Redcliff Drive - Under Average Flows – July 22, 2019. By lowering the drainage channel 18" at the south end of picture... this drainage channel will drain the way that it should.

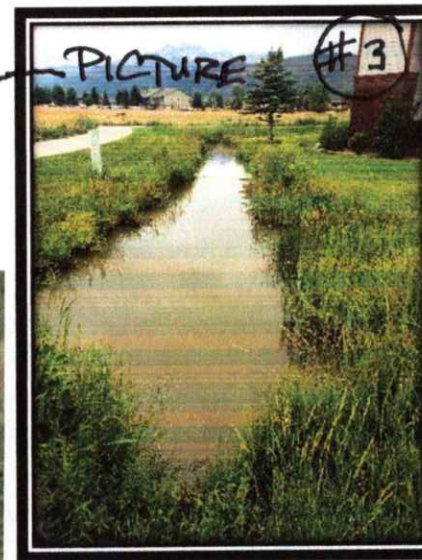


Rapidly Flowing Water at 36" Culvert – Under Walkway Just East of Large Pond - Under Average Flows – July 22, 2019 – this 36" Pipe is Stable – Intake Walls need Replacement or Reinforcement

Vista Park Commons Site

**Proposed Solution and
Channel Grade Adjustments**

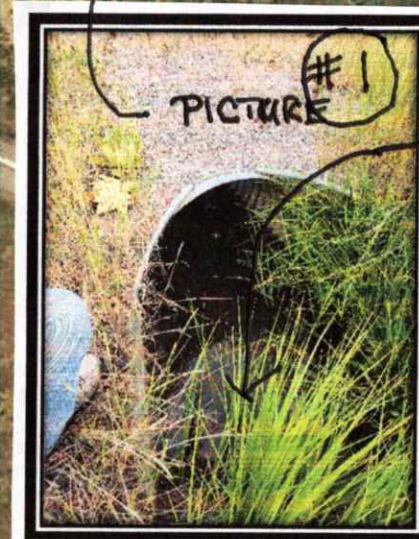
THE CULVERT UNDER ROAD NEEDS TO BE LOWERED ABOUT 18" (SEE PROPOSED GRADE)



With the south end (Top of Picture) channel lowered to 6973 the stagnant water we see here would freely drain away.

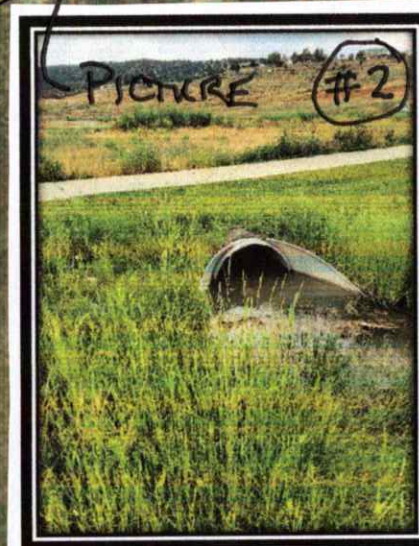
PREVIOUS FLOW IN VISTA PARK SECTION WAS @ 0.5% - NEW FLOWLINE AS SHOWN ON PLANS WILL BE 0.72

AVERAGE WATER LEVEL OF POND = 6968-6969

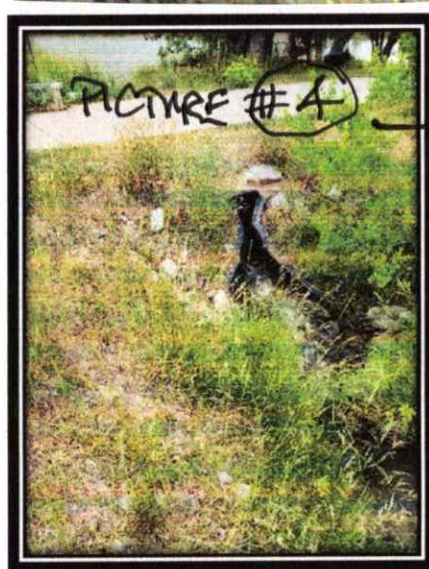


PROPOSED BOTTOM OF CHANNEL / BOTTOM OF PIPE 6973.50

This pipe inlet should be lowered to allow better drainage from Vista Park Site. We would propose a bottom of channel elevation of 6973.50



The outlet of this 36" culvert would want to be about 6973.00 to bottom of pipe / bottom of channel.



This point has always drained very well yet the intake walls need replacement. Bottom of culvert pipe at this point is 6969.60.

→ EQUALS 3.40' FALL IN 250' = 1.36% WHICH IS VERY GOOD FALL TO KEEP WATER MOVING

Introduction

History of Porous Paving

Pebbles, cobblestones, and wood decking structures have been used since the dawn of civilization to reinforce where we walk and the roads we use. Little did we realize that these methods had benefits over the modern trends of sealing up the ground with asphalt and concrete. Porous, permeable or pervious paving—whatever you prefer—became a method for addressing stormwater issues in the early 20th century. Concrete turfblock for grass paving began in the mid-1940s and plastic versions were invented in the late '70s and early '80s. Great advancements have occurred in pervious concrete, pervious asphalt, and other permeable surfaces. We introduced Grasspave² in 1982, improving upon these earlier concepts. In 1993, Gravelpave² was unveiled, the only product specifically developed for gravel porous paving. Fast forward to this millennium, and Grasspave² and Gravelpave² are considered by most, the finest porous pavers developed.

Infiltration

Porous paving allows rainwater to percolate through the pavement's surface and back into the ground (infiltrating), where the water is cleaned and returned to ground water supplies. Porous paving improves upon impermeable surfaces, such as concrete or asphalt, which do not allow for this natural filtration. Rain collects airborne and surface pollutants such as sediment, brake dust, chemicals, vehicle exhaust, oil, salts, fertilizers, bacteria, and animal waste. On impermeable surfaces the polluted rainwater runoff (non-point source pollution) is collected, concentrated, and discharged to downstream

waters such as streams, reservoirs, and lakes—our drinking water. This runoff also harms vegetation and wildlife with increased water volumes, velocities, and higher temperatures. The Grasspave² and Gravelpave² systems protect against this dangerous runoff by processing and cleaning the water, thus safeguarding the natural water cycle.

State of the Earth

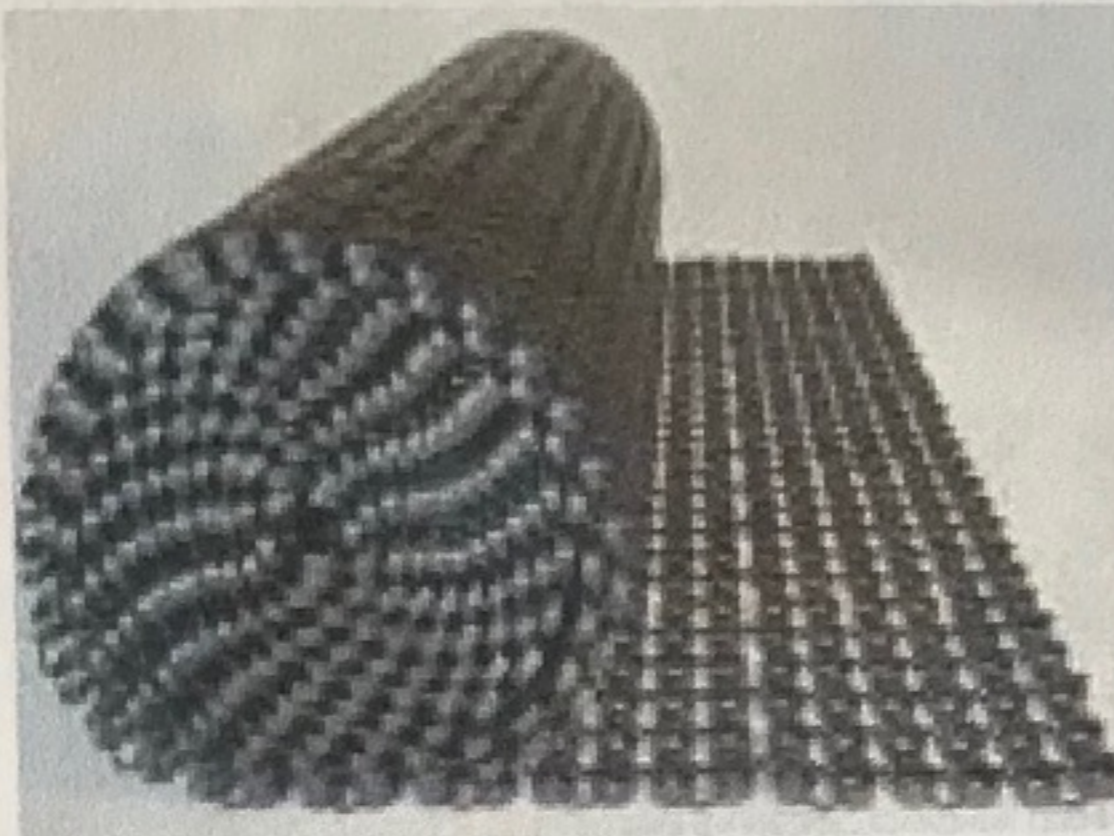
Invisible Structures, Inc. has developed an entire line of products to address stormwater and environmental concerns. Rainstore³, Slopetame², Draincore², and Beachrings² can work in addition to, or in conjunction with, Grasspave² and Gravelpave² to provide your site, home, or office with stormwater and environmental enhancements. Our products can store and collect rain, provide erosion and sediment control, efficiently convey and deliver water, and protect natural areas.

Advanced Technology

The Grasspave² and Gravelpave² systems are based on a simple, but impressive technology—a series of rings (cylinders) connected on a flexible grid system. The cylinders are engineered to withstand

significant structural loads and the grid provides stability, flexibility, and continuity for large areas. The grid system also has the unique ability to be rolled up for easy shipping, handling and installation.

This engineered design allows for any street-legal vehicle (and sometimes larger) to park or drive on our Grasspave² or Gravelpave² surfaces. The point load pressure is transferred from the top of the ring, through the fill material and cylinders, to the engineered base course.



Grasspave² large rolls and Gravelpave² large rolls (not shown) install quickly and conform to the contours of the ground.



*Wallace Residence, Savannah, GA—Gravelpave² creates a wheelchair-accessible surface by stabilizing gravel and supporting tire pressure. 7% dry cement was mixed with gravel before filling rings.
Cover photo: Westin Kierland Resort and Spa, Scottsdale, Arizona—Grasspave² fire lane and Gravelpave² fire lane (concrete widening).*

The ring and grid structure is 92 percent void space allowing for the healthiest root zone for grass (in Grasspave²) and more decorative gravel (in Gravelpave²) for some of the most attractive paved surfaces around. Less plastic means more natural looking surfaces. This technology also makes for better runoff coefficients and better percolation rates.

120 psi Maximum on Public Highways!

Even empty, Grasspave² and Gravelpave² will support 2,100 psi (14,470 kPa)—well over the 120 psi

UPDATED!

Higher Compressive Strength

15,940 psi • 2.29 million psf

109,906 kPa Tested 3/2015

The heavier a vehicle, the more axles and tires it needs to support the load being carried. Grasspave² and Gravelpave² will meet and exceed all loading criteria.

Vehicle Loading Examples:

Auto tires: 40 psi

Truck tires: 110 psi

DC-10 tires: 250 psi

F-16 tires: 350 psi

Fire truck with outriggers: 78psi

(An 85,000 lb. truck distributed to four outrigger pads is equal to 21,250 lbs. for each outrigger pad with 12' × 18' surface contact with Grasspave².)

All these vehicles are well within our 5,700 psi loading capability. With a sturdy base course design, our rings will easily perform

under all conditions. It's also a good design practice to strengthen concrete sidewalks and curbing that will be mounted by fire trucks.

CSI 32 12 43 Flexible Porous Pavers

In 1997 The Construction Specifiers Institute (CSI) came out with a generalized listing (02795) for all porous paving products. However, since performance and application is varied even in the porous paving industry, the 2004 CSI MasterFormatTM has adopted a new number 32 12 43 Flexible Porous Paving, to recognize that Grasspave² and Gravelpave² are in a class by themselves.

Best Management Practice

Porous paving is recognized as a Best Management Practice (BMP) by the Environmental Protection Agency, the Center for Watershed Protection, the U.S. Army Corp of Engineers, and countless other federal, state, regional and local authorities. In addition, Grasspave² and Gravelpave² are often mentioned by name, as the product of choice for many of these agencies.

Applications

Stormwater Management

The Grasspave² and Gravelpave² systems can easily handle storm water from an intense storm dropping three inches of rain in less than thirty minutes! In one square meter (40" × 40") there are 144 rings, two inches in diameter by one inch high. With one inch of fill in the rings and a standard road base of sandy gravel six



The University of South Alabama, Mobile used Gravelpave² in parking aisles and Grasspave² in the spaces.



Bowditch Point Regional Park, Fort Myers Beach, Florida—Gravelpave² parking bays blend in with the natural surroundings.

6
inches thick, our porous systems will percolate approximately ½ inch of rain per hour! A seven-inch section can store 2.4 inches of water (about 20 percent void after compaction). Alternatively, hard surfaces, such as asphalt and concrete, shed 95 percent of storm water.

Aesthetics

As a designer, engineer, contractor, or homeowner, you can be sure Grasspave² and Gravelpave² can deliver a more beautiful surface and add a unique look to a site. Grass simply looks better than asphalt and decorative gravel has been used for centuries in landscaping. Space constraints can be dealt with by combining the beauty of grass or gravel with the utility of paving.

Trees and other vegetation not only survive, they thrive with Grasspave² and Gravelpave². Porous paving has the ability to deliver water, oxygen and carbon dioxide through the cross section—all essential to root survival. Concrete and asphalt suffocate and starve the root zones of water and air. With Grasspave² and Gravelpave², you can now design in as many trees and plants as your site will allow. Grasspave² and Gravelpave² prevent compaction while allowing for ample amounts of water and air. Cars can then drive and park below tree canopies. Saving existing, mature trees is also possible with our products—our structures can come within inches of the mature tree trunk without damage. Our mats have the ability to flex with the tree root growth that would otherwise damage and crack hard surfaces.

Environmental Benefits

Grasspave² and Gravelpave² not only protect the environment, they enhance it. All of our products are made from 100 percent recycled plastic—plastic that goes into improving the environment and not into a landfill. Through bioremediation, porous pavers have the ability to clean pollutants (heavy metals, 96–99 percent; suspended solids, 95 percent; phosphorous, 65 percent; nitrogen, 82 percent, hydrocarbons, up to 100 percent) out of stormwater. Our products also reduce erosion and soil migration, reduce site disturbance, and contribute to airborne dust capture and retention.

Cooling the atmosphere and reducing the “urban heat island effect” (cities being up to 10 degrees hotter than undeveloped land) are added benefits of Grasspave² and Gravelpave². Both products can mitigate these increased temperatures. In addition, Grasspave² promotes the conversion of carbon dioxide (greenhouse gas) into oxygen and has an “air-conditioning effect.”

Driveways

Environmental, economic, and aesthetic enhancements are drawing homeowners and designers to use Grasspave² and Gravelpave² in driveways. Most residential driveways are good candidates for our porous duo because of the reduced speed and limited frequency of traffic. Our products can add beauty to residential and commercial driveways.

Parking Lots

Parking for churches and synagogues, stadiums, arenas, and overflow at shopping centers, campuses, parks and more are ideal for Grasspave² and Gravelpave². These sites generally support large numbers of vehicles but only on periodic basis. Stormwater management and green space can be combined with parking, reducing maintenance, real estate, and development costs. A great design idea is combining durable Gravelpave² drive aisles with attractive Grasspave² parking bays.

Pedestrian, Horse Trails and Bicycle Paths

Garden paths, greenhouse aisles, sidewalks, park paths, and wilderness trails paved with Grasspave²/Gravelpave² provide a stable surface for strollers, bicycles, wheelchairs, and horses. There are no puddles or mud and traction is very good. Tree roots break up hard surface sidewalks, but our mats flex to accommodate such shifts and gradient changes. Plus, with the high proportion of air, roots are discouraged from moving upward. Mountain bikers will not be able to tear up paths reinforced with Grasspave²/Gravelpave². Our products can resist the destructive forces of mountain bikes, allowing your trails to be reopened to bikes.

Fire Lanes

By far, the most common application for Grasspave² and Gravelpave² installations is for fire lanes. Our long and established history of providing safe, well-constructed fire lanes began in 1982 with our first installation in Snowmass, Colorado, near Aspen Ski Resort. Since then, we have firmly established credibility for this application. Tests have been conducted by several fire departments in Aurora, Colorado and Irvine, California. Nearly every major U.S. metropolitan area has accepted and used Grasspave² in a fire lane. You will most likely find a fire lane installation in your area.



All fire fighting vehicles can safely navigate even a wet Grasspave² or Gravelpave² surface. In a 1983 test this 100-foot ladder truck was lifted off the Grasspave² by rear outriggers, and no ruts were caused by either outriggers or tires. The ladder was extended, rotated, and loaded with no depressions in the road surface.

Grasspave² Installation Procedures

This installation section is only intended as an overview. Please review our Grasspave² Technical Specifications (available at www.invisiblestructures.com or call 800-233-1510) for comprehensive installation instructions.

Excavate a space for the base course as determined by site soils and loading requirements. Place and compact sandy gravel which should be a mixture of clean sharp sand and gravel varying in size but not exceeding $\frac{3}{4}$ of an inch. To check porosity, use a hose to see that water flows into the base and drains away. Add subsurface drainage as necessary to low spots or locations with poor draining soils. Install irrigation lines and sprinkler heads if necessary.

Apply the Hydrogrow mixture that is included free with your order. Hydrogrow is a mixture of polymer and fertilizer designed especially for our Grasspave² system.

Roll out Grasspave², aligning the side hole fasteners over the side pegs. The warmth of the sun will relax the plastic so it lays flat. Cut the grid between rings using pruning shears. Incorporate the cut pieces in other areas, as needed, keeping the distance between the rings uniform.

Fill rings with clean sharp concrete sand (AASHTO M6 or ASTM C-33) using large rakes and brooms so that the tops of the rings show when done.

Lay turf over the rings. On warm days, wet the sand first to lower sand temperature and provide moisture for grass roots. Seeding and hydromulching is also an accepted vegetating method at this stage. Repeated hydromulching/seeding may be necessary.

Roll sod with heavy roller to eliminate air pockets and make sure roots are in contact with the sand fill. Water lawn as usual according to climatic requirements.

Whether the area has been seeded or sodded, wait to drive on grass until two mowings have been completed, by which time the root system will be established and the sod pieces locked into place. In an emergency such as the need for fire truck access, grass may be driven on immediately after installation.

Use a regular lawn mower for maintenance. There should be no paver parts protruding through the surface that would damage mowers. Do not aerate!



8/09/19

Town of Ridgway

Planning Director: Shay Coburn

Regarding: Vista Park Commons – Mailboxes

Hi Shay,

Please see attached agreement with USPS. Upon review of plans with Renee we agreed that the addition of 12 each – storage lockers would be appropriate. We are placing 6 lockers at each north & south locations. I have adjusted the walk configurations to accommodate the additional parcel boxes, see attached drawings. I will have Doug make changes on our working drawings. I can bring hard copies by your office – if needed.

Thank you again,

Joe Nelson
Vista Park Commons – Partner
(970) 316-1364

Date: 8/10/19

DEVELOPMENT VISTA PARK COMMONS, RIDGWAY, CO

This notice will serve as a Letter of Agreement between the Owner/Developer and the United States Postal Service for the placement of Cluster Box Units (CBUs) at the following locations:

1 NORTH LOCATION (PER ATTACHED PLAN)

2

3

4

5

6

7

8

9

10

11

12

13

*14 PHYSICAL ADDRESS

*15 AGREEMENT TO 12 PARCEL LOCKERS

16 to per location

17

18

USPS Representative:

Signature

Builder/Developer Representative:

Signature

Title:

PARTNER

JOE NELSON

N:549302.79
E:1353839.42
WARNING INSERTS
33% (H2) MAX SLOPE
WALK AT DRIVEWAY
(PLASTIC NOT PAINTED)

AND GUTTER

STOP SIGN

BERM
49'-0 3/8"

MAIL BOX

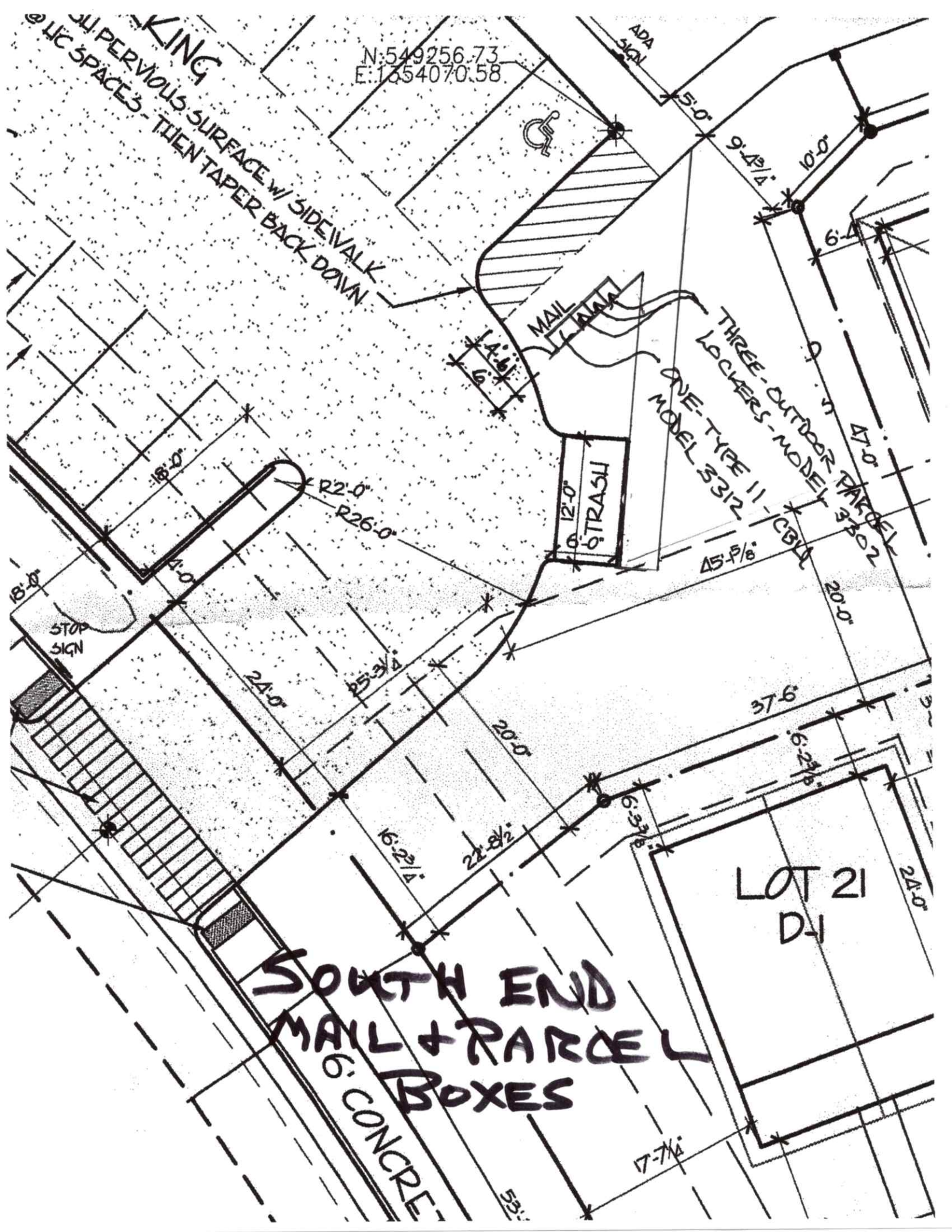
NORTH END
MAIL & PARCEL
BOXES

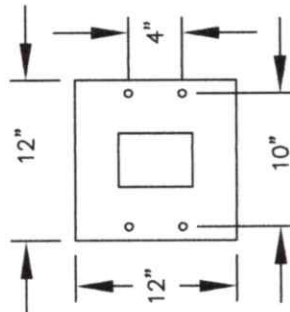
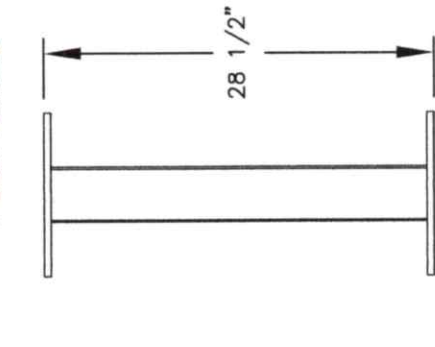
THREE - OUTDOOR PARCEL
LOCKERS - MODEL 3302
ONE - TYPE 11 - CBLX
MODEL 3312

6" CORRUGATED PLASTED METAL SCREEN
WALLS ON TREATED WOOD FRAMING

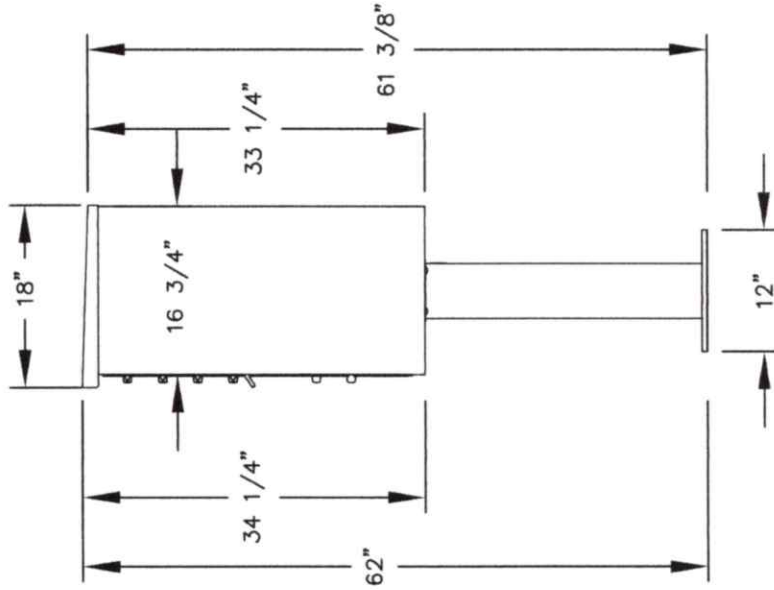
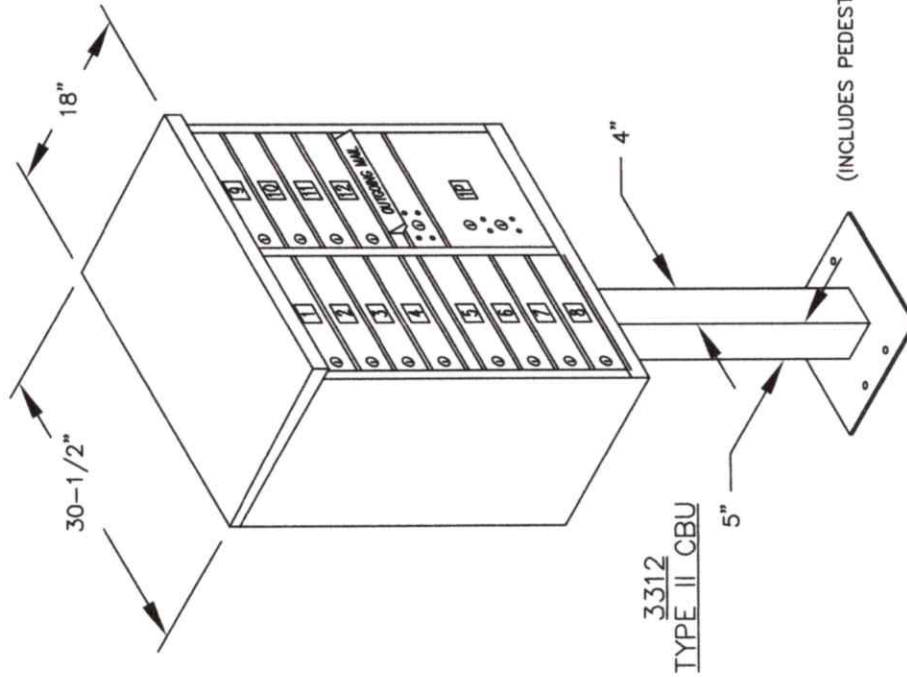
FLUSH PERVIOUS SURFACE w/ SIDEWALK
@ 1/2" SPACES - THEN TAPER BACK DOWN

N:549372.52
E:1353879.1





PEDESTAL BASE
BOLT PATTERN



MODEL #3312
CLUSTER BOX UNIT
(F SERIES)

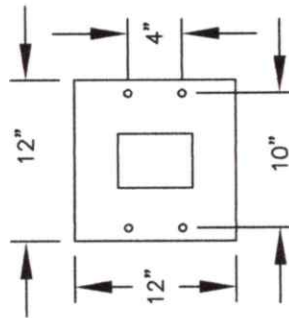
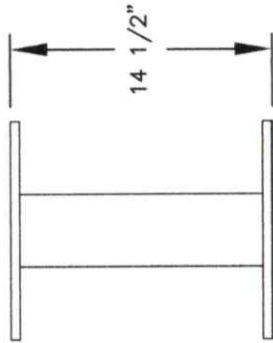
AVAILABLE COLORS:
SANDSTONE, BRONZE, GREEN, BLACK, WHITE
OR GRAY (FOR REPLACEMENT UNITS)

DRAWN: 10/10

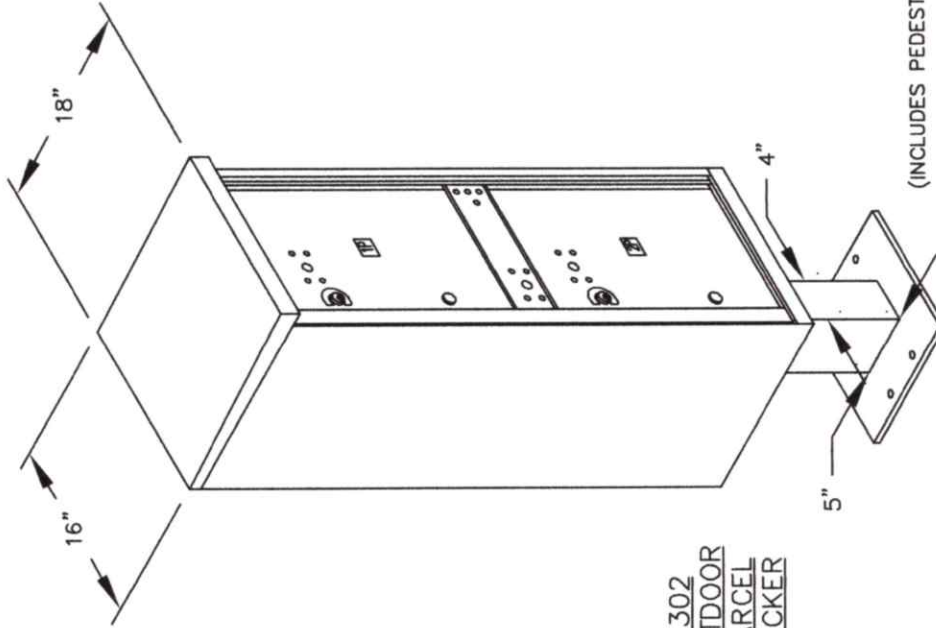
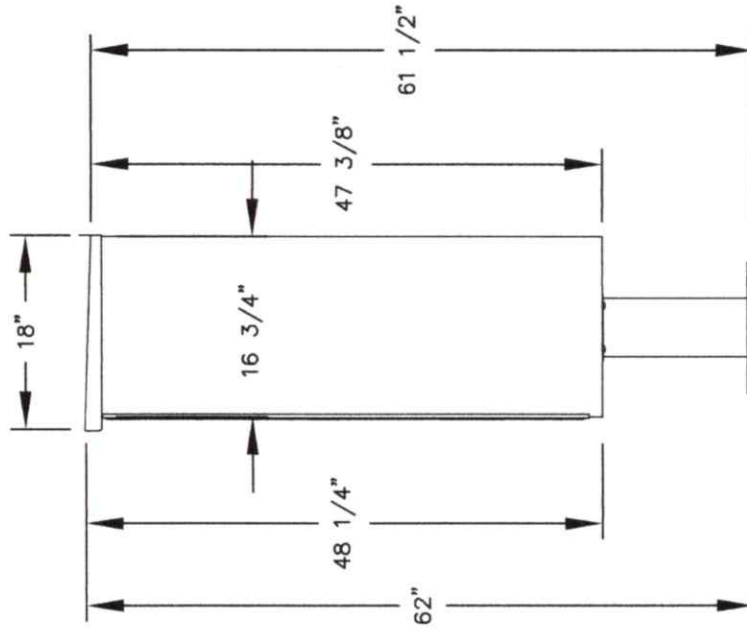
Established in 1936, Salsbury Industries is the industry leader in manufacturing and distributing quality mailboxes.



1010 E. 62ND STREET
LOS ANGELES, CA 90001
PHONE: (800) 624-5269
FAX: (800) 624-5299
email: engineering@mailboxes.com



PEDESTAL BASE
BOLT PATTERN



3302
OUTDOOR
PARCEL
LOCKER

(INCLUDES PEDESTAL)

MODEL #3302
OUTDOOR PARCEL LOCKER

AVAILABLE COLORS:
SANDSTONE, BRONZE, GREEN, BLACK, WHITE
OR GRAY (FOR REPLACEMENT UNITS)

DRAWN: 10/10

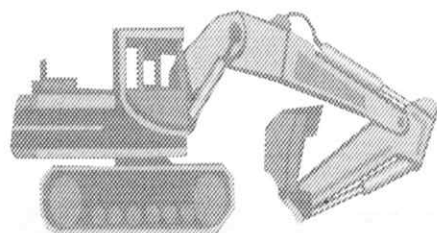


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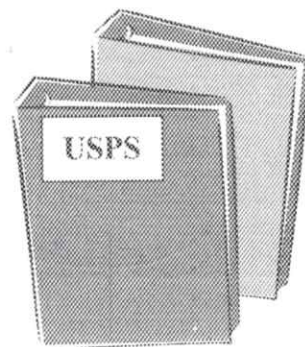
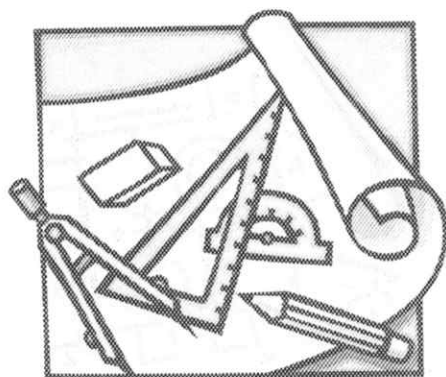
Established in 1936, Salsbury Industries is the industry leader in manufacturing and distributing quality mailboxes.



BUILDER AND DEVELOPER



INFORMATION PACKAGE ON POSTAL REGULATIONS FOR NEW DEVELOPMENTS



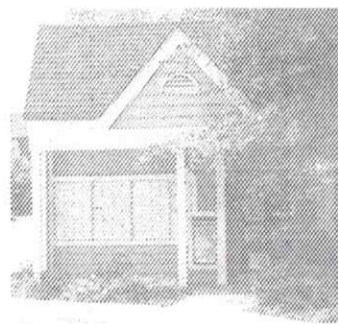
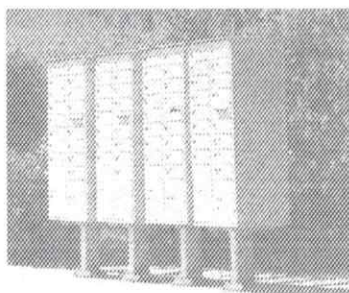
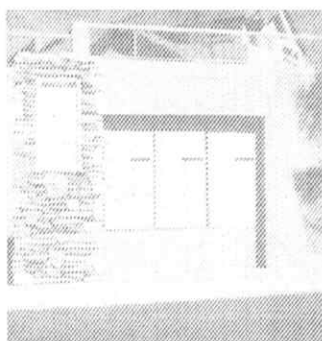
Introduction

As thousands of homes are built in Colorado and Wyoming each year, one of the major impacts on the US Postal Service includes the cost of providing delivery to new addresses. The US Postal Service, like other businesses, is constantly reviewing procedures to operate in a more efficient manner.

The Postal Operations Manual (POM) 632.11 states that appropriate mail receptacles must be provided for the receipt of mail. The type of mail receptacle depends on the mode of delivery in place. Purchase, installation, and maintenance of mail receptacles are the responsibility of the customer. Appropriate locations for installation will be approved by the USPS and should be verified with local government officials.

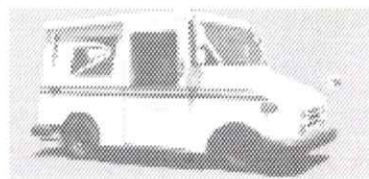
Customers and builders are realizing the many advantages to using Developer/Builder purchased centralized delivery equipment.

- Centralized delivery equipment is neat, uniform and can be placed in a framework design to blend in and maintain the aesthetics of the community.
- Centralized delivery equipment has individually locking compartments and parcel lockers that provide security and privacy of the mail.
- Centralized delivery equipment is sturdy and durable.



The USPS would like to work with you during the early phases of the planning and design activities. We appreciate your cooperation in the effort to help us provide efficient delivery service to our residential and business customers.

BUILDER AND DEVELOPER INFORMATION PACKAGE FROM THE U.S. POSTAL SERVICE....



Policies:

Developers and builders of new residential or commercial projects must contact the local USPS delivery office at least 6-12 months prior to the expected occupancy to discuss the delivery options and type of mail receptacles to be purchased and installed for USPS carrier delivery service.

The USPS does not provide mail receptacle equipment, however, only mail receptacles that are USPS APPROVED may be used. A list of USPS--approved manufacturers is available from your local post office representative.

Mail receptacles must be installed that will allow access for delivery service six (6) days per week and be in compliance with the American Disability Act (ADA accessible).



Procedures:

Meet and discuss delivery options with your local post office representative. Complete a Mode of Delivery Agreement.

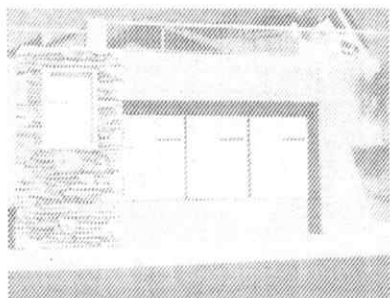
The Mode of Delivery Agreement Form will identify the type and quantity of mail receptacle equipment that is required for your project. You will be provided an approved copy of the agreement along with your map designating the exact location or installation point for each mail receptacle.

(The map must be provided by the builder/developer/property owner.)

Residential Applications

Centralized Mail Delivery provides delivery and collection services to a number of residences from a centrally located installation.

Benefits to developers, builders, and owners who use Centralized Mail Delivery installations, such as the ones depicted, include:



Increased Security:

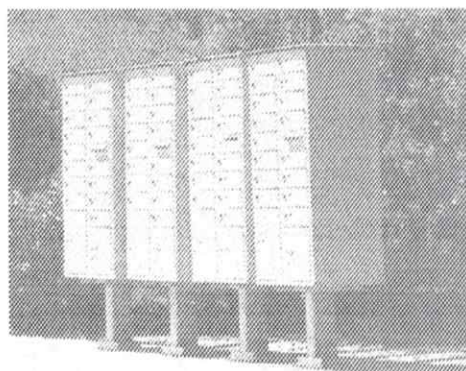
Centralized Mail Delivery installations provide a greater degree of protection against mail theft and mailbox vandalism than unlocked mailboxes.

Additional Postal Services:

Centralized Mail Delivery installations can provide additional services for residents, parcel delivery equipment, and letter collection boxes. USPS regulations require a 1:10 parcel locker to customer compartment ratio.

Other Advantages:

Customer compartments in Centralized Mail Delivery equipment are large enough to accommodate several days' accumulation of mail, thereby eliminating the need to have mail held at the post office during short periods away from home. Centralized Mail Delivery installations can also reduce risks to letter carriers from common hazards such as unleashed dogs and poorly maintained sidewalks.



If you have questions regarding what equipment is USPS approved and what is not, please contact your USPS Growth Coordinator Krissy Summerfield @ 303-853-6205

Commercial Applications

Potential for earlier delivery time.

All tenants receive mail at the same time.

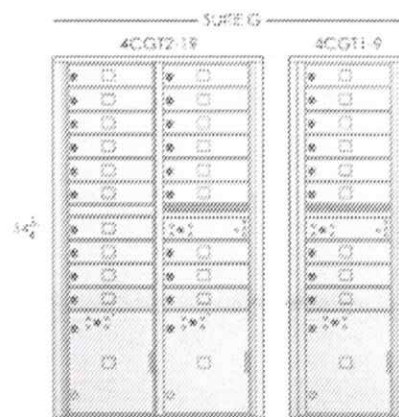
Saves trips to the Post Office.

Eliminates missed mail delivery in cases when the office is closed or temporarily unmanned.

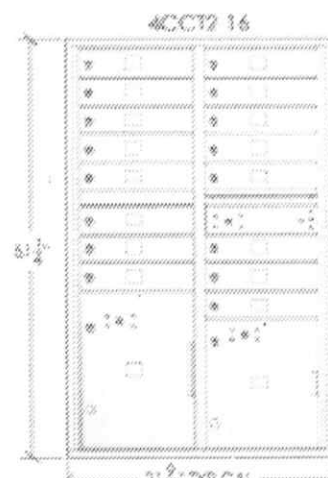
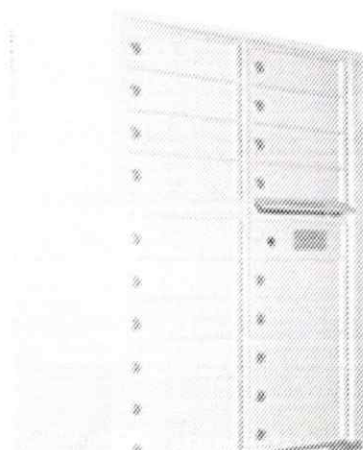
Security and privacy for incoming and outgoing mail.

Office routines are not interrupted by mail delivery.

Boxes may be ordered in various colors, check with your local USPS approved manufacturer or representative.



****STD-4C Pedestal Mounts are NOT USPS approved****



U.S. Postal Service STD-

4C Specification Highlights

Effective October 5, 2006, all new designs approved for NEW CONSTRUCTION AND MAJOR RENOVATION require U.S. Postal Service STD-4C compliant mailbox systems. The new USPS 4C Standard includes the following specifications:

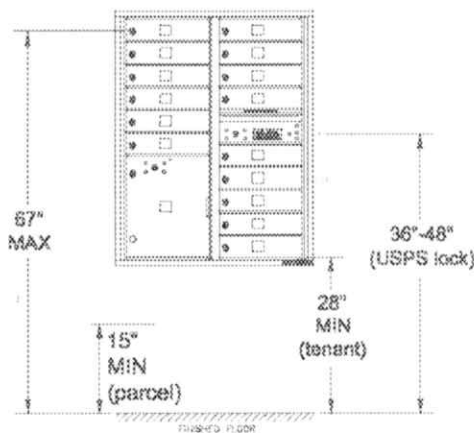
- ④ A new compartment form factor minimum size requirement of 12" w × 15" d × 3" h.
- ④ Eliminates the vertical form factor (5" w × 6" d × 15" h) design.
- ④ Introduces a parcel locker requirement based on a 1:10 parcel locker to customer compartment ratio.
- ④ Strengthens security requirements for the entire receptacle.
- ④ Standardizes and improves tenant compartment lock design.
- ④ Adds testing requirements to verify acceptability for either indoor or outdoor use.
- ④ Introduces quality management systems provisions.
- ④ Enhances design flexibility for concept, ergonomics, and materials.
- ④ Meets Americans with Disabilities Act (ADA) standards.

4C mailboxes must meet or exceed the USPS specifications outlined above and in the *Federal Register/Vol. 69, No. 171/September 3, 2004/Rules and Regulations POSTAL SERVICE, 39 CFR Part 111, Standards Governing the Design of Wall-Mounted Centralized Mail Receptacles.

IMPORTANT NOTE TO ARCHITECTS, SPECIFIERS, DESIGN LAYOUT PROFESSIONALS AND INSTALLERS – Installation/Layout Instructions Specified in USPS Standard 4C – pages 53821-53832* of the above referenced USPS 4C Standard "Notes" sections specify:

All 4C Units shall be designed such that they are in compliance with the following installation requirements:

1. At least one customer compartment shall be positioned less than 48 inches from the finished floor.
2. No parcel locker compartment (interior bottom shelf) shall be positioned less than 15 inches from the finished floor.
3. No patron (tenant) lock shall be located more than 67 inches above the finished floor.
4. No customer compartment (interior bottom shelf) shall be positioned less than 28 inches from the finished floor.
5. The USPS Arrow lock shall be located between 36 and 48 inches above the finished floor.



ADA Compliance -- the USPS 4C Standard includes a requirement to meet Americans with Disabilities Act** (ADA) standards. (See pg. 53809*) The Americans with Disabilities Act section that covers clear space and reach dimensions is noted below for reference:

ADA Standards for Accessible Design, ACCESSIBILITY GUIDELINES FOR BUILDINGS AND FACILITIES

****STD-4C Pedestal Mounts are NOT USPS approved****

CONCRETE PAD SPECIFICATIONS

The following documents are the **USPS APPROVED SPECIFICATIONS** for pouring concrete pads.

-CEMENT SPECIFICATIONS FOR SINGLE UNIT CONCRETE PAD

-CEMENT SPECIFICATIONS FOR MULTIPLE UNIT CONCRETE PAD

CBU's must be installed approximately one (1) week prior to customer occupancy.

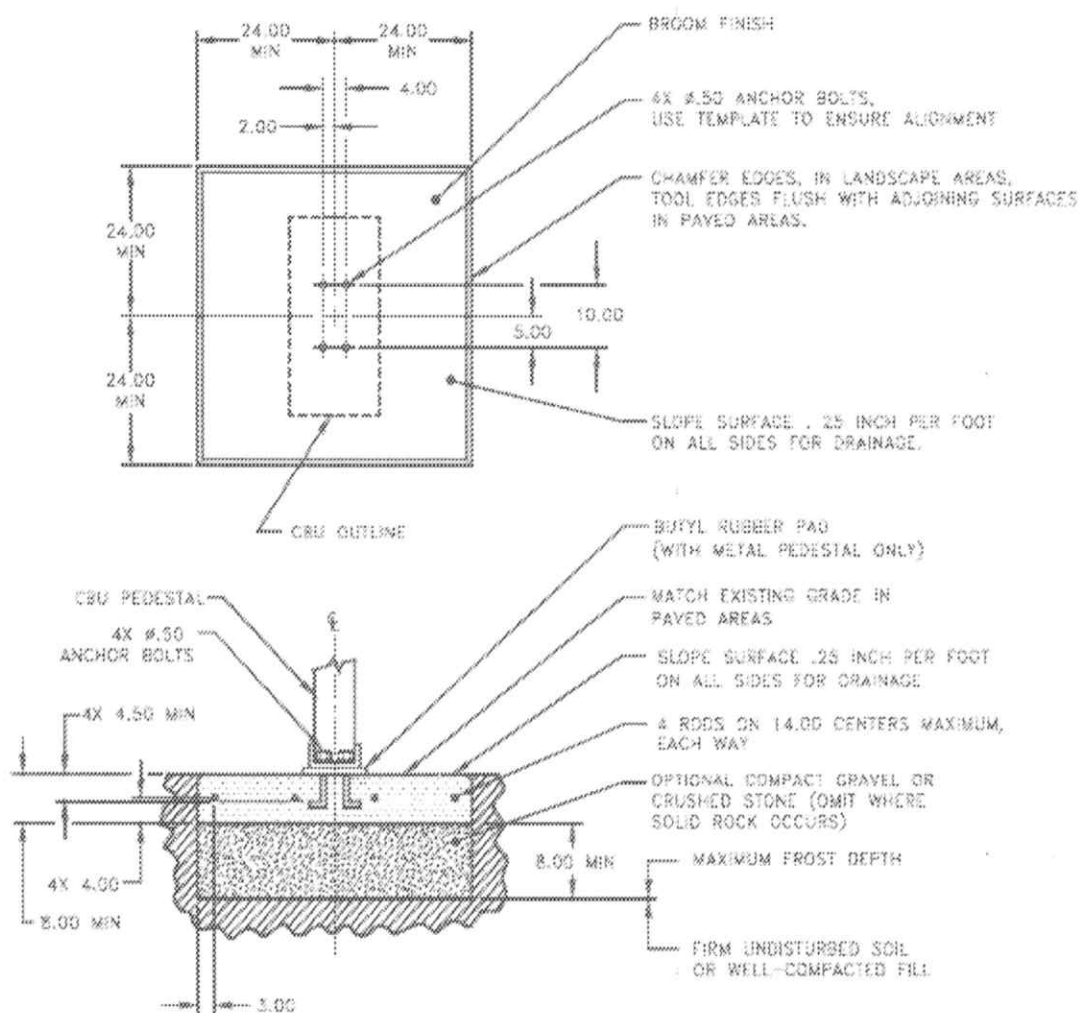
CBU's must not be installed until the local USPS representative has conducted an on-site visit to ensure compliance with the official specifications. Contact the local USPS representative to have the pads inspected prior to pouring the cement.

CBU's must be installed facing the correct direction! CBU's installed on cement pads poured behind the sidewalk should face the sidewalk. CBU's installed on cement pads located in landscape strips between the curb and sidewalk should face the sidewalk. Do not install CBU's facing the curb or street, resulting in the carrier and the customer standing in the street to deliver or retrieve mail.

Notify your local USPS representative when the CBU has been installed so that they may install the arrow lock and secure the unit immediately after installation.

Your local USPS will assign the addresses to the compartments. Bring all CBU compartment keys to your local USPS representative (if the USPS is responsible for issuing the keys).

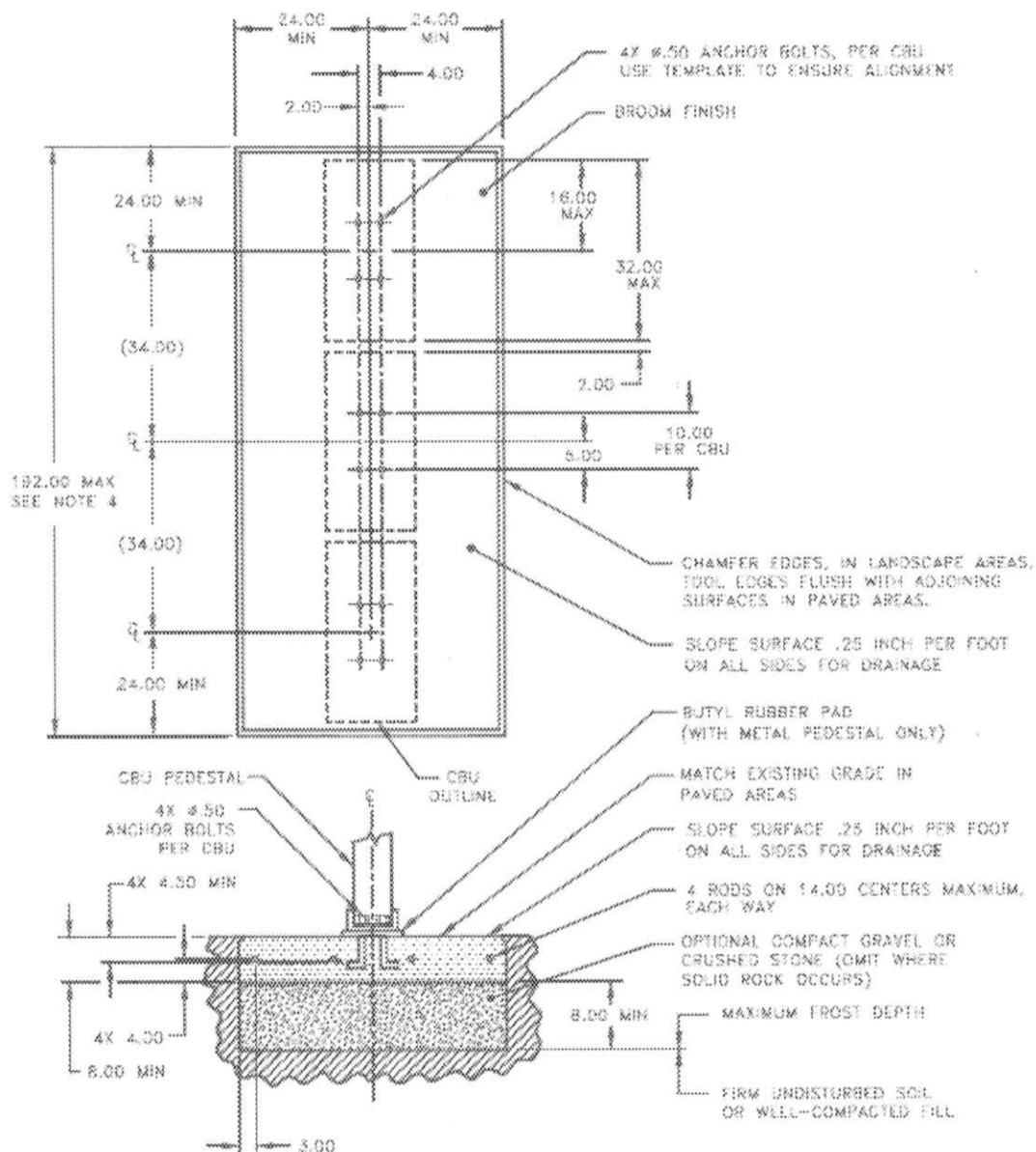
Any deviations from the USPS designated location of the CBU must have prior approval from the local USPS representative.



NOTES:

1. CONCRETE SHALL HAVE A COMPRESSIVE STRENGTH OF 3000 PSI @ 28 DAYS, CONTAIN 4% MIN - 6% MAX AIR ENTRAINMENT AND BE PLACED WITH A 3.50 - 4.50 SLUMP IN ACCORDANCE WITH ACI 301.
2. REINFORCING STEEL RODS SHALL CONFORM TO ASTM A615, GRADE 60.
3. ANCHOR BOLTS SHALL CONFORM TO ASTM A193, GRADE B8M, TYPE 316 STAINLESS STEEL.

Single Unit Standard Base Detail



NOTES:

1. CONCRETE SHALL HAVE A COMPRESSIVE STRENGTH OF 3000 PSI @ 28 DAYS, CONTAIN 4% MIN - 6% MAX AIR ENTRAINMENT AND BE PLACED WITH A 3.50 - 4.50 SLUMP IN ACCORDANCE WITH ACI 301.
2. REINFORCING STEEL RODS SHALL CONFORM TO ASTM A615, GRADE 60.
3. ANCHOR BOLTS SHALL CONFORM TO ASTM A193, GRADE B8M, TYPE 316 STAINLESS STEEL.
4. A 3 CBU CONFIGURATION IS DEPICTED. A 2 OR 4 CBU CONFIGURATION MAY BE USED AS LONG AS THEY ARE ARRANGED IN GROUPS SUCH THAT THE OVERALL DIMENSION OF THE CONCRETE BASE DOES NOT EXCEED 192 INCHES.

Multiple Unit Standard Base Detail

Vista Park Commons - 19 Deattached Homes / 2 Duplex (4 Studio Units)									
Common Costs & Infrastructure - Built in 3 Phases									
Infrastructure Costs							Phase I	Phase II	Phase III
			Unit	Quant	Per Unit	Total			
100	Site Prep & Construction Safety Fencing								
	101	Site Clearing & Grub	Acre	2.44	\$2,400	\$5,856	\$5,856		
	102	Temporary Construction Fencing (710 lf & 2 ea - 24' Gates)							
		8' T-Posts - \$11 ea @ 7' OC - 1,000 lf / 7 = 143	EA	150	\$11	\$1,650	\$1,650		
		6' Chain Link Fencing (\$1.5 Lf x 1,000)	LF	1000	\$2	\$1,500	\$1,500		
		Gates / Tools / Hardware	EST			\$1,500	\$1,500		
		Labor to Install							
	103	Phase I	EST			\$5,000	\$5,000		
	104	Phase II	EST			\$1,000		\$1,000	
	105	Phase III	EST			\$1,000			\$1,000
110	Site Grading								
		Construction Surveying & Staking							
	111	Phase I	EST			\$6,500	\$6,500		
	112	Phase II	EST			\$2,000		\$2,000	
	113	Phase III	EST			\$2,000			\$2,000
	114	Relocate Irrigation Ditch				\$4,800	\$4,800		
	115	EPDM Ditch Liner & 4" Minus Rock				\$12,000	\$12,000		
	116	Site Grading - Cut & Fill Balance per Grading Plan (Aprox 2,450 CYDS)	CY	2450	\$18	\$44,100	\$44,100		
		(Including Compaction)							
		Site Work Finish Grading							
	117	Phase I	EST			\$6,000	\$6,000		
	118	Phase II	EST			\$1,500		\$1,500	
	119	Phase III	EST			\$1,500			\$1,500

Infrastructure Costs (Continued)							Phase I	Phase II	Phase III
			Unit	Quant	Per Unit	Total			
120	Street Frontage Grading / Sidewalk / Curb & Gutter								
121	Sub Grade Prep 12" @ 95% Compaction for Street Parking & Sidewalk								
	(Sub Grade = 560 lf. X 18' wide = 10,080 sf / 9 = 1,120 SqYds)		SY	1120	\$5	\$5,600	\$5,600		
	(12" Aggregate Base Coarse, Crushed, @ 95% Compaction)		SY	1120	\$14	\$15,680	\$15,680		
122	Concrete Curb / Gutter Installation along Street Frontage								
	Std Curb Gutter - 510 lf		LF	510	\$28	\$14,280	\$14,280		
123	Two Drive Approaches V-Pan		LF	50	\$60	\$3,000	\$3,000		
124	Sidewalk - 510 lf x 6' Width = 3,060 SF		SY	3060	\$5	\$13,770	\$13,770		
125	Drain Inlet, Drain under Sidewalk, Culvert to Headwall at North End		LS			\$3,500	\$3,500		
126	2" Asphalt - Roadway Off-Site Parking								
	(2" Asphalt = 560 lf x 10' Wide = 5,600 sf / 9 = 622 SqYds)		SY	622	\$24	\$14,928	\$14,928		
127	Asphalt Patching @ Water / Sewer Cuts		LS			\$3,500	\$3,500		
128	Pavement Marking		LS			\$1,500	\$1,500		
129	Barrier & Traffic Control Budget		LS			\$4,500	\$4,500		
130	8" Sewer Main Construction								
	Ridgway Sewer Fees								
131	Phase I (lots 4 thru 11)		EA	8	\$6,000	\$48,000	\$48,000		
132	Phase II (1, 2, 3, 12, 13, 14, 15, 23)		EA	8	\$6,000	\$48,000		\$48,000	
133	Phase III (16,17,18,19,20,21,22)		EA	7	\$6,000	\$42,000			\$42,000
134	8" Main Line - 1110 LF		LF	1,110	\$22	\$24,420	\$24,420		
135	11 ea - 5' x 8' Deep Manholes Complete		EA	11	\$4,500	\$49,500	\$49,500		
136	5 ea - 20' Concrete Encased Sewer Line Crosings		EA	5	\$600	\$3,000	\$3,000		
137	23 ea - Laterals w/Wye Fittings to each Lot		EA	23	\$300	\$6,900	\$6,900		
138	Survey & Staking of Grades & Station Locates for Manholes & Laterals		LS			\$6,000	\$6,000		
139	Sewer Line Road Base (830 lf x 20' Wide = 16600 sf / 9 = 1,845 SqYds)								
	(12" Sub Grade Prep)		SY	1845	\$8	\$14,760	\$14,760		
	(12" Aggregate Base - 95% Compaction)			1,845	\$14	\$25,830	\$25,830		
1310	Ground Water Pumping		LS			\$5,000	\$5,000		
	Sewer System Construction - Incl Laterals to Lots			\$135,410					
	23 Homes			23					
	Each			\$5,887					

Infrastructure Costs (Continued)							Phase I	Phase II	Phase III
			Unit	Quant	Per Unit	Total			
140	6" Main Water Line Construction								
		Ridgway Water Fees							
	141	Phase I (lots 4 thru 11)	EA	8	\$6,000	\$48,000	\$48,000		
	142	Phase II (1, 2, 3, 12, 13, 14, 15, 23)	EA	8	\$6,000	\$48,000		\$48,000	
	143	Phase III (16,17,18,19,20,21,22)	EA	7	\$6,000	\$42,000			\$42,000
	144	Main 6" Line - 765 LF - Includes Trench, Pipe, Trace Wire, Backfill/Comp	LF	765	\$36	\$27,540	\$27,540		
		w/ Thrust Blocks							
	145	Taps / Valves / Fittings							
		2 ea - 8" Under Pressure Taps - Sub w/ Town Help	EA	2	\$1,500	\$3,000	\$3,000		
		2 ea - 8" Tap Sleeve (Mechanical) to 6" Line	EA	2	\$950	\$1,900	\$1,900		
		3 ea - 6" Gate Valves	EA	3	\$1,050	\$3,150	\$3,150		
		12 ea - 6" Fittings	EA	12	\$75	\$900	\$900		
		1 ea - 6" High Point Combo Air Valve	EA	1	\$1,800	\$1,800	\$1,800		
		1 ea - Manhole for Combo Air Valve Installed Complete	EA	1	\$3,800	\$3,800	\$3,800		
	146	Fire Hydrant Complete Between Lot 12 & Parking Lot	EA	1	\$5,500	\$5,500	\$5,500		
	147	Phase I - 6"x 3/4" Saddle Tap w/Corp Stop/Can - Mat \$600 / Sub \$600	EA	8	\$1,200	\$9,600	\$9,600		
	148	Phase II - 6"x 3/4" Saddle Tap w/Corp Stop/Can - Mat \$600 / Sub \$600	EA	8	\$1,200	\$9,600		\$9,600	
	149	Phase III - 6"x 3/4" Saddle Tap w/Corp Stop/Can - Mat \$600 / Sub \$600	EA	7	\$1,200	\$8,400			\$8,400
		Phase I - Water Meter - In House Const Budget - \$1,700	EA			\$0	\$0		
		Phase II - Water Meter - In House Const Budget - \$1,700	EA			\$0		\$0	
		Phase III - Water Meter - In House Const Budget - \$1,700	EA			\$0			\$0
		Water System Construction Incl Meter Cans at Lots			\$75,190.00				
		23 Homes			23				
		Each			\$3,269.13				
150	Electric Main Extention								
		SMP Fees							
	151	Phase I (lots 4 thru 11)	EA	8	\$600	\$4,800	\$4,800		
	152	Phase II (1, 2, 3, 12, 13, 14, 15, 23)	EA	8	\$600	\$4,800		\$4,800	
	153	Phase III (16,17,18,19,20,21,22)	EA	7	\$600	\$4,200			\$4,200
	154	Main Line Extentions w/ Pull Boxes	LS			\$16,000	\$16,000		
	155	23 Secondary Services to Lots	EA	23	\$800	\$18,400	\$6,400	\$6,400	\$5,600

Infrastructure Costs (Continued)			Unit	Quant	Per Unit	Total	Phase I	Phase II	Phase III
160	Gas Line Extention								
	Black Hills Fees								
161	Phase I (lots 4 thru 11)		EA	8	\$350	\$2,800	\$2,800		
162	Phase II (1, 2, 3, 12, 13, 14, 15, 23)		EA	8	\$350	\$2,800		\$2,800	
163	Phase III (16,17,18,19,20,21,22)		EA	7	\$350	\$2,450			\$2,450
164	Main Line Extention		LS			\$12,000	\$12,000		
	Taps & House Service Lines								
165	Phase I (lots 4 thru 11)		EA	8	\$600	\$4,800	\$4,800		
166	Phase II (1, 2, 3, 12, 13, 14, 15, 23)		EA	8	\$600	\$4,800		\$4,800	
167	Phase III (16,17,18,19,20,21,22)		EA	7	\$600	\$4,200			\$4,200
170	Parking Lot Improvements								
171	Permeable Pavement Concrete Curb Retention @ Parking & Driveways								
	(410 lf x 8"x 8" Curb = 180 cf / 27 = 7 CuYds)		LF	410	\$14	\$5,740	\$5,740		
172	Parking Area Sidewalks & Trash Area's								
	(450 lf x 4' Width = 1,800 sf / 9 = 200 SqYds)		SY	200	\$40	\$8,000	\$8,000		
173	Permeable Pavement @ Parking & Driveways (16,480 SqFt)								
	(16,480 SqFt / 9 = 1,831 SqYds - Subgrade Prep)		SY	1831	\$4	\$7,324	\$7,324		
	(6" Aggregate Base Coarse, Crushed, @ 95% Compaction)		SY	1100	\$7	\$7,700	\$7,700		
	(16,480 SqFt / 9 = 1,831 SqYds - Permeable Pavers w/6" Base Coarse)		SF	16,480	\$4	\$65,920	\$65,920		
174	Trash Area Enclosures		Ea	2	\$4,000	\$8,000	\$8,000		
175	PO Box Stations		Ea	2	\$2,000	\$4,000	\$4,000		
176	Wheel Stops @ Parking Lot								
	- 23 ea @ \$40 Mat / \$30 Labor = \$70 ea		Ea	23	\$70	\$1,610	\$1,610		
177	Parking Lane Markers								
	- 40 ea		Ea	40	\$35	\$1,400	\$1,400		
178	Parking Lot Lighting								
	- 7 ea - 20' High LED		Ea	7	\$1,300	\$9,100	\$9,100		
180	Storm Water Mitigation								
181	Rear of Lots - Parallel with Sewer Easement								
	(730 LF of 18" Timber Retaining Wall w/gravel backfill & French Drain)		LF	730	\$24	\$17,520	\$17,520		
182	Retention Pond Area's Grading								
	(Lump Sum)		LS			\$2,600	\$2,600		
183	Lower 36" Culvert Under Redcliff Drive & Regrade Ditch to Pond		LS			\$12,000	\$12,000		

Infrastructure Costs (Continued)							Phase I	Phase II	Phase III
			Unit	Quant	Per Unit	Total			
190	Common Area Walkways								
191	Phase I - (From Lots 3 to PL Between Lots 12 & 13, Connection to Parking at south end, Walks to 3 Storage buildings & Common Bldg - 2250 SqFt @ \$4.50 sf)		SF	2250	\$4.50	\$10,125	\$10,125		
192	Phase II - (Sidewalk @ Street to Lot 3 & Lot 13 to Lot 19 - 1040 SqFt @ \$4.50sf)		SF	1140	\$4.50	\$5,130		\$5,130	
193	Phase III - (Sidewalk @ Street to PL Between Lots 15 & 16 - 550 SqFt @ \$4.50sf)		SF	550	\$4.50	\$2,475			\$2,475
200	Split Rail Fencing								
201	Phase I - 1,510 LF - 2 Rail / Split Rail Fencing		LF	1510	\$12	\$18,120	\$18,120		
202	Phase II - 1,270 LF - 2 Rail / Split Rail Fencing		LF	1270	\$12	\$15,240		\$15,240	
203	Phase III - 875 LF - 2 Rail / Split Rail Fencing		LF	875	\$12	\$10,500			\$10,500
		Total LF		3655					
210	Parking Lot & Path Lighting								
211	Phase I - 24 ea - 30" Tall LED Path Lights - Material & Labor		Ea	24	\$400	\$9,600	\$9,600		
212	- 9 ea - 20' Tall LED Parking Lot Lights - Material & Labor		Ea	9	\$800	\$7,200	\$7,200		
213	Phase II - 14 ea - 30" Tall LED Path Lights - Material & Labor		Ea	14	\$400	\$5,600		\$5,600	
214	Phase III - 5 ea - 30" Tall LED Path Lights - Material & Labor		Ea	6	\$400	\$2,400			\$2,400
		Total Lts		53					
220	Common Area Landscape & Irrigation (See House Const Landscape Budgets)								
221	Phase I - Common Area		EST			\$48,000	\$48,000		
222	Phase II - Common Area		EST			\$12,000		\$12,000	
223	Phase III - Common Area		EST			\$12,000			\$12,000
230	Common Storage Buildings								
231	Foundations = 265 CF / 27 = 10 Yds Each x 3 = 30 Yds		CuYds	30	\$450	\$13,500	\$13,500		
232	6 Containers - 3 ea Building		Ea	6	\$3,000	\$18,000	\$18,000		
233	Convert w/ Doors & Partitions - 6 x \$2,600		Ea	6	\$2,600	\$15,600	\$15,600		
234	Roof Frame Including Roofing per Bldg = 3 x \$6,000		Ea	3	\$6,000	\$18,000	\$18,000		
235	Electric		Ea	3	\$1,500	\$4,500	\$4,500		
234	Painting		Ea	3	\$1,250	\$3,750	\$3,750		
		Total Storage Buildings Cost			\$73,350				
		450 SF Buildings Ea x 3 =1350 Total	Per SF	1350	\$54				
		Storage Units Cost per House Unit	Units	23	\$3,189				

Infrastructure Costs (Continued)							Phase I	Phase II	Phase III
			Unit	Quant	Per Unit	Total			
240	Main Common Building - 28' x 20' = 560 sqft + 2 Sections 144 sf ea								
241	(850 SqFt Total Heated Space @ \$145 sf)		SF	850	\$145	\$123,250	\$123,250		
242	(68' x 6' = 408' Wrap-Around Covered Porch w/ Concrete Porch)		SF	408	\$65	\$26,520	\$26,520		
250	Infrastructure - Administrative & General Costs								
	Jobsite Office Trailer	8'x 20' Lease		Months					
251	Phase I (lots 4 thru 11)		EST	7	\$250	\$1,750	\$1,750		
252	Phase II (1, 2, 3, 12, 13, 14, 15, 23)		EST	6	\$250	\$1,500		\$1,500	
253	Phase III (16,17,18,19,20,21,22)		EST	6	\$250	\$1,500			\$1,500
	Construction Toilets								
254	Phase I (lots 4 thru 11)	2 units	EST	7	\$220	\$1,540	\$1,540		
255	Phase II (1, 2, 3, 12, 13, 14, 15, 23)	2 units	EST	6	\$220	\$1,320		\$1,320	
256	Phase III (16,17,18,19,20,21,22)	1 units	EST	6	\$110	\$660			\$660
	Temporary Electric	Trailer & Const Yard Power							
257	Phase I (lots 4 thru 11)		EST	7	\$75	\$525	\$525		
258	Phase II (1, 2, 3, 12, 13, 14, 15, 23)		EST	6	\$75	\$450		\$450	
259	Phase III (16,17,18,19,20,21,22)		EST	6	\$75	\$450			\$450
254	Copy Machine & Office Supplies		Budget			\$1,500	\$1,000	\$250	\$250
		Equipment Purchase (Copy Machine)							
		Office Supplies (Paper, Ink, Misc)							
255	On-Site Management	(\$75K Yr + 15% = \$86,250 / 12 = \$7,188)	EST	7	\$7,200	\$50,400	\$40,400	\$5,000	\$5,000
256	Back of House (Books/Admin)								
	(Part Time -Estimate \$1,500 per Mo)		EST	7	\$1,500	\$10,500	\$10,500		
	Insurance (Builders Risk)								
257	Phase I (lots 4 thru 11)	(2% of \$1,200,000 Site Work = \$24,000)				\$24,000	\$24,000		
258	Phase II (1, 2, 3, 12, 13, 14, 15, 23)	(2% of \$200,000 Site Work = \$4,000)				\$4,000		\$4,000	
259	Phase III (16,17,18,19,20,21,22)	(2% of \$200,000 Site Work = \$4,000)				\$4,000			\$4,000
260	Phase I (lots 4 thru 11)	(2% of \$860,000 House Const = \$17,200)				\$17,200	\$17,200		
261	Phase II (1, 2, 3, 12, 13, 14, 15, 23)	(2% of \$956,000 House Const = \$19,100)				\$19,100		\$19,100	
	Phase III (16,17,18,19,20,21,22)	(2% of \$740,000 House Const = \$14,800)				\$14,800			\$14,800
262	Legal		Budget		\$20,000	\$20,000	\$12,000	\$4,000	\$4,000

Infrastructure Costs (Continued)								Phase I	Phase II	Phase III
				Unit	Quant	Per Unit	Total			
270	Land Planning / Infrastructure Plans / Architecturer & Engineering (Houses)									
	271	Land Planning / Plat Map / Surveying		Budget		\$20,000	\$20,000	\$17,000	\$1,500	\$1,500
	272	Site & Infrastructure Plans & Engineering		Budget		\$18,000	\$18,000	\$15,000	\$1,500	\$1,500
	273	Architecture & Engineering - Houses & Common Building		Budget		\$30,000	\$30,000	\$22,000	\$4,000	\$4,000
280	Subtotal Infrastructure Costs						Total	Phase I	Phase II	Phase III
							\$1,522,433	\$1,134,558	\$209,490	\$178,385
								\$1,522,433		
290	Contingency			3%			\$45,672.99	\$34,037	\$6,285	\$5,351.55
								\$45,673		
300	Total Infrastructure & Common Elements Costs						\$1,568,106	\$1,168,595	\$215,775	\$183,737
								\$1,568,106		
							23	Lots		
							\$68,178.52	Per Lot		

Total Phase I Infrastructure & Common Elements Cost			\$1,168,595		
	Phase I Infrastructure & Common Elements Construction Loan	\$646,062			
	Phase I Infrastructure - SIA Agreement & Bond		\$282,213		
	Phase I Vertical - Common Buildings			\$240,320	
	Phase II Infrastructure & Common Elements			\$215,775	
	Phase III Infrastructure & Common Elements			\$183,737	
Total 3 Phases Infrastructure & Common Elements			\$1,568,106		

Infrastructure Only as a Cost per Lot										
		Total Infrastructure Costs				\$1,568,106				
		Less Common Vertical				\$240,320				
		Adjusted Infrastrucutre Costs				\$1,327,786				
		# of Homes				23				
		Infrastructure Cost Per Home				\$57,730				

Phase I Work In (Items Listed in Light Green - SIA Items in Yellow & Vertical Common Buildings in Purple)
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Phase I of Infrastructure is all items listed in above spread sheet (In Light Green) - We would anticipate proceeding with these items up to Nov 15th, 2019 - Any work in road right-of-way will not continue past Nov 15th. Infrastructure work may continue on private property - weather permitting - between Nov 15th - Mar 15th, 2019.	\$646,062
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An SIA Agreement & Bond would be required in the amount of \$282,213.00 for Phase I Infrastructure Construction for the items listed in above spread sheet (In Yellow). These items will need to be completed in the spring April - June, 2020						
As Water, Sewer, Electric, Gas can be substantially complete... We would propose activating the SIA so to allow vertical construction of common buildings & Storage buildings. This would allow us to substantially complete common area landscape & fencing.						
At a point when enough can be completed to allow for Final Map approval and filing... we would proceed with permitting & construction of homes...						
We would propose SIA & Bonded items to be complete by end of June, 2020						

\$282,213

Phase I would include vertical construction of Common Buildings and Common Storage Buildings	\$240,320
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STAFF REPORT

Subject: Preliminary Plat Submittal
Legal: Ridgway Land Company Subdivision Lots 30-34
Address: TBD Redcliff Drive
Parcel #s: 430516402012, 430516402011, 430516402010, 430516402009, 430516402008
Zone: General Commercial
Applicant: Vista Park Development. LLC c/o F. Guthrie Castle
Owners: Ridgway Land Co. c/o Robert Hunter
Initiated By: Shay Coburn, Planner
Date: June 25, 2019

Black text: July 31, 2018 staff report

Blue text: Edits made for the September 25, 2018 staff report

Red text: Edits made for this meeting, June 25, 2019

Strike-out text show what has been addressed/completed

BACKGROUND

Applicant seeks preliminary plat review of a proposed subdivision, Vista Park Commons. This development is proposed to be located the east side of Highway 550 in the Ridgway Land Company Subdivision. The property is accessed from Hunter parkway along Redcliff Drive. The development will span five existing vacant lots encompassing approximately 2.4 acres or 106,471 square feet.

The proposed development plan includes 23 residential units/lots in 21 buildings which are mostly stand-alone single-family units with 2 duplex buildings. It also includes shared parking, storage, open spaces and a community building. This property is zoned General Commercial.



The applicant had an informal discussion with the Planning Commission in October of 2016, then two sketch plan reviews with the Planning Commission, first on January 3, 2017 then again on August 25, 2017. The applicant had a preliminary plat hearing with the Planning Commission July 31, 2018 where the Commission continued the hearing until all deficiencies noted in the staff report were addressed. The Applicant then returned to application before the Commission today does not address all deficiencies but the applicant has made progress on the landscaping and drainage issues discussed at the last hearing on September 25, 2018 to address some of the deficiencies and to. This hearing will provide the Planning Commission a review of the revised materials and will get direction in a few key areas for the Applicant, the hearing was continued. The Applicant submitted a revised preliminary plat to Town staff in March but a lot of the items in the staff report from the September Commission meeting were not addressed so Town staff sent it back

to the Applicant after a partial review as to not waste time reviewing a substantially incomplete submittal. Revised documents were then submitted at the end of May which were reviewed for this staff report.

Present with this submittal are the following documents:

1. Planning & Zoning hearing application
2. Preliminary plat map (*revised*)
3. Plans including: Site, grading, utilities and civil plans, landscaping, phasing (*revised*)
4. Articles of Organization
5. By-laws of Vista Park Commons HOA
6. Declaration of Covenants, Conditions and Restrictions for Vista Park Commons (*revised*)
7. Mineral rights certification
8. Geotechnical Engineering Study
9. Geologic Hazards and Preliminary Geotechnical Engineering Study
10. Hydrant location and flow test
11. Water and sewer flow calculations
12. Storm water calculations (*revised*)
13. Architectural plan sets
14. Email from Army Corps regarding relocating the Moody Ditch
15. Issued CDOT Access Permit
16. *Utility provider letters*

This public hearing has been noticed and the property posted.

CODE REQUIREMENTS AND ANALYSIS

RMC 7-4-5(B) Preliminary Plat

(1) – (4) Submittal Requirements

Substantially conforming.

(5) The preliminary plat shall contain at a minimum the following:

(a) The name of the subdivision, date of the preparation of the map, name and address of the engineer or surveyor preparing the plat, and total area of the subdivision.

- ~~The plat map is missing a stamp from the surveyor. Will need a stamp once the plans are approved by the Planning Commission and/or Town Council.~~
- ~~The basis of bearing on the plat map needs to be labeled on page 2. All basis of bearing text should reference the "Ridgway Land Company Subdivision" not the "Ridgway Land Company Triangle Subdivision." Page 2 still needs to be corrected.~~
- ~~The Townhouse lots should be labeled accordingly. A plat note needs to be added as well to address the common/party walls. See note below. Applicant responded that there are no common party walls and that there is a 1" space between the unit. The lots still need to be labeled. In note 8, replace the word "duplex" in every instance with "townhome." Duplex indicates single ownership on a single parcel. Townhome indicates individual ownership on individual land with a shared property line. If they are separate buildings, they must have and purchase separate taps and utilities so the standard shared utility note is not needed.~~
- ~~Consider combining pages 3 and 4 onto one page so there are no consistency issues. Applicant did not do this due to scale issues. This is fine but consistency between pages 3 and 4 may continue to be a problem.~~

(b) *The scale used and direction of true north.*

Substantially conforming.

(c) *The location and dimensions of all existing and proposed streets, alleys and easements, street lights, street signs and other improvements.*

- The certs on page 1 of the plat need to match the easements shown on pages 3 and 4. The titles used need to be consistent. Edit wording on easements in legend (i.e.: all should be dedicated, should not reference declarations). *Dedication language on pages 3 and 4 still needs updated as simply listing "dedicated" easement is not adequate. This still needs to be addressed. The "Drainage Easement Per Plat Dimensions, non-public easement, undedicated, reference declarations ..." seems like it should say "Private Drainage Easement"*
- *Is the cert #2 item the same as note#1?*
- ~~Page 4 is missing the drainage easement on the top of the map. Add or combine pages as suggested above. Complete.~~
- Declarations should only be referenced once where the recording number will be filled in. See notes 2 and 9 for examples where reference should be removed. This constant cross references will cause confusion in the future when the declarations are edited, likely bringing up the need for a plat amendment. Reference the plat map as an exhibit to the declarations. *Applicant stated: The reason for the cross reference is that the rights and privileges to the LCE are subject to further refinement in the Declarations. Without this, the rights and privileges to the LCE per the Plat appear unrestricted, and they are not. See Art 4 of Decs. The same is true with respect to maintenance of the LCE and GCE in the there are many refinements to the maintenance obligations as between the HOA and the Unit Owners. Without this reference, the Plat appears make this the sole obligation of the HOA. See Art 7 of the Decs. My understanding is that both the Plat and the Decs are to be approved by the Town Council, and any future change in either document will require the same amendment procedure. Town response: The decs are reviewed by the Town to be sure they do not involve the Town and to avoid any foreseen issues. The Town does not review any future changes to the decs unless required by the decs, which is not a good idea. Things that Town enforces should be on the plat, things that the HOA enforces shouldn't be on the plat, just reference the declaration and the reception number. All other cross references shall be removed as asked for above. If the applicant wants, they can add language to reference of the private declarations like – "Notice for all potential buyers and owners: you are advised to read the private declarations in their entirety". Any cross references to the decs in the dedication language also needs to be removed. If an easement is dedicated to the town, we don't want to find further restrictions or allow the HOA to further restrict in the future through an amendment to the declarations. Applicant replied: Please note that in the current draft, all internal references to the "Declarations" have been eliminated except in places that ONLY deal with the Owner/HOA/Unit Owner relationship. There are no references to the Declarations in anything that effects the Town. This is important because the sum and substance of the Town's relationship with the Project is in the Plat, whereas the operative details of the relationship among the Owner, HOA, and Unit Owners are in the Declarations, and we don't want blanket statements in the Plat to override or supercede these details. See, Cert 4 (last 2 sentences); Note 1; Note 2; Note 9; Note 11; and Note 12. At prior meetings, Bo indicated he is comfortable with handling it in this way. The Town Attorney needs to review this.*
- In fact, the town has standard notes and certs which have generally not been followed here and need to be *unless there is a good reason provided*. They may be slightly modified to fit the development, but not the wholesale deviation and generation of a new note entirely that

includes other information such as references to the private covenants. One example is the dedication certificate, which generally needs to read as follows below, as has been approved by the town:

Certificate of Dedication and Ownership:

KNOW ALL MEN BY THESE PRESENTS that the undersigned, being the owner(s) of certain lands in the Town of Ridgway, Colorado, to wit:

- *(insert property description prior to dedications)*

Has (Have) by these presents laid out, platted and subdivided the same into lots, as shown on this plat, under the name of _____ Subdivision, and does (do) hereby dedicate, grant and convey to the Town of Ridgway, State of Colorado, for the use of the public *(list streets or other tracts by name or map designation)* as hereon shown. Also the following easements are dedicated, granted and conveyed to the Town of Ridgway, Colorado as shown:

Utility easements for Town utilities (including storm drainage) and public utilities;
Storm drainage easements for Town storm drainage features and facilities;
and *(list other easements as applicable, e.g. trail, exactly as labeled on the map)*

Private easements are reserved or conveyed for purposes as indicated on the plat. *(Further specification may be advisable here.)*

Executed this _____ day of _____, A.D. 20____.

Applicant did not update to the Town's standard language.

- Applicant will need to reconcile the GCE and LCE with the language in the duplex/shared elements plat note as recommended below. *Revise the new note 8 per comments above.*

(d) The location of water courses, including lakes, swamps, ditches, flood prone areas; the location of existing utility lines, pipes, poles, towers, culverts, drains, and drainage ways.

Need to show the location of the relocated ditch on pages 3 and 4 of the plat. Ensure it matches the civil plans. *While there are no dimensions, bearings, distances, etc. it appears to match and was added to the plat map. Need to add dimensions, bearings, distances, etc. so one can find where the relocated ditch is to be. This is important to figure out now as we need to know how it may impact the sewer line and other items.*

(e) The location, size and dimension of all lots and blocks, and the location of properties and easements to be reserved for particular uses or to be dedicated to the Town.

- Easement measurements between buildings are not consistent between the preliminary plat map and the other site plan provided, especially on the southern side of the property. Please reconcile. *U-1 and pages 3-4 on the plat still don't match – between lots 16, 17, 18, 19, 22, and 23. Why was a utility easement added to lot 23 just on page 4? All but the rear setback on lot 23 appear to have been fixed.*
- ~~The easements between the buildings were reduced to accommodate the roof overhangs. Town needs confirmation from the Applicant that none of the roofs overhang into easements. Lots 13 and 14 appear to be very close. Per 9/11/18 submittal applicant stated "this has been confirmed."~~

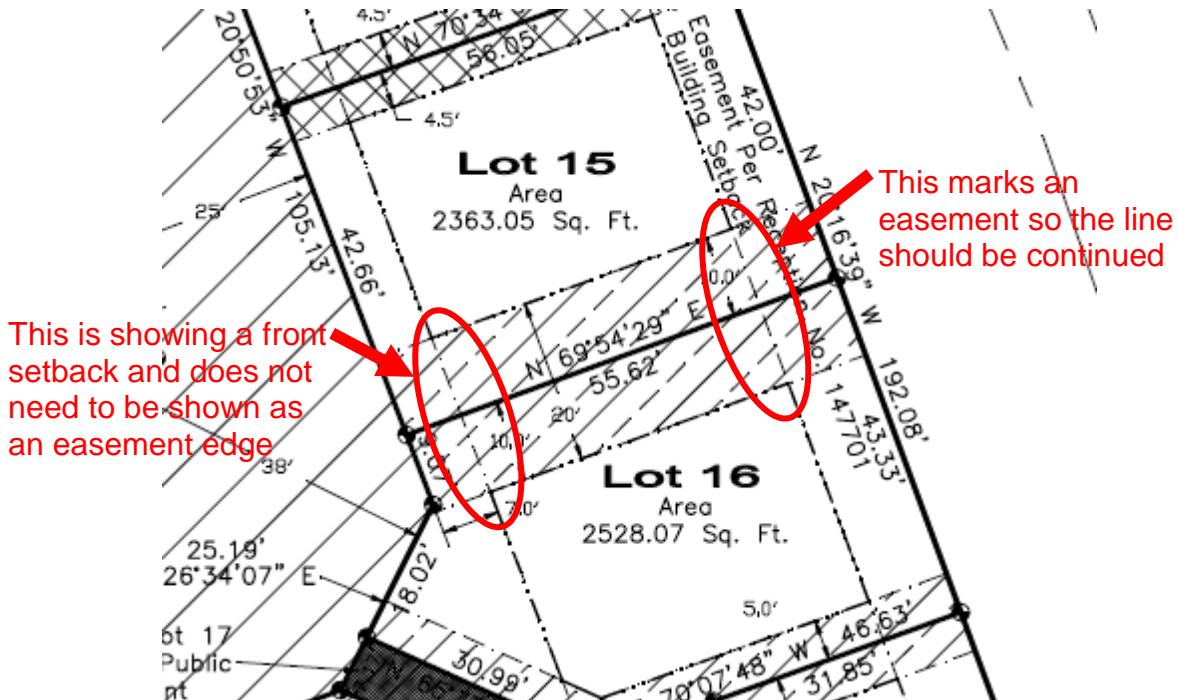
- The legend for the hatching for the utility easement says “including irrigation lines;” however, the irrigations lines are not on the plans yet. Note that if irrigations lines are near the water lines, sanitary separation will be necessary. Irrigation plan was submitted on page I-1. The irrigation lines appear to be within the utility easement or an established easement. They removed the “including irrigation lines” from the plat map. They also added irrigation lines to the utility plans. Water service lines appear to be irrigation lines per the key, please edit. Please either call out where separation will be needed or enhance the note on U-1 to include separation requirements – 10’ between potable water and sewer and irrigation. 5’ between any of utility including irrigation and any town utility. The power and gas company probably also want 5’ between each other.
- The easement for VP line 3 was extended to the north but not all the way to Redcliff Drive. Town needs to be able to access the line from two directions. The easement needs to be larger or the blanket easement needs to include the Town. Easements are required to be 20’ wide, prior plans had shown 18’ which staff okayed. However, the easement is shown as small as 13.5’. Can this easement extend to the southwest a bit more to give the Town ample room to maintain and repair that manhole? This was updated and looks like it will work. Town Attorney needs to confirm that cert 4(i) means that town has access over all property to get to and from utility easements as the Applicant has explained. Town Attorney to confirm. If possible, it would be best to offset the sewer line 2-3’ from the center of easement – this gives more room to excavate since the line is quite deep and allows a little more room for replacement when needed.

(f) Five foot elevation contours at a minimum.

Received.

(g) Any building setback lines, height restrictions, or other building or use restrictions.

Lots along Redcliff Drive appear to have two building setback lines. Use a different line type to depict easement boundaries. If lines were changed, they are not different enough to tell (or just don’t print well). Also, please add the easement line type to the legend. This was addressed; however, the setback lines (the front of most all lots) appear to continue beyond where needed. Please clean up. The rear easement and front easement lines need to be continuous, but not building setback lines. See graphic for further explanation.



(h) A vicinity sketch map.
Received.

(i) An indication of the total area of streets and alleys, area of lots and area of any property dedicated to public or other uses.
No property is proposed to be dedicated to the Town other than the easements for utilities.

(6) Accompanying the preliminary plat or included upon it shall be plans, drawings or information for the following:

(a) Plans for any proposed sanitary sewer system showing location, grade, pipe sizes and invert elevations.

- The Applicant is proposing a new sanitary sewer main that will loop around the east side of the property. This will be dedicated to the Town. The dedication language on the plat needs adjusted per note below. [See below.](#)
- ~~The numbering of the sewer manholes needs to have one numbering system, as provided by Town. The other numbers on U-1 should be removed to avoid confusion. [Done.](#)~~
- ~~Need encasements on the sewer at water line crossings in the profile drawings. [Done.](#)~~
- ~~The manholes are very close to rear property lines which will make them difficult to maintain and replace if/when needed. These need to be move a few more feet away from the rear property line. Applicant has noted that this will be difficult to do. [Staff can make do with what is proposed.](#)~~
- The existing sewer lateral that will be used for the common building may require cutting asphalt. Town may be able to video this line to identify exactly where the tap is. [Applicant said Ok. Does this confirm that the asphalt needs to be cut or that the applicant would like the line videoed?](#) [Applicant will call Randy Barnes to coordinate locating this sewer tap location.](#)
- Sheet U-1: add coordinates for the sewer line to the common building.

(b) Plans for the water system and fire protection system showing locations, pipe sizes, valves, storage tanks and fire hydrants.

- ~~The Applicant is proposing looping a new water main through the center walkway of the development. This will be dedicated to the Town. In the dedication language on page 1 of the plat, remove the following at the end of the dedication language "constructed in the utility easements as shown on this plat." The dedication language may also need adjusted to include more than just the mains (i.e.: valves, manholes, appurtenances, etc.).~~ ~~Done.~~
- The materials for the walkway where the water line will be located is still undetermined. **Central Walkway:** This needs to be something that Town can get heavy equipment on to maintain and repair the water main. This should be agreed upon before going to Town Council. ~~Was a material for the walk decided? Staff cannot find where this is indicated.~~
 - During follow up meetings we discussed the need to move the transformers away from the walkway. One transformer was moved to the edge of the easement and out of the middle, others appear to be in the same location. Is there a reason for this?
 - Center walk way is now labeled to be 5' wide concrete. What will remainder of the easement area be? The interior boxes are now labeled pull boxes. Can these work at pull boxes? What transformers are being used to pull from for the buildings? If they remain pull boxes, they should be labeled as traffic rated. The two pull boxes on the south side of the development appear to be about 1-3' from the water main... is this enough space to do maintenance?
 - How will the proposed light bollards interact with the other utilities? It appears that if the bollard in front of lot 12 is going to be right on top of a water main valve, the bollards also appear to be following the water line (i.e.: near the north driveway) where the lines and bollards would have to be removed to access the water line. The electrical lines for the bollards should be shown on page U-1, it appears as if the lines for the bollards run just over the primary power line, is SMPA okay with this?
 - The applicant added a note to the landscaping plan addressing that trees will not be planted over utilities and that the landscape contractor needs to coordinate with the utility plan. It will be critical that the landscaper has the as-built utility plans because as the landscaping plans are now there are still conflicts. For example, there is a tree between lots 13 and 14 that might be on top of a gas service line for lot 13.
 - Some of the slopes on the center walkway are incorrect (i.e., between lots 2 and 3 the slope is shown as 2.34% but is 1.87%) these should be checked to avoid issues during construction.
- Hydrant flows need retested. The Town and Applicant Engineers are working on this. **Town Engineer talked with the hydrant tester but has not yet received any results or information.** Applicant said they gave a graph to the Town Engineer. Please resubmit for review.
- Is every unit within 250' of a hydrant? It appears as if there is a gap on the south side of the development.
- Sheet U-1: The bend in the water line by lot 2 is listed as 60 degrees. Fittings come in 90, 45, 22.5 and 11.25 not 60 degrees.
- Sheet U-1: This sheet includes coordinates for the water meters but not for the taps or the fittings on the water main, the gate valve or the air vac. These should be added.
- Sheet U-1: There should be 3' between water taps on the main. It does not look like there is adequate separation for the taps for lots 17 and 18. In general the number of utilities in the space between lots 16 and 19 is worrisome. Quite a number of them cross over the water main in a short distance. Town will struggle to access that part of the main if needed. Is there anything the Applicant can do to mitigate this?

(c) Plans for the storm drainage system showing location, pipe sizes, drains, surface drainage ways and discharge points.

- ~~Town Engineer needs to review the submitted storm water calculations provided.~~
- Retention Area – in general more information needs to be provided. Here are some questions/concerns:
 - The stormwater drainage plan will be affected with the addition of the larger retention area and less permeable surface. The calculations need to be updated to reflect this change. For example, what is the volume of the retention area? What do the storm water calcs indicate that the size of the retention area should be? Received capacity of retention area, but we cannot verify it based on the information provided. As of now it appears as if the pond is intended to release about 1.84 cfs at peak flow, which currently doesn't include the area of Redcliff Dr. that will also drain this way, which means the 8" pipe will likely exceed 2 cfs... will that over top the pond? The revised storm water calcs only include new asphalt on Redcliff, but from the street crown to the gutter will flow into the proposed drop inlet on Redcliff. Storm calcs need to be redone to include all areas that will drain here.
 - We need elevations on the pipe or swale into the pond or the outlet. On the road the gutter elevation is 77.75. The top contour of the pond is 78. What is the elevation where it comes into the pond? If an inlet box is being used, it will be at least a foot lower coming into the pond. If a box through the sidewalk is used, then it will lose a few inches. This will impact the functional volume of the pond. They added elevations that indicate that there isn't room in the boxes for the pipes. Neither section 7 on sheet C-1.1 or sheet C.1 show the box depths, what are they? Section 7 on C1.1 shows the 18" from the road going into the pond box below the outlet of the 8" pipe meaning that the 18" pipe would always be full of the water. How does that work? The 18" pipe has an invert elevation of 75.50' on both sides – this will carry little water and silt up. The inlet in the pond has a grate elevation of 76.50 and a pipe bottom of 75.5. How can an 18" pipe come into the box?
 - ~~There is an inlet on C-1 south of the detention pond with an elevation of 78 that must go into a pipe that goes under the berm to the north but there is no pipe size. This too will impact the functional elevation of the pond.~~
 - Not seeing an emergency spillway on the pond, but it needs one that will set the functional elevation of the pond. Applicant replied that it currently spills at 79 but that they could create a slightly lower (maybe 6") portion at the N edge to move water toward the ditch. This works for the town and needs to be added to the plans. This will slightly reduce the capacity of the pond.
 - The inlet box detail on sheet S1.1 shows a 4' square box while on sheet C-1 it is called out as a 3' square box. It should be 4' square and must be traffic rated. It looks like the depth of the box in the gutter flow line is 2.06 feet deep including the grate and the pipe exiting the box is 18" without the grate. The pipe will take up the full depth of the concrete weakening the concrete. Does that impact the traffic rating?
 - [black text from email 8/13] (C-1) Regarding the culverts: There is 0.25 feet in 55 feet (0.45% slope) from the gutter spot elevation by RA2 to the bottom of the channel upstream of the culvert. Scales about 7% in the culvert. Does not show an elevation at the upstream end of the existing culvert. Also not seeing what will cause the water to make the very sharp turn to get into the existing culvert. There is no indication of the pipe elevation coming from RA2. Appears that there is no slope from end of culvert to next culvert. All changed with larger retention area. The angle problem is solved but see comments above on retention area where more information is needed. The bottom of the pipe between the

curb and the pond is dead flat. The pipe out from the pond is 0.6%. How does one know how to build the basin?

- Ditch and Sewer Easement Area, rear of lots – in general, more details need to be sorted out here. The Town Engineer will want another review once at least the below changes are made.
 - Looking at the rear lot cross sections the east one looks like the French drain daylight is much less than a foot above the ditch flow line. The ditch is on 0.5% slope. If the ditch can only be 6" deep before it reaches the outfall of the French drain, it can only carry about 3 CFS. Staff is not sure how much flow the ditch needs to carry but assumes it is more than that especially during runoff. Applicant said they are still looking at this to set final drain outlet heights. We need information to know that the ditch can work. We also need to know water elevations for the irrigation ditch to verify that the French drains will drain.
 - [black text from email sent 8/13] We need additional cross sections for the sewer easement area. With a spot check, some of the grades will not work as the typical cross section indicates. Also, 10% cross slope for the easement is too steep. That will not be accessible. The slope should be closer to 2 to 3%. Provided 2 cross sections on page C-1.1. The slope says 2% (5% max.) but looks to be mostly 5% from lot 4 to 17 based on the contours provided. Can this be reduced at all? 5% is quite steep for a dump truck to have to drive on. 3.5% would be acceptable. Behind lots 1-3 it looks OK, but the rest are 4% plus per the contours on U-1. C1.1 Section 4 is wrong. Section 5 is close. On C1.1 4, it looks like the building drain line is daylighting lower than the ditch. That is likely in issue with others.
 - [Black text from email sent 8/13/18] We need a profile of the flow line of the ditch. It appears to vary in slope which means it will need to vary in width. We will need cross sections of the different slopes as well as peak flow to be sure it will work. Not provided. Applicant explained verbally that the grades on the ditch were changed to be an even grade the full distance of the ditch. The ditch is also in the Utility Easement which would make that utility easement mostly unusable. There is currently a water main in that easement or in the road near the easement. How will the ditch interact with the water main? Redcliff Dr. is paved so a non-paved utility easement could be critical for future development. It appears as if 6 points with coordinates, mostly on the north side, have been added but the ditch is on an undefined curve so there is not enough information to build what is shown on the plans, nor to be able to inspect if it was constructed to the plans. It appears as if the applicant is intending the ditch to run at consistent 0.5% slope. What are the range of flows in the ditch? Can the ditch, culvert under Redcliff Drive, and other affected areas accommodate additional flow created by this subdivision? The stormwater calculations should include existing flows and how additional flows will work with the planned and existing infrastructure. The sections of C1.1 don't list ditch flow lines but as drawn suggest the ditch is less than 2' deep. What is the intended capacity of the ditch and what is the cross section? The plans appear to lack finished contour lines on the lot side of the relocated ditch so it is hard to see how steep the sewer easement area will be. The calculations suggest the development will add in excess of 1 cfs to the flow in the irrigation ditch. Is there capacity for the extra flow at all times?
 - On the detail on page C-1.1 is 24" tall the tallest one of these walls would be?
 - The finished ground elevations from lots 4 to 17 are the same in the back yet the finished floors of the units vary by a couple of feet, some by about 4'. How will this work? Applicant said they adjusted the grades.
- Sheet C-1.1: Section 8 calls for a 2% slope down from the building for 5 feet that is then to be flattened into a swale. That is a drop of 0.10'. How does that work?

- How does water get out of the south side of the south bulbout at the north entry to the parking lot? Is there a drain box proposed?
- Sheet C-1.1: Please add specs (brand or cut sheet) for the filter fabric (detail 6) – we want to be sure it will not plug the drain. Please add specs (brand or cut sheet) for the liner material (detail 5) - how will you clean the ditch without destroying a liner?
- The below pictures were taken in March 2019 and reinforce why drainage on this parcel is very important to address.
- ~~The retention areas are partially on Town property. It is much preferred that this retention area be completely on private property. If the Applicant cannot accommodate this, it will need to be a request to Council but staff is unsure it will be favorably considered. If it remains on Town property, it needs to be on the plat and have maintenance obligations and other language as well as an easement from the Town for the use of town property.~~ Applicant removed 2 units and expanded the retention area on their own property. It appears as if the fence on lot 1 will be in the top one foot or so of the retention area. How will this work? Does it need an easement? How does maintenance work so close to a building?



Site drainage – March 3, 2019



Site drainage – March 8, 2019

(d) Plans for proposed streets, alleys, sidewalks, curbs and gutters, lighting, bikepaths and walkways showing the grade and cross section, and plans for any other proposed public improvements. (Ord 12-2008)

- No public streets are proposed.
- Sidewalks appear to be about 5.5' – 6' wide. Our standards require 8' minimum width in the General Commercial district and 5' for residential districts. This is a residential development so the 5.5'-6' width seems adequate.
- The tactile/detectable warnings must be cast-iron and the full width of the sidewalk. Note that you may not be able to order in 5.5' so it may have to be a combo of size.
- We need to understand the slopes of the sidewalk along Redcliff Drive. The Town Engineer has calculated some of the slopes based on spot elevations provided but it is not sufficient to know the full profile. Additionally, some of the internal sidewalks have steep grades, the Applicant says they are no more than 10% but the Town Engineer's calculations are higher. The maximum for ADA compliance is 8.3%, which some exceed. Labels added on page C-1. The slopes of the walks have been reduced but steps have been added to most units. There is some discrepancy between the slope measurements and the slopes measured per the scale of the drawing. Also, there needs to be ADA ramps on the sidewalks where they cross the driveways, not a 6" curb. The sidewalks appear to work now.
- Curb and gutter needs to be added along Redcliff Drive and Town needs to understand how it will drain. Curbs and gutters were added, profiles on the sidewalk and gutter are still missing.

Staff remains concerned for how it will drain. Some of the grade is shown as flat and some at about 0.4%. Town code requires a minimum of 0.5%. It looks like if the inlet is relocated and dropped at the north then enough fall will be gained to maintain a continuous 0.5% with a 1% slope in the valley pans. The section between the existing pavement and gutter can be adjusted to accommodate this. The drainage plan still lacks stationing. Slopes have been added along the gutter alignment but they are off by a factor of 10 e.g. the slope is listed as 5% but it is really 0.5%. A number of the listed cross slopes were found to be incorrect. The slopes on the new asphalt from the existing edge of pavement to the proposed face of gutter varies from 2% to 6.7% (the slopes were calculated using a straight grade from the edge of pavement to the flow line. In reality, the slope in the gutter should be fixed at $\frac{3}{4}$ " or 1" per foot of gutter which would reduce the slopes of the asphalt a little). Cross slopes of steeper than 4% can be difficult to maneuver especially in winter conditions. Please consider reducing where possible. Please label the gutter width on the plans, it appears as if they are 24" wide. Is the "gutter" elevation the flow line or the face of the gutter?

- Driveway cross sections need to be refined. Added on page C-1.1. The south valley pan has a grade break at the middle of the pan N/S and is flatter on the downstream side which will slow the water in the middle of the pan. Is there a purpose for this? The cross sections have an architectural scale and no stationing. This has taken a lot of the Town Engineer's time to review. Section 3/C-1.1 is showing a second valley pan to the east of the main pan in the pervious pavement. Staff is not seeing it on the plans on C-1. ~~Are the applicants proposing a concrete valley pan with pervious pavement on either side?~~ The only valley pan elevations found are at the middle of the valley pan, we need more spot elevations. It but looks like the 0.5% slope along the gutter carries thru the valley pan. It's very hard to get concrete that flat without creating bird baths. How will one locate the valley pans in the field? On page C-1, it is okay that you used the town typical drawing for the valley pan but please remove the town letterhead so it doesn't look to be our standard.
- ~~How will the lights at the driveways be wired? Lights at driveways appear to have been misplaced on the new landscape plan. Still lacks information on how they will be wired.~~
- Overall, more information is needed on the plans to ensure that someone can built what is being proposed. This still need to be addressed. It is imperative that the plans have locations established so we can inspect that it is done per the approved plans. Editing and changing plans after approval should be a last resort as it will delay the progress on the project with additional public hearings. Coordinates have been added to the walk/curb but most are in locations without elevations. In addition, there is insufficient information to layout the detention pond and the landscape berm.

(e) The subdivider shall send a notice, at least 30 days prior to the Planning Commission's hearing or consideration, to mineral estate owners, by certified mail, return receipt requested, or a nationally recognized overnight courier, in accordance with the requirements of CRS 24-65.5-103(1). A copy of the notice shall be given to the Town along with the subdividers certification of compliance with said notification requirements. Provided this notice is not required if notice was previously sent and such certification previously provided with respect to the same surface development, or the application is only for platting an additional single lot, unless a mineral estate owner has requested notice pursuant to CRS 24-6-402(7). (Ord 4-2009)

Substantially met.

(f) Any proposed covenants, condominium declaration or articles of incorporation and by-laws for any homeowners' association, or contracts for maintenance of improvements.

- The declarations need another review by the Town Attorney. This review is still needed. Applicant submitted revised declarations – they added sections to deal with the maintenance of fences, French drains, and retaining walls (sections 3.3.2, 7.2, and 7.6). Town Attorney needs to review this.
- In the declarations under 2.26, where and how does Ridgway USA approve this development? This was not addressed. This is important as this development is impacting some of the RUSA common space. No changes made. Perhaps the HOA should be a signatory on the plat map and this certificate should be on page 1 of the plat.

(g) A soils report prepared by a geologist or licensed qualified engineer which addresses building foundation design requirements shall be submitted where geologic hazards and considerations dictate the need for such analysis.

- Town needs to understand what the pavement will be comprised of as the report recommends two different paving types, one for construction loads and one for post-construction. The Applicant said they added cross sections and specs for this but staff is not finding the information. Applicant said that parking area is pervious paving per detail and new parking spaces along Redcliff will be asphalt per Town standards. The proposed pervious paving appears to be about less than half the strength of a local street. What is the load bearing capacity? The plans say per the specs, staff needs a copy of the specs. We went online to find it but you have to pay to get that detailed of information. Applicant added a section for the pervious pavement – it says it has the same strength as the paved section. This needs a little more clarification as it is not likely that strong. The structural section of the parking lot is listed to handle 40,000 ESALs. The Lambert recommended section for 40K ESALs is listed as 3” of asphalt (assumed SN of .4 per inch), 4” of class 6 (SN of .10) and 12” of Class 2 (SN of .09). That comes to a structure number of 2.68. Using the class 6 structure number for the sand gravel below the pave2mat, the SN of the parking lot is 1.48. Please explain how the section meets the 2.68 SN. Will this surface suffice for the ADA parking spaces?
- The area where the sewer will be located needs to be strong enough for the public works crew to get a dump truck back there to maintain/repair the sewer main. The design of this typical cross section on page U-1 will need to be revised. ~~Town also needs to understand why the manholes are not included in the proposed “drive area”?~~ ~~The drive area is now 20’ wide and includes the manholes, surface is 6” with compacted native material with an additional 6” class 2 road base layer above.~~ The applicant needs to confirm that this is adequate for a loaded dump truck based on information in Lambert’s soil report or additional information provided by Lambert. ~~Per 8/22/18 meeting town and applicant agreed upon adding weed cloth and seed back to the road base to keep weeds from growing. I do not see this noted on the plans. We also agreed upon adding some sort of bollards or something to block off access to this easement by owners which staff cannot find on the plans.~~
 - How will the drains that run between units interface with this access? Will there be inverted soggy speed bumps across the access?
 - What is the distance and slope from the edge of the sewer easement to the ditch? This is important to understand as the ditch runs mostly year-round and will impact the access area.
 - The design is said to be based on a 1500 psf soils strength which per Lambert is the 3’ deep strength. The plans show substantial changes in finished elevation along the access compared to existing.

- Town remains concerned that 6" of Class 2 will not be enough. Please update to 12" so that if the soils are clayey that there is enough strength. If there is cobble, then we can reduce it to 6".
- Applicant said they would rather not do a weed cloth because they want grass to grow in the area, this is fine as long as there is some sort of weed management provided by the HOA.
- Please fix formatting of the text boxes on page C1.1 - the "/" and line breaks make them hard to understand.

(h) *Written approval or access permit from the State Department of Highways for any access to highways under its jurisdiction, directly from any lot and for any new street serving the subdivision which intersects with a State highway.*

Town Staff worked with the applicant to submit for Access Permit. The permit was received from CODT with a notice to proceed and no additional improvements were necessary.

(i) *Estimated water consumption and sewage generation.*

Staff is working with the Applicant to better understand this demand. This looks close enough for our purposes.

(j) *Description of any geologic hazards.*

Substantially complete.

(k) *Landscape plans and, as appropriate, irrigation plans. (Ord 12-2008)*

- Irrigations plans have not yet been submitted. These plans should be submitted before going to Town Council. An irrigation plan was submitted. It shows irrigation to all common areas. All proposed landscaping on private lots will not be irrigated. How will each property owner irrigate their own property? From their potable water tap? Will future owners reasonably be able to keep the trees, shrubs and grass area per the landscape plans alive? Will owners be allowed to tap into the irrigation water of the HOA? Will there be a distribution line with a spigot for each lot? RUSA was intended to all be watered with this irrigation water. Added irrigation lines to each of the units/lots. Please add the service lines to the utility plan in order to see any conflicts that may exist. Is 35 psi enough pressure to operate the sprinkler heads you have selected? Note that the system will need to be programed to supply 2-3 zones at a time due to the pump rate.
- ~~The landscape plan needs to be updated to reflect the revised site layout, the measurement do not match the plat and site plans. This will cause confusion for construction. This should be revised before going to Town Council. Done.~~
- ~~See notes under 7-3-11 regarding a deviation request regarding landscaping.~~

(l) *A list of proposed uses for each lot consistent with Town Zoning Regulations. (Ord 12-2008)*

See Zoning Regulations section below as the applicant is requesting a Conditional Use Permit for the residential uses in the General Commercial district.

(7) *Repealed by Ord 4-2009*

(8) *The Planning Commission may approve, conditionally approve or disapprove the preliminary plat. It may continue its consideration of the plat to another meeting when additional time is needed, or to allow the subdivider time to revise or supplement the plan to bring it into compliance with these regulations or proposed conditions of approval. The reason for continuance, disapproval, or any conditions of approval, shall be included in the minutes of the Planning Commission's proceedings and provided to the subdivider*

in writing upon request. Consideration of the matter may also be continued upon the subdividers request. The plat may be disapproved if it or the proposed improvements and required submittals are inadequate or do not comply with the requirements of these Regulations. (Ord 12-2008)

(9) The Planning Commission's decision shall be submitted to the Town Council as a recommendation along with the plat for review at its next regular meeting. The Town Council shall issue its decision approving, conditionally approving or disapproving the plat, based upon compliance with the provisions of these regulations. The Town Council may continue its consideration of the preliminary plat until such time as proposed conditions for approval, are met by the subdivider. (Ord 12-2008)

(10) Except as otherwise expressly provided by the Town Council, all conditions of approval shall be met within 90 days of such approval or the plat shall be deemed disapproved.

RMC 7-4-6 Required Improvements

There are a number of improvements that are required with subdivision in this section. Staff is highlighting only a portion of these requirements here:

(A)(5) Electricity, telephone and CATV.

The electrical and gas layouts will need to be approved by SMPA and Black Hills. [The Applicant is working on this. Applicant submitted letters from both utilities.](#)

(A)(6) Streets within and adjacent to the subdivision as necessary to provide access to each lot. Existing streets maintained by the Town for public use shall be improved by the subdivider to the extent necessary to provide access to abutting lots and to provide proper drainage, grade and sidewalk grade. Streets shall be paved in circumstances where required by Town street specifications. Streets shall be dedicated to the Town.

Town needs to see detail on the proposed permeable pavement. [See details on S-1 and C-1.1. The product spec sheets was given to staff at a meeting but staff needs an electronic copy. Specifically, we need the strength information as requested above. Town needs information on the strength of the pave2mat.](#)

(B) Subdivision Improvements Agreement (SIA)

In part, this section reads as follows in Sections (1) and (2):

(1) No final plat shall be approved or recorded until the subdivider has properly completed, and the Town has approved, the street base, lights and traffic control devices, and water, sewer, electricity, gas, telephone, and drainage system as adequate to serve each lot, and has submitted, and the Town Council has approved, a Subdivision Improvements Agreement guaranteeing construction of all other required improvements and as-builts therefore, which have not previously been completed and approved by the Town. The Subdivision Improvements Agreement shall list the improvements to be made and as builts required, estimated costs, and completion dates.

[Applicant should not this requirement.](#)

(2) All improvements shall be completed and accepted within 2 years following approval of the final plat by the Town, unless a longer interval is provided for in the Subdivision Improvements Agreement.

The Applicant has stated that they will likely want to do an SIA for a few of the items allowed per code. Town would like a proposal of what the Applicant would like to include in the SIA to be sure that issues do

not come up later. The submitted phasing plan is helpful but not inclusive of SIA items. ~~Here are some questions/concerns:~~

- ~~1. Is there a plan to final plat in phases or just build in phases? Staff has received contradicting information from the Applicant. [Will final plat in phases. See updated phasing plan.](#)~~
- ~~2. On sheet PH-1 the hatching and text do not agree. Which is correct? [Fixed.](#)~~
- ~~3. Assuming grading, drainage and ditch relocation will be part of phase 1. Needs to be on plans. [Not addressed. Needs included.](#)~~
- ~~4. Assuming construction of storage building 4 will be part of phase II. Add to plans. [Removed storage building 4.](#)~~

RMC 7-4-7 Design Standards

There are a number of standards required in this section. Staff is highlighting only a portion of these Standards here as most of them have been addressed elsewhere in this report:

RMC 7-4-7(J) Plat Notes: This section addresses plat notes required by the Town.

- ~~• Certs #1 – Legal description of the property is Lots 30-34 of the Ridgway Land Company Subdivision (There should be no reference to Ridgway USA). [Not fixed.](#)~~
- ~~• [Cert #1 – revise “25 new lots”, it is now 23](#)~~
- [Cert 4\(i\) references “the Property” does this mean all properties or just the GCE?, cert 4\(iii\) references a drainage easement but I think it is supposed to reference the “Dedicated utility and drainage easement.” Please clarify.](#)
- Sentence after 4(i) in certs – This is confusing. Please define all types of common areas and elements here. Common Areas, Common Space Tract, Limited Common Elements and General Common Elements are all mentioned. Who has access to what spaces? Ensure all terms are used correctly, in the correct location and correctly dedicated and identified. [Applicant said this is all described in the decs art 3 and 4. This all needs to be described clearly on the plat. If the decs change later the Town won’t know about it. If there are more specific details about these areas that only the HOA needs to know about then that is fine.](#)
- ~~• [Note 1 needs to included “recorded on _____ \(date\) at Ouray County Clerk and Recorder”](#)~~
- ~~• [Note 4 should read, “Short term rentals, as defined in Town regulations, are prohibited in all units.”](#)~~
[Done.](#)
- Note 5 – to be completed once staff provides language. [\[affordable housing notes\] Staff sent notes to be added. They were significantly modified. Those modifications have been reviewed by the Town Manager and will be reviewed by the Town Attorney. Staff prefers that the deed restriction language remain as sent to the development team as consistency among deed restrictions will aid in the administration of them. Also, there are some significant changes that complete change the intent of the deed restrictions that need to be discussed, like sunset provisions that the Planning Commission has not been supportive of. 5d – 3rd line, missing the word “at” in “... be a retired person that at some previous point...”. 5n – missing “of” in “... at least one of the dwelling units”. Staff needs to review this plat note.](#)
- ~~• [Is note 7 necessary, seems like a restatement of note 6? Deleted.](#)~~
- “Master Plat” and “Master Declarations” references are confusing. The plat and declarations titles should be spelled out rather than defining and using a new term. [Still needs changed in note 6. Has not been addressed.](#)

- Note 9 – mentions fences located in common areas, does this include the fences on property lines? [The clarification of common elements above should help address this.](#) Will the fences around each lot be on the common area or on the private property? Will the HOA only maintain the front fences? Will the HOA be responsible for all pathways or just the ones in common areas? Will the HOA be responsible for the outdoor lighting? Who is responsible for the French drains and retaining walls in the rear of the properties? Those will have a big impact on the stability of the neighboring units and are imperative to be kept up. Applicant mentioned they added some info to address all of this in the declarations but this note needs cleaned up. Town has standard language for this note that is not being used. For example, the town's standard's note does not start with "as between the Town of Ridgway and the HOA. Here is the Town's standard note:
 The owners of Lots XX through XX within this subdivision shall be jointly and severally liable for the following:
 1. operation and maintenance of the irrigation system, ditches and pipelines located on said lots,
 2. the operation and maintenance of the storm water system, including maintenance of the grade, and unobstructed area of any surface drainage ways, and the detention pond located on Parcel _____
 3. maintenance of landscaped berm located on Lots and
 4. maintenance of landscaping, park equipment and benches, and weed control on Tracts , and
 5. maintenance of the fence located
 6. maintenance of trails on the easements shown hereon
 In the event that said maintenance...[this has been included on the draft plat]
- Note 10 – ~~fences should be removed from this note given they are proposed right in the middle of the drainage easement. Add ..."~~so as not to impede the free flow of water ~~or cause erosion in any way..."~~ [Still needs to be addressed.](#) Clarify that this is for the non-public easement, only seems partially applicable to the ones dedicated to the town. Use the same term in this note as on the plat map legends.
- Notes 11 and 12 – ~~where are irrigation and driveway/ROW reciprocal access easements?~~ [Note 11 – reference to irrigation easement was removed. Looks good. Note 12: Applicant stated that the ROW easements are "over portions selected and reserved for use as driveways for ingress and egress" The Plat is clear as to where the driveways are. It is obvious where the driveways are on the plat but they are not established as easements, just driveways. Town staff feels this note is not necessary. If the applicant feels it needs to be included it should be in the dedication language and not a plat note. The access easement seems sufficient without this added dedication. Perhaps note 12 can be combined with note 9. Is maintenance of the driveways that are in the Town right-of-way covered on the plat?](#)
- ~~Note 14 – fix typo in Vista (5th line), engineers not engineering (6th line), add "... from any claim related to soils and groundwater conditions present..." (2nd to last line).~~ [Done.](#)
- ~~Note 15 – fix typo "ot" to "or"; should it say "common element", not "common space tract"?~~ [Done.](#) What is a "Common Space Tract?"
- ~~Note 18 – update date to May 2018~~ [Not addressed.](#)
- ~~Add note to address the common elements for the townhouses: This information needs to be on the plat and then the decs can match. Add something like (can fit to match your development): Lots XX-XX have shared party walls:~~
 - a. ~~The unit owners shall be individually and severally responsible for the maintenance and repair of all Common Elements, except any Limited Common Elements, which shall be subject to the maintenance and repair obligations of the respective unit.~~

- ~~b. The units depicted on this plat shall have uniform exterior appearance. Future improvements, modifications and repair to the units' exteriors shall be done in accordance with any applicable covenants and regulations of the owners' association, and performed in such a manner as to ensure uniformity and compatibility of the exterior of the units.~~
- ~~c. Easements are reserved on, over, and under the Common Elements and the units as shown on the Plat, for construction, maintenance and repair of public utilities.~~
- ~~d. Party Walls exist over and along the common boundaries between the units XX XX. The unit owners shall be deemed to own the necessary easements for the perpetual lateral and subjacent support, maintenance and repair of the respective Party Wall with equal rights of joint use.~~

~~See note 8 comments above.~~

- ~~• Revise Planning Commission cert Chair to Doug Canright, not John Clark. Done.~~
- Update Ouray County Treasurer to Jill Mihelich

RMC 7-3-11 Planned Unit Developments

This section provides flexibility with respect to dimensional requirements, allows for increased density, and clustered residential developments.

Per RMC §7-3-11(D) below, the development may deviate from the required dimensional standards as part of a PUD.

(D) Dimensional Requirements and Densities:

- (1) The dimensional requirements, which would otherwise be required by Town Zoning Regulations, or other Town regulations for the district affected, may be deviated from in accordance with the Plan as approved, if the Town determines that such deviations will promote the public health, safety and welfare. (Ord 3-2008)*
- (2) The number of units allowed in a residential PUD shall be generally the same as would have been allowed without clustering, taking into account minimum lot sizes and areas which would have to be dedicated for streets and other public uses, if the property had been developed or subdivided without clustering. Provided, however, the Town may allow additional residential units if it determines that by so doing, significant public benefits will be provided which might not otherwise be available, such as significant affordable housing, public open space, public recreational amenities or off site public infrastructure improvements. (Ord 3-2008)*

The following is a list of conditional uses, variances and deviations requested with this preliminary plat:
(Updated this section to reflect the change from 25 units to 23 units and a slight shift in alignment of the northern most lots)

- 1. Use: requesting conditional use for single-family and duplex residential uses in the GC district.
- 2. Lot width: requesting variance for about six lots that are less than 30' wide. This is difficult to measure as it cannot be measured per public street frontage as our code describes.
- 3. Lot size: requesting variance to minimum lot size of 5,000 sq. ft. - lots range from 1,484 to 3,181 sq. ft. Counting all common space the density is one unit per 4,621 square feet.
- 4. Lot coverage: no requests, it appears to be about 18-38% for individual lots.
- 5. Setbacks:
 - o Front setbacks range from 1' to 12' with most at 7'. The requirement is 15' minimum. Requesting a variance for almost all lots.
 - o Side setbacks are fairly consistent at about 4.5' with a few as little as 0' for the duplex units, to 1' and up to as large as 10'. The minimum is 8', requesting a variance for nearly all lots.

- Rear setbacks are generally about 10'. The minimum is 8'. Requesting a variance for units 21, 22 and 23 to have reduced rear setbacks (as small as 4')
- 6. Parking: This development is required to provide 40 spaces based on the requirements of the code, six units require only 1 space. They are providing 44 spaces including 4 ADA compliant spaces. ~~There are no spaces provided for the 848 square foot common building; however, 20 "visitor" or on-street spaces will be provided in the public right-of-way and more could be accommodated if the Planning Commission feels they are necessary.~~ **How will the ADA spaces be designated on the pervious surface? Are signs needed? How will all parking spaces be delineated on the pervious pavement?**
- 7. Single-family home design standards:
 - Minimum width: unit B-2 does not fully enclose a 21' by 24' rectangle as required. The Applicant is requesting a deviation for the two B-2 units.
 - Roof pitch: requesting a deviation for the roof pitch of the storage unit buildings to be 2:12 rather than the required 3:12. The design of these units must also be deemed by the Planning Commission to be of the same architectural style and of similar or compatible materials. If not, another deviation request will need to be included here.
 - Landscaping: ~~requesting a deviation from the landscaping requirements. The developer is proposing that they finish each lot with "gravel over weed control cloth" and each unit buyer will finish the landscaping as they wish. The requirements in the single family home design guidelines (6-6-3(i)) require that 50% of the front yard be live vegetation and that each lot have a minimum number of trees and shrubs. Per the overall site plan, they will provide adequate trees and shrubs based both on individual lots and the lot as a whole. However, the Planning Commission should consider this request for gravel over weed control cloth carefully as it is likely that the landscaping will remain as completed by the developer on most all lots. The landscape plan was changed base on direction provided by the Commission at the July 31, 2018 hearing. It appears as if all lots are close to the 50% min. required live vegetation in the front and street side yards. It is difficult to measure as there are curvy lines and no measurements. Lot 23 may be the only one not compliant with that standard. The gravel was changed to bark over week control cloth and was significantly reduced in terms of area. No irrigation is proposed for individual lots as noted above.~~

Per the sketch plan hearings, due to an increase in density the Town negotiated for three affordable housing deed restricted units. The applicant has agreed to provide those; however, exact units and the deed restriction language have not yet been finalized. Town staff is working on the language. **Developer chose to reduce the total number of units to 23, not 25. Asking now if they can provide for only 2 units rather than 3. This will be something the Commission should discuss and carefully consider. The commission was okay with the 2 units.**

Commercial Design Guidelines

In the General Commercial district, parking areas larger than 20 spaces are required to incorporate mitigation and site planning techniques from the commercial design guidelines. Here is a quick summary of those guidelines:

- Parking should be sited to the rear or sides of buildings to provide least visual impact. This standard will NOT be met.
- Trees should be incorporated for shading. This standard will not really be met as there are not many trees within the parking area, just a few on edges.

- Must use landscaped/grass catchment area to manage, control and filter parking lot drainage - retention areas are included in the NW side of the property. ~~However, they are partially on Town property as noted above. This was revised. No longer on town property.~~
- Includes a bike parking area near common building.

The submitted architectural plans for all of the units, common building and storage areas will be recorded as part of this PUD approval.

The development team has confirmed that the utility boxes, trash and similar items will be screened. Plans have not yet been submitted or written up to explain how. ~~Applicant is still working on this. Added note to S-1 to describe trash screening. The utility boxes are pull boxes which are flush with the ground so screening is no needed.~~

Misc. Comments and Edits

Small edits to be completed:

- ~~Delete E-1 from schedule of drawings on S-1. Done.~~
- ~~Change title of the second S-1 sheet to S-2 (the one with the measurement). On S-2 add measurements to be able to locate utilities as well. Changed to S1.1 which works just fine. Doug added N-E bearings at manholes and dimensions on U-1 for min. clearances. Please add bearings for the water fittings and power peds. Applicant added coordinates to the manholes, but when the coordinates were checked on some vs. the distance between the manholes 5 were found that deviated between 0.5' and 10 ft from coordinates. Most of these were on the PA line and the PA1 line. Distances between manholes on the plans are based on 3.5' internal diameters. The manhole bases are required to be precast and that will result in a 4' inside diameter. There does not appear to be coordinates or distances for the water fittings or pull boxes. Sheet U-1: In the manhole height table, for MH PA1B, the invert in and invert out are reversed.~~
- ~~Include graphic scale and north arrow on C-1. Still missing graphic scale.~~
- ~~Put lot numbers on the landscaping plan. Done.~~
- Confirm that this proposed development is in compliance with Ridgway Land Co. and Ridgway USA covenants. Town has not yet checked this. ~~Applicant stated that the Decs were drafted having studied the Master Plat and Master Dec, and the Dec was drafted to be in compliance with the same.~~
- Confirm that the school bus stop and mail box locations were approved by the appropriate entity. ~~Applicant stated that Joe met with school and post office and they approved and that they would work on follow up letters. Please submit follow up letters. Also, how does one locate the bus stop on the ground? How will it be marked? Maybe just a "no parking" sign between the arrow signs would help prevent people from parking.~~
- ~~On sheet U-1, add an easement dimension between units 17 and 18. Not done. This is now lots 15 and 16. It is on the plat at 20'.~~
- ~~Need to address how to access lot 17. Has to go through lot 18 – an easement is needed if so. Applicant added an easement on page 4 of the plat. Town Attorney to verify language.~~
- For the civil plan set – there is more information needed to be able to layout the project. We need spot elevations where there are coordinates and vice versa. This is applicable to at least the following: the spot elevations near where the walkways into each unit leaves the central sidewalk, the sidewalk on Redcliff Drive, the detention pond, Redcliff Drive right-of-way improvements, parking area, trash enclosures, mailboxes.

- It appears as if most units have steps to get to the front door. Does this meet ADA requirements? Is the common house going to be ADA compliant? What is needed for the storage units?
- Sheet U-1: B.O.C. is typically back of curb. It looks like BOC is used as bottom of channel on these plans. We recommend providing a legend with symbols, line types, and abbreviations.

From email sent 8/13, some of the text has been included in notes above.

1. ~~Sewer:~~

- ~~The "road" improvement for the sewer easement is shown to be 7' from property line going east for 12'. The sewer and manholes are not under the road section. The improved area should be the full width of the easement. We need room to dig and load a truck. This was updated.~~

2. Regarding the Redcliff Drive ROW – more information is needed here. Town Engineer will need to review again once at least the following is addressed:

- We see the spot elevations for the gutter but those are often not enough to figure a cross section. It looks like gutter elevations are intended to be flow line. Is this correct? Will this change with the addition of a curb? There is 0.25' of fall from edge of pavement to gutter. The gutter should have 0.12' of fall leaving 0.13' of fall to the pavement. The distance scales about 12-13'. That would result in a cross slope of 1% which should be 2%. Looking at the longitudinal slope of the gutter from the south end to the first driveway scales 0.3%. It takes a great concrete contractor to maintain a 0.5% slope without birdbaths, also this does not meet town standard and is impractical to construct. The next section scales to be equally flat. Please submit plans that tell us the slopes rather than us having to do the math. Some of the slopes provided scale incorrectly. Also, how does one find where the spot elevations are on the ground? Having a surveyor do this from a CAD file will be extremely time consuming. The locations of the spot elevations are a bit confusing (e.g.: there are spot elevation on one side of a valley pan but not a slope or elevation on the other). There is a spot elevation of 6980 by the storage buildings north of the driveway about half way between the 6980 and 6979 contour. Overall, we need to better understand cross sections and longitudinal fall. Will flow work, will drainage sit on road/parking, will it go into parking area? We also need profile for the sidewalk with elevations, grades, etc. to be sure it will work with the existing paved road and drainage proposed. As noted above, this was not provided. This has still not been provided. This could be included with flowline for gutter requested above.
- Does the sidewalk go through the valley pan? It still needs to meet ADA standards. See note above on need for ADA ramps on sidewalk near driveways. It still looks like crossing the driveways is through a valley pan – for a sidewalk to be ADA compliant it cannot have more than at 2% cross slope.
- Confirm that ADA ramps are complying. What does note mean? What are radii? No additional information provided. Detail for crossing was added.
- Driveway cross sections confirm 1% cross slope on the pavement between existing and new pan. Should be 2% minimum. What is the "curb beyond" mean. Not seeing slopes east of the valley pan. Some slopes were added. Doing the math gets modest differences but most still drain okay. There were a few problem areas found. For example, in the NE corner of the parking lot there is a spot elevation of 78.5 and to the south of that there is a flow arrow going toward the trash area and another spot elevation of 78.5. That won't work. Both of those spot elevations are by the 80 contour. That also can't be. This looks to be fixed. There are not many spot elevations in the parking to check a lot of the areas.

At the south end there is a spot elevation 79.40 northwest of lot 20. The top of concrete to the south is 80.25 and to the north is 79.75. How does the water get out of there? ~~The elevations where changed.~~ To the east of 79.40 spot elevation is a spot elevation of 69.80 that scales 10 feet from the 80 contour and 18 feet from the 81 contour. ~~This is still there but looks to be on a sidewalk and maybe the sidewalk is higher than the ground around it. Please confirm. There is not enough information here to lay this out and build it.~~

~~3. S-1:~~

- ~~a. Please specify that crosswalk will be inlaid plastic not just paint on top. ~~Not done. Also, is there a plan to stripe the parking created along Redcliff Dr.? If so, please specify that it will be with epoxy, not water based. Ramp at crosswalk at Redcliff Dr. will need to be ADA compliant.~~~~
- ~~b. Number of on street parking spaces is not right — only 7 and/or two are a bus stop. ~~Done.~~~~

4. S-2:

- ~~a. Fonts are very small and hard to read. Can you make them larger? ~~Did not change.~~~~
- b. Need more dimensions to define curves ... can't layout this parking area from this map. Need to know where walk, parking, fences, etc. will be? ~~A few dimensions were added but not enough to lay it all out. There is a note that says layout will be by surveyor per a CAD file. It seems as if staff needs to review the CAD file to be sure it matches and will work for layout purposes. See note on needing more information to layout the project.~~
- ~~c. Small medians in parking area are too tight to form for concrete. ~~Applicant said they will form by hand.~~~~

Follow up meetings on 8/14 and 8/22

~~Asked that the water line be 6' from the property lines. ~~Applicant moved it further out from the property lines but does not meet the 6'. Is no less than 5'. This is workable.~~~~

Follow up after 9/25/18 PC Hearing

~~Applicant had asked about completing a development agreement. Is this still desired? If so, this will need to be worked out with Town Council and staff can be in touch regarding the process. Generally, the Town Attorney will draft this agreement for review by the development team.~~

STAFF RECOMMENDATION

Based on the 2011 Land Use Plan and recent community conversations, this development seems to be well suited for the community given the need for housing options. Inclusive in this proposed development plan are higher density residential units and access to utilities. However, there remain a significant amount of detail that needs to be resolved.

Given the complexity and density of this project, it is extremely important to discuss the details of this plan and address a number of unresolved questions. Staff is inclined to recommend another continuation for this public hearing. However, if the Commission is inclined to recommend approval to Town Council, staff recommends including the condition that ALL comments, edits, questions, etc. in this staff report be addressed BEFORE going to a Town Council hearing.

This is a significant development review for which a number of modifications and decisions are needed. While we have done our best to insure a complete and accurate report, this is complex and there may be some omissions or oversights here that will need addressed in future reviews.



Property posted from Redcliff Drive, looking east



Property posted from Redcliff Drive, looking northeast

For other documents listed in the staff report but not included in this packet, please see the packet from the Planning Commission meeting on June 25, 2019.

It can be found under the date and "Agenda" on the Town's website:
<https://www.colorado.gov/pacific/ridgway/ridgway-planning-commission>