

RIDGWAY PLANNING COMMISSION

REGULAR MEETING AGENDA

Tuesday, August 30, 2022

5:30 pm

Pursuant to the Town's Electronic Participation Policy, the meeting will be conducted both in person and via a virtual meeting portal. Members of the public may attend in person at the Community Center, located at 201 N. Railroad Street, Ridgway, Colorado 81432, or virtually using the meeting information below.

Join Zoom Meeting

<https://us02web.zoom.us/j/85833920653?pwd=S2k1bWkwVFZMYnZhTm8xY2loUmsvUT09>

Meeting ID: 858 3392 0653

Passcode: 242719

To call in dial: 408.638.0968 or 253.215.8782 or 669.900.6833

Written comments can be submitted before the meeting to kchristian@town.ridgway.co.us or delivered to Town Hall Attn: Planning Commission

ROLL CALL: Chairperson: Michelle Montague, Commissioners: John Clark, Thomas Emilson, Jennifer Franz, Bill Liske, Russ Meyer, and Jennifer Nelson

PUBLIC HEARINGS:

1. **Application:** Sketch Plan; **Location:** McChesney Minor Subdivision, Lot 2; **Zone:** Residential (R) and Future Development (FD); **Applicant:** Chris Hawkins dba Alpine Planning, LLC; **Owner:** Four Winds Ranch, LLLP & Estate of Bernadine C. Endicott
2. **Application:** Final Plat; **Location:** Town of Ridgway, Block 20, Lots 16-18; **Zone:** Historic Residential (HR); **Applicant:** Beth Lakin; **Owner:** Beth Lakin
3. **Continuance Request – Application:** Sketch Plan; **Location:** Lot 3, PUD Ridgway Land Company Subdivision; **Zone:** General Commercial (GC); **Applicant:** 2-Build Ridgway, LLC; **Owner:** Ridgway Land Company

APPROVAL OF MINUTES:

4. Minutes from the Regular meeting of July 26, 2022

OTHER BUSINESS:

5. Updates from Planning Commission members

ADJOURNMENT

AGENDA ITEM #1

To: Town of Ridgway Planning Commission
Cc: Preston Neill, *Ridgway Town Manager*
From: TJ Dlubac, AICP, *Community Planning Strategies, Contracted Town Planner*
Date: August 26, 2022
Subject: Four Winds Sketch Plan for August 30th PC Meeting

APPLICATION INFORMATION

Request: Approval of a Sketch Plan to create 20 single-family residential lots.
Legal: Lot 2 of McChesney Subdivision, Town of Ridgway and SE 1/4 of SE 1/4 of Section 9 and the NE 1/4 of the NE 1/4 of Section 16 all in T45N, R8W of the N.M.P.M. except that portion being described as Lots 25 - 48 and the common ground of Vista Terrace Subdivision, Filing No. 1, Town of Ridgway
Address: N/A
General Location: Generally located north of and east of Terrace Drive, east of Highway 550.
Parcel #: 430509400146
Zone District: Residential (R) District and Future Development (FD)
Current Use Vacant and one single-family residential unit
Applicant Chris Hawkins, Alpine Planning
Owner Four Winds Ranch 1, LLLP, and Bernadine C. Endicott

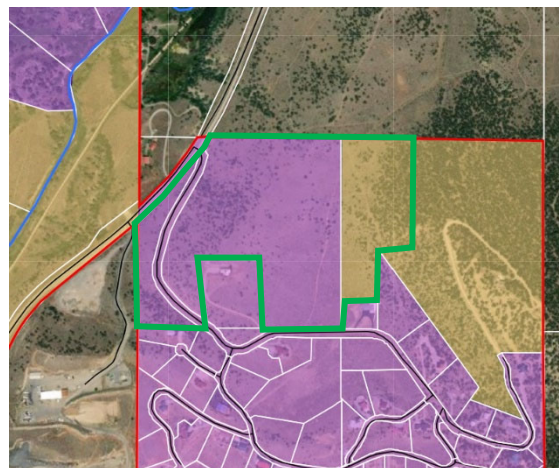
PROJECT REVIEW

BACKGROUND

This application for a Sketch Plan was submitted on April 25, 2022. A completeness review was conducted, and the application was accepted as complete on May 7, 2022, and the applicant submitted updated materials on May 9th.

The application includes Lot 2 McChesney Subdivision ("Lot 2") and the adjacent property located at 741 Terrace Drive ("Endicott Property"). Lot 2 is 33.09 acres, and the Endicott Property is 9.95 acres for a total area of 43.04 acres. The two properties are split by the Terrace Drive right-of-way access to Highway 550.

Currently, Lot 2 is zoned Residential, and the Endicott Property is zoned Future Development. The applicant



will need to request a rezoning of the Endicott Property pursuant to RMC §7-3-22 and RMC §7-3-23. Such rezoning must be obtained prior to the final approval of a Preliminary Plat for the property contained within this request.

REQUEST

The applicant wishes to subdivide Lot 2 and a portion of the Endicott Property into 20 single-family residential lots, open space, and right-of-way.

The applicant has submitted a public hearing application, associated fees, final plat materials, and other required materials for this public hearing. The property and hearing have been noticed and posted by the Town in accordance with RMC §7-3-23(D).

CODE REQUIREMENTS

The purpose of a sketch plan is to understand how a proposed development may impact the community in areas such as utilities, streets, traffic, land use, master plan conformity, zoning regulation conformity, etc. The following are various town documents, plans, studies, standards, and/or regulations that have been reviewed while evaluating the requested Sketch Plan:

- 2019 Town of Ridgway Master Plan
- §7-4-5-(A) Informal Review and Sketch Plan
- §7-3-5 "R" Low-Density Residential District
- §7-3-8 "FD" Future Development District
- §7-3-15(A) Dimensional Requirements
- §6-6 Residential Design Standards
- §7-4-6 Required Improvements
- §7-4-7 Design Standards
- Ch. 9 Water and Sewer

ANALYSIS

MASTER PLAN GOALS

This parcel is identified as *Rural Neighborhoods* on the Future Land Use Map of the 2019 Master Plan. This anticipates the following land uses and development patterns:

Maximum Density / Height	0.1 – 1 du/ac; 2.5 stories
Primary Uses:	Single-family homes.
Supporting Uses	Agricultural and ranching uses, parks and recreational facilities, open space conservation
Characteristics	<ul style="list-style-type: none">• Rural Neighborhoods are intended to preserve the rural character of areas within the UGB but outside of the Town core, or to mitigate the impacts of development in hazardous or environmentally-sensitive areas such as on steep slopes.• Where existing, agricultural and ranching uses are encouraged to continue for as long as the property owner desires.• Undeveloped areas may convert to parks or open space if acquired by the Town or land trust, or if protected through a conservation easement.• Clustering of residential development is encouraged to preserve open land.

The project should be in general conformance with the goals and policies identified within the 2019 Master Plan and the Future Land Use Map. Figure 2 depicts the Future Land Use classification of the subject property and surrounding area. The Master Plan provides important insight into the community's vision. Though these goals are not firm requirements, it is important that the applicant showcase the various ways the project meets these goals.

The following Goals and Policies identified in the 2019 Master Plan were considered when evaluating this project's conformance with the plan.

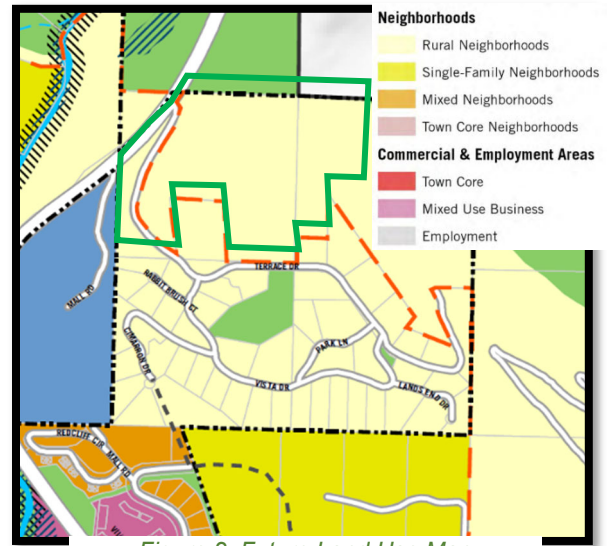


Figure 2. Future Land Use Map

- 1) Policy ENV-1.1: Environmentally Sensitive Areas - Limit new development in environmentally sensitive or constrained areas, such as steep slopes, the river floodway and floodplain, riparian areas, wetlands, and other areas that contribute to the ecological health and diversity of the valley.
- 2) Policy ENV-1.2: Wildlife Habitat - Use clustering, open space corridors, conservation easements, and other techniques to minimize development impacts in wildlife movement corridors and areas with critical or important wildlife habitat.
- 3) Policy ENV-3.4: Low-Impact Development - Design street layouts, grades, and site developments to avoid excessive runoff concentrations and minimize the need for storm sewer infrastructure. On-site natural percolation, detention, or retention should incorporate vegetation, vegetated swales, and other low-impact development strategies where possible to minimize the need for off-site infrastructure improvements.
- 4) Policy ENV-4.2: Renewable Energy - Encourage the use of carbon-free and renewable energy systems within the Town and support the goal of carbon neutrality for Colorado. Support the inspiration and innovation of those who live, work, and visit Ridgway to create a low-carbon economy and lifestyle that improves the health, shared prosperity, and long-term security of our unique mountain community.
- 5) Policy ENV-3.6: Water Conservation - Actively manage the Town's water resources to conserve water, especially in times of limited availability.
- 6) Policy COM-2.2: Support the development of a range of housing options in Ridgway, including but not limited to townhomes.
- 7) Policy CHR-1.1: Encourage the development of neighborhoods that enhance and reflect the character of Ridgway through quality design.
- 8) Policy CHR-1.2: Enhance walkability and bikeability within existing neighborhoods and between other areas of town.
- 9) Policy CHR 6.1: Corridor and Gateway Character - Highway corridors and gateways to Ridgway should enhance and benefit the community's small-town character and preserve mountain vistas.

- 10) Policy CHR-7.2: Trail Development - Encourage and support trail development within and surrounding Ridgway, particularly trails that fill gaps or key trail linkages in the Town's current system and improve continuity and connectivity. Where feasible, create trails that support walking, hiking, biking, and other non-motorized uses. Trail development should not impede existing agricultural uses and do not cross private property unless arrangements have been made with the property owner.
- 11) Policy GRO-1.5: Design of New Development - Ensure new development and infill/redevelopment is compatible with the surrounding area or neighborhood, particularly in the Historic Town Core where maintaining the historic character of Ridgway is desired.
- 12) Policy GRO-1.6: Encourage clustering of residential development where appropriate to preserve open space, agricultural land, wildlife habitat, visual quality, and other amenities.
- 13) Policy GRO-2.1: Growth Pays for Growth - Ensure that the costs of extending or expanding Town infrastructure and services to support new development are borne by the developer and not the Town or residents. This includes the impacts new development will have on Town facilities and utilities.
- 14) Policy GRO 3.2: On-Site Stormwater Management - Encourage new development to manage stormwater on-site, using low-impact development techniques or other best practices.

A review of these policies against the application identified some inconsistencies between the two. These inconsistencies are:

1. The project is located within a winter elk concentration area. As such, a recommended condition is that the applicant coordinates with Colorado Parks and Wildlife (CPW) to ensure the development impacts are mitigated. *(See Figure 3)*
2. The property is encumbered by steep slopes over 20%, however, these steep slopes were not overlaid on the submitted sketch plan materials. For the preliminary plat application, steep slopes must be overlaid on the proposed subdivision layout and disturbance areas to ensure the development is not occurring on the steep slope areas. *(See Figure 4)*



Figure 3. Elk Concentration Area



Figure 4. Steep Slopes

LAND USES

Lot 2 and the portion of the Endicott Property included in this request are currently vacant. The remainder of the Endicott Property, east of the proposed Sketch Plan, has one single-family dwelling on it.

The sketch plan proposes to subdivide Lot 2 and a portion of the Endicott Property into 20 single-family residential lots, open space, and right-of-way. The gross density of the application is 0.46 dwelling units per acre with an average single-family lot size of 1.17 acres. Lot sizes range from 2.97 acres to 0.99 acres. The proposed Sketch Plan includes 12.74 acres of open space along the western portion of Lot 2. These are all land uses allowed within the R Residential District.

Accessory Dwelling Units: Furthermore, Accessory Dwelling Units (ADUs) are encouraged on all lots in the project. ADUs are also encouraged as a means to increase housing affordability in Ridgway and the standards set forth in Section 7-3-18 of the RMC would apply to these units. Since this is a request for a sketch plan, the Planning Commission should consider this proposal as being developed to its highest use which would be 20 single-family homes and 20 ADU. From a land use and zoning perspective, the ADUs are appropriate and appear to be able to meet all applicable standards. However, it is important to note that because of the ability to increase affordability, it is feasible that all homes in this subdivision could be developed with ADUs and/or Short-Term Rentals. Therefore, additional analysis will need to be conducted in conjunction with the review of the preliminary plat to ensure that the building envelopes and utilities are able to meet the demands of the 20 single-family homes and the potential for 20 ADUs.

Open Space: The application includes the dedication of approximately 12.74 acres of open space along the western portion of the subdivision. This land is steep and is bisected by Terrace Drive and will include a trail for hiking/walking and mountain biking switch-backing down the slope to Highway 550.

DIMENSIONAL STANDARDS

Section §7-3-15(A) sets forth the required dimensional standards which shall be met for various uses within each zone district. The proposed sketch provides for larger lot sizes which appear to be able to meet applicable dimensional standards. These are unable to be verified at this time and will be confirmed through the review of the preliminary plat. For the R Residential District, the following standards apply to all uses:

<i>Standard</i>	<i>Requirement</i>	<i>Provided</i>
Min. Lot Width	50'	Unknown*
Min. Lot Size	6,000sf	Min. lot size is 0.99ac.
Max. Lot Coverage*	50%	Max Disturbance Area of 10,000sf, roughly 23% max coverage (1ac lot size)
Min. Front Setback*	15'	20'
Min. Rear Setback*	8'	20'
Min. Side Setback*	5'	20'
Max. Side on Corner Lot*	7.5'	20'
Structure Height*	27'	N/A – height would be reviewed with individual building permits.

*While there appears to be ample area for the minimum lot width, the lot width was not provided within the sketch plan materials. Specifically, the plans show Lots 4, 7, 10, and 14 with smaller lot widths and these lots must demonstrate they meet the minimum dimensional standards on the preliminary plat.

ACCESS

The development is proposing a “lollipop” roadway design with one access point on Terrace Drive and a large loop road that connects back to the same main access point to Terrace Drive. A 24’ road width within a 60’ right-of-way is being proposed.

Cul-De-Sacs and Second Access Point: RMC §7-4-5-(A) prohibits cul-de-sacs over 500 feet long and dead-end streets. A secondary emergency access is required for emergency ingress and egress but this is not provided in the current layout. In subsequent submissions and comment responses, the applicant has indicated that they will meet this standard and are agreeable to a condition be placed on the sketch plan approval that the location and design of the secondary emergency access easement must be approved by Town Staff and fire department representatives. Furthermore, due to reduced fire flows in this area, the fire department will be included in the preliminary plat referral and must approve the development's access before it can be approved by the Town. In addition to the above, in April of 2005, Town staff drafted a white paper on Lot 2 in an effort to offer a summary of what infrastructure and land use considerations would be necessary when Lot 2 develops. The white paper is included as Attachment 3 to this report.

Highway 550: With respect to highway access, the development of Lot 2 will trigger improvements to the intersection of Highway 550 and Terrace Drive. To bring the access into compliance with State Access Regulations, it is likely that the intersection will need acceleration, deceleration, and center turn lanes of lengths appropriate to the highway traffic speed in that area. Additional coordination will be necessary between the applicant, the Town, and CDOT.

Roadway Treatment: Additionally, because of the rural nature of this area and this development, the applicant is proposing to design all roads as gravel roads rather than paving them per town standards (Sec. 7-4-6(A)(6) of RMC). While this is a decision that rests with the Town Council since it is a deviation from town standards, Staff is agreeable to this deviation given the rural nature and character of the development and the limited vehicular traffic anticipated.

Pedestrian Connections: The applicant is requesting to not provide sidewalks throughout the development suggesting that because of the low traffic volumes, rural nature of the development, and the trail connecting to HWY 550, adequate connections are already provided. Staff is not in full agreement with this assumption. While it's agreed upon that sidewalks are not the most effective facility on gravel roads, not providing any safe pedestrian and bike facility isn't effective either. Therefore, an additional discussion will need to be had between Town Staff and the development team prior to the submittal of the preliminary plat. Any deviations, waivers, or variances from the applicable town standards and regulations will need to be requested, reviewed, and considered by the Planning Commission and Town Council during the appropriate review processes.

PARKING

The RMC requires single-family homes to provide a minimum of two off-street parking spaces. While there appears to be adequate space on each lot to meet this standard, parking will be reviewed in conjunction with each individual building permit application. Additionally, the RMC requires one additional off-street parking space for each ADU. Again, there appears to be adequate area and space for each lot to provide this additional space given the large size of the proposed lots.

UTILITIES

As proposed, the project will be served by the Town of Ridgway water system through an extension of the water line within the roadway right-of-way and individual On-Site Wastewater Treatment Systems (OWTS). These improvements are consistent with notes on the McChesney Minor Subdivision plat and the white paper drafted by the Town on April 26, 2005. However, they are not consistent with Town standards as currently written.

Participation in Financing Entity: Understanding that connecting the project to Town sewer services at this time is a large financial burden, Town Staff was agreeable to allowing the development to defer



some public improvements until such time they are more financially feasible. Therefore, a note will be placed on the plat requiring the developer to participate in a General Improvement District (GID) or similar financing entity at the time one is formed to complete deferred public improvements and utility connections. The applicant is agreeable to this and will place a note on the preliminary plat to this effect.

Water Service: There is an existing water main in Terrace Drive and the home on Lot 1 of McChesney Minor Subdivision is served by it; however, note 4 of the McChesney Minor Subdivision states:

Due to the added maintenance and operation cost associated with the water system to serve this subdivision, water rates may be higher than for other parts of the Town of Ridgway.

If required by the Town of Ridgway, the owners of Lots 1 and 2 will participate in a Special Improvement District for the purpose of expanding the water storage capacity which serves these lots as well as the adjacent properties.

The Town does not have adequate information at this time to determine the best means to serve this subdivision. However, Staff agrees that a significant amount of engineering and design will be required to address this need and therefore, this work can be completed later if the sketch plan is approved. This issue will be reviewed in detail in conjunction with the preliminary plat.

Sewer Service: The application is proposing that each lot within the subdivision provide its own On-Site Water Treatment System (OWTS). RMC §7-4-6-(A)(2) requires sanitary sewer systems to be connected to the Town's system. Again, given the size of the lots, the rural character of the development, and the financial burden to connect the development to Town sewer service at this time, Staff is agreeable to allowing these lots to be served by private OWTS provided an exhibit map is provided with the preliminary plat that there is adequate space to provide for a leach field and a replacement leach field in the future.

STAFF REVIEW COMMENTS

Town staff and consultants have reviewed the Sketch Plan application and supporting materials against applicable Town Code and development standards. The review letter dated August 10th, and attached to this staff report, identify staff comments and findings of the application submitted on June 29, 2022. The applicant submitted updated application materials on August 16th and a subsequent update on August 23rd. While these resubmissions are provided in the Planning Commission Packet for your review and consideration, Staff has not been able to complete an adequate level of review of these materials and therefore, are unable to confirm that the comments provided in the August 10th comment letter have been adequately addressed. With that being said, Staff is comfortable with the Sketch Plan proceeding with the findings and comments identified in the August 10th review letter being addressed within an updated Sketch Plan packet submitted to the Town before the preliminary plat is submitted.

PUBLIC COMMENTS

The property has been posted and proper notification has been completed by the Town in accordance with RMC §7-4-13.

As of the drafting of this staff report, the Town has received twenty (20) written public comments. The written comments received are attached to this staff report in Attachment B.

Written comments were received from:

- 1) Kathy & Charles Ewert dated May 20, 2022
- 2) Kevin Chismire dated May 24, 2022, and May 26, 2022



- 3) Nicole Moorman dated May 24, 2022
- 4) Connie and Glen Anderson dated May 25, 2022
- 5) Fred and Margaret Quist dated May 24, 2022
- 6) Anthony Gegauff dated May 25, 2022
- 7) Dan Brillon dated May 25, 2022
- 8) Jeanne Smith dated May 24, 2022
- 9) Michelle and Mark Smail dated May 25, 2022
- 10) David Burger dated May 25, 2022
- 11) Joan Chismire dated May 25, 2022
- 12) Stephen McComb dated May 25, 2022
- 13) Audra Duke dated May 25, 2022
- 14) Bob Tesch dated May 25, 2022
- 15) Jack and Karen Fay dated May 25, 2022
- 16) Stephen McComb received via email on August 24, 2022
- 17) Clint Estes received on August 25, 2022
- 18) Dan Brillon dated August 25, 2022
- 19) Matt Gawlowski via email on August 25, 2022
- 20) Pam Foyster via email on August 26, 2022

STAFF RECOMMENDATION

Upon review of the application against applicable Town standards and subsequent discussions with the applicant's team, Staff recommends that the Town of Ridgway Planning Commission approve the Four Winds Sketch Plan incorporating the findings and comments discussed in this staff report.

RECOMMENDED MOTION

"I move to approve the Four Winds Sketch Plan incorporating the findings and comments discussed in the staff report and in the review letter dated August 10, 2022."

ATTACHMENTS

1. Application and Support Materials Submitted on August 16, 2022
2. Public Comments
3. Lot 2, McChesney Subdivision Memo dated April 26, 2005
4. Review Letter dated August 10, 2022
5. Updated Submittal Materials submitted in August 2022

Four Winds Subdivision Sketch Review



June 27, 2022



BUCKHORN
ENGINEERING

Four Winds at Ridgway Subdivision Overview

Four Winds Ranch 1 LLLP is under contract to purchase Lot 2 McChesney Subdivision (“**Lot 2**”) from the estate of Bernadine Endicott that is also of property that is legally described as the SE 1/4 of SE 1/4 of Section 9 and the NE 1/4 of the NE 1/4 of Section 16 all in T45N, R8W of the N.M.P.M. except that portion being described as Lots 25 - 48 and the common ground of Vista Terrace Subdivision, Filing No. 1 (“**Endicott Property**”). Lot 2 and the Endicott Property are shown in Figure 1. Lot 2 is located in the Residential Low Density District and the Endicott Property is in the Future Development District (Figure 2). Four Winds at Ridgway, LLC (“**Applicant**”) is under contract to purchase Lot 2 and 9.95 acres from the Endicott Property from the estate of Bernadine Endicott.

The proposed subdivision includes Lot 2 of the McChesney Subdivision that contains 33.09 acres and approximately 9.95 acres from the Endicott Property for a total subdivision area of 43.04 acres. The proposed subdivision includes 20 lots that range in size from 0.96 to 2.97 acres in size with an average lot size of 1.4 acres; two open space tracts that contain a total of 12.74 acres (29.6% of subdivision area); and a dedicated public right-of-way that contains 3.01 acres as shown in Figure 3. The overall density is one unit per 2.15 acres. Access to the proposed subdivision is from the Terrace Drive Right-of-Way.

The Four Winds at Ridgway Subdivision (“**Four Winds Subdivision**”) proposes the concurrent rezoning of the 9.95 acres from the Endicott Property to the Residential Low Density District. The Applicant is seeking to include the 9.95 acres into the subdivision because Lot 2 provides the only access to this area due to the steep slopes above the proposed subdivision within the Endicott Property; the approximate 11% topographic grade makes it very suitable for development; and the Town of Ridgway Master Plan (“**Master Plan**”) envisions this area developed as a Rural Neighborhood.

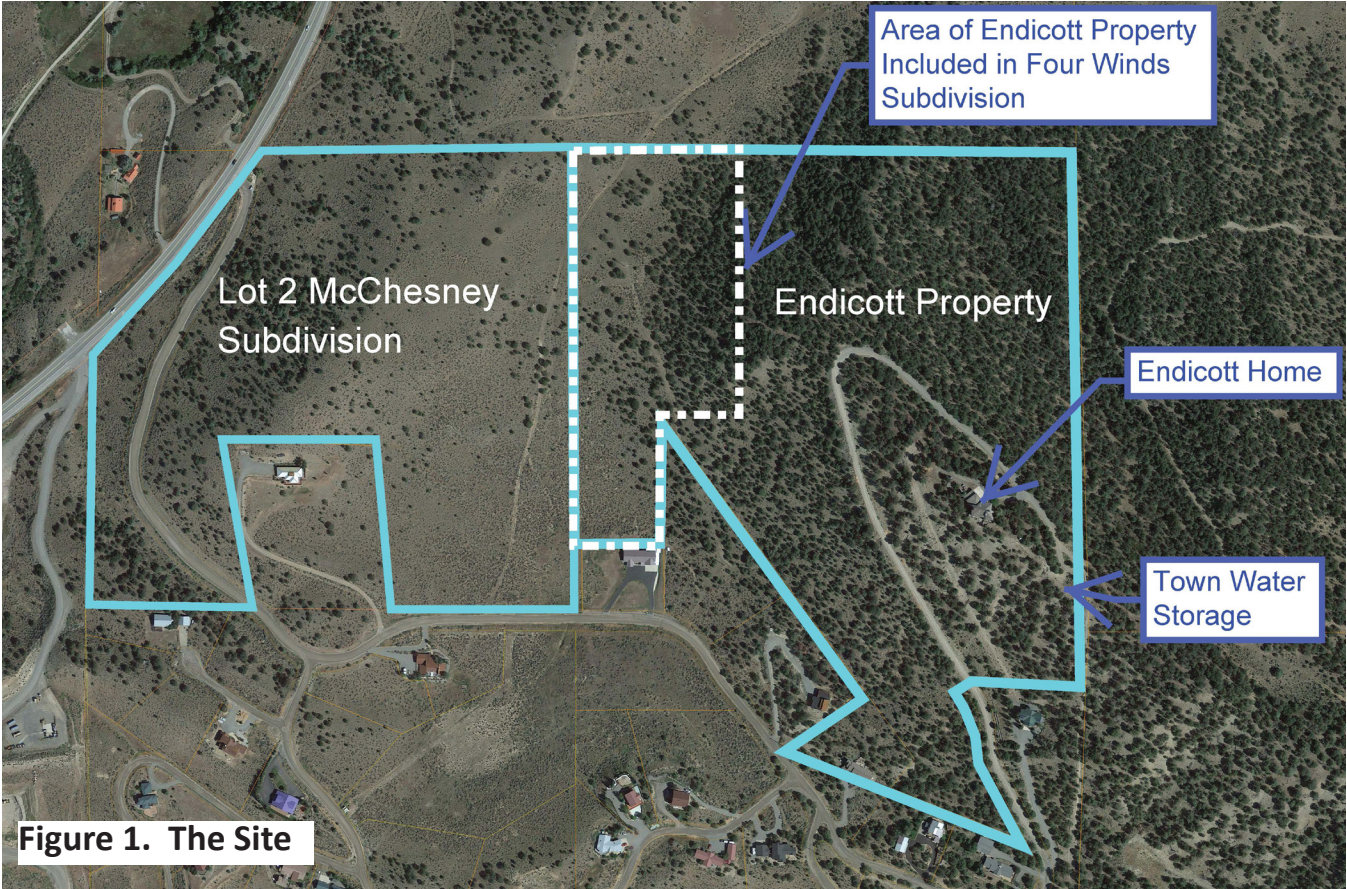


Figure 1. The Site

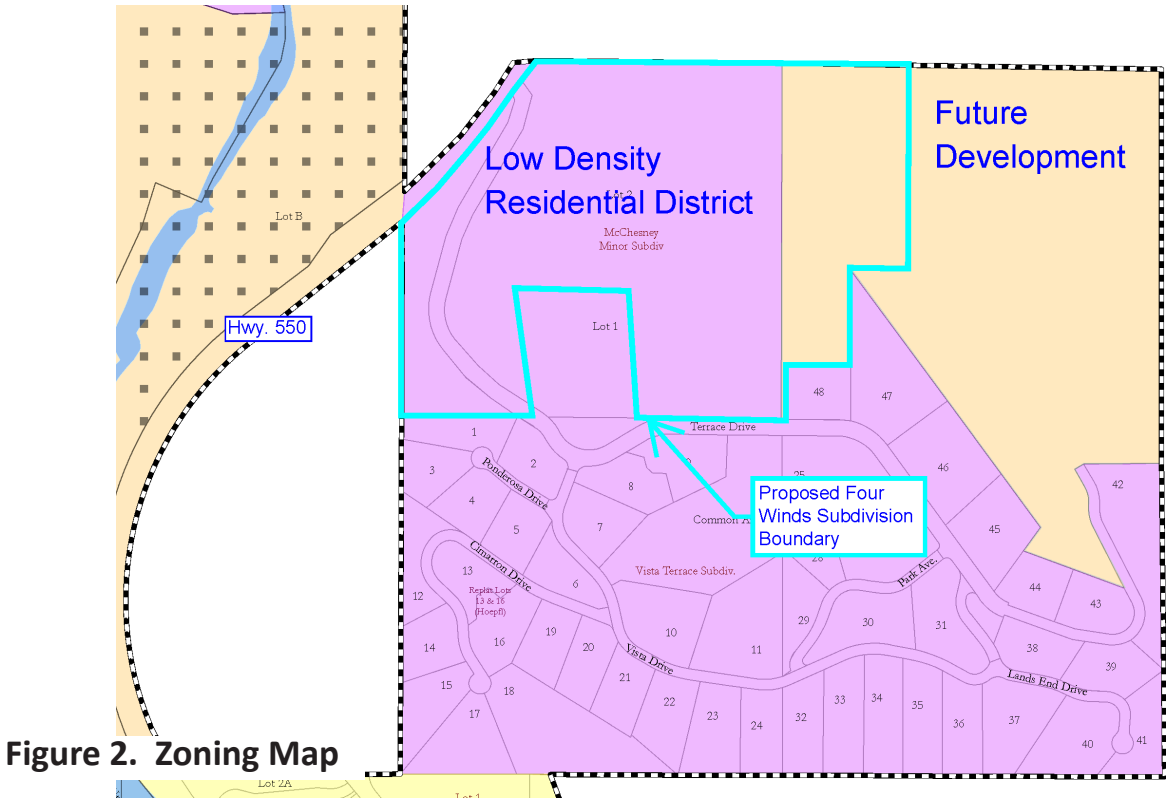


Figure 2. Zoning Map

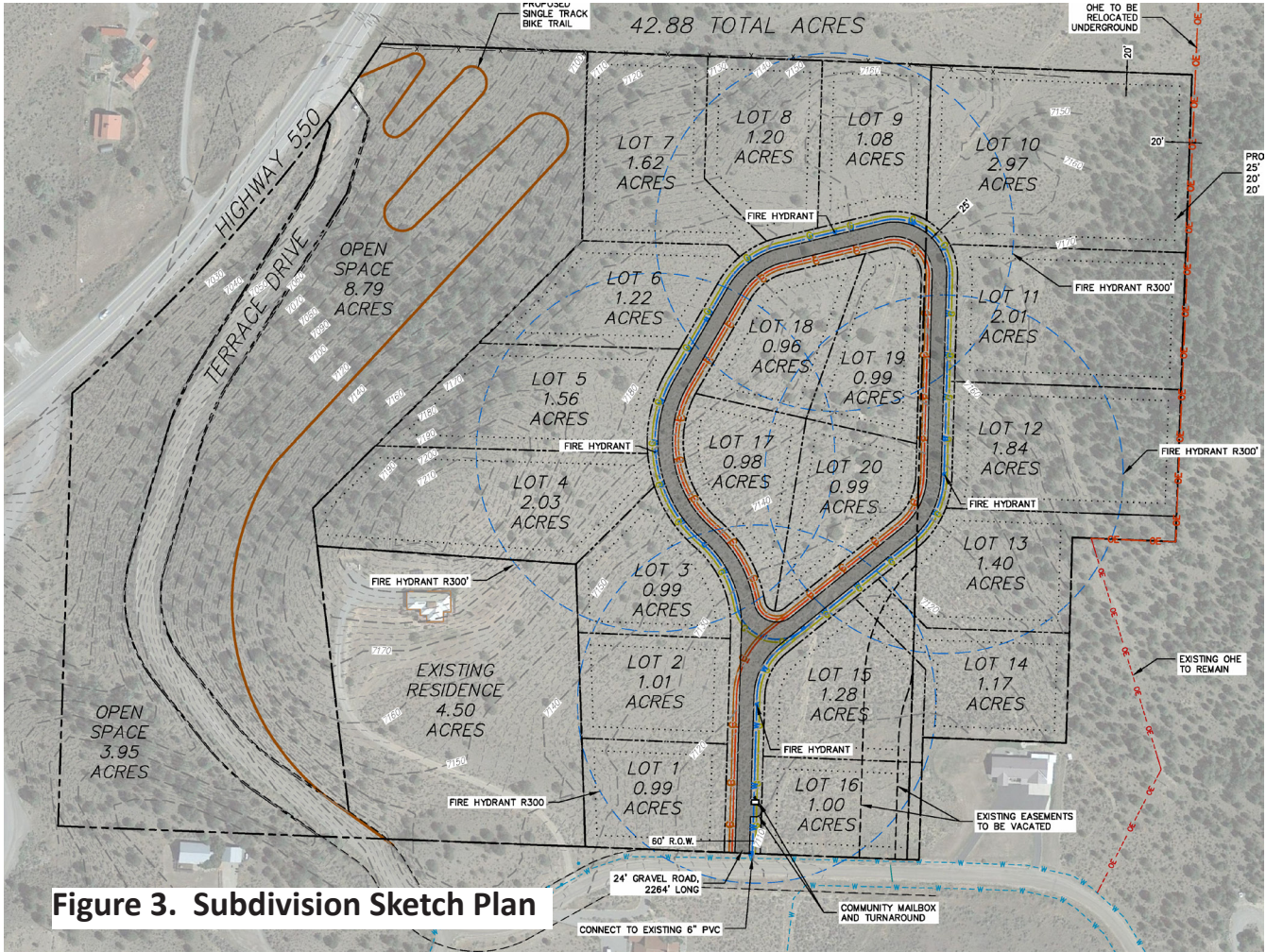


Figure 3. Subdivision Sketch Plan

The intent of the Four Winds Subdivision is to provide 20 lots that are sensitively developed with homes that minimize impacts and maximize views. The Applicant proposes to create subdivision design standards administered by a homeowners association that will require:

1. Development to be located within disturbance envelopes that have a 10,000 sq. ft. maximum size in which all improvements must be placed (except driveways, utilities, address monuments, etc.). Perimeter fencing of a lot will be prohibited to allow for wildlife movement through the Property.
2. Protection and preservation of the current sage habitat outside of the disturbance envelopes.
3. Fenced dog run or yard that is located within the disturbance envelope. Leashes will be required even when walking pets on the subdivision roads.
4. A minimum amount of solar power for each home.
5. Conduit for electric vehicle charging and solar hot water heating.
6. Limit the areas allowed for formal irrigated yards.
7. Encourage accessory dwelling units to provide additional housing.
8. Trash & recycling rooms or enclosures that are built into the primary home that are bear proof.
9. Design standards for the new homes to have a consistent design.
10. Lighting to be limited to required building egress doors, patios, decks or garage doors. No architectural lighting will be allowed.

The proposed subdivision density is one unit per 2.15 acres.

Vista Terrace Development History

The Town annexed Vista Terrace Addition in 1981 that included approximately 160 acres consisting of four 40-acre parcels that included the area in Vista Terrace Filing No. 1, Lot 2 and the Endicott Property (“**Vista Terrace Addition**”). The Town annexation originally applied the old, extant R1 Zone District to the Vista Terrace Addition that allowed one unit per acre.

Concurrent with the review of the annexation petition, the Town and the underlying property owners (“**Developers**”) entered into a Water and Sewer Agreement for the Vista Terrace Addition dated May 4, 1981 (“**Vista Terrace Water and Sewer Agreement**”) that remains effective. This agreement required:

1. Developers to construct an 8” and 6” water mains to serve the Vista Terrace Addition in accordance with Town standards.
2. The preferred route for the water main extension; Town assistance to Developers in obtaining necessary easements and a contribution from benefited properties, or for reimbursement at a set rate per tap.
3. Town inspection of the water main lines.
4. Any connections to the water main only allowed after Town authorization of the tap.
5. Town ownership and maintenance of the water main with any needed easements granted by the Developers.
6. A one-year warranty for the water lines and repair as needed during this term.
7. A requirement for the Developers to annex Vista Terrace Addition.
8. Developers to pay for all connections, related service lines and meters.

9. All users to be subject to Town water rates, terms and conditions as set forth by Town ordinances.
10. A \$10,000 sewer tap pre-payment towards sewer tap fees for Vista Terrace Additions Nos. 1 through 4 [Clear acknowledgment of future development].
11. Connection to Town provided sewer:

“The Town has no present plans to extend a sewer main to Developers’ property [Vista Terrace Addition] and development on Town sewer is presently unfeasible. Developers may utilize individual sewage disposal systems subject to applicable State regulations and Ouray County regulations. Whenever a Town sewer main is installed within 400 feet of any individual building on Developers property, such building, upon request by the Town, shall be connected to the sewer line and the owner of the building shall pay any connection and tape fees and other costs as required by applicable Town ordinances and regulations as amended from time to time.”
(“**Town-Vista Terrace Sewer Policy**”)

The Town approved the Vista Terrace Filing No. 1 Subdivision in 1982 with 48 lots on 75.541 acres that includes one 5.369 acres of common open space (7% of subdivision area). The overall Filing No. 1 density is one unit per 1.6 acres. The “Future Development” of the remaining Vista Terrace Addition is recognized on the Vista Terrace Filing No. 1 Plat as shown in Figure 4.

A June 16, 1994 letter to the Ridgway Town Council indicated that the Town had rezoned the north half of Vista Terrace Addition to Future Development. The McChesney family was one of the original Vista Terrace Addition Developers under the name of Aventura LLP. The Town rezoned the area in the McChesney Minor Subdivision back to the R1 Zone District in 1994 that included conditions for a minor subdivision and also that any development above a single family dwelling would require a binding overall development plan. The Town approved the second subdivision of Vista Terrace Addition with the McChesney Minor Subdivision in 1998 with Lot 1 and Lot 2 containing 4.5 acres and 33.09 acres, respectively, including several plat notes as cited in this narrative and Note 2 that requires a binding PUD or overall development plan to further subdivide Lot 1 or Lot 2. A letter to the City Council dated June 16, 1994 indicates that a sale was pending for Lot 2 so the primary reason for the subdivision was to split off Lot 2 for sale and development.

Sketch Plan Criteria

Subdivision Regulations Section 7-4-5(A)(1) requires that subdivision proposals be consistent with the town standards and be reviewed on the following criteria:

Conformance with the Master Plan and Zoning Regulations

The Master Plan’s envisions Lot 2 and the Endicott Property as a Rural Neighborhood with a maximum density of 0.1 to 1 dwelling unit per acre. The proposed subdivision density at one unit per 2.15 acres is 115% less than the maximum density envisioned by the Master Plan. Residential density will be limited to disturbance envelopes of 10,000 sq. ft. that will maintain the rural character, vegetation and natural habitat (Policy ENV-1.2). The 12.74 acres of open space, which represents approximately 30% of the subdivision area, will further maintain the rural character and natural habitat. Environmentally sensitive and natural hazard areas will be avoided (Policy ENV-1.1). The proposed gravel road and subdivision design will avoid excessive concentrations of stormwater and minimize the need for storm sewer infrastructure (ENV-3.4).

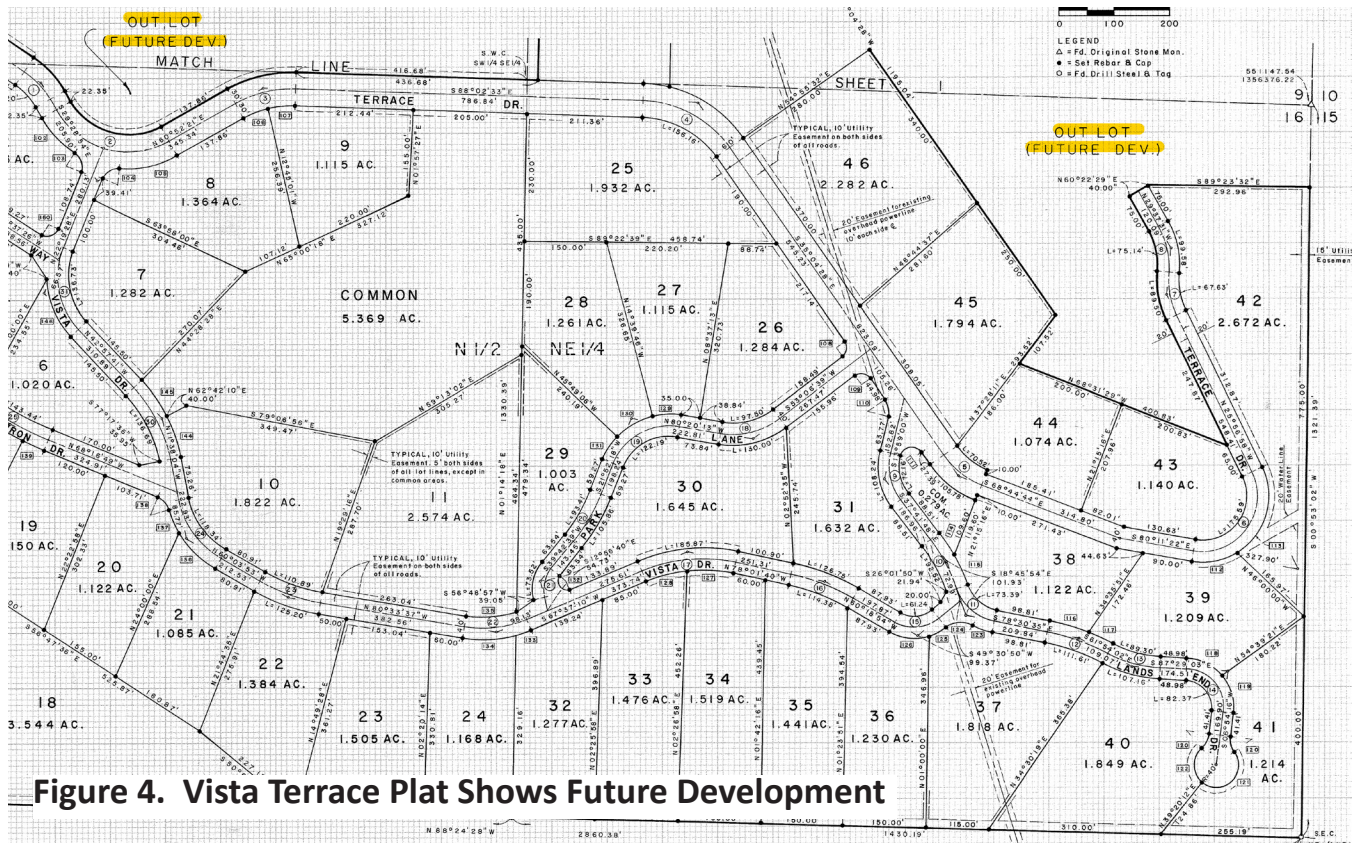


Figure 4. Vista Terrace Plat Shows Future Development

The limitation on formal irrigated yards will conserve water for the Town (ENV-3.6). The subdivision required minimum solar energy and the requirement to provide conduit for electric vehicle charging will require and encourage the use of renewable energy. The great solar access to each lot will further reduce energy use during the winter months. The subdivision will provide additional single-family residential housing opportunities in the town including accessory dwelling units and single-family homes (COM-2.1, COM-2.2). The subdivision design standards combined with the Town single-family design and dimensional standards will ensure the character of the Vista Terrace area and the Town are protected (CHR-1.1, GRO-1.5). The low density roadway allows for it to also be used for pedestrian use and a new trail is proposed across open space to the Highway 550 crossing and river trail access (CHR-1.2, CHR-7.2). The proposed subdivision open space will maintain the northern scenic Highway 550 corridor and gateway into the town preserving mountain vistas and natural character (CHR-6.1). The proposed disturbance envelopes and open space cluster development to preserve habitat and visual quality (GRO-1.6). The proposed subdivision development will pay for all the required infrastructure including installing electric, natural gas and telecommunications lines, and also pay for increased water storage needed to support the development (GRO-2.1). The proposed development will avoid hazardous areas including floodplains and steep slopes (GRO-3.1). Steep slopes have not been defined in the Municipal Code by the Town per Master Plan Action GRO-3b, while the Master Plan’s Sensitive Areas Map states that hazard areas include slopes that are 20% or greater which is not the case in most Colorado mountain communities where slopes 30% or greater are considered potential hazard areas. Most Colorado communities allow for development of slopes that are 30% or less and allow even on steep slope areas if you provide a geotechnical report and engineered plans. More importantly, Ridgway has not defined steep slopes or established any steep slope regulations. On-site stormwater management will be provided per the Town’s regulations and plans (GRO-3.2).

Environmentally sensitive such as wetlands, riparian areas will be avoided (ENV-1.1). **Wildlife per ENV-**

1.2 [Reserved pending wildlife impact report from CPW]. Noxious weeds will be managed and eliminated from the Property if present per the Ouray County Weed Plan (ENV-1.1). The subdivision stormwater system will ensure that drainage does not negatively impact local water quality (ENV-3.3). The looped gravel access road is designed for low impact development (ENV-3.4). The subdivision will require a minimum amount of solar energy, electric vehicle charging and similar green building measures (ENV-4.1 and ENV-4.2). The proposed open space and disturbance envelope will protect and preserve a big portion of the pinyon and juniper forest unless tree removal is needed for fire mitigation (ENV-5.1).

The proposed subdivision meets and exceeds the Residential Low Density District dimensional standards including the minimum lot width of 50 feet. The proposed setbacks of 25-foot front, 20-foot side and 20-foot rear setbacks far exceed the Town required setbacks of 15-foot front, 5-foot sides and 8-foot rear setbacks. Disturbance envelopes, which are also intended to provide view corridors along with other community benefits, will increase these setbacks in some instances. The smallest lot size of 0.96 acre or 42,688.8 sq. ft. significantly exceeds the minimum 6,000 sq. ft. Residential District lot size which is appropriate for this rural area.

Relationship of Development to Topography, Soils, Drainage, Flooding, Potential Natural Hazard Areas and Other Physical Characteristics

Most of the subdivision lots have gentle sloping topography with slopes less than 30%. A soils/geotechnical report will be provided with a future Preliminary Plat application as required by the Subdivision Regulations. Buckhorn Engineering will design the civil plans in accordance with Town regulations, including the required drainage and utilities plans. The site is not located in any mapped floodplain or other natural hazard areas. The sage habitat of the subdivision will be preserved through open space and disturbance envelopes.

Availability of Water, Sewer, Access and Other Utilities and Services

Water

Town staff indicated that adequate water supply is available for the lots in proposed subdivision from the Town water treatment system. Buckhorn Engineering calculates that the water storage requirement for the subdivision is 38,200 gallons plus the 18,000 gallons in the existing tank for a total of 56,200 gallons of peak day and fire flow of 750 gpm for 60 minutes. The Applicant, working in coordination with Buckhorn Engineering and the Town’s consulting engineer, will design and install a new tank next to and attached to the existing tank along with associated water lines and system design. The added water tank storage capacity and associated benefits will be available to all of Vista Terrace Addition.

The Applicant believes that the construction of added water storage and the associated water lines will meet the following Note No. 4 on the McChesney Subdivision Plat relative to Lot 2:

“If required by the Town of Ridgway, the owners of Lots 1 and 2 will participate in a Special Improvement District for the purpose of expanding water storage capacity which serves these lots as well as the adjacent properties.”

Plat Note 2 related to Lot 2 can be eliminated from the replat since the required water storage will be provided.

The proposed water system design for the subdivision is shown on Sheet SP-4 except for the water tank and connecting lines to such tank that will be provided with the engineered civil plans submitted with the future Preliminary Plat application. It is Buckhorn Engineering’s understanding that the current Town owned and operated water delivery system is adequate to serve Vista Terrace and the proposed subdivision. We will confirm this with the Town consulting engineer when preparing the civil engineered plans for the Four Winds Subdivision.

Sewer

The McChesney Subdivision Plat Note 1 states:

“A Town sewer system is not available to serve Lots 1 and 2 of this subdivision. No building permit or other development permit shall be issued for any Lot until Individual Sewage Disposal System Permit (ISDSP) has been issued. In order for an ISDSP to be issued, the applicable requirements of Colorado statutes and regulations, and Town Regulations, if any, as in effect from time to time, must be met. The Town shall have no responsibility on account of its denial of an ISDSP for any lot which cannot meet the requirements and applicable law.

It shall be the responsibility of the owner of any lot to maintain any permitted individual sewage disposal system in good operating order in accordance with State law. Failure to maintain a system can result in civil and criminal penalties.

The owner of each lot shall be aware that the property within this subdivision may be included within the boundaries of a sewer system improvement district and assessed for the cost of connection for each lot, and applicable tap fees, at such time as the Town, in its discretion, deems it advisable to cause the creation for such district.”

The Town specifically permits septic systems for Lot 2 pursuant to Plat Note 1 that was approved by the Town in 1998, and pursuant to the Town-Vista Terrace Sewer Policy. It has been 28 years since the Town permitted septic systems for Lot 2 and a Town sewer system is still not available to serve the Vista Terrace area. The Town also contemplates allowing septic systems per Subdivision Regulations Section 7-4-3(C) that does not allow a septic tank permit or other permits to be issued for a property that is in violation of the regulations.

Likewise the Vista Terrace Water and Sewer Agreement specifically states in Paragraph 11 that, “The Town has no present plans to extend a sewer main to Developers’ property and development on Town sewer is presently unfeasible. Developers may utilize individual sewage disposal systems subject to applicable State regulations and Ouray County regulations.” To Applicants knowledge, this Agreement has never been terminated nor amended and thus is still in full force and effect. Certainly, conditions have not materially changed in the intervening years. The Applicant understands that there should be a plat note for the Four Winds Subdivision plat that recognizes the Property may be included into a sewer system improvement district per Plat Note 1 or require properties to connect if a sewer line is extended within 400 feet of home per the Vista Terrace Water and Sewer Agreement.

Highway 550 Access

The Town approved Vista Terrace Drive as the main access for Vista Terrace Addition and the Vista Terrace Filing No. 1 plat in 1982. The Colorado Department of Transportation (“CDOT”) and the Town did not require any improvements to Highway 550 at that time with the CDOT access permit issued on September 17, 1981. The CDOT access permit included several conditions including one that required

acceleration and deceleration lanes to be constructed to Terrace Drive when required by CDOT.

The 1998 McChesney Subdivision Plat Note 1 states:

“This subdivision and/or development of the lots shown hereon may trigger requirements of the Colorado Department of Transportation for improvements to the intersection of U.S. Highway 550 and Terrace Drive. Any subdivider or developer of the property will be responsible for some or all of the costs of these improvements which are not assumed by the State as determined by the Town Council and this responsibility may be a condition of further subdivision or development approval. Lots created hereon may also be subject to costs and assessments for the costs associated for such improvements. The Ridgway Town Clerk is hereby appointed as the attorney-in-fact of the owners of the lots shown hereon for the proposes of executing petitions for the creation of improvement districts to pay for the costs of such improvements and to vote in any election which may be required to approve financial obligations in order to finance the costs of such improvements.”

CDOT constructed the acceleration and deceleration lanes in 2008 in conjunction with similar lanes to the County shop/office area.

The Applicant is preparing a traffic impact analysis that will be submitted to CDOT for review and determination if any additional highway improvements are needed. The Applicant agrees to pay for its proportional share of any needed improvements. We are respectfully requesting that the Planning Commission’s approval of the Four Winds Subdivision Sketch Plan include a condition that the Applicant obtain the written approval or access permit from CDOT consistent with Subdivision Regulation Section 7-4-7(C)(3):

“Access to any public highway under the jurisdiction of the State Department of Highways shall be subject to the provisions of the State Highway Access Code.”

Town Access

The Town approval of Vista Terrace Addition annexation, Vista Terrace Filing No.1 and the McChesney Minor Subdivision (“**Prior Town Approvals**”) did not require any secondary access to Highway 550 or the Ridgway USA development (Ridgway Village). Vista Terrace Filing No. 1 does not have any public rights-of-ways that could access Ridgway Village, and the sketch plans approved by the Town for Vista Terrace Addition did not show any secondary access. Thus, the Town approved Vista Terrace as a dead end subdivision without secondary access knowing the only viable, platted and planned route for access is Vista Terrace Drive. It appears that CDOT and the Town understood that there would be several cul-de-sacs within Vista Terrace Addition based on plans that were presented to CDOT and we presume the Town and as shown in Exhibit A.

Subdivision Regulation 7-4-7(C)(7)-(8) state:

“(7) Cul-de-sacs shall be permitted, provided they are not more than 500 feet in length and have a turn-around diameter of at least 100 feet. Surface drainage shall be toward the intersecting street, or if this is not possible, a drainage easement shall be required through the cul-de-sac.

(8) Dead-end streets, with the exception of cul-de-sacs, shall be prohibited unless they are designed to connect with future streets in adjacent land that has not been platted, in which cases

a temporary turn-around easement of 80 feet shall be required.”

The Prior Town Approvals of the Vista Terrace Addition annexion, Vista Terrace Filing No. 1 and the McChesney Minor Subdivision were all predicated upon this development having only one access route via Terrace Drive and the only way in and out of the subdivision. There is no way to provide secondary access through Ridgway Village to the south, and lands to the north and east of Vista Terrace Addition are located outside of the Town and the Urban Growth Boundary.

The proposed Four Winds Subdivision access is not a cul-de-sac access that ends in a turning circle. It is designed as a looped road that is 24 feet in width. There is not an express Subdivision Regulation prohibition on this type of looped road. The proposed looped access road is not specifically permitted by the Subdivision Regulation Design Standards so the Applicant is seeking approval of the looped road design pursuant to 7-4-7(A):

“All subdivisions shall conform to the minimum design standards of, this Section. The Town Council may allow deviation from these standards if it determines that unusual topography or a hardship exists, or that alternative standards will more effectively protect the quality of the subdivision and the public welfare, or more effectively achieve the purposes of these Subdivision Regulations.”

The looped road design is a function of the current Lot 2 platted configuration, community desired density, reasonable use, and topography. The Lot 2 frontage onto Terrace Drive is 538.5 feet; however, approximately 122.54 feet is encumbered by a road, access and utility easement to Lot 1 that can also be subdivided in the future. This leaves approximately 417 feet of frontage that can be used for subdivision access. The Town Subdivision Regulations require 60 feet for a right-of-way that leaves 357 feet for subdivision access and platting one-acre or greater lots. The Sketch Plan shows that you can only create 1 acre lots along the entry drive if it is a looped access design. Requiring dual access with a U-shaped road would only result in smaller lots along the frontage road while also causing significant, avoidable disturbance to the natural environment and wildlife habitat.

The underlying Residential zoning permits lots that are 6,000 sq. ft. in size and the development team knows that this level of density is not acceptable in Vista Terrace Addition. That is why the development has been planned at a density of one unit per approximately 2 acres. This large lot development is only possible with the looped access road as designed. In 1982, the expected density was one unit per acre based on the original R1 zoning that would be approximately 40 lots in the Property. The Applicant is only seeking 20 units that it believes represents reasonable use of the property based on the current underlying zoning that allows over 250 units based on the minimum lot size of 6,000 sq. ft.

The looped access road design is also a function of the topography that rises to the west of the planned access road. Creating a U-shaped road more into the hillside would result in more cut and fill than the current location, and also remove more natural vegetation and habitat due to such slopes.

Subdivision Regulation Section 7-4-6(A)(6) states: “Streets shall be paved in circumstances where required by Town street specifications.” The subdivision road is planned as a gravel road for this rural subdivision. Gravel roads are a permitted street surface material per the Town of Ridgway Standards and Specifications and Typical Drawings for Infrastructure Construction (“**Specifications**”). The Specifications include a “Typical Drawing” for a “Typical Gravel Street”. A gravel street is proposed because it is permitted in the Specifications, there is no paving within the Vista Terrace Addition, the cost of the

paving, the Town cost for maintaining the paving versus gravel, added stormwater discharge due to paving, added carbon footprint of paving, and due to the rural nature of the subdivision.

[Other Infrastructure](#)

Electric, natural gas and telecommunications infrastructure are available in the Terrace Drive Right-of-Way.

Compatibility with the Natural Environment, Wildlife, Vegetation and Unique Natural Features

The proposed open space, disturbance envelopes, dog control measures and normal Town construction mitigation requirements will ensure the natural environment, vegetation and wildlife are protected. Other sections in this narrative document how the natural environment, wildlife and vegetation are being protected.

Public Costs, Inefficiencies and Tax Hardships

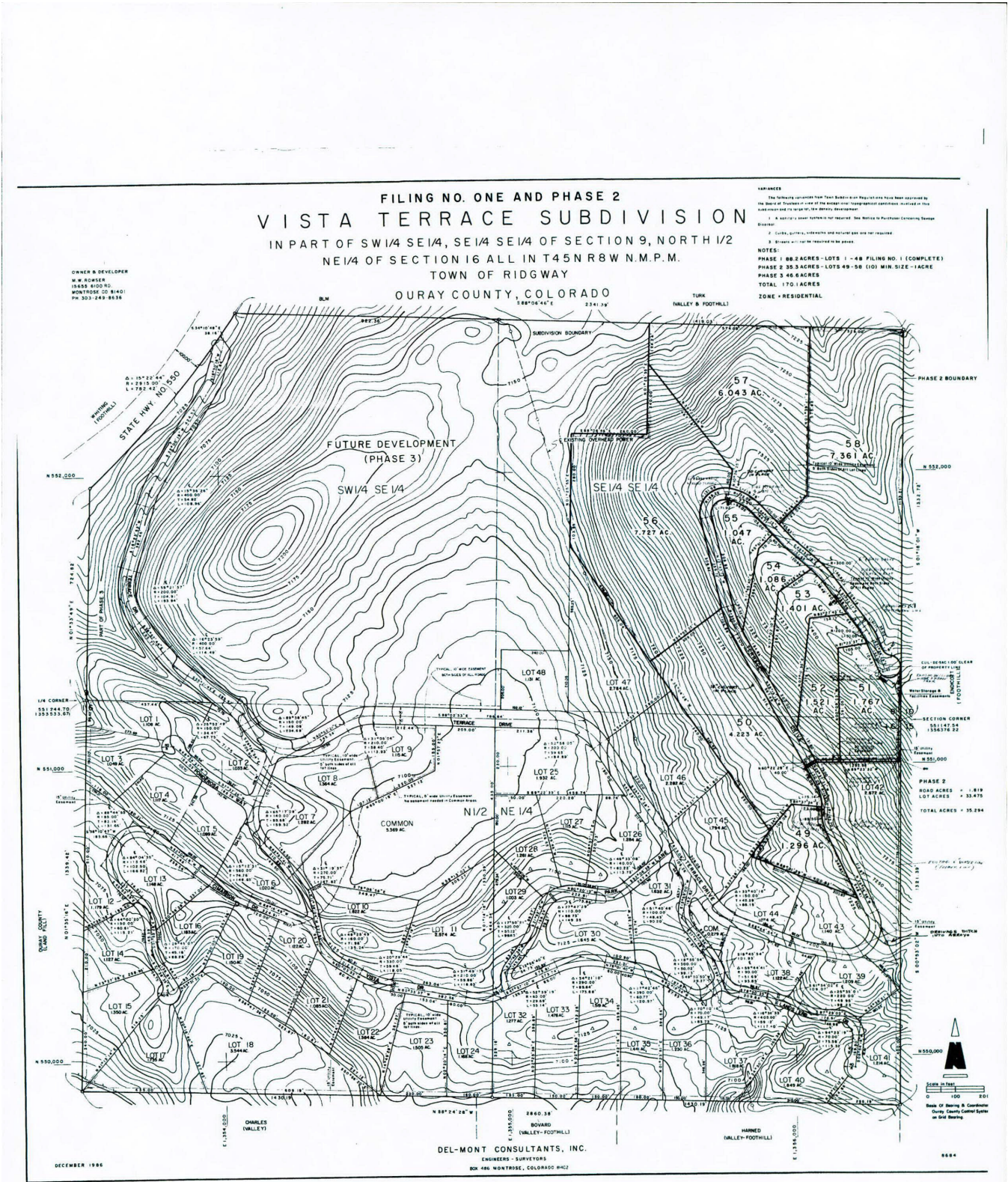
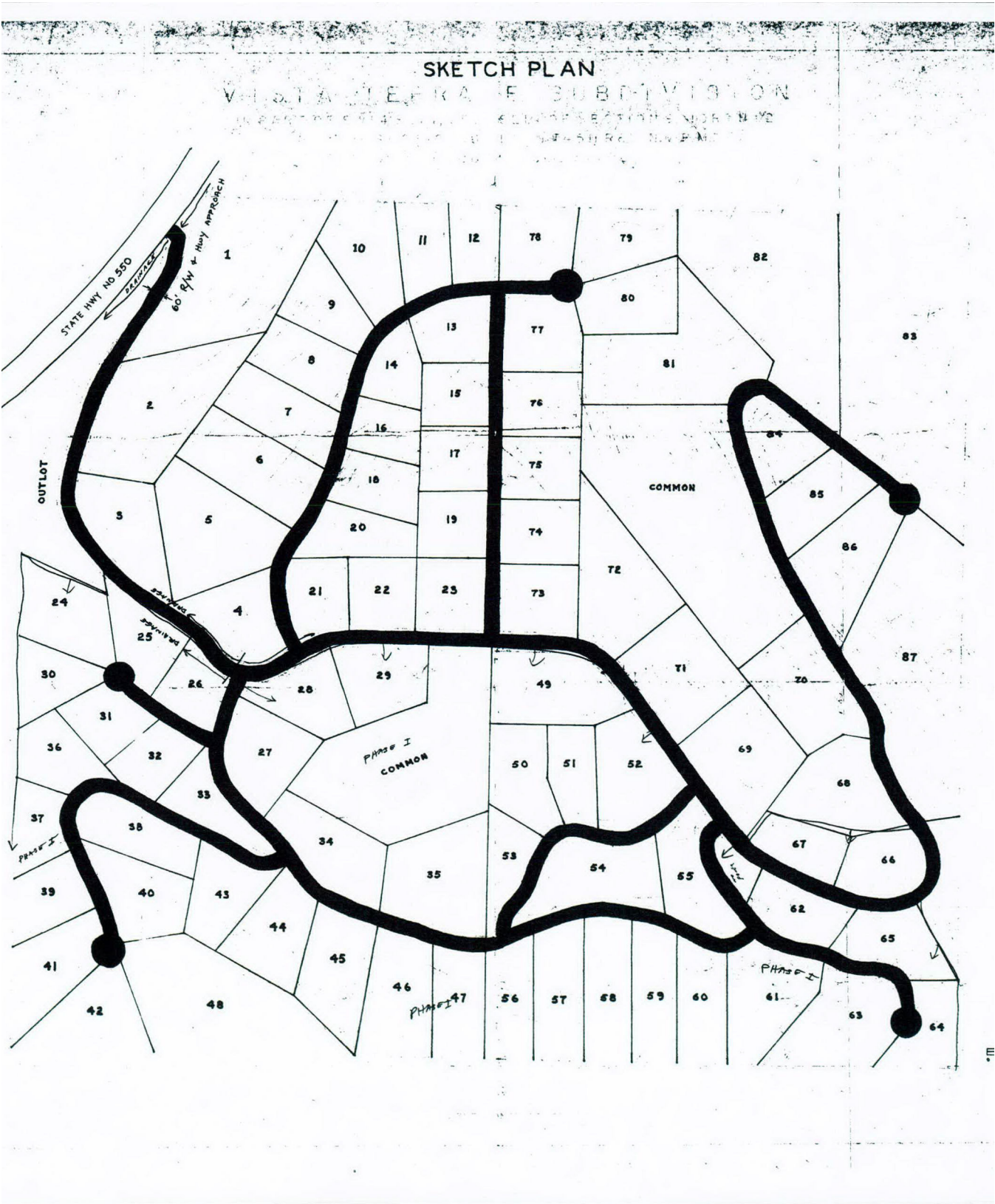
The proposed development will pay for all required subdivision improvements including connections to existing infrastructure in the Terrace Drive Right-of-Way, and for the required water storage generated by this development.

Project Information Table

Number of Single-family Lots	20
Estimated Water and Sewer Use Per Lot	450 GPD
Estimated Maximum Water and Sewer Use	9,000 GPD
Number of Bedrooms Per Unit	3
Total Bedrooms	60
Estimated Maximum Population	120 (2 persons per bedroom)
Parking Spaces Per Lot	2
Amount of Parking Provided in Garage Parking	2 garage spaces required by design guidelines
Amount of Required Parking (2 space per Lot)	40 spaces
Extra Parking	10 spaces
Estimated Subdivision Infrastructure Cost	\$840,000*
General Land Use Divisions	Single-family homes
Dedication of Water Rights	No water rights are assigned to Lot 2
Public Use Areas	Open space with public trail per sketch plan

*Includes 20% contingency. Civil engineer will provide refined costs for the preliminary plat application.

EXHIBIT A. Vista Terrace Addition Sketch Plans



FOUR WINDS AT RIDGWAY SKETCH PLAN

SITUATED IN SECTION 9, TOWNSHIP 45 NORTH, RANGE 8 WEST,
NEW MEXICO PRINCIPAL MERIDIAN,
COUNTY OF OURAY, STATE OF COLORADO



VICINITY MAP
NOT TO SCALE

SKETCH PLAN INDEX

- SP-1 COVER SHEET
- SP-2 EXISTING CONDITIONS
- SP-3 SKETCH PLAT
- SP-4 ZONING PLAN
- SP-5 PROPOSED IMPROVEMENTS
- SP-6 DETAILS

LEGEND

PROPOSED	EXISTING	
-----	-----	RIGHT-OF-WAY LINE
-----	-----	ROAD CENTERLINE
-----	-----	EASEMENT
.....	SETBACK
-----	-----	PROPERTY LINE
-----8475-----	-----8455-----	CONTOURS MAJOR
-----	-----	CONTOURS MINOR
⬢	⬢	MAIL BOX
○	○	POST
●	●	SIGN
x x	x x	FENCE
→	→	DITCH
→	→	SANITARY SEWER SERVICE (DYNAMIC)
⬢	⬢	SANITARY CLEANOUT
⬢	⬢	SANITARY LINE END CAP
⊙	⊙	SANITARY SEWER MANHOLE
S S	S S	SANITARY SEWER LINE
	⊙	WATER MANHOLE
	⬢	WATER VAULT
	⊙	WATER VALVE
	⊙	FIRE HYDRANT
	⊙	FIRE DEPARTMENT CONNECT
	⊙	WATER METER
	⊙	WATER SERVICE OR CURB STOP
W W	W W	WATER LINE
⊙	⊙	IRRIGATION CONTROL BOX
⊙	⊙	IRRIGATION VALVE
IR	IR	IRRIGATION LINE
-----	-----	IRRIGATION SLEEVE
⊙	⊙	STORM DRAIN MANHOLE
⬢	⬢	STORM DRAIN CATCH BASIN AT CENTER
⊙	⊙	STORM DRAIN CATCH BASIN TOP INLET
SD SD	SD SD	STORM DRAIN LINE
		CULVERT
>	>	CULVERT END
⬢	⬢	TRANSFORMER
⬢	⬢	ELECTRIC PED
●	●	UTILITY POLE
←	←	GUY WIRE
OE OE	OE OE	ELECTRIC LINE OVERHEAD
E E	E E	ELECTRIC LINE UNDERGROUND
⬢	⬢	COMMUNICATIONS BOX
C C	C C	COMMUNICATIONS LINE
G G	G G	GAS METER
G G	G G	GAS LINE
-----	-----	GRAVEL ROAD

REVISIONS		BY
REV	DATE	DESCRIPTION
1	6/27/22	REVISED PER TOWN COMMENT

BUCKHORN

ENGINEERING

222 South Park Avenue
Montrose, Colorado 81401
970-249-6828

FOUR WINDS AT RIDGWAY

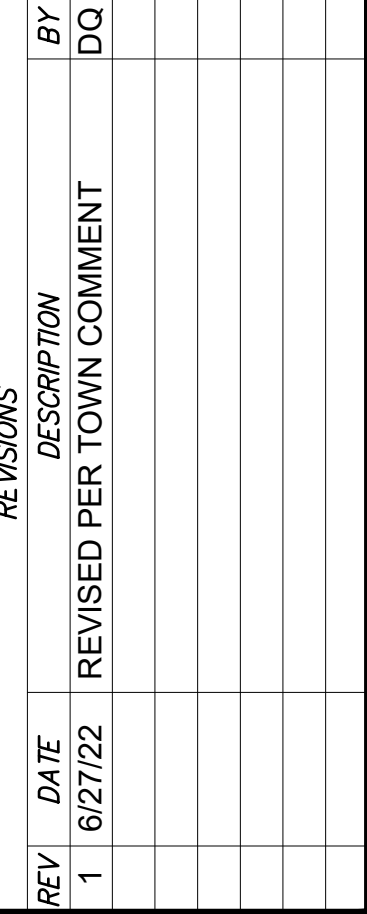
SKETCH PLAN
COVER SHEET

PROJECT	2022-018-CIV
DATE	04/26/2022
DRAFTER	WL
CHECKED	DCQ
BUCKHORN ENGINEERING	

SHEET

SP-1

1 OF 6



BUCKHORN
ENGINEERING
222 South Park Avenue
Montrose, Colorado 81401
970-249-6828

FOUR WINDS AT RIDGWAY

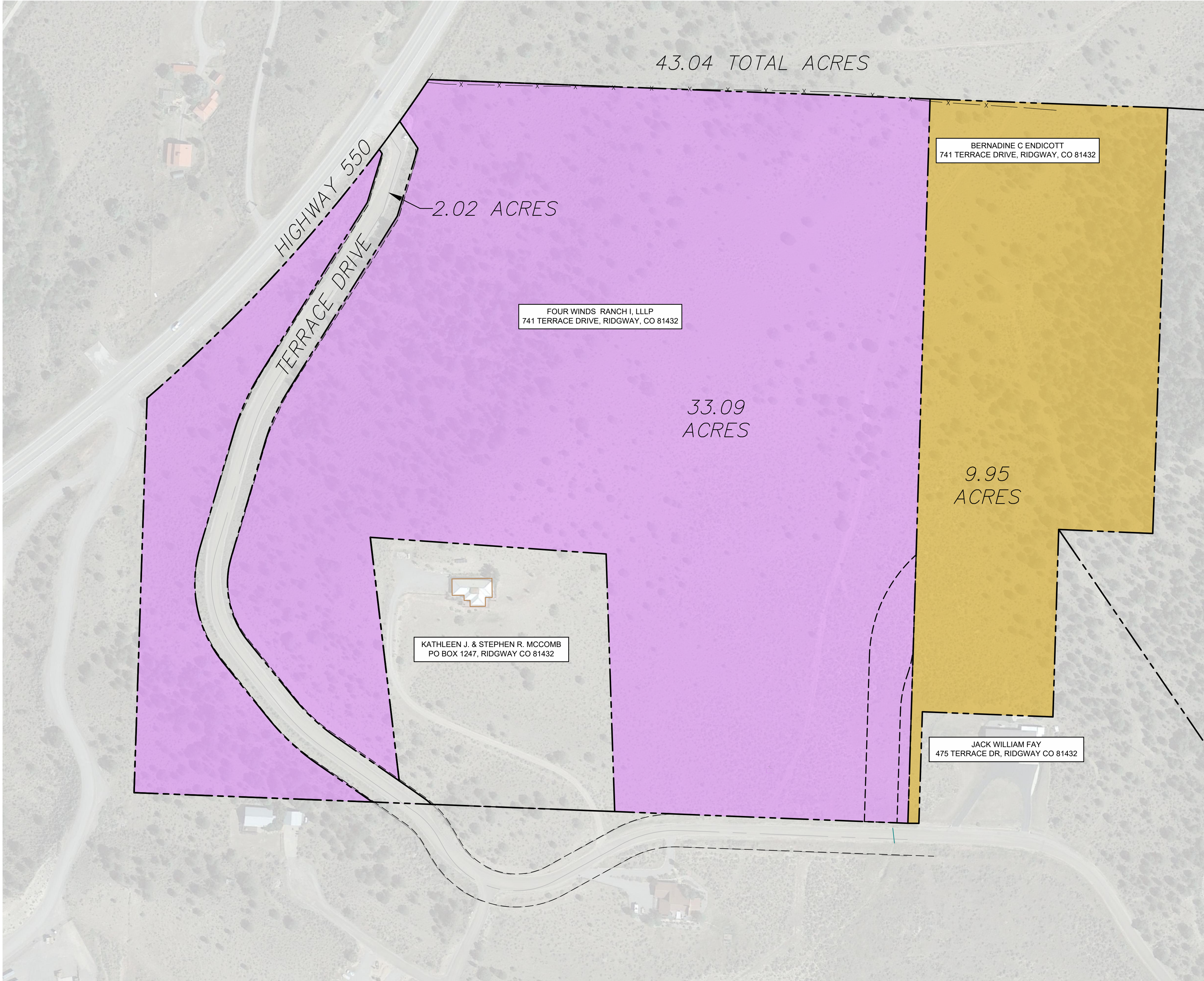
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SHEET

SP-3

3 OF 6

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ENGINEERING

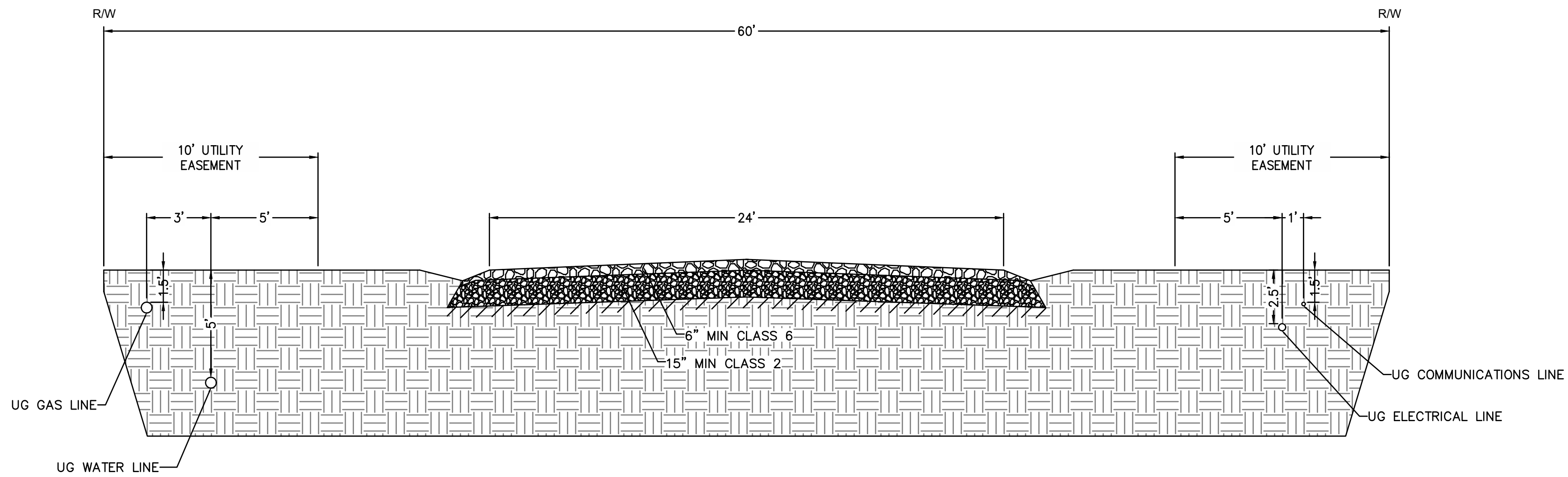
222 South Park Avenue
Montrose, Colorado 81401
970-249-6828

FOUR WINDS AT RIDGWAY
SKETCH PLAN
ZONING PLAN

PROJECT 2022-018-CIV
DATE 04/26/2022
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BUCKHORN ENGINEERING

SHEET
SP-4
4 of 6

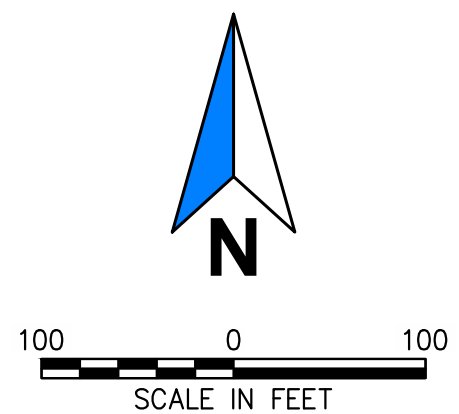
T:\CIVIL\2022\018-CIV Four Winds Subdivision\65CAD\Four Winds.dwg PLOT DATE 2022-6-27 16:45 SAVED DATE 2022-06-27 16:45 USER: sjackson



TOWN OF RIDGWAY RURAL ROAD SECTION
NOT TO SCALE

WATER TANK SIZING CALCULATIONS

20 LOTS x 350 GPD x 1.6 PEAK DAY FACTOR = 11,200 GPD
11,200 GPD + 750 GPM x 60 MINUTES = 56,200 GALLONS
56,200 GALLONS - 18,000 GALLONS OF EXISTING TOWN STORAGE = 38,200 GALLONS REQUIRED
ACTUAL TANK CONFIGURATION TO BE DETERMINED



REVISIONS		BY
REV	DATE	DESCRIPTION
1	6/27/22	REVISED PER TOWN COMMENT

BUCKHORN
ENGINEERING

222 South Park Avenue
Montrose, Colorado 81401
970-249-6828

FOUR WINDS AT RIDGWAY
SKETCH PLAN
DETAILS

PROJECT 2022-018-CIV
DATE 04/26/2022
DRAFTER WL
CHECKED DCQ
BUCKHORN ENGINEERING

Charles & Kathy Ewert
PO Box 373
Ridgway, CO 81432

The Honorable John Clark
Mayor of Ridgway
PO Box 10
Ridgway, CO 81432

RE: Proposed Four Winds Subdivision

Dear Mayor Clark and
Ridgway Planning Commission,

My husband and I are landowners in the Vista Terrace Subdivision (VT) and would like to contribute our queries and thoughts about the proposed Four Winds Subdivision. Unfortunately, we will not be in Ridgway on the date of the appointed Planning Commission meeting. Please accept the following as our testimony.

That said, we hope some of the following issues may be addressed by the Commission.

1) Roadways

- a) Will the Town increase maintenance in proportion to the added traffic on Terrace Drive?
- b) Will the developer coordinate and fund improvements for safer access on/off Highway 550? Namely, will the developer work with CDOT to reduce the speed limit from 60 MPH from about River Sage Drive to Terrace Drive or add a turn lane on southbound Hwy 550 at Terrace Drive for safer ingress and egress? And will these improvements be in place and completed prior to development of at least $\frac{1}{4}$ of the total proposed lots?
- c) Will the developer in conjunction with the Town fund and bring all VT roads up to code and platted design specifications for fire safety purposes? Sadly, there are several sections of the roads in Vista Terrace that do not meet the required width or turn-around size for cul-de-sacs.
- d) Will the developer establish a secondary ingress/egress for the new development in addition to connecting with existing VT roads? If so required, where and must the developer, or in conjunction with the Town, fund such separate ingress/egress?
- e) Shall the developer be required to provide a secondary ingress/egress into the VT/Four Winds area if and when the Endicott property is subdivided?

2) CCRs

- a) Will this development have separate CCRs or adopt VT CCRs? If the later...
- b) Will the CCRs be required to be updated for all phases of VT and the new development to reflect today's codes, customs and building trends?

3) Common area

- a) Will the new development have full access and use of VT common area? And will VT have full access and use of the Four Winds common areas? If so...
- b) Will the Four Winds Subdivision and VT be required to help finance maintenance and insurance of the common area lands?
- c) Will Four Winds Subdivision in conjunction with CDOT provide safe crossing methods across Hwy 550, such as cross-walk, pedestrian flashing lights, signage, to connect the new common area proposed bike/pedestrian path with "access to River Trail."

4) Domestic Water Supply

- a) Will the Four Winds Subdivision share domestic water supply lines and interlinked storage tanks with VT? If so...
- b) Will the new subdivision increase the system volume, capacity and pressure for a full build-out of both VT and Four Winds?
- c) Will Four Winds have any multi-family units per lot and will the water supply calculations be amended to reflect this increased consumption?
- d) Will the water supply system provide adequate firefighting volume and pressure for both VT and Four Winds?
- e) What "adjacent properties" does the Four Winds Subdivision proposal intend to include in a public improvement district (PID) for water storage capacity? If VT homeowners are involved, will VT homeowners be voting to decide if they will participate in a PID?

5) Septic and subterranean water absorption

- a) Will septic drainage be contained within each lot and collectively all lots without negatively impacting surrounding glacial-till lands?
- b) Will the subterranean water levels be impacted by the added septic drain fields?

We hope these issues may be clarified and addressed by the Town of Ridgway Planning Commission.

Sincerely,

Kathy Ewert

Charles Ewert

970 776 0384



TJ Dlubac <tdlubac@planstrategize.com>

FW: Proposed 4-Winds Development

1 message

Preston Neill <pneill@town.ridgway.co.us>
To: TJ Dlubac <tdlubac@planstrategize.com>
Cc: Karen Christian <kchristian@town.ridgway.co.us>

Tue, May 24, 2022 at 2:12 PM

TJ, Karen,

See below.

Preston Neill, Town Manager

970-626-5308 ext. 212 (O) | 970-318-0081 (C)

pneill@town.ridgway.co.us

www.colorado.gov/ridgway



From: kchismire@gmail.com <kchismire@gmail.com>
Sent: Tuesday, May 24, 2022 12:41 PM
To: Preston Neill <pneill@town.ridgway.co.us>
Cc: Joan Chismire <jchismire@gmail.com>
Subject: Proposed 4-Winds Development

Preston:....

RE; PROPOSED 4 WINDS DEVELOPMENT near Vista Terrace Estates

I am writing to express my concerns over the newly proposed residential housing development envisioned directly north of the current Vista Terrace Estates sub-division

I have issue with the following:

1. The proposal by the developer has usage data based on the average occupancy of the 30 lots upon full residential home build-out of the 4-Winds sub-division. The data they cite relates to the traffic, the water usage, wildlife migration etc. What they don't tell you is that they also propose to allow ADU's on every lot in the development. Should all lots have a ADU with a minimum of 2 occupants per ADU, the increase of another 60

individuals, 60 automobiles, 60 or more people using water etc.... all would further increase the already limited resources of the area, and, in my opinion, significantly reduce the "quality of life" in our suburban setting. The developers did not include this potential increase in population of ADU's in their usage data, which is a grave over-site.

2. The water issue is another major hindrance to the development of such a new sub-division adjacent to Vista Terrace. We already have our own water tank with a "multi-phase" pumping system that delivers the domestic water to the tank via an infusion piping system of a limited diameter. The 4-Winds development will need to have their own dedicated water tank, but the real issue is whether they intend to use our infusion lines and pump (s) to deliver water to their community tank. I don't believe the delivery system, as it exists, is sufficient to deliver enough water at a rate that would exceed the draw-down of all residential water users from both sub-divisions during peak usage times. Therefore, the 4-Winds developer will need to enhance the water delivery system by either increasing the infusion capacity of the lines, the pump, or both.

3. The third issue I have relates to the traffic at the Highway 550 entrance to Vista Terrace. The 4-Winds development is proposing to use the existing entry road to Vista Terrace (Terrace Drive) as their access road as well. This will place additional stresses on the safety at the intersection with Hwy 550 as well as the graveled, inclined roadbed up to the 2 sub-divisions. Even though a de-acceleration lane exists on 550 for the northbound traffic turning right into Vista Terrace, we have no safety measures in place for southbound traffic on Hwy 550 turning left into Vista Terrace. Over the years several accidents have occurred at this intersection. I believe, if the 4-Winds development is approved, it must contain requirements for increased safety at this intersection in the form of a safe left turn lane for southbound traffic and possibly paving of the inclined road up to the 2 sub-divisions.

Respectfully Submitted,

Kevin Chismire

445 Park Lane

Vista Terrace



Virus-free. www.avg.com



TJ Dlubac <tdlubac@planstrategize.com>

FW: Four Winds development

1 message

Preston Neill <pneill@town.ridgway.co.us>

Thu, May 26, 2022 at 5:08 PM

To: TJ Dlubac <tdlubac@planstrategize.com>, Karen Christian <kchristian@town.ridgway.co.us>

TJ,

See below. Please include this (and the photo) with the packet materials. Thank you, sir!

Preston Neill, Town Manager

970-626-5308 ext. 212 (O) | 970-318-0081 (C)

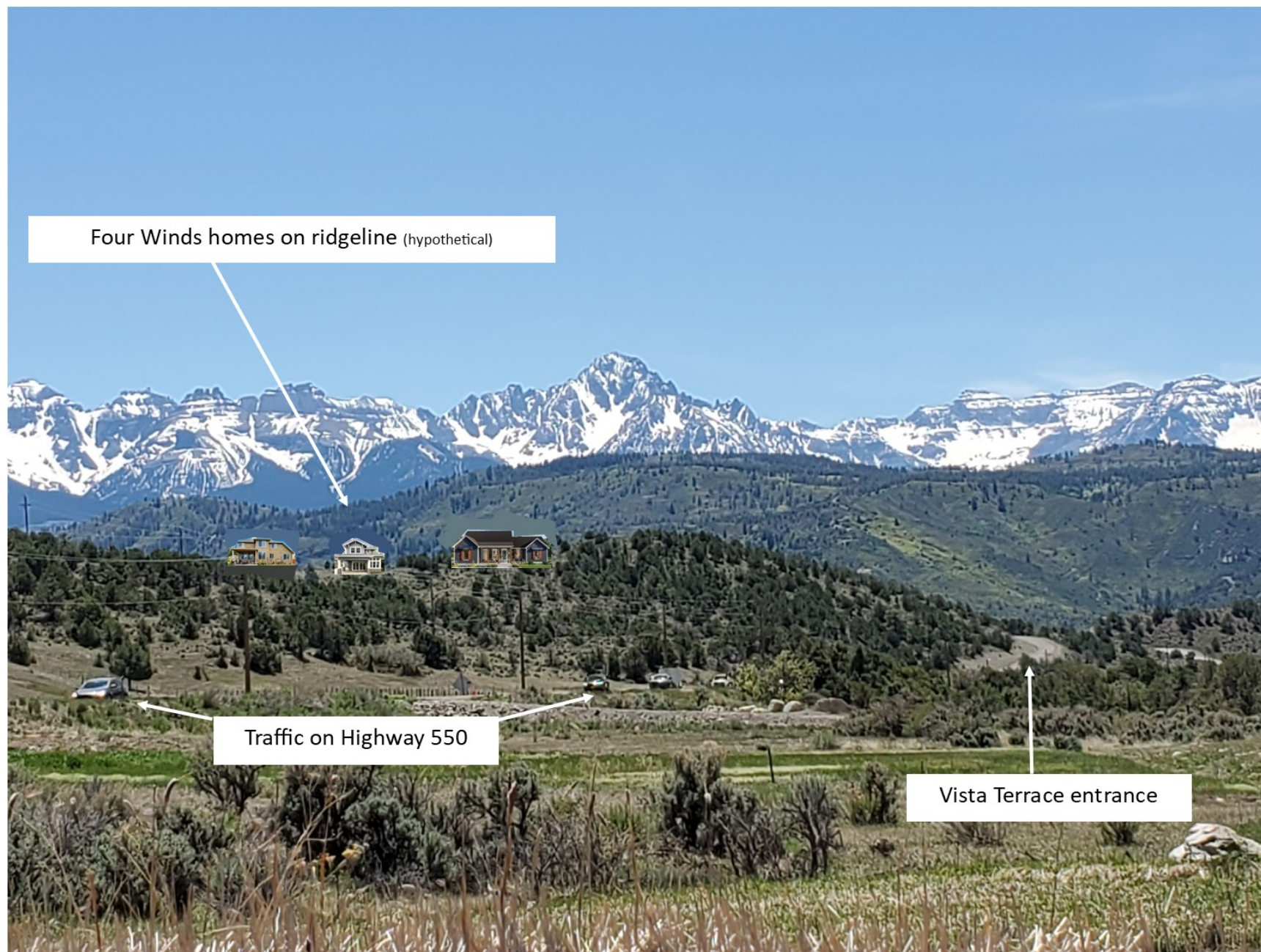
pneill@town.ridgway.co.uswww.colorado.gov/ridgway

From: kchismire@gmail.com <kchismire@gmail.com>**Sent:** Thursday, May 26, 2022 3:52 PM**To:** Preston Neill <pneill@town.ridgway.co.us>**Cc:** Joan Chismire <jchismire@gmail.com>; Stephen R. McComb <smccomb63@gmail.com>; Pam F <pjfoyster257@gmail.com>; Kraftpam@gmail.com; kcforrester@icloud.com; fquist42@gmail.com; pplenissprint9@earthlink.net**Subject:** Four Winds development

Preston,

Although I did not include this picture (hypothetical) in my prior email to you, I believe the visual impact of Four Winds homes on the Vista Terrace ridge line is of prime importance and concern. I believe the Town of Ridgway should adopt their own statute of ridge line obscuration or modify the county's ordinance to suit our town needs. I don't want an image such as this to be the first thing people see as they enter our town on Highway 550 coming from the north.

Kevin Chismire



Nichole Moorman
169 Cimarron Dr.
Ridgway, CO 81432
970 318 0529

5/22/22

Dear Mr. Neill and Ridgway Town Planning Commission,

I am reaching out as a resident and owner in Vista Terrace subdivision in regards to the planned development of Four Winds. I welcome smart growth that creates quality, affordable housing for families and those who make this town and county the vibrant community that I love living and working in. The following are my concerns about the Four Winds subdivision:

- With 30-60 more vehicles using the one road to access Four Winds via the Vista Terrace entrance, I am very concerned about safety on the highway entering and exiting the neighborhood, as well as the wear and tear and safety of Terrace Rd- in particular in the winter. I am concerned about vehicle, pedestrian, and bicycle safety.
- Part of Vista Terrace's water service is via a pump station. I am concerned about how the Four Winds development will impact water pressure and delivery in our neighborhood and how necessary upgrades will be funded.
- The sage brush, planned open space, and acre and larger lots are a part of the character of Vista Terrace. Will Four winds landscaping, density, and space planning match the established character of our existing neighborhood?

I look forward to staying informed about how these and the concerns of my neighbors are being considered and addressed by the developer and the Town of Ridgway.

Respectfully,

Nichole Moorman
nichole.moorman@gmail.com



TJ Dlubac <tdlubac@planstrategize.com>

FW: Four Winds Subdivision

1 message

Preston Neill <pneill@town.ridgway.co.us>

Wed, May 25, 2022 at 9:30 AM

To: TJ Dlubac <tdlubac@planstrategize.com>, Karen Christian <kchristian@town.ridgway.co.us>

TJ, Karen,
See below.

Preston Neill, Town Manager
970-626-5308 ext. 212 (O) | 970-318-0081 (C)
pneill@town.ridgway.co.us
www.colorado.gov/ridgway

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

From: Connie Anderson <connielu99@icloud.com>
Sent: Wednesday, May 25, 2022 9:09 AM
To: Preston Neill <pneill@town.ridgway.co.us>
Subject: Four Winds Subdivision

Dear Preston, Please disregard any previous message, my iPad seem to drop mail for no apparent reason. I am writing to address concerns regarding the subdivision adjacent to Vista Terrace.

Water: The developer says that he will pay to build a water tank for his property, but there is no mention of the subject of getting the water to the tank from town. We know that 17 years ago when we bought here there has never been enough pressure of the water pumped uphill to fight a fire. The current method of pumping the water from town will need to be updated with an expensive pumping system to serve this development. I know this will get tricky as to who pays for what, etc. but really needs to be looked at this time. Some residents here have already noticed a drop in pressure as new homes are built in Vista Terrace.

Road entrance: This is already a problem. Pulling out onto the highway during the peak season has become more and more dangerous. There could be 80 to 100 more cars using this intersection after full build out of the Four Winds subdivision. And also for fire safety, they really do need another road into their property. Where would they put this? Would the town require such a secondary road. We were told when we bought here that we needed one, but nothing ever happened with that. Now this is a big issue in my mind.

Wildlife: This used to be a place that I would walk from my house. About a year and a half ago I went up there and found a huge herd of elk, so I just turn around and left. I went back about two weeks later and they were still there. I don't know the exact timing of their movement, but I know that they have already been severely impacted by building. Vista Terrace and the proposed subdivision is on the migration route of the deer and the elk. I think a study should be done to determine the correct way to mitigate our impact on the wildlife. The developer has addressed this somewhat, but I don't think his efforts are complete. There is a development near Telluride with a similar problem. They are exactly on the migration route of the herds of deer. Their solution was to prohibit dogs entirely. Of course, we can't do that here as people in Vista Terrace already have dogs. But we can look at how to best address this issue.

Infrastructure: I don't really know all the facts about this issue, but I would like to see what the impact of connecting into existing utilities would have on the residents in Vista Terrace. And should the developer be required to pay and somehow mitigate the impact?

Thank you for your consideration.

Regards,

Connie and Glen Anderson

Sent from my iPad

Fred and Margaret Quist
560 Park Lane
Ridgway, CO 81432
(970) 626-4335
fquist42@gmail.com

May 24, 2022

Preston Neill
Ridgway Town Manager
201 N. Railroad St.
Ridgway, CO 81432

Subject: Four Winds Subdivision



Dear Mr. Neill,

We are residents of Vista Terrace Subdivision and have some concerns about the proposed Four Winds Subdivision:

- **Water** – Will the town have the capacity to supply water for another 20 homes (plus the additional 11 homes that can still be built in Vista Terrace) and still maintain the water tank level at or above 90% as is required for fire fighting? Will the Four Winds Subdivision have their own water tank and pumps necessary to provide sufficient water pressure for their houses?
- **Road entrance (from 550)** – Will improvements be made to provide safe ingress and egress to Terrace Drive? Currently, this area of 550 is a 60 mph zone and approaching the entrance to Terrace Drive from the north or exiting to travel south is challenging and will only be exacerbated by additional vehicles from the Four Winds homes. This is probably the purview of CDOT but I'm sure the town will need to contact them about this.
- **Emergency exit from Vista Terrace/Four Winds** – This is an issue that currently exists but will be even more important with the addition of the Four Winds families. If there is fire in the area of Terrace Drive immediately above 550, all the residents will be trapped. This will also impact the ability of firefighters to access the area. Some residents with high clearance/4WD vehicles may be able to exit at the south end of Cimmaron Drive but this is certainly not a suitable option for everyone.
- **Utilities** – Will the Four Winds Subdivision be tapping into the current gas lines and internet and if so, how will this impact the existing customers?

Please make sure these issues are addressed when working with the Four Winds developers.

Sincerely,



TJ Dlubac <tdlubac@planstrategize.com>

FW: Four Winds Development oversight

1 message

Preston Neill <pneill@town.ridgway.co.us>

Wed, May 25, 2022 at 2:28 PM

To: TJ Dlubac <tdlubac@planstrategize.com>, Karen Christian <kchristian@town.ridgway.co.us>

TJ, Karen,
See below.

Preston

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

From: Anthony Gegauff <gegauff5@gmail.com>

Sent: Wednesday, May 25, 2022 1:30 PM

To: Preston Neill <pneill@town.ridgway.co.us>

Subject: Four Winds Development oversight

Hello Preston,

I am submitting this email to document my concerns regarding the proposed development of the McChesney 2 parcel by Four Winds Developers. For clarity and brevity I am using a list of items in no particular order of importance.

a) In view of climate change and the likelihood that little will be done to mitigate it, I am concerned about the future water supply for the Town of Ridgway. The recent water study looks at past long-term average water flows, which obscures the sharply declining flows of the most recent three years ... clearly a more important predictor of future water availability.

b) Water needed for 20 additional families will not be within the current capacity of the Vista Terrace subdivision. Additional storage and pumping capacity will be needed. I am not in favor of Vista Terrace property owners bearing any of those costs or suffering diminished water pressures as a result of the proposed Four Winds Project.

c) Access to the subdivision from the southbound lane of Hwy 550 is treacherous. There is no center lane from which a left turn can be made and there is little or no shoulder to accommodate southbound traffic intent on proceeding south. This is a danger which will only be exacerbated by significantly more traffic onto Terrace Drive.

d) Terrace Drive is often washboarded and muddy, especially after rains or melting snow. The addition of 20 to 30 more vehicles using this dirt road to access more properties will put an undue burden on the Town's Public Works Department, as well as the present inhabitants of Vista Terrace.

e) I have concerns about the esthetics of future dwellings breaking the ridge line of the McChesney parcel ridge, especially the view visible by southbound traffic on Hwy 550 from north of Vista Terrace.

f) There is a significant number of mule deer deaths on Hwy 550, as it is necessary for deer and other wildlife to cross the highway to access the Uncompahgre River. Closing off corridors to animal migration may cause more concentrated pathways across Hwy 550 and reduce the speed with which wildlife can navigate that dangerous movement.

g) The removal of tens of acres of sage and other vegetation will adversely impact food sources for deer and other wildlife.

h) Storm drainage from the McChesney parcel naturally will be directed to the Vista Terrace Subdivision. These flows have no pathway from what is essentially an isolated basin. A containment reservoir will promote the presence of mosquitos, as there is no flow within or from it.

i) In the Vista Terrace subdivision there is only one entry/exit. This poses a danger to the community, especially with the increasing threat of wildfires brought about by climate change. Adding a minimum of 20 or more vehicles attempting an escape from imminent danger is a situation that must be avoided. At the very least another emergency exit is direly needed.

Thank you for the opportunity to express my concerns regarding the beautiful space I live in and for my neighbors' and my quality of life.

Sincerely,
Anthony Gegauff
615 Terrace Dr
Ridgway, CO
(970) 626-9742

Dan Brillon
550 Vista Dr
Ridgway, CO 81432

May 25th, 2022

Re: Four Winds Subdivision

Via Email jclark@town.ridgway.co.us and PNeill@town.ridgway.co.us

Dear Ridgway Mayor and Town Manager:

Below please find my comments and concerns related to the proposed development adjacent to Vista Terrace:

1. While the current development deals primarily with the 33 acres that is Lot 2 of the McChesney subdivision, I think it's important to consider the stated position of the developer which is to develop the adjacent 200+ acres known as the Endicott property (he has a right of first refusal on it), especially when evaluating infrastructure needs for this area of town.
2. Who is Eric Faust? What other developments has he done? Why is he not making himself available to the public? As the person who is going to take on the single largest development in our town we should be able to hear from and question him directly. All we know now is that the entrance to his "Infinity Ranch" at the top of CR5 sure looks and feels more like Telluride than Ridgway. The character of our town matters.
3. The US 550 / Terrace Drive interface is already a dicey proposition, especially as one heads from Montrose south trying to turn left into Vista Terrace. Many times while sitting there waiting for oncoming traffic to pass cars approaching from behind do not realize a car is stopped and you then have to accelerate and turn onto Mall Road in order to avoid being rear-ended. I assume people are looking at the views, not the road. This is especially problematic if there are two cars stopped trying to take a left into Vista Terrace as the first car can't see approaching cars from the rear. Adding more homes to this interchange without dealing with this issue is just asking for a deadly accident. And now imagine during construction heavy, slow trucks trying to make this turn. I believe it is critical that at a minimum a left turn lane be installed PRIOR to any construction beginning. CDOT should also consider reducing the speed limit in this area (from CR 10 to town) as this is a heavy wildlife corridor as animals cross the highway to get water from the river and RAT users cross at CR 10 on foot and bike.

4. There is significant concern around the pump/water tank dedicated to Vista Terrace and how this new development will affect that. What about the prior costs that our community has paid for this infrastructure – will we be reimbursed by the new development? And what about the monthly water surcharge we pay the town – how will that be affected?
5. The developer touts that fact of the high ratio of open space to development, and yet conveniently doesn't point out that 12.3 of the 33 acres are the steep slope between US 550 and the above ridge which are not buildable. So in truth the 20 proposed homes are located in a relatively dense area of the property which starts to have the feel of tract housing. The Vista Terrace lots vary dramatically in size and shape by contrast.
6. Likewise the developer touts that they will encourage ADU's, and yet at the expected \$1.5M price point few home buyers are likely to want ADU's on their property. This is clearly an attempt to "grease the wheels" when it comes to town approval rather than creating any meaningful affordable housing options. In contrast Vista Terrace has no ADU's.
7. New developments require paved roads. Vista Terrace is dirt. A consistent approach should be applied to both.
8. Vista Terrace only has one entry/exit point. How can a second emergency access route be added, especially in the context of the larger long-term stated development goals of the developer related to the Endicott property?
9. Homes on proposed lots 5,6,7 and 8 will all be clearly visible on the ridge line when viewed from US 550 southbound which is 1 mile away in violation of Ouray County code.
10. The proposed development and Vista Terrace are a significant wildlife corridor, with a large (50+head) deer population that winters here each year. What impact will the proposed development have on wildlife?
11. The prior attempt to develop this 33 acre property failed because of inadequate capacity for septic fields. What has changed such that this is now not an issue?

Thank you for taking the time to consider these items.

Sincerely,

Dan

Jeannemarie Smith
651 Terrace Drive ♦ Ridgway ♦ CO ♦ 81432

May 24, 2022

Mr. Preston Neill
Planning Commissioner
Town of Ridgway
Ridgway, CO

Dear Preston,

I am writing to the Planning Commission as a resident of the Vista Terrace development since 2017 and having recently become aware of a new development project being proposed and overseen for approval by the Commission.

Aside from unintended property value issues that tend to result from new large, long-term residential real estate development on your front door-step, I am asking for the Commission's insight and guidance to meter the rapid increase in the size of the residential population in the Vista Terrace area and the impacts that will need to be addressed in advance of approving the developer's plan; in my mind these include the following critical categories:

- **Safety.** Measures to address the existing roads and intersection to the Vista Terrace development. As it stands the existing roadways do not provide for safe ingress for an increased volume of cars turning on/off from Route 550 (a 60mph speed zone) NOR adequate egress, especially under emergency conditions with Four Winds proposed development of 20 homes plus 11 unbuilt lots already existing in Vista Terrace. With rapidly changing climate conditions, fire safety issues are at the top of mind and ingress/egress infrastructure will need to be addressed in detail by the Planning Commission and as a condition precedent to an approval process.
- **Water.** The focus on water availability, volume and power for, both consumption and fire mitigation I also see as a critical issue that the Planning Commission can not get wrong and fix at a later time, once a problem has resulted. The existing residents of Vista Terrace current pay a surcharge for the supplemental water requirements (pumping) to get water to the households of existing residents. It is unclear and frankly,

and unacceptable if a new development of this size tap into and utilize Vista Terrace's existing infrastructure (tank, pipe tie-ins, hook-ups) and create reduced capacity and increased cost to the existing residents. That would appear to be both unsatisfactory and unfair.

I should have begun by saying I rarely speak up in instances like this because I feel development is inevitable and, quite candidly I would not have had the opportunity to live in such a wonderful place if no prior development had occurred. But I do think *continued rapid* development with all that is happening in climate, drought, and traffic bears thinking through whether additional restraints or conditions precedent need to be imposed on future developments to ensure the pace of growth harmonized with what is occurring around us in our environment.

I appreciate the venue to be heard and hopefully, influence the Commission's next steps.

Sincerely,

A handwritten signature in black ink, appearing to read "Jeanne Smith", with a stylized flourish extending from the end of the name.

Jeanne Smith
651 Terrace Drive
917-821-1944



TJ Dlubac <tdlubac@planstrategize.com>

FW: Four Winds Development Concerns

1 message

Preston Neill <pneill@town.ridgway.co.us>

Wed, May 25, 2022 at 4:32 PM

To: TJ Dlubac <tdlubac@planstrategize.com>, Karen Christian <kchristian@town.ridgway.co.us>

TJ, Karen,
See below.

Preston

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

From: Michelle Smail <mtsvtlove@gmail.com>

Sent: Wednesday, May 25, 2022 2:59 PM

To: Preston Neill <pneill@town.ridgway.co.us>

Subject: Four Winds Development Concerns

Good afternoon Preston,

My husband Mark and I have lived in Vista Terrace for the last seven years. I am a local dental hygienist at Ridgway family dentistry and my husband is a local solar designer.

We would like to voice our concern over the proposed development on the 33 acres off terrace. We have all the same concerns as other residents in our subdivision. Water being the largest concern, road, fire, regulations and wildlife. I'm sure you have received many letters from our community, so I will not go into detail. Please let me know if you would like me to go into detail, as I would be happy to. Thank you for hearing our concerns and appreciate that you take them all consideration.

Sincerely,

Michelle and Mark Smail
630 Vista Dr.
Ridgway, Co 81432



TJ Dlubac <tdlubac@planstrategize.com>

FW: Four Winds Planning Meeting

1 message

Preston Neill <pneill@town.ridgway.co.us>

Wed, May 25, 2022 at 4:34 PM

To: TJ Dlubac <tdlubac@planstrategize.com>, Karen Christian <kchristian@town.ridgway.co.us>

TJ, Karen,

Please see below.

Preston

From: DAVID BURGER <dlbbcg@aol.com>**Sent:** Wednesday, May 25, 2022 3:12 PM**To:** Preston Neill <pneill@town.ridgway.co.us>; Karen Christian <kchristian@town.ridgway.co.us>**Subject:** Four Winds Planning Meeting

MEMO TO: Dear Mr. Preston Neill, Ridgway Town Planning Commission

FROM: Dr. David L. Burger, [651 Terrace Drive, Ridgway](#)

DATE: 24May2022

SUBJECT: The proposed Four Winds Development

I am a resident of Vista Terrace, a Veteran, a father, a tax payer, and a voter who loves this area in terms of culture, natural environment, and community. I appreciate the opportunity to have a voice in proposed development changes/impacts would have on this Blessed Community, as it is not only Democracy in action it is a chance to be engaged in the processes that are capable of causing many costs and benefits for the entire town.

In the 1880s it is reported that waist high grasses, with multiple streams and rivers flowing existed from Grand Junction to Ridgway. I've been coming to this area for the last 45 years for skiing, climbing (ice & rock & mountains), backcountry trips, cycling, a Colorado Outward Bound Course Director, and enjoying good friends in the Interdependence of the community. As it turns out, late 1889, after cattle and sheep were introduced, the height of grasses and number of streams had begun to disappear. Now the amount of dust generated from these deserts stripped of most vegetation provides over 85% of early melting of the snow pack. That increases draught conditions and decreases safety in terms of fire danger, water shortages and financial costs. Sad that 45 years ago this corridor and the surrounding mountains were already over-populated and diminished a great deal of this habitat's carrying capacity. Seems we had already fouled our own nest.

Including all the property value issues that result from having a large, short & long-term residential real estate development in your back yard, I am specifically focused on the impacts on costs and benefits, both positive and negative, of the rapid increase in the size of our already over-populated habitat and in the

magnitude of cultural shifts that will have to be carried by the residential population; not just in the Vista Terrace area but also in the Town of Ridgway and Ouray County. We will all require clarity of Purpose and honest communications so that existing & future residents are able to make conscious choices and enjoy this wonderful ecosystem! More specifically, I am concerned about the following:

SAFETY:

Route 550 (60 mph limit) and Terrace not provide safe ingress or egress for an increased volume of cars turning on/off.

Costs:

-High \$ if CDOT would not cover wider and longer approach and regress on the east side and a passing lane for south bound traffic; and as road bike travel increases a bike lane on both sides of the highway would definitely help keep vulnerable riders safe.

-High traffic costs in accidents, longer travel times, possible loss of income due to lateness, frustrated attitudes, road rage, wild animal road kill increases, etc., all lowering the Town of Ridgway reputation.

-Emergency issues such as fires costs money and potentially lives! Lowers our resale value as well as making the new development less attractive costing the loss of buyers and sellers.

-Our and future Owners are likely to have increases in property taxes in order to accommodate safer ingress and egress.

-Property values will go down during early construction years and then sky rocket as lots are sold.

-All the above costs and more will be incurred due to 20 new families, potentially Ridgway & Ouray

Benefits:

-All would gain higher safety do to less traffic and fewer accidents.

-Our insurance rates would go up without better ingress and egress, down without.

-Most road cyclist have paid more for their bike than an

pay road and bridge taxes.

-No positive benefits

-No positive benefits

-No positive benefits

-No positive benefits

-No positive benefits yet endless negative

benefits to our local and larger culture, including residents of

20 new families in ADUs, and 11 families County and wildlife, plus the ecosystem.
in VT lots not yet sold.

With the continued extreme drought conditions and other rapidly changing climate conditions, fire safety issues are top of mind. Beyond ingress/egress infrastructure issues needing to be addressed in detail by the Planning Commission as part of an approval process; related issues such as fire-fighters access and resident escape plans need to be attended to up front, less we plan to create costly problems.

Costs:

-A wildlife tunnel could double for deer,

cyclists, and pedestrians. In fact two = one
north of Terrace Drive & one near the county
road would be the best; however, the costs
would be prohibitive if the Town and Ouray.
County plus CDOT would not cover the
costs without raising property taxes.

Benefits:

-No positive benefits if these adjustments

are not covered by the Developer or our government agencies.

-Negative benefits would include loss of
life, costs of attorneys, higher taxes, and a
low mood for our culture, especially the
elderly.

UTILITIES:

The focus on water availability including volume, pressure, and power for both 4W & VT developments, consumption – especially during fires, and fire mitigation are a critical issue that the Planning Commission cannot avoid as repairing such problems later are unlikely to succeed once problems have resulted. The existing residents of Vista Terrace currently pay a surcharge for the supplemental water requirements; and paid to have water, gas, and electric main lines brought to the Vista Terrace Development. It would be unethical and uncomfortable if the 4W development utilized our infrastructure (tank, pipe tie-ins, hook-ups, etc.) and created reduced capacity and spread the increased costs to the existing residents.

Costs:

-High costs to VT residents if the Developer
and/or our government would not cover
these issues.

-Our tank has 24,000 gallons capacity yet is
only filled to 18,000 gallons, giving the
existing residents 24 minutes of water for
fire-fighting. To make VT more capable
without charging us to make 4Ws adequate
would cause unbearable costs for most.

-Similar issues arise with all utilities in terms

Benefits:

-All would gain higher fire safety due to
adequate water supply (volume and
pressure)!

-We would also gain adequate water for

landscaping which adds oxygen and removes CO2.

of tapping into existing services and adding additional needs such as pumps, pipes, etc.

COMMUNITY/CULTURE:

A major draw to this area is the whole ecosystem plus the beautifully Interdependent Culture that Ridgway and the surrounding area provides. The costs of adding 4Ws development would foul this beautiful nest further, would not help with the need for low income housing, and would add to a class war with 20 - \$1.5m+ homes in a town where many can not find even low income employment. We will still have heavy traffic as Telluride workers predominantly come from Montrose where workers can afford to live; yet we don't have to allow Ridgway to become another version of Telluride and lose it's community and cultural feel.

Thank you for this opportunity, warm regards,

David

David L. Burger, Ph.D.

President, The Burger Concinnity Group

651 Terrace Drive

Ridgway, Colorado 81432

Office - 970-316-0043

NYC - 696-476-2713

Cell - 303-775-2009

A Concinnity is the Elegant Uniting of Parts in Harmony!

Executive Coaching - Alpine Guiding - Sports Psychology

“The self is not something ready-made, but something in continuous formation through choice of action.”

John Dewey



TJ Dlubac <tdlubac@planstrategize.com>

FW: Proposed Four Winds Subdivision

1 message

Preston Neill <pneill@town.ridgway.co.us>

Wed, May 25, 2022 at 4:35 PM

To: TJ Dlubac <tdlubac@planstrategize.com>, Karen Christian <kchristian@town.ridgway.co.us>

TJ, Karen,

See below.

Preston

From: Joan Chismire <jchismire@gmail.com>

Sent: Wednesday, May 25, 2022 3:53 PM

To: Preston Neill <pneill@town.ridgway.co.us>

Subject: Proposed Four Winds Subdivision

Joan Chismire

[445 Park Lane](#)

[Ridgway, CO 81432](#)

The Honorable John Clark

Mayor of Ridgway

PO Box 10

Ridgway, CO 81432

Re: Proposed Four Winds Subdivision

Dear Mr. Mayor and Planning Commission Board:

I am writing as one of the Vista Terrace residents to discuss a few concerns that have been brought to my attention while reviewing both the proposal from and our VT collective meeting yesterday with the Planner, Realtor, and Engineer of the Four Winds group. They are:

1) I was informed yesterday at the meeting by the subdivision planner that, even though there is a **visual impact in effect for the whole of Ouray County** with regards to breaking the ridgeline with structures, that regulation is not applicable in the town limits of Ridgway. I request that, because Vista Terrace is in the town limits and one of the highest

(elevation-wise) areas with ridgeline concerns, that the Planning Commission and town strongly consider either adopting that countywide rule for town or at least consider applying this county rule to this proposal, as the view south from County Road 10 and Hwy 550 looks directly over the ridgeline to see part of the San Juans and our valley. It will negate the great work Peter Decker did to keep our valley visually pristine- while allowing building to occur.

2) Several years ago another developer looked at the same large parcel and proposed a more densely-populated layout. At that time, Vista Terrace (VT) neighbors discussed some concerns and came up with three potential options for creating **"an emergency-only" egress** from our hillside. All three were proposed to the town and denied for various reasons. Two of those options are now mute since the locations have or will soon have homes built on the areas. The third site, located near the base of Lot 42, could potentially be reconsidered to exit only during an emergency out to CR 12 by utilizing a nearby lane to our east (with permissions needed by several owners both in VT and outside the subdivision area). Fire mitigation, among other emergencies, are even more necessary to prepare for these days.

3) The **ingress/egress** into Vista Terrace has become more dangerous these past few years, even with the grateful north-bound deceleration/ acceleration lanes.

The challenge of turning south onto Hwy 550 even outside of high-traffic times can be harrowing. And when heading south from Montrose, the slowing down and turning L. into Vista Terrace must be strategically choreographed to avoid too long a pause or potential rear-end scenario. Often, I must continue to drive farther south to the turn-out across from Mull Road, take Mull Road, or go down to the light in town to safely head back north to get home. The speed limit of 60(+) mpg is too high in this entrance area.

My concerns with adding 20-additional proposed lots on VT's primary ingress/egress location (with 11 lots of VT still yet to be built on) are very strong.

I realize that the northbound lanes added on Hwy 550 helps; they were added after several major accidents and the death of a state patrol officer occurred just near our VT entrance. With the migration of wildlife and vehicles navigating the entrance onto Hwy 550,

I request a traffic study and speed study to be done by CDOT/town to assess this challenging spot.

Thank you for your time.

And thank you, Preston.

Sincerely,

Joan Chismire

(970) 318-1190

Stephen R. McComb
290 Terrace Drive
PO Box 1247
Ridgway, CO 81432

Mr. Preston Neill
Town Manager
Ridgway, CO 81432

RE: Four Winds Proposed Development Issues

Dear Mr. Neill & Planning Commission Members,

I have lived full time in the Vista Terrace neighborhood for approximately 6 years. Ever since I became aware of this proposed development I have been on a mission to uncover the details of the development. I obtained the application details from the Town of Ridgway that showed the location and scope of this proposed development. This information has been shared with the Vista Terrace neighborhood so all those impacted are aware of the details. We have met as a neighborhood group with a large attendance at that meeting where everyone's issues and concerns were discussed. We have also met with the developer (planner, head engineer, and agent), and discussed our concerns and issues for 1.5 hours.

The following is not a complete list of all the issues, but I believe these are the major concerns based on the neighborhood's input:

1. **Terrace Drive – US Highway 550 Intersection**

Currently, there is a single entrance-exit from the Vista Terrace Subdivision. This intersection is already stressful based on entering traffic that is moving in both directions at 60 miles plus per hour. The proposed development plans on using this one entrance-exit, and have no plans to create another entrance-exit from this neighborhood, even though their plans call for an additional 120 people (not including ADUs) to be based in the neighborhood. There are north bound deceleration and acceleration lanes that assist when going in that direction, but the acceleration lane is way too short to really allow you time to feed into traffic traveling so fast. There are no such extra lanes when proceeding southbound toward Ridgway from this intersection. The developer plans on submitting a traffic study to CDOT to get their input. As a bare minimum, I believe both acceleration and deceleration lanes are needed to be installed for south bound traffic. This will assist slow traffic feeding in or out of the main US 550 Highway from creating unsafe and quite dangerous situations. I also believe that the Four Winds developer should pay the entire bill for implementing these safety lanes. CDOT has told me that the state will not pay for a new development's state highway needs. During a fire emergency, how can fire trucks enter this intersection while people are trying to exit in their vehicles?

I cannot over emphasize enough just how concerned the neighborhood is regarding this subject. This intersection will become a nightmare for those that live here if this development goes through as planned. No one wants to have a horrific accident occur at this intersection so I implore you to ensure that this traffic study submitted to CDOT is thorough and accurate.

2. **Water Capacity and Pressure**

The Vista Terrace neighborhood is on town water, and the proposed development plans on using town water as well. To support the neighborhood, the town pumps town water to a water tank on the top of the ridge NE of the Vista Terrace Subdivision. The developer will enhance the water capacity by building a second water tank up on the ridge that is tied into the original tank. The Four Winds development has stated clearly that all costs associated with this enhanced water capacity will be paid in full by the developer. I believe it is important to analyze water capacity needs for this area by adding in not only current water usage by Vista Terrace and the proposed Four Winds development fully built out, but add in the 11 or 12 lots in Vista Terrace that do not have homes on them currently. The allowance of and developer “encouraged” addition of ADUs must also be added into the equation. There are several issues beyond water storage capacity that need to be addressed:

- a. What about water pressure needed to support the above mentioned full build out? I have been told that the pumping station currently in place uses a 2 phase system, and that it is near capacity supporting current needs. The developer should foot the entire cost to ensure that the current water pressure is not compromised by the addition of his development.
- b. Both water capacity and pressure needs analysis must take into consideration fire emergencies.
- c. The Vista Terrace Subdivision currently pays a 10% surcharge on our water bill for our unique water supply system. Any increases in this surcharge mandated by the Town of Ridgway to support additions and maintenance of this water system should be paid by the developer, not the current residents.

3. **Vistas Visual Impact**

Ouray County’s Board of Commissioners developed Visual Impact Regulations back in 1986. The document that currently exists was revised in 2019. The purpose of the document is to preserve the scenic beauty, rural setting, and the dominating influence of the natural environment of Ouray County. If this document is upheld, I believe that this proposed development, especially the northwestern lots, will not meet the requirements of this document. The homes on these lots will be easily visible from Highway 550 within 1.5 miles of the ridge. If Ridgway truly considers itself a progressive community, as outlined in the 2019 Master Plan, I do not see how you cannot abide by such a logical document. If not, I can assure you that more “McMansions” will be built to maximize their views, but undermine the beauty of our location. This really seems like a “no brainer” to me!

4. **Roads Within Vista Terrace and Four Winds Proposed Development**

All of the current roads within this neighborhood and the road to be created to support the cul-de-sac of Four Winds are gravel roads. With the significant increase in road traffic with the new development, several concerns come to mind:

- a. Are the roads wide enough to meet state and Ridgway codes ?
- b. Are the roads graded to code for this amount of traffic?
- c. Do the roads and cul-de-sacs within the area meet state requirements for fire emergency vehicles?

- d. No road paving is being planned. If it does come down to paving the roads, Terrace Drive going down the hill to the Highway 550 intersection can become icy and there are serious drop offs from that road that would become dangerous. Any cost associated with the paving and drop off mitigation should be covered by the developer.

5. **Wildlife**

The proposed development is right in the middle of a major wildlife corridor. I have watched this for 6 years and there is no denying that fact. Deer, elk, wild turkeys, coyotes, and other smaller animals use this corridor consistently to graze, sleep, and make their way across the highway to the river for water. The proposed development states they will not allow perimeter fencing in order to allow wildlife access through the corridor. However, they also are going to mandate dog fences to stop them from chasing wildlife. I do not go along with this concept because animals are afraid of dog barking as well as being chased, and the fences themselves act as a barrier to wildlife traffic. I suggest that the subdivision HOA Covenants mandate the maximum number of dogs allowed at one. I highly encourage the Town of Ridgway to engage the Colorado Department of Parks & Wildlife to analyze the impacts on wildlife that this proposed subdivision will cause.

I very much appreciate the opportunity to give my input to the Town of Ridgway Planning Commission!

Respectfully,

Stephen R. McComb
290 Terrace Drive
602-770-6199
smccomb63@gmail.com

**Audra Duke
205 Cimarron Drive
Ridgway, CO 81432**

May 25th, 2022

Re: Four Winds Development Concerns

Via Email jclark@town.ridgway.co.us and PNeill@town.ridgway.co.us

Dear Ridgway Mayor and Town Manager:

Please find my comments and concerns below related to the proposed development adjacent to Vista Terrace:

1. The proposed Four Winds Development is a huge addition to the rural feel of Vista Terrace. And the culture therein, especially, as per the representative for the developer stated, they are looking to get buyers who can afford million and a half dollar homes in there. This is Ridgway, not Telluride, not San Francisco. Not only 20 new 1.5 million dollar homes, but also these developers are encouraging ADU units. Do the millionaires, who are going to buy / build these homes – are they even the demographic who would want to build an affordable-to-rent ADU on their property for the long-term rental crisis Ridgway has? The mixed message is confusing. The developer and real estate representatives also said they imagine each house will be around 3,000 square feet... again, is this the culture Ridgway is now catering to? What about our affordable housing crisis and the ethos of desiring the people who serve our town can still afford to live here?
2. The interface with VT entrance / exit and Highway 550 is already a scary navigational move. Adding, at a minimum, 20 to 40 or even 60 plus new residents (including ADU renters) to that intersection daily will become a disaster. I believe it is critical that, at a minimum, a left turn lane be installed heading southbound on 550 into the neighborhood PRIOR to any construction beginning. A turn lane south from VT should also be considered. CDOT and / or Ridgway town should also consider reducing the speed limit in this area.
3. Water. There is a significant concern about water in general, as well as the infrastructure to get water to a whole new neighborhood, and, at whose cost and maintenance. Will there be a new tank? And will these one or two tanks always house enough water to be a robust part of any wildfire mitigation / plan? How about the monthly surcharge existing VT residents already pay to the town? Will that increase with more volume of water needed? And if so, who incurs that cost? Hopefully not the existing residents of VT.

4. How much is the beauty and wildlife being considered? VT neighborhood is a huge wildlife through corridor, which brings peace and a sense of calm in a viably changing world and even SW Colorado, to the animals which find refuge there and to the residents who find refuge in both the land and the wildlife.
5. The proposed open space seems minimal for a new development in an outdoor recreational town.
6. Vista Terrace only has one entrance and exit. The addition of 20 new homes and potentially 20 new ADU's with tenants will increase the volume of vehicle traffic dramatically within the neighborhood, including entrance and exit. One entrance / exit seems insufficient, especially with the aforementioned threats of the entrance and exit interface with Highway 550.
7. The visual impact of some of the proposed houses up on the hill from town and from highway 550, especially with 3,000 square foot homes. This will dramatically change the feel and culture of Ridgway and goes against the Ouray county's visual impact code.

Thank you for taking these concerns and questions into consideration.

Warm regards,

Audra Duke, MA, LPC
Psychotherapist



TJ Dlubac <tdlubac@planstrategize.com>

FW: Four Winds development concerns

1 message

Preston Neill <pneill@town.ridgway.co.us>

Wed, May 25, 2022 at 5:44 PM

To: TJ Dlubac <tdlubac@planstrategize.com>, Karen Christian <kchristian@town.ridgway.co.us>

TJ, Karen,

See below.

Preston

From: Bob Tesch <btesch@wealthsource.com>
Sent: Wednesday, May 25, 2022 4:58 PM
To: Preston Neill <pneill@town.ridgway.co.us>
Cc: jchismire@gmail.com; smccombs63@gmail.com
Subject: Four Winds development concerns

Hey Preston – I think my two concerns about doubling the number of homes in the Vista Terrace neighborhood focus on #1 water (supply and pressure), and #2 traffic.

#1. I have heard that an additional water tank would be needed to address water supply and fire mitigation. What are potential impacts on existing homeowners?

#2. Southbound homeowners are already having to make quick decisions about when to turn to enter Vista Terrace, because our view of oncoming northbound traffic is restricted until the last minute, especially with speed limits at 60mph. If twice as many people are trying to make that turn and basically creating a traffic block, that could be a real safety concern. Is there any plan to create a left hand turn lane for southbound traffic?



Bob Tesch, CFP®

SENIOR WEALTH MANAGER

WealthSource | 1561 Oxbow Dr., Montrose, CO 81401
 970-737-4668 | btesch@wealthsource.com

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TJ Dlubac <tdlubac@planstrategize.com>

FW: Four Winds Subdivison

1 message

Preston Neill <pneill@town.ridgway.co.us>

Wed, May 25, 2022 at 5:46 PM

To: TJ Dlubac <tdlubac@planstrategize.com>, Karen Christian <kchristian@town.ridgway.co.us>

TJ, Karen,

See below.

Preston

From: JACK KAREN FAY <jkrfay@msn.com>

Sent: Wednesday, May 25, 2022 5:13 PM

To: Preston Neill <pneill@town.ridgway.co.us>

Subject: Four Winds Subdivison

Preston, In regards to the proposed "Four Winds" Subdivision, We are very concerned about the water, increased traffic and wild life.

Please give these issues your utmost attention.

Thank you,

Jack and Karen Fay

475 Terrace Dr

Ridgway Co

Stephen R. McComb
290 Terrace Drive
PO Box 1247
Ridgway, CO 81432

Mr. Preston Neill
Town Manager
Ridgway, CO 81432

RE: Four Winds Development Major Safety Issue > Highway 550 / Terrace Drive Intersection

Dear Mr. Neill & Planning Commission Members,

Currently, there is a single entrance-exit from the Vista Terrace Subdivision. The proposed Four Winds development plans on using this one entrance-exit, and they have no plans to create another egress from the neighborhood. The developer's plans call for an additional 120 people (including ADUs) to be based in the neighborhood.

In my opinion, which is shared by a majority of Ridgway citizens that live in this neighborhood, the addition of this proposed development without a new egress represents a highly dangerous scenario to those that use this intersection on a daily basis. This lack of common sense planning will create a huge influx of activity at this Highway 550 intersection, even if south bound acceleration-deceleration lanes are added (assuming CDOT will recommend adding them, which is not a forgone conclusion). In addition to an already congested intersection, there is a developer proposed single track bike path, open to the public, exiting at this very same intersection. The idea is that bikers can cross the highway and hook up with a path going down to the river trail. There is no planned parking area for bikers to park their cars, and Terrace Drive is not suitable for parking. This will only exacerbate the intersection activity while cars whiz by in both directions going 60+ mph.

I believe that there is no larger priority that a town government has than the protection and safety of its citizens. As a result, I am making a strong appeal to the Town of Ridgway to do the right thing by the citizens in this neighborhood, and reject this development for safety reasons until a secondary access and egress is added to the development plan.

Below please find links to view a 3 minute video put together of the traffic at this intersection in real time that will illustrate the danger outlined above. Remember, this is current traffic, even before the increased activity that would be brought about by the Four Winds development.

<https://bit.ly/HWY550-Vista-Terrace> >>> You Tube video

<https://bit.ly/HWY550-Download> >>> Download video to your computer to view

I cannot over emphasize enough just how concerned the neighborhood is regarding this subject. This intersection will become a nightmare for those that live here if this development goes through as planned. When Four Winds is fully developed, it is not a matter of if there will be a horrific accident, it is simply a matter of when!

I very much appreciate the opportunity to give my input to the Town of Ridgway Planning Commission!

Respectfully,

Stephen R. McComb
290 Terrace Drive
602-770-6199
smccomb63@gmail.com

Clint Estes
PO Box 5
Ridgway, CO 81432

To: Mayor Clark, Manager Preston Neill, Ridgway Planning Commission

RE: Four Winds Subdivision Proposed Sketch Plan

Dear Mayor Clark, Mr. Neill and Commissioners,

I have lived and worked in Ridgway and Ouray for 19 years. During that time, I have volunteered my skillsets to local causes, non-profits, and municipalities. I also had the privilege to serve as an advisory member for the Town of Ridgway master plan, as well as the recent building code adoption for the Town of Ridgway and Ouray County. I only speak to these things with the hope to garner some credibility regarding my personal concerns over the proposed Four Winds Subdivision. I am also a builder who has worked in the Vista Terrace subdivision consistently for the past 6 years.

I do not imagine that I will be presenting any novel concerns regarding the proposed development, yet I do hope to provide my personal perspective and I hope to have some influence regarding the trajectory of my community. My highlighted items can be summed up as follows:

SAFETY. SUSTAINABILITY. IMPACT

#1- SAFETY-

The 550 intersection is already incredibly dangerous. Adding another 50-90 residents entering and exiting VT at the Terrace Drive intersection without the install of an acceleration (lengthened) and a center turning lane will be catastrophic. I am not being dramatic. I have witnessed many very close calls due to traffic and speeds at that intersection. Recently, there was a short term rental license (accidentally) issued in the neighborhood that has already caused a noticeable increase in traffic. As a long time builder in Vista Terrace, I do have a bit of a unique experience. I probably enter and exit from said intersection 10-20 times a day due to the current work demands. I was even a first responder (OMRT) a couple years ago to an accident involving a near head on collision that was averted when the southbound vehicle swerved and ended up off the western edge of the highway near the river. It wasn't pretty.

Also, I was working on my personal home in VT on a Sunday in July. The property has a great perspective of town. A lightning event rolled through the town and I watched a ground strike happen right in the middle of town. I then saw black smoke billowing through the trees in an area that looked like it was at my current home on Clinton Street. Alarmed, I immediately got in my truck to see if my home or my neighbors home was on fire. I was very concerned as you can imagine. I timed the left hand turn out of VT onto 550. It took over 7 minutes to be able to safely make a left hand turn. All the while I am afraid my home or my neighbors home is burning down.....it was Sunday, no construction traffic, no single lane closures.....just hundreds of cars transporting hundreds of people at high speed. The 3-5 minute left hand turn wait has almost become a standard deal these days and I have made peace with it. However,

it does become an issue in the off chance that a few cars are trying to leave VT at one time. More than 3 vehicles stopped on Terrace drive at 550 begin to line back uphill. The “landing pad” at the bottom of Terrace Drive is really only big enough for 2 vehicles. I point this out because of the danger that it poses in the winter months. This northwestern facing section of Terrace Drive receives very little sun. I believe the gradient to be very steep (6-8%), possibly exceeding the towns current engineering standards. It becomes very icy and slick for much of the winter. Personally, I have slid straight down the hill and into the little plowed pull out at the bottom a number of times. A lot of town resources are already directed at maintaining this problematic, yet critical stretch of road. The existing VT subdivision isn’t even built out yet. Now imagine doubling the potential population at this dangerous intersection. Is this the towns version of “commissioner hill”?

Pedestrian traffic is also a major safety concern. As VT and TOR have both grown significantly over the past few years, so has pedestrian traffic. Vista Terrace residents as well as river trail walkers frequently cross the highway at this intersection. Often, people are having to sprint across the highway in 70mph traffic. That is very scary and dangerous.

SOLUTIONS.....

I do not see an elegant way to thoughtfully address this situation without the following:

- Extremely lower the proposed development density.
- Installation of a lengthened acceleration lane. Add a center turning lane. To be paid for 100% by the developer, and completed before any further site development be allowed to proceed.
- Construction of a secondary access to the new development. Regardless of the rhetoric, it is possible. If the developer is as serious as they pose to be, they need to be able to negotiate access through their “first right of refusal” properties. There is a clear access point near the CR 12 and 12A junction. I also see potential access acquisitions that could be made on CR10 for the area. Regardless of that, I see that it is possible (costly) to at a minimum construct a new access road from the current 550/VT intersection. Yes, It would require some challenging engineering and construction without parceling off part of the “Educate” property, but I believe it to be possible to construct another access road to remove pressure from Terrace Drive.
- Pedestrian underpass possibility? All these things will need to happen eventually. Pedestrian access is unique and definitely a sales tactic vs. an actual safety need for the current town dynamics. But if VT and this “River Sage-esque” proposed development are part of the Town of Ridgway, then I would say pedestrian access is important. And I think the cost falls on the developer given the proposed density. Who paid for all of the River Sage trails? The paved river trail to River Sage? The beautiful and usable open space and park that is part of River Sage? The bridges? Should this proposed development be handled differently from how the town handled the Weaver’s first presentation of the Proposed River Sage?

#2- Sustainability-

Development is inevitable. We can all agree on that. My first life and education was actually in water sciences, yet here I am, building homes in Ridgway. I cannot help project my own scientific

understanding of water resources and environmental impacts on the future growth of Ridgway. How is our existence altering the ecosystems and native habitats? How should our water resources be allocated? How should our worker resources be allocated? I understand that I am an addition myself that is not native. I understand that the VT subdivision itself has already caused negative impact. But how do we wish to proceed? Do we want to just do the same thing again over and over, because it happened 30 years ago? Or have we learned something? What are we going to do differently with the desire of a better long term impact in mind? Does the new development do anything to address our current housing crisis? Worker crisis? Wildlife encroachment? Were these things not addressed in the authoring of a new "Master Plan?"

Water resource is probably in the forefront of everyone's mind, and rightfully so. I trust that the TOR will direct the construction and maintenance of a much expanded water system for the development. Of course to be paid for by the developer... "development pays for infrastructure" is a town mantra I have heard for years. However, what may not be considered by all is sewage management. I have personally seen extreme variation in standards pertaining to septic engineering standards. I would propose a central development septic system to be paid for and maintained by this new subdivision, at the proposed density. One off, site specific septic systems can vary wildly in their engineering design and effectivity. It is the way it was, but that does not mean it is the way it should be. Another 22-40 site specific septic systems will present much more of an environmental risk than a centrally maintained system.

Road maintenance and stormwater management is another issue that comes to mind. How will the developer be required to offset these impacts? Gravel roads, mag chloride, and road graders are all cute and romantic in our small town... but they are not sustainable. Again, I think it necessary for the developer to pave any "steep" road grades. Constant road grading and chemical application has a downhill effect...I also think it prudent to address storm water management as part of this process. How does this affect the watershed? Do we choose to be proactive or reactive in this regard? Can the town sustain the current growth of maintenance needs?

SOLUTIONS....

The Town of Ridgway recently passed a new development moratorium. That happened for a reason.....I'm assuming in order to answer some of these questions. Should this developer get to slide a foot in the door even though months of extensions have been granted? This is such a unique property to fall under town management. Lets treat it as such.

#3 IMPACT

Visual impact. Environmental Impact. Budgetary Impact. Resource impact. Maintenance impact. Public safety impact. Town vision impact. Trajectory of what kind of town we want to be...impact.

I guess that you get what I am getting at. I would like to focus on the visual impact component for this part of my rant....

Im going to reiterate how unique of a property this is to fall under town management. You all understand how much of a burden on resources it is to govern and maintain properties outside of the “town proper”. Now imagine that the Ouray County visual impact guidelines be applied to anything outside of “town”. I think that nearly 98% of the VT and concerned area is surrounded by county management.....while being disconnected from “town.” Hence the “unique” reference.

As a builder, I work diligently with clients and designers to minimize impacts to the landscape and the skyline. Just as our community has adopted a “dark sky” rating, we have also committed to not overwhelming the native skyline with our existence. It would be hypocritical to care about one and not the other. Broken skylines mean beaming lights. Even with dark sky rated light fixtures, a light has to shine somewhere. I know the town does not currently have a “skyline” code, but if it were to consider one, now is the time. This proposed subdivision at the proposed density would dramatically impact the visual impact of the town of Ridgway. The north corridor would begin to take semblance of the outer reaches of Telluride and Crested Bute. Is that the direction we want to go as a community?

SOLUTIONS...

Visual impact is ultimately subjective. However, Ouray County has a fairly good set of rules.....

Don’t break the skyline. Hardship variances can be granted based on need. The “need” of a tall home versus a low, single story home. Is it even possible for 5 homes on this property to not break the skyline.....let alone 20 or 60?

Don’t be reflective. Materials should have a low SRI. No shiny things. Don’t try to stand out amongst the landscape. Who is going to govern that?

FINAL

I don’t have answers. I do have questions... and maybe a few suggestions. Please don’t rush through this. Please don’t be bullied by the bottomless pocket developer at “no matter the cost.” The small town grapevine has reported hearing these developers to say they are going to ramrod this through council and get it approved asap. Wow. This property is special and it should be treated as such. It’s not just a piece of dirt for a wealthy person to purchase and develop however they please. It is the Town Of Ridgways’ last unique property. The development and growth in this town has been off the charts over the past few years. Lets grab the reigns again. Pull ‘em in and slow the heck down for a minute. If this property is destined to be developed in one way or another, lets just make sure its something we can look back on and be proud of.

Respectfully,

Clint Estes

**Dan Brillon
550 Vista Dr
Ridgway, CO 81432**

August 25th, 2022

Re: Four Winds Subdivision

Via Email jclark@town.ridgway.co.us and PNeill@town.ridgway.co.us

Dear Ridgway Mayor and Town Manager:

Below please find my comments and concerns related to the revised development plans for the Four Winds Subdivision adjacent to Vista Terrace:

1. The look and feel of the Four Winds Subdivision is not in character with that of Vista Terrace subdivision. While Vista Terrace lots are all of various sizes and shapes spread out across the entire acreage, the Four Winds Subdivision has basically square lots all concentrated centrally in the acreage. This has the effect of creating the feel of a dense California like subdivision rather than the spacious spread out feeling that is characteristic of Vista Terrace. This not an appropriate transition from town to surrounding area to County agriculture.
2. While the Developer touts the Four Winds at meeting the same density ratio as that of Vista Terrace, what they conveniently don't say is that over 10 of the 33 acres are undevelopable from the West ridgeline down to HWY 550. So if you look at the developable portion and divide by the number of homes you get a drastically different density ratio which speaks directly to point 1 above resulting in an extremely dense cluster of houses inconsistent with the existing neighborhood and transition to County agriculture.
3. With the addition of this many new homes, the HWY 550 interchange will become even more dangerous. This must be addressed and paid for by the developer before any construction begins as heavy and slow construction equipment turning into and out of this interchange will create an unacceptable risk to public safety.

Thank you for taking the time to consider these items.

Sincerely,

Dan

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

From: Matt Gawlowski <mattgawlowski@icloud.com>

Sent: Thursday, August 25, 2022 5:01 PM

To: Preston Neill <pneill@town.ridgway.co.us>

Subject: Four winds development

Hi Preston,

I live at 495 Park Lane in Vista Terrace, and am writing to express my concerns about the four winds development proposal as I understand it.

It sounds like the water concern has been addressed? I do want to make sure we have water for emergencies if needed, given the fire risk.

- increased traffic and thus erosion on the road...the developer should be made to pave the section from the highway to the development, that will experience dramatically higher usage.

- emergency access? Just one ingress/egress is a safety issue and additional units should not be allowed until a second access is built.

- pedestrian access at the highway is already dangerous...I cross that road often to access the bike path, and rarely if ever can I just walk, I need to run to avoid traffic. Going east is actually much worse as vegetation limits view. And the developer wants to add a bike path and increase pedestrian usage there? That's reckless. We should require either a pedestrian underpass, or a lower speed limit, for pedestrian safety.

- turning left into, or out of, the neighborhood is already dangerous, and adding more traffic will just make that worse. Especially southbound turning into the neighborhood, I often have to remain stopped on the highway, blocking traffic (and praying I don't get rear-ended), waiting for a gap in northbound traffic. Improvements are needed if there are to be more cars using that intersection, and the developer should be the one to pay for this, NOT the current residents here.

I know when VT was originally designed, future development was planned for the area being looked at by Four Winds. It should be noted that whatever traffic studies were done at the time to justify a single ingress/egress point are by now horribly outdated and not at all applicable. Times have changed, the area has gotten more crowded and traffic has increased beyond what I think anyone anticipated. Completing the "build out" of this neighborhood without reevaluating that would be reckless...and given the number of people Four Winds wants to bring to the neighborhood, they should be the only ones paying for any infrastructure improvements needed.

Lastly, please make sure this development complies with all covenants that guided the building of this neighborhood (for example, no ADUs).

Thanks,
Matt Gawlowski

Letter to the Ridgway Planning Commission 8/26/2022

My name is Pam Foyster, and I live at 435 Terrace Drive in the Vista Terrace subdivision, lot #47.

I have lived in multiple mountain towns near ski resorts since 1975: Steamboat Springs, Salt Lake City, Park City, and Jackson Hole. I experienced all these towns as they went through tremendous growth and changes, some with better outcomes than others. All were challenged by the same issues of affordable housing, infrastructure, and rapid change.

I served on the Ridgway Master Plan Steering Committee from 2018-2019; it is hard to believe that was only 3 years ago! It was a year of hard work, and what impressed me most was the level of community engagement in our surveys, work sessions, and feedback. At the end of the project, those who participated felt heard. The subtitle of the Master Plan report is "Our Town, Our Future". We all knew that growth was coming, and the most important thing we could do was to prepare for it and manage it proactively. Of course, no one could have predicted the events of the past two years, and how it would alter our lives and our community.

Before I review the proposed Sketch Plan in the context of our Master Plan, I would like to make an important observation: Vista Terrace is a cul de sac. In the event of a fire, we only have one way out, and that road will be busy with fire trucks and volunteers coming in to help us. A few large trucks might be able to drive out below the last house on Cimmaron Drive over sagebrush, but that is not a solution.

As an introduction to my comments, I note specific words from the Values section of the Master Plan

- ❖ Community Value 1: Healthy Natural Environment
 - • "Preservation of natural habitats and ecosystems • Conservation of open space and ranch lands • Sustainable development practices".
- ❖ Community Value 2: Sense of Community & Inclusivity
 - "Trends like increasing housing costs and a lack of affordable childcare make it difficult for many people to live in Ridgway".
- ❖ Community Value 3: Small Town Character & Identity
 - "Although they may differ on how to define "small town character," residents feel strongly that it's a key part of Ridgway's identity".
 - Goals and policies for this community value seek to retain and enhance key aspects of Ridgway's small town character and identity as the community grows".
- ❖ Community Value 4: Vibrant & Balanced Economy
 - "...service jobs tend to pay low wages that make it even more difficult for those who work in Ridgway to live here as well".
- ❖ Community Value 5: Well-Managed Growth
 - "Based on projections in the Community Profile, Ridgway is expected to add between 150 and 700 new residents by 2050". Where will we be when current projects are completed?
 - "Goals and policies in this area seek to ensure that future growth occurs incrementally in a manner that is consistent with Ridgway's values, minimizes impacts on existing residents, and recognizes the need to balance the community's objectives".

Letter to the Ridgway Planning Commission 8/26/2022

I refer to other components of our Master Plan as the basis for the rest of my comments.

1. The Master Plan map identifies areas for short and long term growth. Vista Terrace is included in the area identified for Initial Growth Boundary and has 11 or 12 lots out of 48 yet to be developed (75% developed). The Initial Growth Boundary (IGB) is defined on page 56 of the Master Plan (*italics added by me*):
 - a. “Initial Growth Boundary (IGB) The IGB delineates the area within which the Town will encourage urban levels of development in the next *ten to twenty years*. The boundary includes areas that are contiguous to established parts of Ridgway that are already served by Town services, and to which utility extensions could logically and efficiently be provided. The purpose of the IGB is to support the community’s desire to grow in an *orderly, logical, and sequential pattern outward from the existing town core*. In general, urban levels of development outside the IGB would be considered premature until substantial development has occurred within the boundary.”
2. By looking at the segments of that definition, I would like to point out several items:
 - a. The Four Winds proposed development is specifically delineated outside of the IGB.
 - b. The definition of the IGB is to encourage urban development in the next 10-20 years, however Vista Terrace is a single-family development by density, and a rural neighborhood by design.
 - c. Vista Terrace is supported by town services, although there are significant concerns regarding current infrastructure and fire egress, as it was designed and coded when Vista Terrace was still outside town boundaries. Extensions or additional Public Improvement Districts are a very complex and expensive undertaking, consuming town staff resources even if the developer states they will pay the full cost.
 - d. The Four Winds development is a leapfrog from the town core, and premature until substantial development has occurred within the IGB boundary. There is development occurring and proposed closer to the highway intersection, which is a logical extension of development from the core.
 - e. The IGB designation is for 10-20 years. We all recognize that the pandemic was like an earthquake to our valley and the resulting building boom was not something we expected to come at us at such a fast rate. This reinforces the importance of the Master Plan, and that we use the document we worked so hard on as a community to manage growth. I strongly encourage you to use the Master Plan. It is a good document, and hundreds of hours of stakeholder effort went into its development.
3. Goal CHR-1 discusses the importance of Character and Identity in keeping the town and future development connected. Policy CHR-1.2 regarding Neighborhood Walkability and Bikeability states: “Enhance walkability and bikeability within existing neighborhoods and between existing neighborhoods and other areas of town”. Vista Terrace does not connect directly to the river pathway, and accessing it requires crossing Hwy. 550. The developer states they would be interested in participating with the town to build an overpass or underpass sometime in the future, however the intersection of 550 and Sherman is a much higher priority as the town develops outside the core.

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4. Policy GRO-1.5 is for the purpose of “Ensure[ing] new development and infill/redevelopment is compatible with the surrounding area or neighborhood”. The current proposal supports infill; however, it is outside the Historic Core and the IGB, and the footprint density as well as the visual impact is not compatible with the surrounding neighborhood.
5. POLICY ENV-3.4: Low-Impact Development-Design Street layouts, grades, and site developments to avoid excessive runoff concentrations and minimize the need for storm sewer infrastructure. On-site natural percolation, detention, or retention should incorporate vegetation, vegetated swales, and other low-impact development strategies where possible to minimize the need for off-site infrastructure improvements. Clearing for roads and housing will increase the amount and speed of runoff from rainstorms throughout the development.
6. POLICY CHR-3.3: Conservation Mechanisms - Collaborate with willing property owners and the County on opportunities to establish conservation easements, land trusts, or other mechanisms designed to preserve agricultural [wildlife habitat?] land outside the UGB in perpetuity.
7. POLICY CHR-6.3: Ridgeline Protection - Encourage the use of clustering, flexible setbacks, height limitations, and other site planning techniques to minimize the visual impact of ridgeline development when viewed from public rights of way. The Four Winds proposal cannot meet this policy.
8. POLICY GRO-1.1: Directed Growth - Direct growth to occur in a concentric fashion from the core outward, in order to promote efficient and sustainable Town services, strengthen the Historic Town Core and existing neighborhoods, and preserve the rural character of the surrounding landscape.
9. POLICY GRO-1.5: Design of New Development - Ensure new development and infill/redevelopment is compatible with the surrounding area or neighborhood...
10. POLICY GRO-1.8: Development and Annexation Impacts Evaluate all development and annexation proposals in order to understand the expected economic impacts, demand for services, impact to water resources, as well as if the proposal is compatible with Ridgway’s character, improves connectivity, and provides significant community benefits or enhancements.

We are not the first or the last small mountain town to go through this and there are many examples of towns all over the Intermountain West and western slope to learn from. I was encouraged when you set a moratorium in place and would have encouraged you to consider a twelve month moratorium to give you adequate time to breathe, support the staff, and do the work as stated in the Action Plans listed in the Master Plan. A moratorium is a valuable tool that other towns very much like ours have used to get some perspective and look at what is being built and how it serves and supports the town. The economy continues to change, the pandemic is not over, and we need time to assess what the town looks and feels like after current projects are completed and occupied.

I would like to share my experience with a recent sale of a Redcliff condo. It has 2 bedrooms, 2 baths, and priced at \$350,000. I did not list it, and only advertised it by word of mouth and the Ridgway Facebook page. There was a lot of interest, and one local person bid on it but could not make the financing work. An employer purchased it for their highly valued employee to keep her and her 2 children in the valley. If our workforce cannot afford the lowest priced property in the county, we do not need to rush to build more housing that locals will not be able to afford.

Thank you,

Pam Foyster

Ann Jen

MEMORANDUM

Must Have
2nd Access

TO: File

FROM: Greg Clifton, Town Manager
Joanne Fagan, Town Engineer

RE: Lot 2, McKesney Minor Subdivision

DATE: April 26, 2005

Numerous inquiries have been made regarding the property legally referred to as Lot 2, McKesney Minor Subdivision ("Property"). The Property adjoins the Vista Terrace Subdivision and is accessed by the same road. It is vacant land. This memo represents an effort to memorialize the Town's general responses to these inquiries, offering a summary of what infrastructure and land use considerations will likely be associated with development of the Property.

As a preface, it should be noted that while the Town recognizes and plans for growth within its boundaries, the Town's approach toward management of growth (of any kind - residential, commercial or industrial) remains squarely premised upon the notion that growth must pay its own way. The Town, with its limited resources and budget, adheres to this philosophy rigidly. The development of land within the Town boundaries will require all necessary utility and road infrastructure at the developer's cost, and pursuant to Town standards.

As a second note, this memo represents a mere summary of preliminary issues identified at the staff level based upon questions from the inquiring parties, and should not be considered a conclusive or binding representation of the Town at this time. Obviously, development of the Property will trigger a subdivision process that will entail public hearings before the Town Planning Commission and Town Council, and interested parties should give due regard to these processes and the various terms and conditions that may arise within these processes is well advised.

Zoning and Density

The Property is currently zoned 'R' Residential Zoning District. Minimum lot size is 10,000 sq ft. in this zone. Subdivision of the Property will need to be in accordance with the Town's subdivision regulations which include a number of design requirements and standards. The subdivision could be pursued under a Planned Unit Development (PUD) depending upon the developer's desire to vary dimensional criteria or the desire to have multiple buildings on a single lot or tract. The PUD process still triggers the need to have all subdivision requirements fulfilled, however.

The regulations require that all subdivision improvements be furnished as a condition of final plat. Improvements that are required include, but are not limited to water, sewer, phone, power, natural gas and street access to all lots. The streets shall include pavement, drainage, curb and gutter, and sidewalk. There are also some landscaping requirements which will either be triggered upon a multiple building site submittal (Planned Unit Development) or upon development of single family residences (Single Family Home Standards).

Highway Access

The Property presents some issues regarding highway access. As noted on the McKesney Minor Subdivision Plat, development of the Property will trigger improved access at the intersection of Highway 550 and Vista Terrace Drive. This is also noted within the Highway Access Permit as administered by the Colorado Dept of Transportation (CDOT).

This obligation is also plat noted in the Vista Terrace Subdivision Plat. While the obligation to improve the highway intersection will be triggered by new development, it is quite possible, and equitable, that the cost of the improvements be borne by all residents of Subdivision. The best means for this to occur is the implementation of a Local Improvement District that will encompass all properties served by the access. This is what was likely envisioned when the aforementioned plat notes were drawn. It is also a likely scenario considering that the highway access improvements would benefit only those residences that use the Vista Terrace access, as the access does not connect to other developments (it is a dead-end cul de sac). The Town will likely be involved in establishing the improvement district, and may be a minimal participant in the cost sharing of the actual improvements subject to Council approval.

Bear in mind that the complete development of the intersection was deferred by the initial developers of the Vista Terrace Subdivision years ago, with an understanding that the intersection would be improved at a later date by those landowners served by the access. Again, this is why the obligatory plat notes appear on the subdivision plats.

With regard to the nature of the improvements needed at the highway intersection, Town staff met with a CDOT engineer in March, 2005 to discuss likely needed improvements. In order to bring the access into compliance with State Access Regulations, the intersection will need to include acceleration, deceleration, and center turn lanes of lengths appropriate to the highway traffic speed. The current highway speed is 60 mph and unlikely to change any time soon. CDOT expressed some willingness to consider augmenting the existing A/D lane at the nearby Mall Road and re-align and offset the highway so that most of the additional width for the improvements would be constructed on the east side of the highway. This implies that widening the road may only need to occur on one side (east side) which would reduce the overall costs of the improvements and simplify the project somewhat. Whether there is sufficient space to accomplish that will not be known until CDOT reviews a sketch plan of the proposed improvements.

With regard to access in general, there have been several discussions regarding options for a secondary access to the Vista Terrace community from the nearby and adjoining Ridgway USA development (the property currently being re-subdivided under the name of "Ridgway Village"). Even if that access can be developed, it would be a supplement rather than a replacement for the existing highway access by Vista Terrace Drive. For planning purposes, the Vista Terrace Drive access should be considered the only viable route at this time.

Pavement and Related Street Improvements

While the existing roads within the Vista Terrace Subdivision are narrow and not paved, and lacking of sidewalk and storm water drainage improvements, such improvements are now part of the Town's Subdivision regulations. Consequently, any proposal to develop the Property would trigger such improvements within the development. That portion of Vista Terrace Drive that connects the Property to the highway access may also be subject to such improvements, but this is not a certainty. Discussion would be needed on this particular topic.

Water

The Vista Terrace development is served by Town water that is pumped to a storage facility above the development. There are two significant water issues: inadequate water storage and the pumping infrastructure that serves the development with water. The limited storage capacity means that there is insufficient storage available for domestic use for additional lots (additional to the Vista Terrace development) and that none of the Vista Terrace area has fire protection comparable to what is otherwise required by the Town. To remedy this problem will likely require construction of either a replacement or supplemental potable water storage tank in the immediate vicinity of the existing tank. It is estimated that the new tank will likely need a capacity of at least 100,000 gallons. The Town will require an additional easement to construct a tank of that size. In 2004, the estimated cost of such a tank was about \$150,000 for the tank and foundation, but excluding piping. Since that time, the cost of steel has risen considerably and local construction costs have also risen sharply. It is likely that today's cost for the tank and foundation will exceed \$200,000. The water capacity issue (and fire flow needs) represents a central concern related to the development of the Property from the staff perspective.

With regard to piping and pumping infrastructure, water is supplied to most of Vista Terrace through a two-pump system which is rapidly approaching its useful life. The two-pump system creates two pressure zones in the Vista Terrace subdivision. The Town hopes to replace the existing system with a single-pump system which would pump directly to a storage tank through a new transmission line. Flow from the tank to the residential units would be by gravity through the existing distribution lines and two new pressure regulating stations which would recreate the two pressure zones. Without having the benefit of a preliminary design, a rough cost estimate for this part of the water project was about \$250,000 in 2004, again prior to the recent jump in construction and materials costs.

The Town is currently engaged in a study to determine exactly what improvements are needed, and to better estimate the costs thereof. It is possible that the Town will be implementing the construction of such improvements within a two to three-year time frame absent any development proposals that might otherwise expedite the improvements through private capitalization. The Town has not yet discussed potential funding sources for the upgrades.

Water source from other providers (Tri County Water Conservancy District) are not a likely solution as the Property is within the Town boundaries and the Town has required that development within the Town be served by Town infrastructure, notably Town water, sewer and solid waste service. Consistent with this, the Town does not serve water outside of its corporate boundaries.

Town Water Capacity

The Town has available raw water to serve additional subdivisions within its corporate boundaries, but will need to increase its water treatment capacity in the near future. The Town is currently engaged in an in-house study to determine the scope of the needed treatment upgrades. It is possible that the Town will be implementing the construction of treatment upgrades or replacement within a two-year time frame.

Waste Water

Existing homes in the Vista Terrace Subdivision utilize individual septic systems. The Town Council would have to approve additional subdivision based upon such a treatment scenario, since connection to the Town centralized wastewater treatment is a requirement of subdivision. Extension of sewer infrastructure to the Property could likely be accomplished with existing easements and rights-of-way, but at considerable cost since the closest sewer main is in the neighboring Ridgway Village. The utility easements that do exist are narrow and not designed to facilitate sewer extension and may need to be enlarged. All sewage from the east side of the Uncompahgre River within the Town boundaries is pumped at least once to reach the waste water treatment facility. Currently, the Town is negotiating with the Ridgway Village developer and the developer of the proposed Marriott Fairfield facility to replace and relocate piping and pumping facilities so that a single station could lift the sewage as needed to reach the treatment plant. This new lift station will likely be oversized to accommodate the eventual connection to Vista Terrace and the Property. There will likely be a surcharge on sewer tap fees for each tap which utilizes the new lift station to help offset the initial capitalization by the Town.

If the Town was to approve individual septic systems within the Property, minimum lot size would need to be large enough to ensure room for residential structures, the initial septic system and a replacement system. The minimum lot size would be at least one acre, and possibly larger.

September 10, 2022

Alpine Planning, LLC
c/o Chris Hawkins
PO Box 6542
Ridgway, CO 81432

SENT VIA E-MAIL TO *chris@alpineplanningllc.com*

RE: Four Winds Sketch Plan, 2nd Review Comments.

Dear Mr. Hawkins:

The above-mentioned application and supplemental materials were reviewed by the Town of Ridgway staff. The enclosed comments represent the findings of the review against applicable Town of Ridgway (Town) development and land use regulations.

The following comments are provided based on the 2nd review of the application and require additional action or response.

GENERAL COMMENTS:

Based on discussions with you and your team, we understand concessions and waivers are being requested for a variety of standards which are difficult and/or costly to meet with this project. Therefore, staff has discussed our comfort with various waivers and offer the following guidance:

- A. Staff is agreeable to allowing gravel roads; however, all other Town design standards shall be met.
- B. Safe and effective pedestrian connections within the development as well as to adjacent development(s) will be needed.
- C. The developer shall agree to participate in a General Improvement District (GID) or similar financing entity at such time one is formed to complete needed public improvements.
- D. Staff is agreeable to not require the project to connect to sewer at this time and the project not providing paved streets at this time; however, the Sketch Plan submittal shall include an exhibit map that identifies an adequate site for the initial leach field as well as a replacement field that is designed for the maximum number of bedrooms the lot may have.
- E. All other design standards and public improvements required by the Ridgway Municipal Code should be met by this project.

PLANNING COMMENTS:

The following items must be addressed and resubmitted to the Town to be reviewed and evaluated:

- 1. Identify disturbance areas on an exhibit provided with the preliminary plat and provide adequate measures to ensure such disturbance areas are enforceable in perpetuity with the submittal of the preliminary plat.
 - a. Consider adding the "disturbance area" to the preliminary plat and notes limiting development to that area.
- 2. Clarify on the preliminary plat that the open space will be preserved in perpetuity and cannot be developed beyond a biking/hiking trail. Further clarify that the open space will be privately owned and maintained, but that a public access easement is granted to allow the general public to utilize the proposed trail system.

3. Provide additional analysis on the proposed water conservation measures and landscaping restrictions and how they compare to the Town's landscape regulations with the preliminary plat.
4. Consider requiring wildlife-friendly trash enclosures and measures to reduce conflicts between wildlife and residents. Address this item further with the submittal of the preliminary plat.
5. The entire 44.4 +/- acres of the Endicott Property shall be included in this request to legally subdivide the parcel to allow the 9.95 acres to be included in the Four Winds Subdivision. This adjustment shall be reflected on the Preliminary Plat.
6. At a minimum, the 9.95 acres portion of the Endicott Property to be included in the development of this subdivision shall be rezoned to Residential in conjunction with the preliminary plat. Approval of a rezoning request shall be contingent upon the approval of a final plat. In no way does any one approval or required approval guarantee or bind the Planning Commission or Town Council to approve any other request. Each application shall be reviewed and evaluated on its own merits and be determined to meet the standards applicable to the specific request.
7. Add Note 1 from McChesney Minor Subdivision regarding Sewage Disposal to the Preliminary Plat.
8. Add Note 3 from McChesney Minor Subdivision regarding costs of improvements to the access to HWY 550 to the Preliminary Plat.
9. Further analysis and design shall be provided by the applicant related to water system improvements as required by Note 4 on the McChesney Minor Subdivision plat.
10. Steep slopes over 20% and elk winter concentration areas shall be depicted in relation to the proposed development in conjunction with the preliminary plat.
11. The applicant shall reach out to Colorado Parks and Wildlife and address recommended mitigation of this wildlife sensitive area prior to submittal of the preliminary plat.
12. The Sketch Plan identifies an easement to be vacated at the southeast corner of Lot 2, however, no additional information was provided. The reception number, grantee, and authorization to vacate by the grantee shall be provided with the preliminary plat.
13. The Project Information Table (pg. 10) shall be amended to account for Accessory Dwelling Units (ADUs) being developed within the subdivision to ensure all RMC performance standards of Sec. 7-3-18(G) of the RMC are being accounted for.

ENGINEERING COMMENTS:

From the white paper:

14. The subdivision should have two access points. It was expressed that a second access point was feasible through the Endicott Property earlier in the project, but this is not shown or discussed in the narrative. Either provide a second point of access or provide justification as to why a second access is not feasible in order for staff to adequately evaluate the proposal.
15. Road should be paved and have ADA compliant sidewalk.
16. Connection to sewer: The challenges to connecting to sewer are understood and appreciated. However, from a long-term service standpoint, every time the town allows septic systems, the harder it is to extend sewer and provide adequate services. While staff is agreeable to septic systems on these properties, Ouray County standards shall be met and an agreement to participate in a possible future GID and connect to future town sewer system shall be required for this project.

Sketch Plan

17. Pg 5 of revised sketch plan shows several lots that are less than one acre. Please confirm all lots meet the minimum lot size for On-Site Wastewater Treatment System (OWTS) in Ouray County.

18. The Preliminary Plat should include the dedication of adequate right-of-way and/or easements to accommodate future sewer installation.
19. Pg 5 of revised sketch plan shows a proposed single track bike trail that starts on a state highway with a 60 MPH speed limit and terminates on the steep section of Terrace Drive. Is that an asset or liability?
20. Pg 6 of the revised sketch plan shows 10' utility easements within the 60 ft ROW. Those should be on the private property not in Town ROW. ROW does not need easements.
21. The new water line needs to be connected to the existing water line in at least two places which are located so as to facilitate circulation and minimize the number of units out of service during any maintenance of the water lines. The current plans show two points of connection to the town main in Terrace Dr about 100 ft apart, not enough to facilitate either. The plans propose to add a new storage tank that would just address the domestic needs of the project and a small amount of fire flow, then the existing tank volume is being deducted from what they need. The storage tank for Vista Terrace needs to be a comprehensive solution rather than several small tanks that will be exhausted quickly.
 - a. Note the town requires 2 hours at 500 gpm for fire storage vs the proposed 1 hour at 750 gpm. Lines need to be sized for 750 gpm in this area per town standards. The new water lines should be designed as 6" lines. Calculations demonstrating that the project will carry 750 gpm shall be provided with the Preliminary Plat.
22. Demonstrate how does water get to the new tank? What measures are in place to ensure the water turns over?
23. Are easements included on the lots? Are the dotted lines, setbacks or easements? Please clarify with the Preliminary Plat that all minimum easement widths and uses required in the RMC are being provided.

Sketch Plan Narrative

24. Pg 2 of the narrative says 11% slope is suitable for development. The max slope for a town street is 7%. Leach fields are typically supposed to be level. Not sure of the basis for the concluding 11% is suitable. Plowing icy or snow packed roads steeper than 7% is challenging and a bit hazardous. Provide further explanation in the narrative as to why this was concluded?
 - a. Before the Town can agree to the current road configuration or to taking on long-term maintenance responsibilities, the proposed slopes of the roadways shall be provided or, at a minimum, provide a maximum slope the roads within the subdivision will not exceed. Anything steeper than 7% should be given very careful consideration.
25. Pg 2: Very little of Lots 7, 10 and 14 are shown within the 300 ft radius of a fire hydrant. This hydrant layout is a bit different from the original sketch plan. Is this revised version the correct version?
26. Pg 3: Bullet #7 says to they want to encourage ADU's. That will further increase the necessary size of the sewage disposal system, put more usage on their rural road, and more demand on the water system. All calculations (water, sewer, fire flows/hydrant locations, roadway design, traffic counts, etc.) must account for all potential development, including ADU's.
27. What are the remaining obligations of the Town under the water and sewer agreement quoted on page 4 of the narrative?
28. Pg 4 notes the applicant intends to limit total disturbance to 10,000 sf. This area needs to include appropriate space for the original leach field and a replacement field.
29. Pg 5, states that roads are low density and people can walk in the roadway insinuating that off-street pedestrian connections and/or ADA sidewalks are unnecessary. If ADU's are encouraged, the overall

density will be close to one dwelling per acre. Town regulations require sidewalk which seems appropriate at that level of development. If on-street sidewalks are not provided, it is recommended that the road be widened by at least 5 ft to better accommodate pedestrians and bikes.

30. Pg 6 states the applicant believes they meet the intent of plat note 4 of the McChesney plat for storage by provide another small tank. Staff's interpretation of this is that the intent of this note was for the developer to provide a comprehensive solution. Smaller water tanks to serve only this development is not a comprehensive solution. (see comment #21 above)
31. Pg 8 of the narrative – CDOT permit: The Town, County, and CDOT worked to get the added lanes referenced here. That was intended as a band-aid. The narrative says the developer will pay their prorata share of improvements. The Town has already made improvements, if additional improvements are required, they should be paid for by the development that is triggering the need. Please clarify the intent of these statements.
32. Pg 8 – Cul de sac: The entire road is viewed as a cul-de-sac, therefore, the applicable rules, regulations, and standards of the RMC and other adopted standards shall be met. Please confirm these are all met with how the project is being viewed.
33. Pg 8-9: The narrative makes an argument that a second access to the development is not needed. At least since the mid 2000's the Town has required two access points, although in several cases one has been emergency only. Town staff shared this requirement with Mr Quigley who indicated that an emergency access was practical. This second access shall be shown on the Sketch Plan to understand other impacts on the layout and design when that access point is added.
34. While the zoning does allow for a minimum lot size of 6,000 sf, this would only be allowed with the connection to municipal sewer which is not preferred by the applicant. Therefore, the standard should not be evaluated on the zoning allowances, but rather the OWTS standards for minimum lot size, separation, setbacks, and other siting and design criteria.
35. Pg 6 mentions that a storm water system will protect water quality but no provisions for storm water management have been included in the sketch plan materials. The project shall provide for a comprehensive solution to storm water management and not leave it to individual lots.

Please review these comments and provide written responses to each. Where necessary, please update the various Sketch Plan materials and resubmit them to the Town for further review and evaluation. Please reach out if you have any questions regarding these review comments at tdlubac@planstrategize.com or 970-744-0623

Sincerely,

COMMUNITY PLANNING STRATEGIES, LLC



TJ Dlubac, AICP
Contracted Town Planner

Cc: David Reed, Legal Representative for Owners
Preston Neill, Town of Ridgway Town Manager
Joanne Fagan, Town of Ridgway Town Engineer

Town of Ridgway, Colorado
Preston Neil, Town Manager
TJ Dlubac, Contracted Town Planner
Joanne Fagan, Contracted Town Engineer

Sent via email to: pneill@town.ridgway.co.us
tdlubac@planstrategize.com
jfagan@town.ridgway.co.us

RE: Applicant Responses to Four Winds Sketch Plan, 2nd Review Comments

August 17, 2022

Preston, TJ, and Joanne,

Thank you for the Four Winds Subdivision review comments sent via email on August 10, 2022. Please see our responses to the review comments below with our responses shown in blue text.

GENERAL COMMENTS:

Based on discussions with you and your team, we understand concessions and waivers are being requested for a variety of standards which are difficult and/or costly to meet with this project. Therefore, staff has discussed our comfort with various waivers and offer the following guidance:

- A. Staff is agreeable to allowing gravel roads; however, all other Town design standards shall be met. Great. Please confirm that this staff position prevails over Engineering comment No. 15 so there are not conflicting positions presented to the Planning Commission or Town Council.
- B. Safe and effective pedestrian connections within the development as well as to adjacent development(s) will be needed. Please clarify if this comment is seeking sidewalks. If so, we believe that sidewalks are not needed on this rural road due to low traffic volumes and the ability to walk on the roads. We are asking for the roads to act as sidewalks the same as was allowed for River Sage Subdivision.
- C. The developer shall agree to participate in a General Improvement District (GID) or similar financing entity at such time one is formed to complete needed public improvements. Agreed. This will be a Preliminary Plat note and included in the subdivision's general declaration.
- D. Staff is agreeable to not require the project to connect to sewer at this time and the project not providing paved streets at this time; however, the Sketch Plan submittal shall include an exhibit map that identifies an adequate site for the initial leach field as well as a replacement field that is designed for the maximum number of bedrooms the lot may have. Agreed. Please refer to Note 7 on Sheet SP-5, and the leach fields shown within the disturbance envelopes. This matter will be addressed in the subdivision's design regulations that are submitted with the Preliminary Plat.
- E. All other design standards and public improvements required by the Ridgway Municipal Code should be met by this project. Agreed.

PLANNING COMMENTS:

The following items must be addressed and resubmitted to the Town to be reviewed and evaluated:

Presented to Ridgway Planning Commission on August 30, 2022

1. Identify disturbance areas on an exhibit provided with the preliminary plat and provide adequate measures to ensure such disturbance areas are enforceable in perpetuity with the submittal of the preliminary plat.
 - a. Consider adding the “disturbance area” to the preliminary plat and notes limiting development to that area.

Agreed. Please refer to Note 1 on the Sketch Plan set. The subdivision’s design regulations will also address disturbance envelopes.
2. Clarify on the preliminary plat that the open space will be preserved in perpetuity and cannot be developed beyond a biking/hiking trail. Further clarify that the open space will be privately owned and maintained, but that a public access easement is granted to allow the general public to utilize the proposed trail system. *Agreed. Please see Note 3 on Sheet SP-5.*
3. Provide additional analysis on the proposed water conservation measures and landscaping restrictions and how they compare to the Town’s landscape regulations with the preliminary plat. *Agreed. It is likely that the Four Winds water conservation measures will be more restrictive than the Town’s with prohibitions on formal lawn areas and limits, fire mitigation requirements, and limits on new trees and shrubs.*
4. Consider requiring wildlife-friendly trash enclosures and measures to reduce conflicts between wildlife and residents. Address this item further with the submittal of the preliminary plat. *Agreed. Please see Note 4 on Sheet SP-5.*
5. The entire 44.4 +/- acres of the Endicott Property shall be included in this request to legally subdivide the parcel to allow the 9.95 acres to be included in the Four Winds Subdivision. This adjustment shall be reflected on the Preliminary Plat. *Agreed.*
6. At a minimum, the 9.95 acres portion of the Endicott Property to be included in the development of this subdivision shall be rezoned to Residential in conjunction with the preliminary plat. Approval of a rezoning request shall be contingent upon the approval of a final plat. In no way does any one approval or required approval guarantee or bind the Planning Commission or Town Council to approve any other request. Each application shall be reviewed and evaluated on its own merits and be determined to meet the standards applicable to the specific request. *Agreed. We consider the rezoning request initiated with the Sketch Plan application as a part of the process and therefore is an exception to the moratorium ordinance pursuant to Section 3(a) of the moratorium regarding pending applications.*
7. Add Note 1 from McChesney Minor Subdivision regarding Sewage Disposal to the Preliminary Plat. *Already added. Please see Note 5 on Sheet SP-5.*
8. Add Note 3 from McChesney Minor Subdivision regarding costs of improvements to the access to HWY 550 to the Preliminary Plat. *Already added. Please see Note 6 on Sheet SP-5.*
9. Further analysis and design shall be provided by the applicant related to water system improvements as required by Note 4 on the McChesney Minor Subdivision plat. *Agreed. Buckhorn Engineering provided high level Sketch Plan analysis of the water system improvements as required by Note 4 on Sheet SP-6. Detailed analysis and water system design will be provided with the Preliminary Plat in accordance with Note 4 and applicable Town regulations.*
10. Steep slopes over 20% and elk winter concentration areas shall be depicted in relation to the proposed development in conjunction with the preliminary plat. *Slopes that are less than 30% are not considered steep slopes in most Colorado mountain communities, and the Town has not adopted a definition of steep slopes. Please refer to Sheet SP-2 that maps slopes that are 30% or greater. The CPW wildlife impact report addresses the type of habitat.*
11. The applicant shall reach out to Colorado Parks and Wildlife and address recommended mitigation of this wildlife sensitive area prior to submittal of the preliminary plat. *Please refer to the Colorado Parks and Wildlife impact report shown in Exhibit A. The Town is in an urban growth boundary with areas outside in the unincorporated county protected for wildlife through large lot requirements.*

Presented to Ridgway Planning Commission on August 30, 2022

12. The Sketch Plan identifies an easement to be vacated at the southeast corner of Lot 2, however, no additional information was provided. The reception number, grantee, and authorization to vacate by the grantee shall be provided with the preliminary plat. *Agreed.*
13. The Project Information Table (pg. 10) shall be amended to account for Accessory Dwelling Units (ADUs) being developed within the subdivision to ensure all RMC performance standards of Sec. 7-3-18(G) of the RMC are being accounted for. *Agreed. The Town encourages ADUs for housing.*

ENGINEERING COMMENTS:

From the white paper:

14. The subdivision should have two access points. It was expressed that a second access point was feasible through the Endicott Property earlier in the project, but this is not shown or discussed in the narrative. Either provide a second point of access or provide justification as to why a second access is not feasible in order for staff to adequately evaluate the proposal. *An emergency only access road is now proposed that would utilize the driveway to Lot 14 and then run down the east side of Lots 15 and 16 should the main drive become blocked. Please refer to Sheet SP-5.*
15. Road should be paved and have ADA compliant sidewalk. *This conflicts with the staff position outlined under No. A above. We are asking for the roads to act as sidewalks the same as was allowed for River Sage.*
16. Connection to sewer: The challenges to connecting to sewer are understood and appreciated. However, from a long-term service standpoint, every time the town allows septic systems, the harder it is to extend sewer and provide adequate services. While staff is agreeable to septic systems on these properties, Ouray County standards shall be met and an agreement to participate in a possible future GID and connect to future town sewer system shall be required for this project. *Agree to plat note requiring GID and connection to any central sewer system that is extended by the Town along Vista Terrace Drive. Plat note and design regulations will require each lot to meet Ouray County OWTs requirements.*

Sketch Plan

17. Pg 5 of revised sketch plan shows several lots that are less than one acre. Please confirm all lots meet the minimum lot size for On-Site Wastewater Treatment System (OWTS) in Ouray County. *There is no minimum lot size for Ouray County OWTs. Septic systems must fit within the platted lots and required OWTS setbacks.*
18. The Preliminary Plat should include the dedication of adequate right-of-way and/or easements to accommodate future sewer installation. *The Town required 60-foot right-of-way is adequate for all required infrastructure, including sewer lines, water lines, electric lines, natural gas lines and telecommunications lines.*
19. Pg 5 of revised sketch plan shows a proposed single track bike trail that starts on a state highway with a 60 MPH speed limit and terminates on the steep section of Terrace Drive. Is that an asset or liability? *We believe it is an asset and can add a common sense stop sign at the bottom of the trail if needed. An existing trail connection to the River Park Trail already exists in this location.*
20. Pg 6 of the revised sketch plan shows 10' utility easements within the 60 ft ROW. Those should be on the private property not in Town ROW. ROW does not need easements. *Sheet SP-6 is a copy of the Town specification for Rural Road Section that includes the easements. We agree easements are not needed in a right-of-way.*
21. The new water line needs to be connected to the existing water line in at least two places which are located so as to facilitate circulation and minimize the number of units out of service during any maintenance of the water lines. The current plans show two points of connection to the town main in Terrace Dr about 100 ft apart, not enough to facilitate either. The plans propose to add a new storage tank that would just address the domestic needs of the project and a small amount of fire flow, then the existing tank volume is being deducted from what they need. The storage tank for Vista Terrace needs to be a comprehensive solution rather than several small tanks that will be exhausted quickly.

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- a. Note the town requires 2 hours at 500 gpm for fire storage vs the proposed 1 hour at 750 gpm. Lines need to be sized for 750 gpm in this area per town standards. The new water lines should be designed as 6" lines. Calculations demonstrating that the project will carry 750 gpm shall be provided with the Preliminary Plat.

Agree with most of the design comments except that Plat Note 4 of the McChesney Minor Subdivision only requires "...the owners of Lot 1 and 2 to participate in a Special Improvement District for the purpose of expanding the water storage capacity which serves these lots as well as adjacent properties". If the design of the current Vista Terrace Filing No. 1 water system is inadequate based on current Town standards, the residents of that subdivision should equally participate in an improvements district. The Four Winds water system will be designed to meet Town standards for the lots proposed within the development that has the benefit of providing additional fire flow that can be used by Vista Terrace Filing No. 1.

22. Demonstrate how does water get to the new tank? What measures are in place to ensure the water turns over?
The design of the water system will be provided with the Preliminary Plat.
23. Are easements included on the lots? Are the dotted lines, setbacks or easements? Please clarify with the Preliminary Plat that all minimum easement widths and uses required in the RMC are being provided. Setbacks are shown with a dashed line on the Sketch Plan. We do not believe any easements are needed outside of the right-of-way.

Sketch Plan Narrative

24. Pg 2 of the narrative says 11% slope is suitable for development. The max slope for a town street is 7%. Leach fields are typically supposed to be level. Not sure of the basis for the concluding 11% is suitable. Plowing icy or snow packed roads steeper than 7% is challenging and a bit hazardous. Provide further explanation in the narrative as to why this was concluded? We live in the mountains so any land with less than 30% slopes is generally seen as suitable for some level of development. An overall 11% grade across the site represents relatively gentle slopes, similar to Solar Ranches or River Sage.
 - a. Before the Town can agree to the current road configuration or to taking on long-term maintenance responsibilities, the proposed slopes of the roadways shall be provided or, at a minimum, provide a maximum slope the roads within the subdivision will not exceed. Anything steeper than 7% should be given very careful consideration.A road grading plan will be provided with the Preliminary Plat with plans prepared in consultation with the Town and Fire District.
25. Pg 2: Very little of Lots 7, 10 and 14 are shown within the 300 ft radius of a fire hydrant. This hydrant layout is a bit different from the original sketch plan. Is this revised version the correct version? A new hydrant was added to capture Lot 14. Please refer to Sheet SP-5.
26. Pg 3: Bullet #7 says to they want to encourage ADU's. That will further increase the necessary size of the sewage disposal system, put more usage on their rural road, and more demand on the water system. All calculations (water, sewer, fire flows/hydrant locations, roadway design, traffic counts, etc.) must account for all potential development, including ADU's. The Town encourages ADUs to help provide housing. Agreed. Calculations will be adjusted.
27. What are the remaining obligations of the Town under the water and sewer agreement quoted on page 4 of the narrative? A copy of the agreement will be provided to the Town with the Preliminary Plat application.
28. Pg 4 notes the applicant intends to limit total disturbance to 10,000 sf. This area needs to include appropriate space for the original leach field and a replacement field. Please refer to General Comment No. D.
29. Pg 5, states that roads are low density and people can walk in the roadway insinuating that off-street pedestrian connections and/or ADA sidewalks are unnecessary. If ADU's are encouraged, the overall density will be close to one dwelling per acre. Town regulations require sidewalk which seems appropriate at that level of development. If on-street sidewalks are not provided, it is recommended that the road be widened by at least 5 ft to better accommodated pedestrians and bikes. The level of traffic on this road will be very low and allow for pedestrians

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and bikes to use the road without additional site grading and disturbance. No sidewalks were required for River Sage.

30. Pg 6 states the applicant believes they meet the intent of plat note 4 of the McChesney plat for storage by provide another small tank. Staff's interpretation of this is that the intent of this note was for the developer to provide a comprehensive solution. Smaller water tanks to serve only this development is not a comprehensive solution. (see comment #21 above) [Please see response under No. 21. Above.](#)
31. Pg 8 of the narrative – CDOT permit: The Town, County, and CDOT worked to get the added lanes referenced here. That was intended as a band-aid. The narrative says the developer will pay their prorata share of improvements. The Town has already made improvements, if additional improvements are required, they should be paid for by the development that is triggering the need. Please clarify the intent of these statements. [A traffic impact analysis is in process and will be submitted to CDOT for review. We will comply with any CDOT access requirements for the development.](#)
32. Pg 8 – Cul de sac: The entire road is viewed as a cul-de-sac, therefore, the applicable rules, regulations, and standards of the RMC and other adopted standards shall be met. Please confirm these are all met with how the project is being viewed. [We do not view the street design as a cul-du-sac since there is no dead-end circle at the end. We have designed a looped access road that also has a new emergency access planned as discussed above. We would like to continue discussing the road design with the Preliminary Plat.](#)
33. Pg 8-9: The narrative makes an argument that a second access to the development is not needed. At least since the mid 2000's the Town has required two access points, although in several cases one has been emergency only. Town staff shared this requirement with Mr Quigley who indicated that an emergency access was practical. This second access shall be shown on the Sketch Plan to understand other impacts on the layout and design when that access point is added. [Please refer to No. 14 above.](#)
34. While the zoning does allow for a minimum lot size of 6,000 sf, this would only be allowed with the connection to municipal sewer which is not preferred by the applicant. Therefore, the standard should not be evaluated on the zoning allowances, but rather the OWTS standards for minimum lot size, separation, setbacks, and other siting and design criteria. [The zone district dimensional standards will be met or exceeded. Ouray County OWTS standards will be met including required setbacks.](#)
35. Pg 6 mentions that a storm water system will protect water quality but no provisions for storm water management have been included in the sketch plan materials. The project shall provide for a comprehensive solution to storm water management and not leave it to individual lots. [Agreed. We will reference the Stormwater Master Plan and Stormwater Regulations in preparing the Preliminary Plat civil plans.](#)

We sincerely appreciate the open dialogue and communication on this project!

Respectfully,

Chris Hawkins, AICP
Alpine Planning, LLC



COLORADO

Parks and Wildlife

Department of Natural Resources

Unit Name (optional)
555 Street Address, Room 555
Denver, CO 55555-5555
P 111.222.2222 | F 111.222.2222

Chris Hawkins, AICP
Alpine Planning, LLC
PO Box 654
Ridgway, CO 81432
July 14, 2022

Dear Mr. Hawkins,

I receive the information you emailed to me regarding the proposed Four Winds Subdivision and I spoke with Eric Faust about the development. It is our understanding that the proposed subdivision will include 20 lots on 43 acres with 12.74 acres remaining in open space. The proposed subdivision is within Ridgway city limits and zoned as residential and future development.

This property lies within Colorado Parks and Wildlife (CPW) mapped elk and mule deer severe winter range and winter concentration area and adjacent to a black bear summer concentration area. The predominant habitat types on the property are pinon-juniper forest and sagebrush. The mule deer in the area of the proposed subdivision are managed by CPW as part of the Cimarron Mule Deer Herd (Data Analysis Unit or DAU D24) and the elk are managed as part of the Cimarron Elk Herd (DAU E35). Significant issues identified in the herd management plans include the diminishment of suitable winter range habitat due to land conversions and human development.

The following is directly from the Cimarron Mule Deer Management Plan: "Development fragments habitat in many ways. The addition of homes, out buildings, roads, artificial lights, and excess noise and traffic all reduce habitat connectivity for wildlife and limit effective habitat and carrying capacity for deer. Deer are better adapted to urban environments than other ungulate species, but studies have shown housing density (Vogel 1989) and human activity (Lewis et al. 2021) can alter deer behavior and avoidance, creating a loss of effective habitat, even if the habitat is not directly destroyed. Unfortunately, the majority of development in D-40 occurs in the lower elevations and valley bottoms, which is predominantly deer winter range."

In 2020, CPW released the Big Game Winter Range and Migration Corridors Status Report which identified development, including housing, urban, and ex-urban development (suburbs, villages, PUDs, condos, ranchettes) as a threat to big game winter range and migration corridors. Winter range the most important seasonal range that mule deer and elk occupy throughout the year but is often the range that is most limited in size of all the seasonal ranges (Vore 2012). While being the most important range for elk it is also the most heavily impacted by human development and recreation of all seasonal ranges due to its proximity to foothills, valley floors, and ultimately cities and towns

We feel that the proposed Four Winds subdivision will have impacts to big game wildlife by reducing the amount of available winter range. However, CPW supports development within



city limits rather than ex-urban development. We feel that the following measures within your development plan will help reduce the impacts to wildlife:

- Limiting lot development to 10,000 sq. ft.
- Preserving the sagebrush habitat on lots outside of the disturbance envelope
- Prohibiting perimeter lot fencing; while we don't recommend perimeter lot fencing, especially in big game winter range, if it were ever allowed it should follow CPW's *Fencing with Wildlife in Mind* guidelines
- Containing dogs within fenced yard and/or dog run and requiring dogs to be kept on leashes while walking on subdivision roads
- Requiring bear proof trash can or solid trash enclosures

There is no way to truly mitigate the loss of the winter range habitat but improving and/or conserving similar winter range habitat in Ouray County would be highly beneficial to wintering ungulates and would offset the negative impacts from the Four Winds Subdivision.

Thank you for providing us an opportunity to comment. If you have any questions, you can reach me at 970-209-2369 or Rachel Sralla, Area Wildlife Manager, at 970-252-6000.

Sincerely,



Kelly Crane
District Wildlife Manager

LITERATURE CITED

Big Game Winter Range and Migration Corridors (Colorado Parks and Wildlife). 2020 Status Report.

Lewis, J. S., S. Spaulding, H. Swanson, W. Keeley, A. R. Gramza, S. VandeWoude, and K. R. Crooks. 2021. Human activity influences wildlife populations and activity patterns: implications for spatial and temporal refuges. *Ecosphere* 12: e03487.

Southwest Terrestrial Section (Colorado Parks and Wildlife). 2022. Cimarron Elk Herd Management Plan (DAU E35). Montrose, Colorado, USA.

Southwest Terrestrial Section (Colorado Parks and Wildlife). 2022. Cimarron Mule Deer Herd Management Plan (DAU D40). Montrose, Colorado, USA.

Vogel, W. O. 1989. Response of deer to density and distribution of housing in Montana. *Wildlife Society Bulletin* 17:406-413.

Vore, John. 2012. Big Game Winter Range Recommendations for Subdivision Development in Montana: Justification and Rationale. Montana Fish, Wildlife and Parks.

FOUR WINDS AT RIDGWAY SKETCH PLAN

SITUATED IN SECTION 9, TOWNSHIP 45 NORTH, RANGE 8 WEST,
NEW MEXICO PRINCIPAL MERIDIAN,
COUNTY OF OURAY, STATE OF COLORADO



VICINITY MAP
NOT TO SCALE

SKETCH PLAN INDEX

- SP-1 COVER SHEET
- SP-2 EXISTING CONDITIONS
- SP-3 SKETCH PLAT
- SP-4 ZONING PLAN
- SP-5 PROPOSED IMPROVEMENTS
- SP-6 DETAILS

LEGEND

PROPOSED	EXISTING	
-----	-----	RIGHT-OF-WAY LINE
-----	-----	ROAD CENTERLINE
-----	-----	EASEMENT
.....	SETBACK
-----	-----	PROPERTY LINE
-----8475-----	-----8455-----	CONTOURS MAJOR
-----	-----	CONTOURS MINOR
⬢	⬢	MAIL BOX
○	○	POST
●	●	SIGN
x x	x x	FENCE
→	→	DITCH
→	→	SANITARY SEWER SERVICE (DYNAMIC)
□	□	SANITARY CLEANOUT
└	└	SANITARY LINE END CAP
⊙	⊙	SANITARY SEWER MANHOLE
—S—S—	—S—S—	SANITARY SEWER LINE
	⊙	WATER MANHOLE
	⊙	WATER VAULT
	⊙	WATER VALVE
	⊙	FIRE HYDRANT
	⊙	FIRE DEPARTMENT CONNECT
	⊙	WATER METER
	⊙	WATER SERVICE OR CURB STOP
—W—W—	—W—W—	WATER LINE
⊙	⊙	IRRIGATION CONTROL BOX
⊙	⊙	IRRIGATION VALVE
—IR—	—IR—	IRRIGATION LINE
-----	-----	IRRIGATION SLEEVE
⊙	⊙	STORM DRAIN MANHOLE
⊙	⊙	STORM DRAIN CATCH BASIN AT CENTER
⊙	⊙	STORM DRAIN CATCH BASIN TOP INLET
—SD—SD—	—SD—SD—	STORM DRAIN LINE
		CULVERT
>	>	CULVERT END
⊙	⊙	TRANSFORMER
⊙	⊙	ELECTRIC PED
●	●	UTILITY POLE
└	└	GUY WIRE
—OE—OE—	—OE—OE—	ELECTRIC LINE OVERHEAD
—E—E—	—E—E—	ELECTRIC LINE UNDERGROUND
⊙	⊙	COMMUNICATIONS BOX
—C—C—	—C—C—	COMMUNICATIONS LINE
⊙	⊙	GAS METER
—G—G—	—G—G—	GAS LINE
		GRAVEL ROAD

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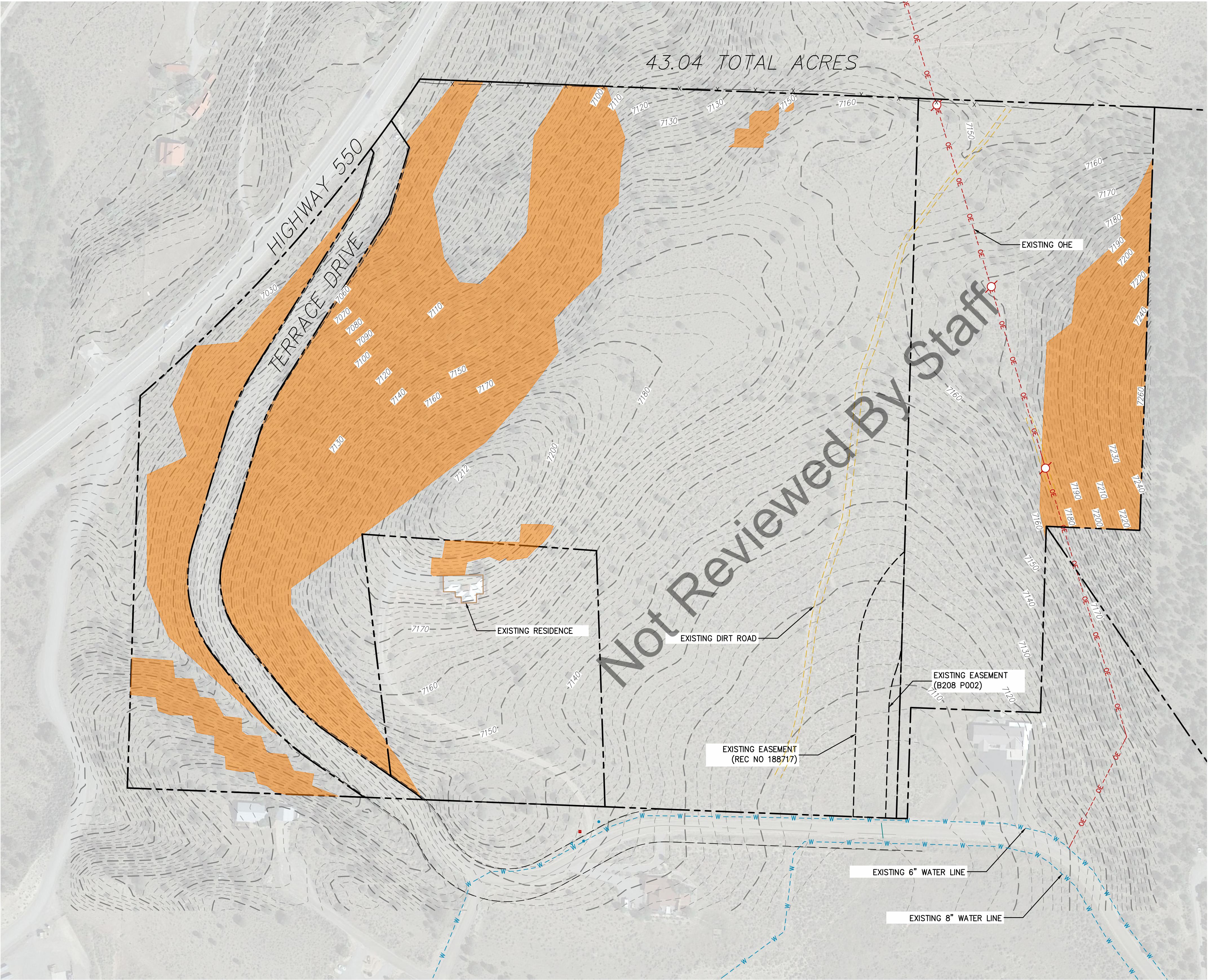
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222 South Park Avenue Montrose, Colorado 81401 970-249-6828	

FOUR WINDS AT RIDGWAY SKETCH PLAN COVER SHEET	
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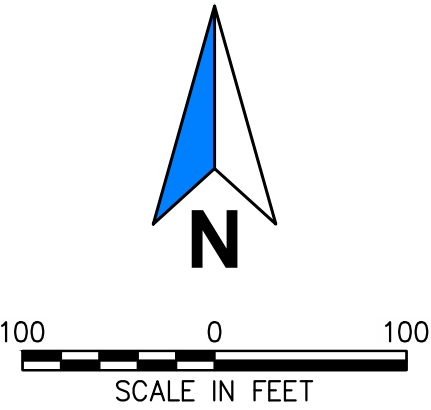
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SHEET
SP-1
SHEET 1 OF 6

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AREAS WITH SLOPES
GREATER THAN 30%



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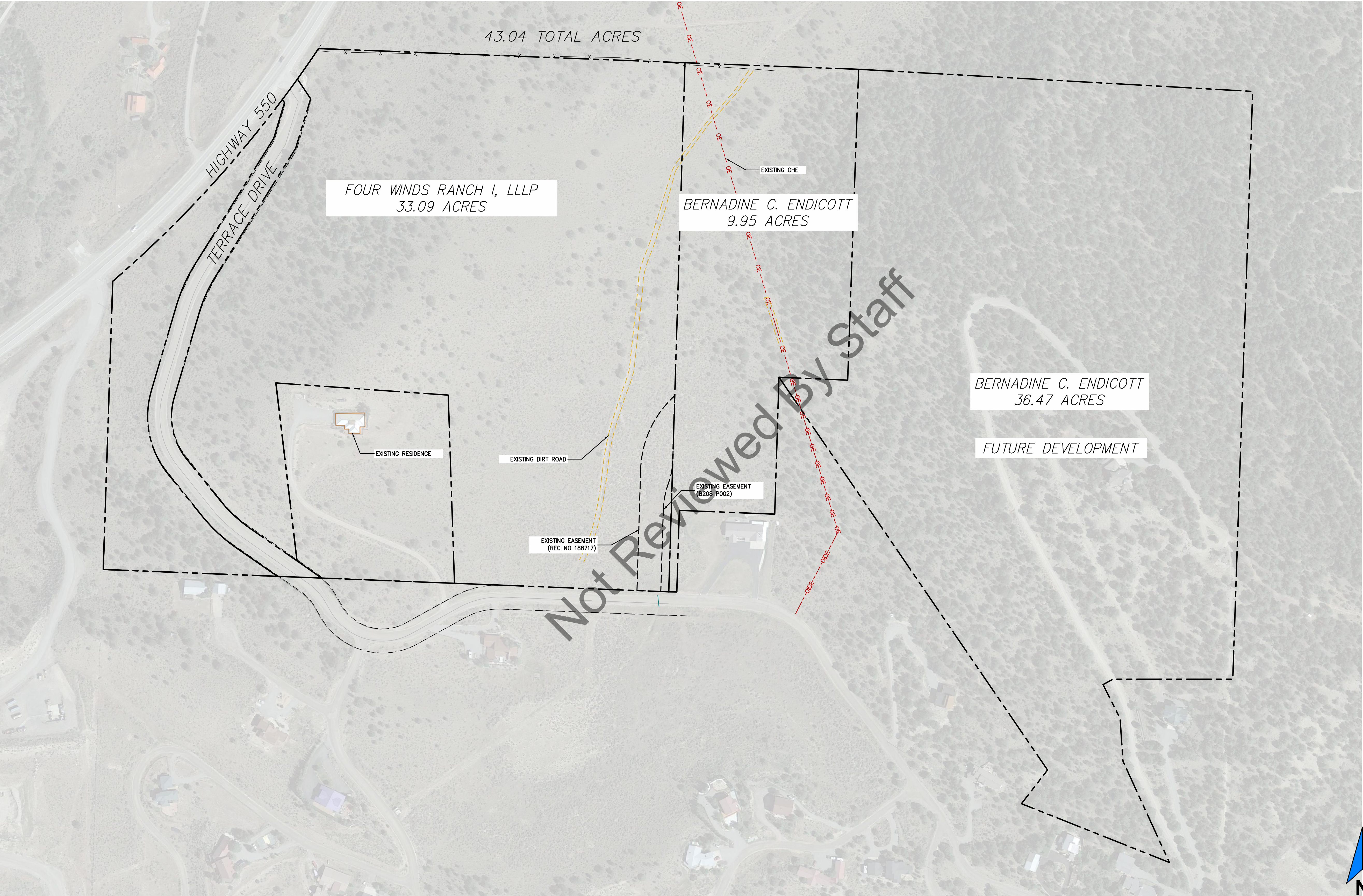
FOUR WINDS AT RIDGWAY
SKETCH PLAN
EXISTING CONDITIONS

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SP-2
SHEET 2 OF 6

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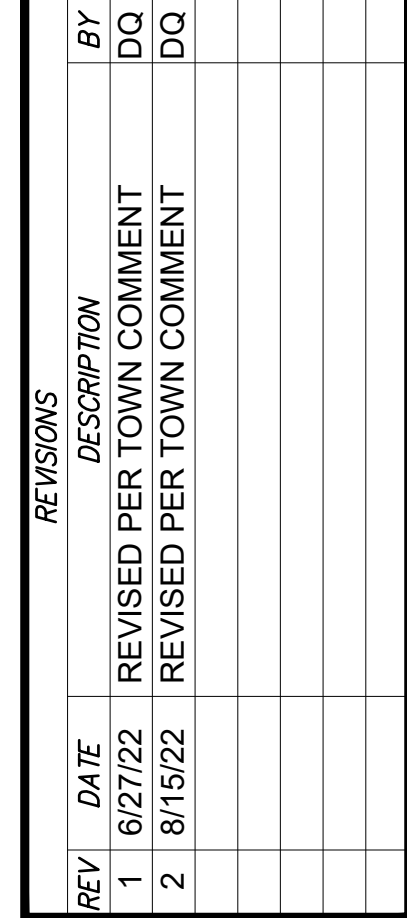
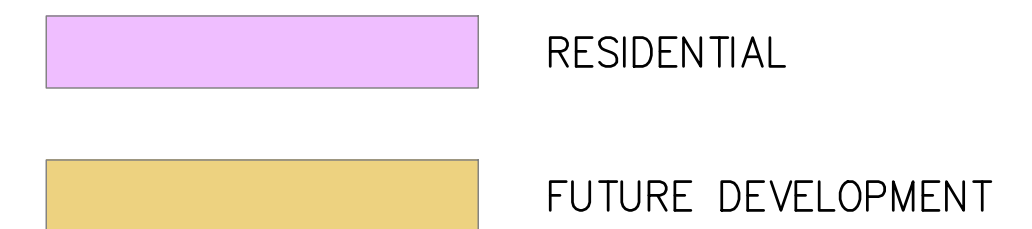
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FOUR WINDS AT RIDGWAY
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SKETCH PLAN

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SHEET
SP-3
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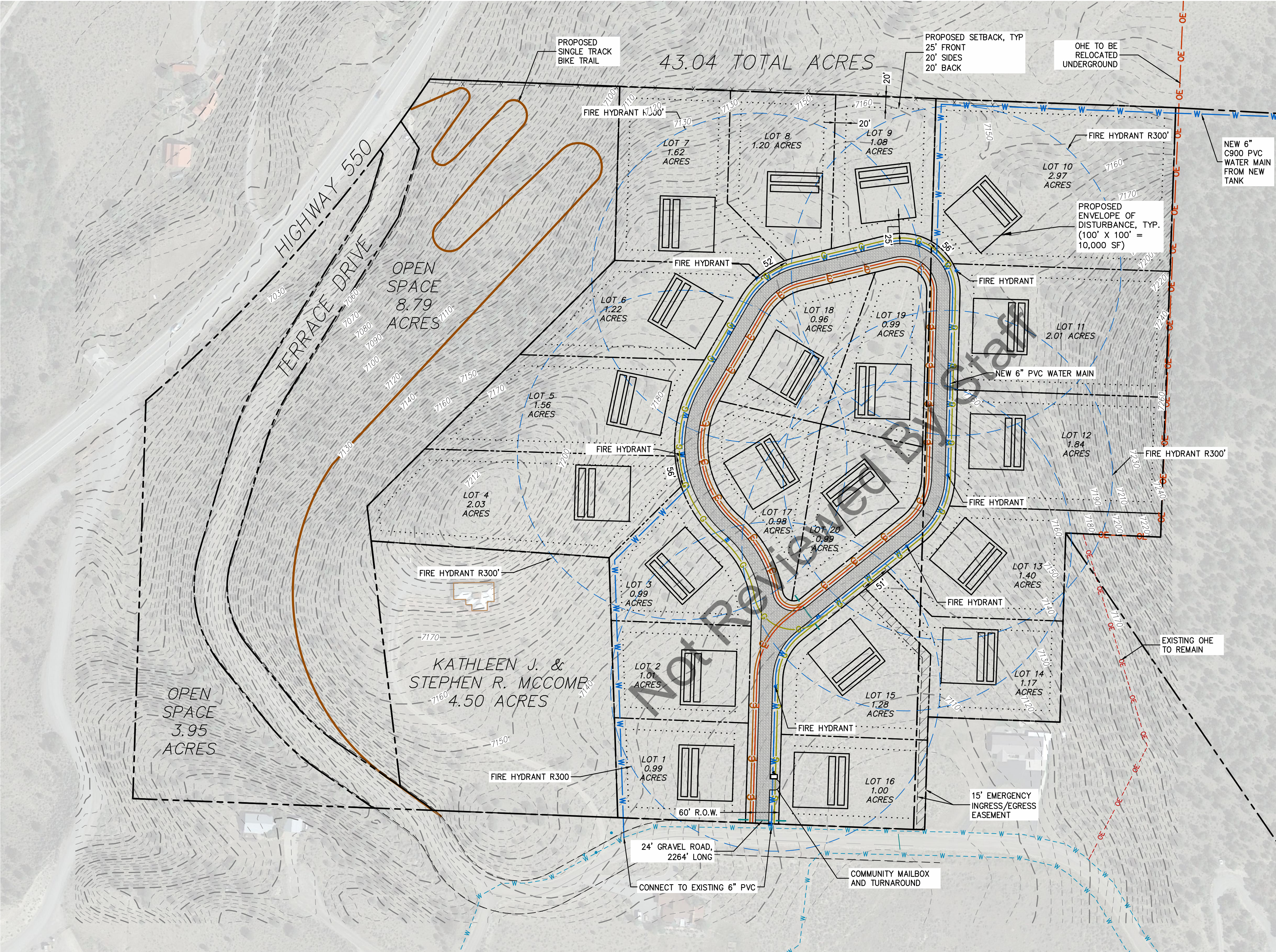


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FOUR WINDS AT RIDGWAY
SKETCH PLAN
ZONING PLAN

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SHEET
SP-4
SHEET 4 OF 6



NOTE 1. DEVELOPMENT ON EACH LOT, INCLUDING BUT NOT LIMITED TO FENCING, LANDSCAPING, GRADING, DRAINAGE, PERMITTED BUILDINGS, INCLUDING ROOF DRIPLINES, PATIOS, DECKS AND SEPTIC SYSTEMS SHALL BE LOCATED ENTIRELY WITHIN THE 100' X 100' DISTURBANCE ENVELOPES SHOWN ON THE PLAT EXCEPT FOR DRIVEWAYS AND ASSOCIATED GRADING, TREE REMOVAL FOR FIRE MITIGATION, DRAINAGE, SNOW STORAGE, ADDRESS MONUMENTS, AND UTILITIES. THE NATURAL HABITAT OUTSIDE OF THE DISTURBANCE ENVELOPES WILL BE PRESERVED IN ITS NATURAL STATE.

NOTE 2. SURVEY TIE-INS WITH BEARINGS AND DISTANCE WILL BE PROVIDED FOR EACH DISTURBANCE ENVELOPE WITH THE PRELIMINARY PLAT.

NOTE 3. THE OPEN SPACE SHOWN ON THIS PLAN WILL BE PRESERVED IN PERPETUITY AND IS ONLY ALLOWED TO HAVE PASSIVE OPEN SPACE USES APPROVED BY THE TOWN. THE OPEN SPACE WILL BE PRIVATELY OWNED, MANAGED AND MAINTAINED BY THE FOUR WINDS AT RIDGWAY HOMEOWNERS ASSOCIATED. A PUBLIC TRAIL EASEMENT WILL BE DEDICATED ON THE TOWN ON THE PRELIMINARY PLAT FOR ANY APPROVED TRAIL THROUGH THE OPEN SPACE.

NOTE 4. WILDLIFE RESISTANT TRASH AND RECYCLING STORAGE ROOMS OR ENCLOSURES WILL BE REQUIRED FOR EACH HOME.

NOTE 5. A TOWN SEWER SYSTEM IS NOT AVAILABLE TO SERVE THE FOUR WINDS AT RIDGWAY SUBDIVISION. NO BUILDING PERMIT OR OTHER DEVELOPMENT PERMIT SHALL BE ISSUED FOR ANY LOT UNTIL INDIVIDUAL SEWAGE DISPOSAL SYSTEM PERMIT (ISDSP) HAS BEEN ISSUED. IN ORDER FOR AN ISDSP TO BE ISSUED, THE APPLICABLE REQUIREMENTS OF COLORADO STATUTES AND REGULATIONS, AND TOWN REGULATIONS, IF ANY, AS IN EFFECT FROM TIME TO TIME, MUST BE MET. THE TOWN SHALL HAVE NO RESPONSIBILITY ON ACCOUNT OF ITS DENIAL OF AN ISDSP FOR ANY LOT WHICH CANNOT MEET THE REQUIREMENTS AND APPLICABLE LAW. IT SHALL BE THE RESPONSIBILITY OF THE OWNER OF ANY LOT TO MAINTAIN ANY PERMITTED INDIVIDUAL SEWAGE DISPOSAL SYSTEM IN GOOD OPERATING ORDER IN ACCORDANCE WITH STATE LAW. FAILURE TO MAINTAIN A SYSTEM CAN RESULT IN CIVIL AND CRIMINAL PENALTIES. THE OWNER OF EACH LOT SHALL BE AWARE THAT THE PROPERTY WITHIN THIS SUBDIVISION MAY BE INCLUDED WITHIN THE BOUNDARIES OF A SEWER SYSTEM IMPROVEMENT DISTRICT AND ASSESSED FOR THE COST OF CONNECTION FOR EACH LOT, AND APPLICABLE TAP FEES, AT SUCH TIME AS THE TOWN, IN ITS DISCRETIONS, DEEMS IT ADVISABLE TO CAUSE THE CREATION FOR SUCH DISTRICT.

NOTE 6. RESERVED NOTE REGARDING CDOT ACCESS PERMIT REQUIREMENTS. FOUR WINDS AT RIDGWAY, LLC IS COMPLETING A TRAFFIC ANALYSIS THAT WILL BE SUBMITTED TO CDOT FOR REVIEW AND COMMENT. SUBDIVISION REGULATIONS SECTION 7-4-7(C) ESTABLISHES THAT "ACCESS TO ANY PUBLIC HIGHWAY UNDER THE JURISDICTION OF THE STATE DEPARTMENT OF HIGHWAYS SHALL BE SUBJECT TO THE PROVISIONS OF THE STATE HIGHWAY ACCESS CODE".

NOTE 7. ASSUMPTIONS FOR OWTS LAYOUT

- TYPE 2A SOILS, LTAR = 0.5
- 5 BEDROOMS PER LOT
- INFILTRATORS W/ PRESSURE DOSING STA BEDS

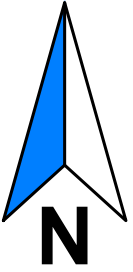
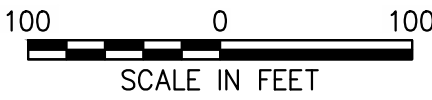
TYPICAL OWTS CALCULATIONS

- 5 X 2 X 75 = 750 GPD
- 750/0.5 = 1500 SQ. FT.
- 1500 X 1.0 (PRESSURE DOSED BED FACTOR) = 1500 SQ. FT.
- 1500 X 0.7 = 1050 SQ. FT.
- AVERAGE BED = 12' X 88'

SETBACKS		
	REQUIRED	PROPOSED
FRONT	15'	25'
SIDES	8'	20'
BACK	5'	20'

LEGEND

- GRAVEL ROAD
- 100' X 100' DISTURBANCE ENVELOPE. SEE NOTE 1 ABOVE
- ASSUMED PRIMARY AND SECONDARY STA BEDS, 12' X 88' EACH. SEE NOTE 7 ABOVE

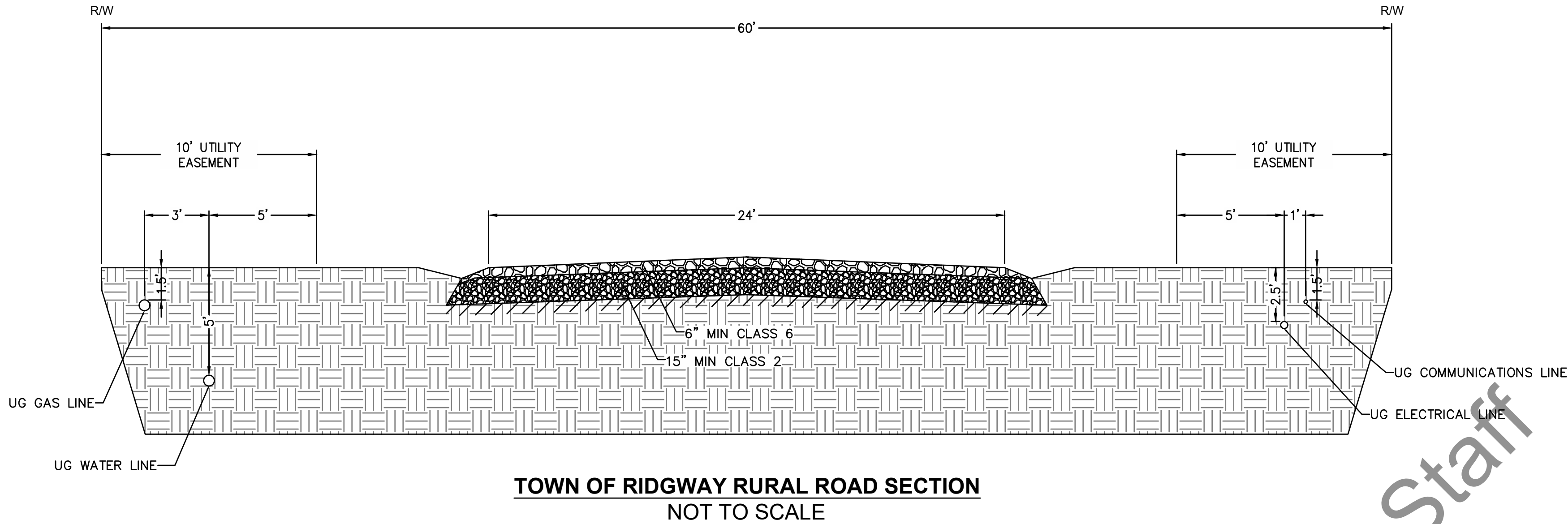


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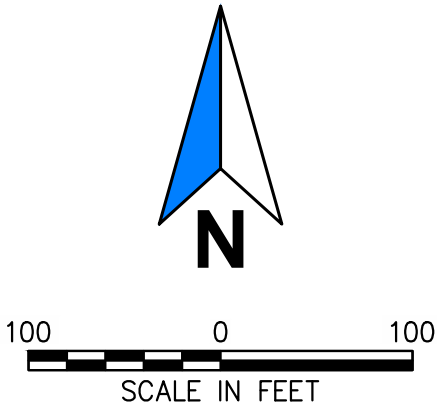
FOUR WINDS AT RIDGWAY
SKETCH PLAN
PROPOSED IMPROVEMENTS

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SHEET 5 OF 6	



WATER TANK SIZING CALCULATIONS

20 LOTS x 350 GPD x 1.6 PEAK DAY FACTOR = 11,200 GPD
11,200 GPD + 750 GPM x 60 MINUTES = 56,200 GALLONS
56,200 GALLONS - 18,000 GALLONS OF EXISTING TOWN STORAGE = 38,200 GALLONS REQUIRED
ACTUAL TANK CONFIGURATION TO BE DETERMINED



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FOUR WINDS AT RIDGWAY
SKETCH PLAN
DETAILS

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SHEET

SP-6

SHEET 6 OF 6

Presented to Ridgway Planning Commission on August 30, 2022



TJ Dlubac <tdlubac@planstrategize.com>

Updated Four Winds Sketch Plan Narrative

1 message

Christopher Hawkins <chris@alpineplanningllc.com>

Tue, Aug 23, 2022 at 4:15 PM

To: TJ Dlubac <tdlubac@planstrategize.com>

Cc: Eric Faust <Eric@phillytrans.us>, Tim Currin <tim@ouraybrokers.com>, "dquigley@buckhornengineering.com" <dquigley@buckhornengineering.com>, "reed@dwmk.com" <reed@dwmk.com>, Preston Neill <pneill@town.ridgway.co.us>

Hi TJ. I updated the narrative to add the following paragraph to Page 9:

"A new emergency access route is now proposed that would utilize the driveway to Lot 14 and then run down the east side of Lots 15 and 16 should the main drive become blocked. Please refer to Sheet SP-5."

Please use this version for the Planning Commission packet if possible.

Thank you!

Chris Hawkins, AICP

Alpine Planning, LLC

(970) 964-7927

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20220822 Four Winds Sketch Plan Narrative.pdf

7653K

Presented to Ridgway Planning Commission on August 30, 2022

Four Winds Subdivision

Sketch Review



June 27, 2022



BUCKHORN
ENGINEERING

Four Winds at Ridgway Subdivision Overview

Four Winds Ranch 1 LLLP is under contract to purchase Lot 2 McChesney Subdivision (“**Lot 2**”) from the estate of Bernadine Endicott that is also of property that is legally described as the SE 1/4 of SE 1/4 of Section 9 and the NE 1/4 of the NE 1/4 of Section 16 all in T45N, R8W of the N.M.P.M. except that portion being described as Lots 25 - 48 and the common ground of Vista Terrace Subdivision, Filing No. 1 (“**Endicott Property**”). Lot 2 and the Endicott Property are shown in Figure 1. Lot 2 is located in the Residential Low Density District and the Endicott Property is in the Future Development District (Figure 2). Four Winds at Ridgway, LLC (“**Applicant**”) is under contract to purchase Lot 2 and 9.95 acres from the Endicott Property from the estate of Bernadine Endicott.

The proposed subdivision includes Lot 2 of the McChesney Subdivision that contains 33.09 acres and approximately 9.95 acres from the Endicott Property for a total subdivision area of 43.04 acres. The proposed subdivision includes 20 lots that range in size from 0.96 to 2.97 acres in size with an average lot size of 1.4 acres; two open space tracts that contain a total of 12.74 acres (29.6% of subdivision area); and a dedicated public right-of-way that contains 3.01 acres as shown in Figure 3. The overall density is one unit per 2.15 acres. Access to the proposed subdivision is from the Terrace Drive Right-of-Way.

The Four Winds at Ridgway Subdivision (“**Four Winds Subdivision**”) proposes the concurrent rezoning of the 9.95 acres from the Endicott Property to the Residential Low Density District. The Applicant is seeking to include the 9.95 acres into the subdivision because Lot 2 provides the only access to this area due to the steep slopes above the proposed subdivision within the Endicott Property; the approximate 11% topographic grade makes it very suitable for development; and the Town of Ridgway Master Plan (“**Master Plan**”) envisions this area developed as a Rural Neighborhood.

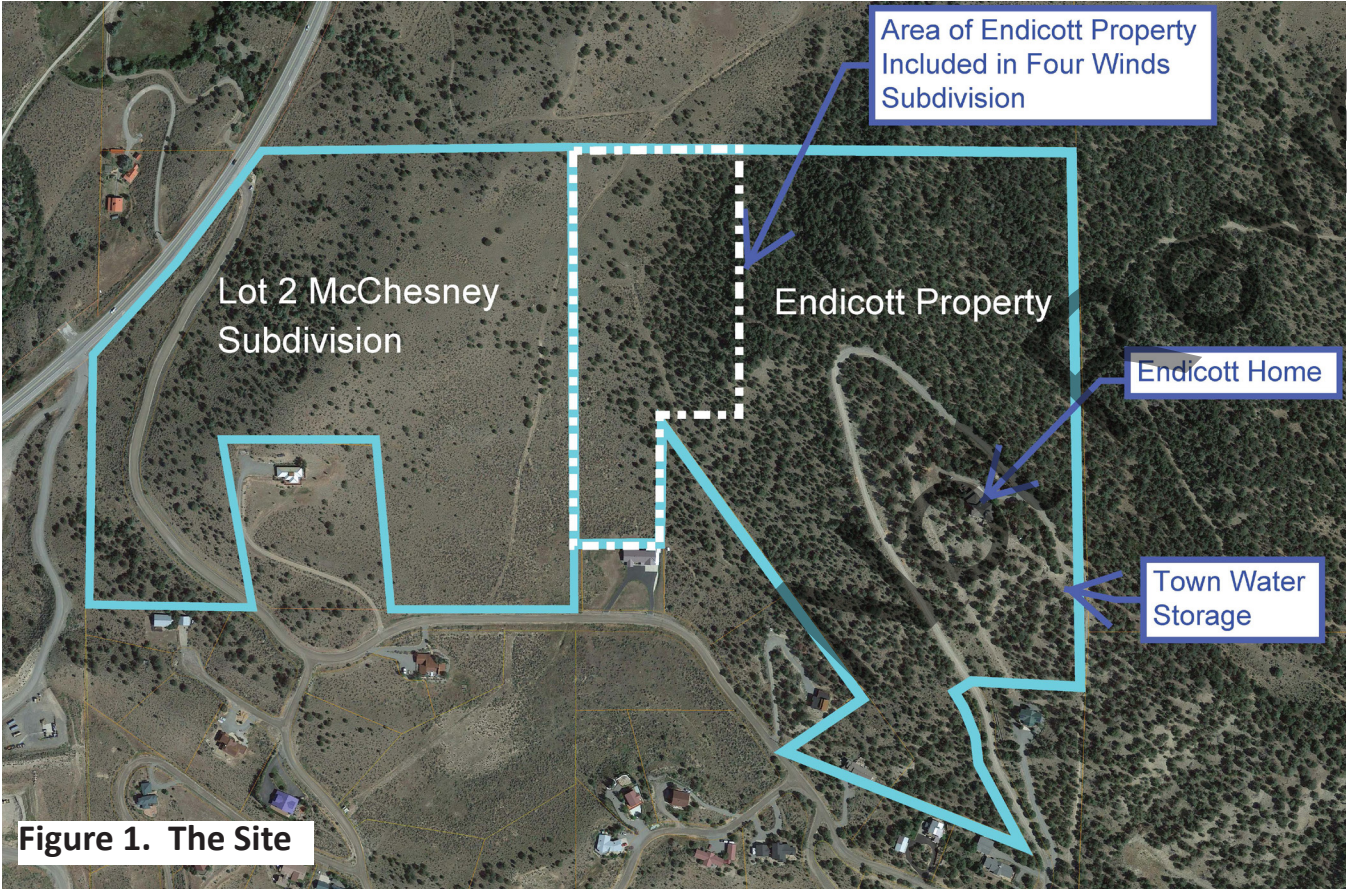


Figure 1. The Site

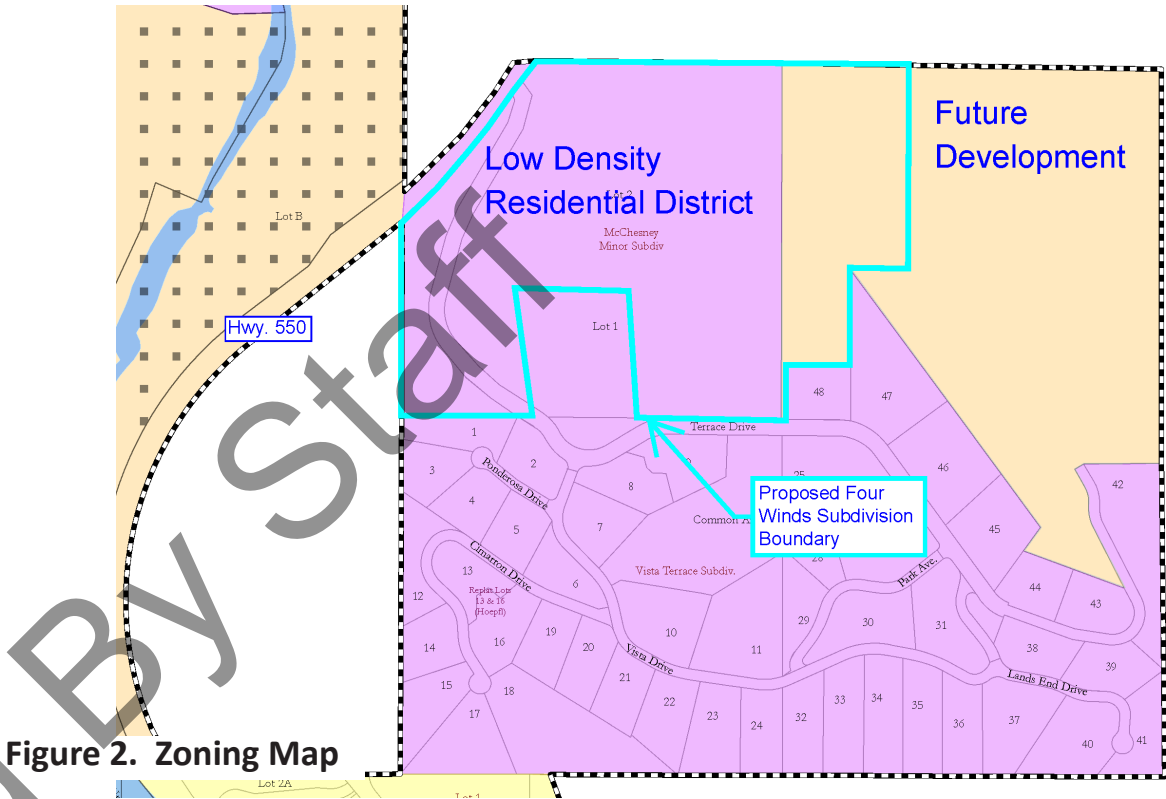


Figure 2. Zoning Map

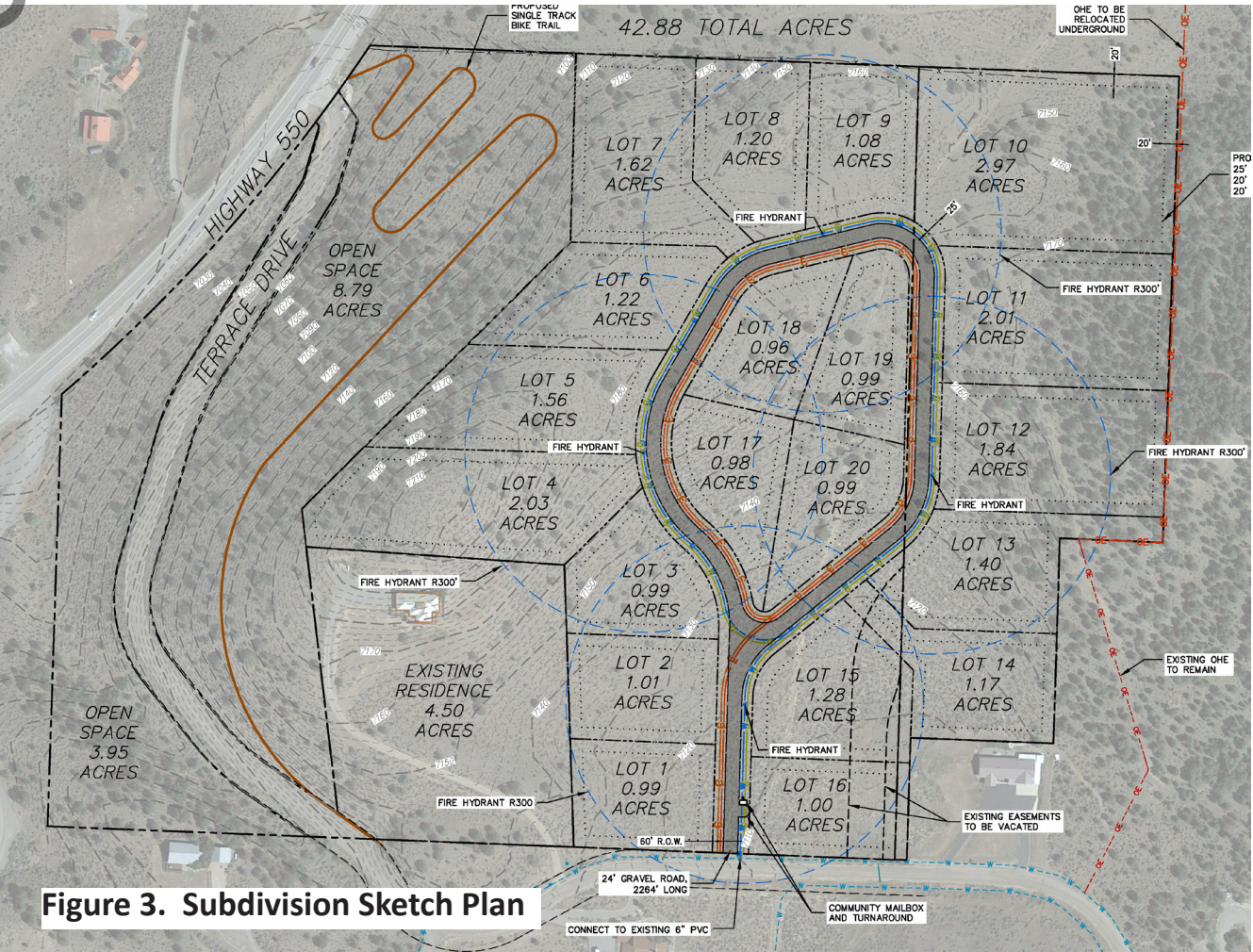


Figure 3. Subdivision Sketch Plan

The intent of the Four Winds Subdivision is to provide 20 lots that are sensitively developed with homes that minimize impacts and maximize views. The Applicant proposes to create subdivision design standards administered by a homeowners association that will require:

1. Development to be located within disturbance envelopes that have a 10,000 sq. ft. maximum size in which all improvements must be placed (except driveways, utilities, address monuments, etc.). Perimeter fencing of a lot will be prohibited to allow for wildlife movement through the Property.
2. Protection and preservation of the current sage habitat outside of the disturbance envelopes.
3. Fenced dog run or yard that is located within the disturbance envelope. Leashes will be required even when walking pets on the subdivision roads.
4. A minimum amount of solar power for each home.
5. Conduit for electric vehicle charging and solar hot water heating.
6. Limit the areas allowed for formal irrigated yards.
7. Encourage accessory dwelling units to provide additional housing.
8. Trash & recycling rooms or enclosures that are built into the primary home that are bear proof.
9. Design standards for the new homes to have a consistent design.
10. Lighting to be limited to required building egress doors, patios, decks or garage doors. No architectural lighting will be allowed.

The proposed subdivision density is one unit per 2.15 acres.

Vista Terrace Development History

The Town annexed Vista Terrace Addition in 1981 that included approximately 160 acres consisting of four 40-acre parcels that included the area in Vista Terrace Filing No. 1, Lot 2 and the Endicott Property (“**Vista Terrace Addition**”). The Town annexation originally applied the old, extant R1 Zone District to the Vista Terrace Addition that allowed one unit per acre.

Concurrent with the review of the annexation petition, the Town and the underlying property owners (“**Developers**”) entered into a Water and Sewer Agreement for the Vista Terrace Addition dated May 4, 1981 (“**Vista Terrace Water and Sewer Agreement**”) that remains effective. This agreement required:

1. Developers to construct an 8” and 6” water mains to serve the Vista Terrace Addition in accordance with Town standards.
2. The preferred route for the water main extension; Town assistance to Developers in obtaining necessary easements and a contribution from benefited properties, or for reimbursement at a set rate per tap.
3. Town inspection of the water main lines.
4. Any connections to the water main only allowed after Town authorization of the tap.
5. Town ownership and maintenance of the water main with any needed easements granted by the Developers.
6. A one-year warranty for the water lines and repair as needed during this term.
7. A requirement for the Developers to annex Vista Terrace Addition.
8. Developers to pay for all connections, related service lines and meters.

9. All users to be subject to Town water rates, terms and conditions as set forth by Town ordinances.
10. A \$10,000 sewer tap pre-payment towards sewer tap fees for Vista Terrace Additions Nos. 1 through 4 [Clear acknowledgment of future development].
11. Connection to Town provided sewer:

“The Town has no present plans to extend a sewer main to Developers’ property [Vista Terrace Addition] and development on Town sewer is presently unfeasible. Developers may utilize individual sewage disposal systems subject to applicable State regulations and Ouray County regulations. Whenever a Town sewer main is installed within 400 feet of any individual building on Developers property, such building, upon request by the Town, shall be connected to the sewer line and the owner of the building shall pay any connection and tape fees and other costs as required by applicable Town ordinances and regulations as amended from time to time.”
(“**Town-Vista Terrace Sewer Policy**”)

The Town approved the Vista Terrace Filing No. 1 Subdivision in 1982 with 48 lots on 75.541 acres that includes one 5.369 acres of common open space (7% of subdivision area). The overall Filing No. 1 density is one unit per 1.6 acres. The “Future Development” of the remaining Vista Terrace Addition is recognized on the Vista Terrace Filing No. 1 Plat as shown in Figure 4.

A June 16, 1994 letter to the Ridgway Town Council indicated that the Town had rezoned the north half of Vista Terrace Addition to Future Development. The McChesney family was one of the original Vista Terrace Addition Developers under the name of Aventura LLP. The Town rezoned the area in the McChesney Minor Subdivision back to the R1 Zone District in 1994 that included conditions for a minor subdivision and also that any development above a single family dwelling would require a binding overall development plan. The Town approved the second subdivision of Vista Terrace Addition with the McChesney Minor Subdivision in 1998 with Lot 1 and Lot 2 containing 4.5 acres and 33.09 acres, respectively, including several plat notes as cited in this narrative and Note 2 that requires a binding PUD or overall development plan to further subdivide Lot 1 or Lot 2. A letter to the City Council dated June 16, 1994 indicates that a sale was pending for Lot 2 so the primary reason for the subdivision was to split off Lot 2 for sale and development.

Sketch Plan Criteria

Subdivision Regulations Section 7-4-5(A)(1) requires that subdivision proposals be consistent with the town standards and be reviewed on the following criteria:

Conformance with the Master Plan and Zoning Regulations

The Master Plan’s envisions Lot 2 and the Endicott Property as a Rural Neighborhood with a maximum density of 0.1 to 1 dwelling unit per acre. The proposed subdivision density at one unit per 2.15 acres is 115% less than the maximum density envisioned by the Master Plan. Residential density will be limited to disturbance envelopes of 10,000 sq. ft. that will maintain the rural character, vegetation and natural habitat (Policy ENV-1.2). The 12.74 acres of open space, which represents approximately 30% of the subdivision area, will further maintain the rural character and natural habitat. Environmentally sensitive and natural hazard areas will be avoided (Policy ENV-1.1). The proposed gravel road and subdivision design will avoid excessive concentrations of stormwater and minimize the need for storm sewer infrastructure (ENV-3.4).

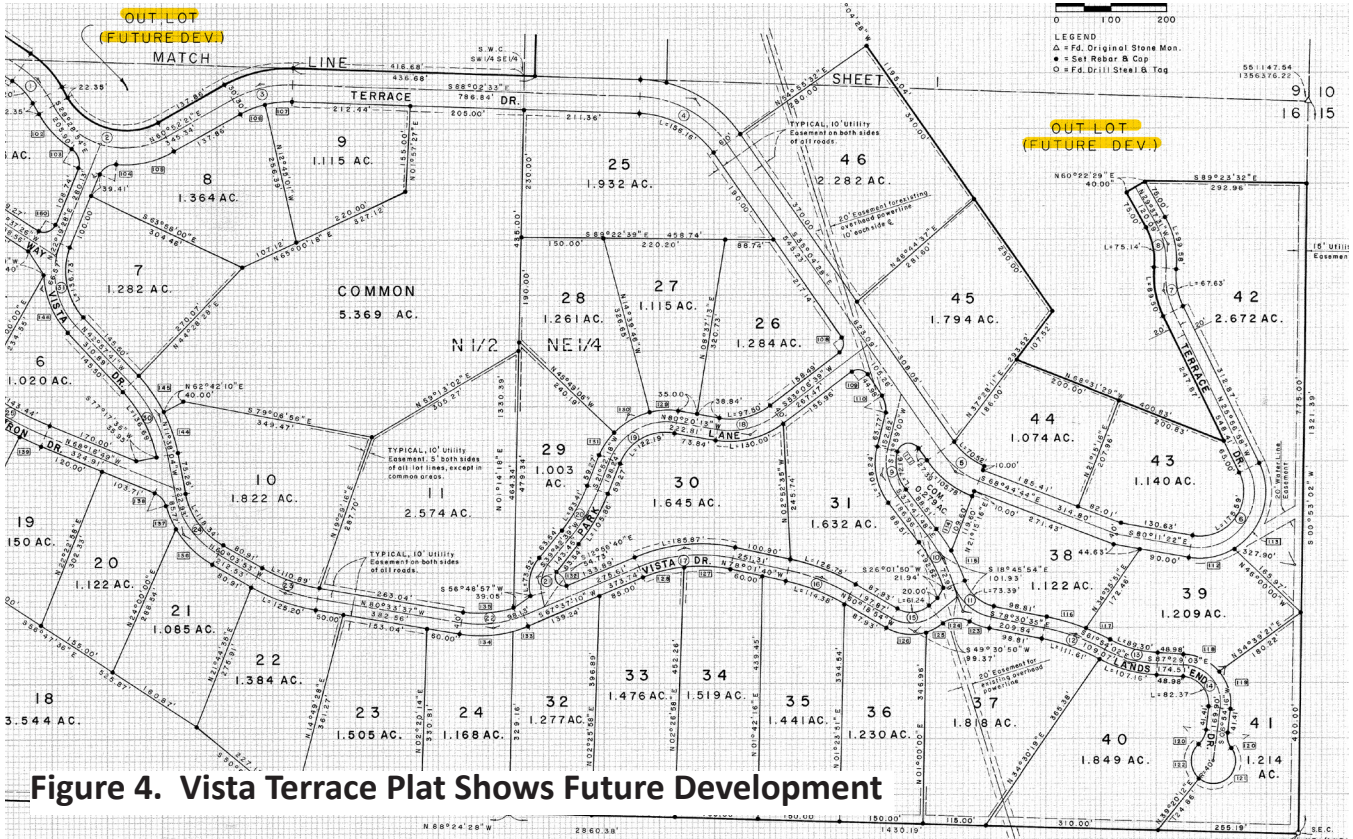


Figure 4. Vista Terrace Plat Shows Future Development

The limitation on formal irrigated yards will conserve water for the Town (ENV-3.6). The subdivision required minimum solar energy and the requirement to provide conduit for electric vehicle charging will require and encourage the use of renewable energy. The great solar access to each lot will further reduce energy use during the winter months. The subdivision will provide additional single-family residential housing opportunities in the town including accessory dwelling units and single-family homes (COM-2.1, COM-2.2). The subdivision design standards combined with the Town single-family design and dimensional standards will ensure the character of the Vista Terrace area and the Town are protected (CHR-1.1, GRO-1.5). The low density roadway allows for it to also be used for pedestrian use and a new trail is proposed across open space to the Highway 550 crossing and river trail access (CHR-1.2, CHR-7.2). The proposed subdivision open space will maintain the northern scenic Highway 550 corridor and gateway into the town preserving mountain vistas and natural character (CHR-6.1). The proposed disturbance envelopes and open space cluster development to preserve habitat and visual quality (GRO-1.6). The proposed subdivision development will pay for all the required infrastructure including installing electric, natural gas and telecommunications lines, and also pay for increased water storage needed to support the development (GRO-2.1). The proposed development will avoid hazardous areas including floodplains and steep slopes (GRO-3.1). Steep slopes have not been defined in the Municipal Code by the Town per Master Plan Action GRO-3b, while the Master Plan's Sensitive Areas Map states that hazard areas include slopes that are 20% or greater which is not the case in most Colorado mountain communities where slopes 30% or greater are considered potential hazard areas. Most Colorado communities allow for development of slopes that are 30% or less and allow even on steep slope areas if you provide a geotechnical report and engineered plans. More importantly, Ridgway has not defined steep slopes or established any steep slope regulations. On-site stormwater management will be provided per the Town's regulations and plans (GRO-3.2).

Environmentally sensitive such as wetlands, riparian areas will be avoided (ENV-1.1). **Wildlife per ENV-**

1.2 [Reserved pending wildlife impact report from CPW]. Noxious weeds will be managed and eliminated from the Property if present per the Ouray County Weed Plan (ENV-1.1). The subdivision stormwater system will ensure that drainage does not negatively impact local water quality (ENV-3.3). The looped gravel access road is designed for low impact development (ENV-3.4). The subdivision will require a minimum amount of solar energy, electric vehicle charging and similar green building measures (ENV-4.1 and ENV-4.2). The proposed open space and disturbance envelope will protect and preserve a big portion of the pinyon and juniper forest unless tree removal is needed for fire mitigation (ENV-5.1).

The proposed subdivision meets and exceeds the Residential Low Density District dimensional standards including the minimum lot width of 50 feet. The proposed setbacks of 25-foot front, 20-foot side and 20-foot rear setbacks far exceed the Town required setbacks of 15-foot front, 5-foot sides and 8-foot rear setbacks. Disturbance envelopes, which are also intended to provide view corridors along with other community benefits, will increase these setbacks in some instances. The smallest lot size of 0.96 acre or 42,688.8 sq. ft. significantly exceeds the minimum 6,000 sq. ft. Residential District lot size which is appropriate for this rural area.

Relationship of Development to Topography, Soils, Drainage, Flooding, Potential Natural Hazard Areas and Other Physical Characteristics

Most of the subdivision lots have gentle sloping topography with slopes less than 30%. A soils/geotechnical report will be provided with a future Preliminary Plat application as required by the Subdivision Regulations. Buckhorn Engineering will design the civil plans in accordance with Town regulations, including the required drainage and utilities plans. The site is not located in any mapped floodplain or other natural hazard areas. The sage habitat of the subdivision will be preserved through open space and disturbance envelopes.

Availability of Water, Sewer, Access and Other Utilities and Services

Water

Town staff indicated that adequate water supply is available for the lots in proposed subdivision from the Town water treatment system. Buckhorn Engineering calculates that the water storage requirement for the subdivision is 38,200 gallons plus the 18,000 gallons in the existing tank for a total of 56,200 gallons of peak day and fire flow of 750 gpm for 60 minutes. The Applicant, working in coordination with Buckhorn Engineering and the Town's consulting engineer, will design and install a new tank next to and attached to the existing tank along with associated water lines and system design. The added water tank storage capacity and associated benefits will be available to all of Vista Terrace Addition.

The Applicant believes that the construction of added water storage and the associated water lines will meet the following Note No. 4 on the McChesney Subdivision Plat relative to Lot 2:

"If required by the Town of Ridgway, the owners of Lots 1 and 2 will participate in a Special Improvement District for the purpose of expanding water storage capacity which serves these lots as well as the adjacent properties."

Plat Note 2 related to Lot 2 can be eliminated from the replat since the required water storage will be provided.

The proposed water system design for the subdivision is shown on Sheet SP-4 except for the water tank and connecting lines to such tank that will be provided with the engineered civil plans submitted with the future Preliminary Plat application. It is Buckhorn Engineering's understanding that the current Town owned and operated water delivery system is adequate to serve Vista Terrace and the proposed subdivision. We will confirm this with the Town consulting engineer when preparing the civil engineered plans for the Four Winds Subdivision.

Sewer

The McChesney Subdivision Plat Note 1 states:

"A Town sewer system is not available to serve Lots 1 and 2 of this subdivision. No building permit or other development permit shall be issued for any Lot until Individual Sewage Disposal System Permit (ISDSP) has been issued. In order for an ISDSP to be issued, the applicable requirements of Colorado statutes and regulations, and Town Regulations, if any, as in effect from time to time, must be met. The Town shall have no responsibility on account of its denial of an ISDSP for any lot which cannot meet the requirements and applicable law.

It shall be the responsibility of the owner of any lot to maintain any permitted individual sewage disposal system in good operating order in accordance with State law. Failure to maintain a system can result in civil and criminal penalties.

The owner of each lot shall be aware that the property within this subdivision may be included within the boundaries of a sewer system improvement district and assessed for the cost of connection for each lot, and applicable tap fees, at such time as the Town, in its discretion, deems it advisable to cause the creation for such district."

The Town specifically permits septic systems for Lot 2 pursuant to Plat Note 1 that was approved by the Town in 1998, and pursuant to the Town-Vista Terrace Sewer Policy. It has been 28 years since the Town permitted septic systems for Lot 2 and a Town sewer system is still not available to serve the Vista Terrace area. The Town also contemplates allowing septic systems per Subdivision Regulations Section 7-4-3(C) that does not allow a septic tank permit or other permits to be issued for a property that is in violation of the regulations.

Likewise the Vista Terrace Water and Sewer Agreement specifically states in Paragraph 11 that, "The Town has no present plans to extend a sewer main to Developers' property and development on Town sewer is presently unfeasible. Developers may utilize individual sewage disposal systems subject to applicable State regulations and Ouray County regulations." To Applicants knowledge, this Agreement has never been terminated nor amended and thus is still in full force and effect. Certainly, conditions have not materially changed in the intervening years. The Applicant understands that there should be a plat note for the Four Winds Subdivision plat that recognizes the Property may be included into a sewer system improvement district per Plat Note 1 or require properties to connect if a sewer line is extended within 400 feet of home per the Vista Terrace Water and Sewer Agreement.

Highway 550 Access

The Town approved Vista Terrace Drive as the main access for Vista Terrace Addition and the Vista Terrace Filing No. 1 plat in 1982. The Colorado Department of Transportation ("CDOT") and the Town did not require any improvements to Highway 550 at that time with the CDOT access permit issued on September 17, 1981. The CDOT access permit included several conditions including one that required

acceleration and deceleration lanes to be constructed to Terrace Drive when required by CDOT.

The 1998 McChesney Subdivision Plat Note 1 states:

"This subdivision and/or development of the lots shown hereon may trigger requirements of the Colorado Department of Transportation for improvements to the intersection of U.S. Highway 550 and Terrace Drive. Any subdivider or developer of the property will be responsible for some or all of the costs of these improvements which are not assumed by the State as determined by the Town Council and this responsibility may be a condition of further subdivision or development approval. Lots created hereon may also be subject to costs and assessments for the costs associated for such improvements. The Ridgway Town Clerk is hereby appointed as the attorney-in-fact of the owners of the lots shown hereon for the purposes of executing petitions for the creation of improvement districts to pay for the costs of such improvements and to vote in any election which may be required to approve financial obligations in order to finance the costs of such improvements."

CDOT constructed the acceleration and deceleration lanes in 2008 in conjunction with similar lanes to the County shop/office area.

The Applicant is preparing a traffic impact analysis that will be submitted to CDOT for review and determination if any additional highway improvements are needed. The Applicant agrees to pay for its proportional share of any needed improvements. We are respectfully requesting that the Planning Commission's approval of the Four Winds Subdivision Sketch Plan include a condition that the Applicant obtain the written approval or access permit from CDOT consistent with Subdivision Regulation Section 7-4-7(C)(3):

"Access to any public highway under the jurisdiction of the State Department of Highways shall be subject to the provisions of the State Highway Access Code."

Town Access

The Town approval of Vista Terrace Addition annexation, Vista Terrace Filing No.1 and the McChesney Minor Subdivision ("**Prior Town Approvals**") did not require any secondary access to Highway 550 or the Ridgway USA development (Ridgway Village). Vista Terrace Filing No. 1 does not have any public rights-of-ways that could access Ridgway Village, and the sketch plans approved by the Town for Vista Terrace Addition did not show any secondary access. Thus, the Town approved Vista Terrace as a dead end subdivision without secondary access knowing the only viable, platted and planned route for access is Vista Terrace Drive. It appears that CDOT and the Town understood that there would be several cul-de-sacs within Vista Terrace Addition based on plans that were presented to CDOT and we presume the Town and as shown in Exhibit A.

Subdivision Regulation 7-4-7(C)(7)-(8) state:

"(7) Cul-de-sacs shall be permitted, provided they are not more than 500 feet in length and have a turn-around diameter of at least 100 feet. Surface drainage shall be toward the intersecting street, or if this is not possible, a drainage easement shall be required through the cul-de-sac.

(8) Dead-end streets, with the exception of cul-de-sacs, shall be prohibited unless they are designed to connect with future streets in adjacent land that has not been platted, in which cases

a temporary turn-around easement of 80 feet shall be required.”

The Prior Town Approvals of the Vista Terrace Addition annexion, Vista Terrace Filing No. 1 and the McChesney Minor Subdivision were all predicated upon this development having only one access route in and out of the subdivision via Terrace Drive. There is no way to provide secondary access through Ridgway Village to the south, and lands to the north and east of Vista Terrace Addition are located outside of the Town and the Urban Growth Boundary.

The proposed Four Winds Subdivision access is not a cul-de-sac access that ends in a turning circle. It is designed as a looped road that is 24 feet in width. There is not an express Subdivision Regulation prohibition on this type of looped road. The proposed looped access road is not specifically permitted by the Subdivision Regulation Design Standards so the Applicant is seeking approval of the looped road design pursuant to 7-4-7(A):

“All subdivisions shall conform to the minimum design standards of, this Section. The Town Council may allow deviation from these standards if it determines that unusual topography or a hardship exists, or that alternative standards will more effectively protect the quality of the subdivision and the public welfare, or more effectively achieve the purposes of these Subdivision Regulations.”

The looped road design is a function of the current Lot 2 platted configuration, community desired density, reasonable use, and topography. The Lot 2 frontage onto Terrace Drive is 538.5 feet; however, approximately 122.54 feet is encumbered by a road, access and utility easement to Lot 1 that can also be subdivided in the future. This leaves approximately 417 feet of frontage that can be used for subdivision access. The Town Subdivision Regulations require 60 feet for a right-of-way that leaves 357 feet for subdivision access and platting one-acre or greater lots. The Sketch Plan shows that you can only create 1 acre lots along the entry drive if it is a looped access design. Requiring dual access with a U-shaped road would only result in smaller lots along the frontage road while also causing significant, avoidable disturbance to the natural environment and wildlife habitat.

The underlying Residential zoning permits lots that are 6,000 sq. ft. in size and the development team knows that this level of density is not acceptable in Vista Terrace Addition. That is why the development has been planned at a density of one unit per approximately 2 acres. This large lot development is only possible with the looped access road as designed. In 1982, the expected density was one unit per acre based on the original R1 zoning that would be approximately 40 lots in the Property. The Applicant is only seeking 20 units that it believes represents reasonable use of the property based on the current underlying zoning that allows over 250 units based on the minimum lot size of 6,000 sq. ft.

The looped access road design is also a function of the topography that rises to the west of the planned access road. Creating a U-shaped road more into the hillside would result in more cut and fill than the current location, and also remove more natural vegetation and habitat due to such slopes.

A new emergency access route is now proposed that would utilize the driveway to Lot 14 and then run down the east side of Lots 15 and 16 should the main drive become blocked. Please refer to Sheet SP-5.

Subdivision Regulation Section 7-4-6(A)(6) states: “Streets shall be paved in circumstances where required by Town street specifications.” The subdivision road is planned as a gravel road for this rural subdivision. Gravel roads are a permitted street surface material per the Town of Ridgway Standards

and Specifications and Typical Drawings for Infrastructure Construction (“**Specifications**”). The Specifications include a “Typical Drawing” for a “Typical Gravel Street”. A gravel street is proposed because it is permitted in the Specifications, there is no paving within the Vista Terrace Addition, the cost of the paving, the Town cost for maintaining the paving versus gravel, added stormwater discharge due to paving, added carbon footprint of paving, and due to the rural nature of the subdivision.

Other Infrastructure

Electric, natural gas and telecommunications infrastructure are available in the Terrace Drive Right-of-Way.

Compatibility with the Natural Environment, Wildlife, Vegetation and Unique Natural Features

The proposed open space, disturbance envelopes, dog control measures and normal Town construction mitigation requirements will ensure the natural environment, vegetation and wildlife are protected. Other sections in this narrative document how the natural environment, wildlife and vegetation are being protected.

Public Costs, Inefficiencies and Tax Hardships

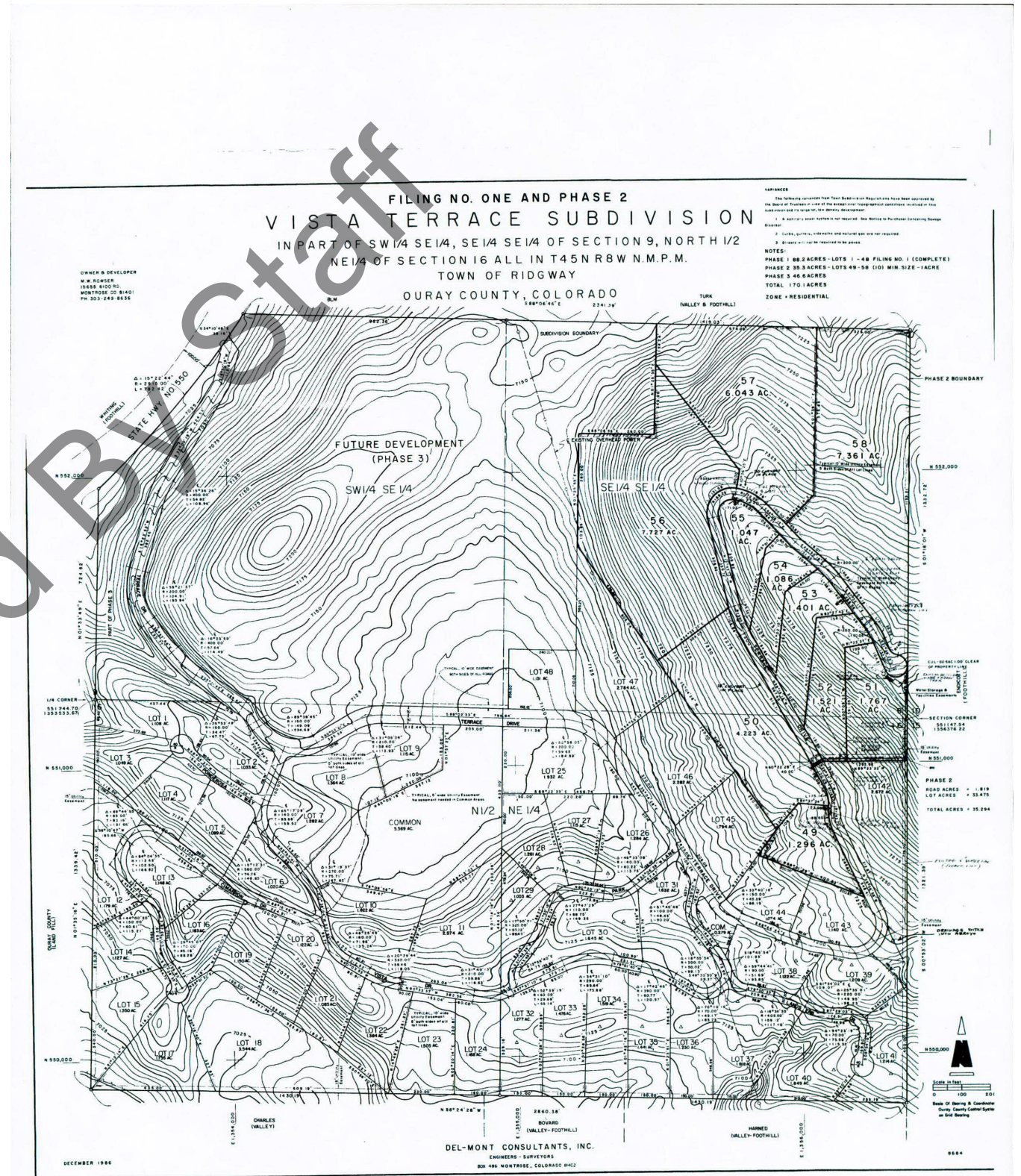
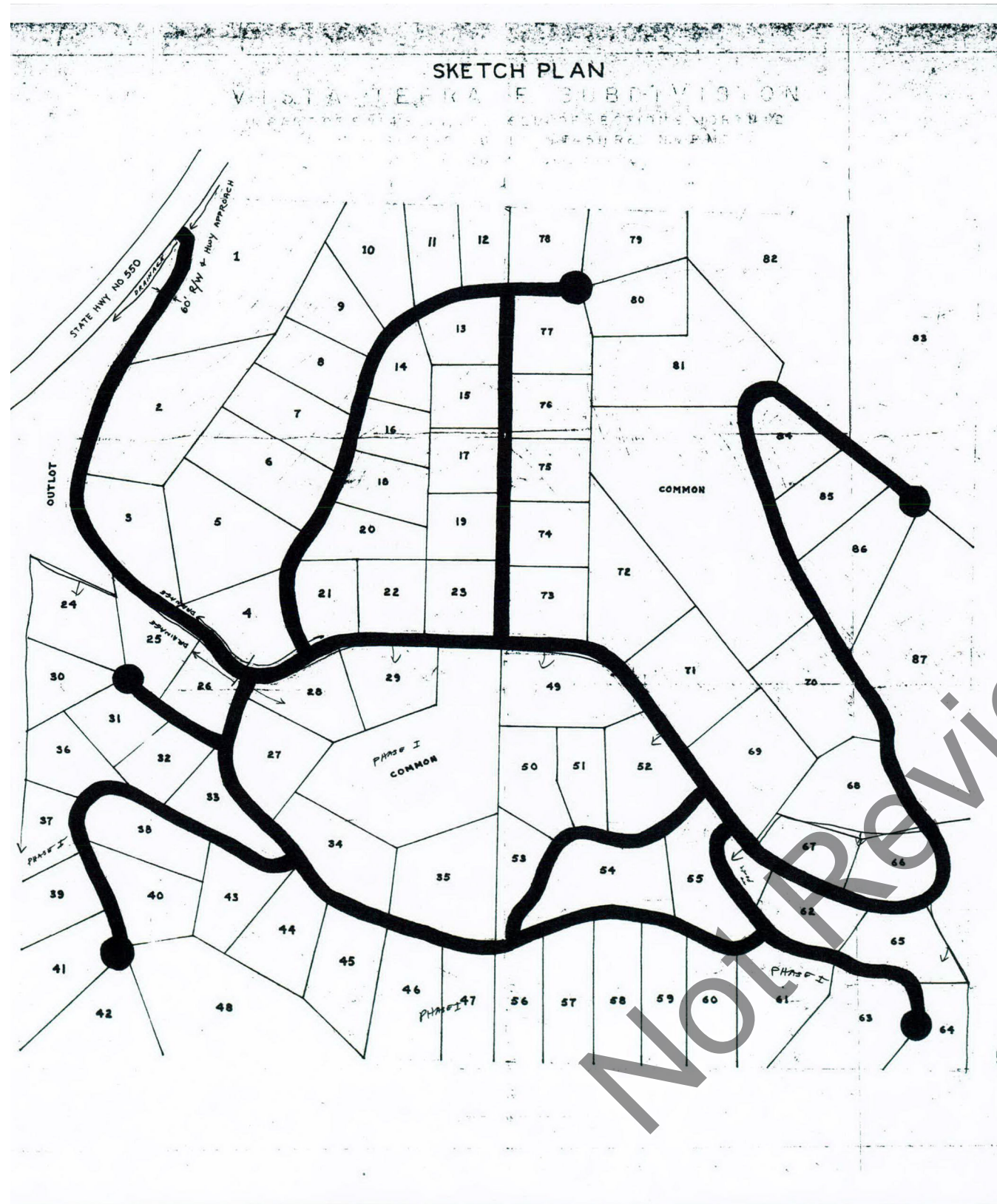
The proposed development will pay for all required subdivision improvements including connections to existing infrastructure in the Terrace Drive Right-of-Way, and for the required water storage generated by this development.

Project Information Table

Number of Single-family Lots	20
Estimated Water and Sewer Use Per Lot	450 GPD
Estimated Maximum Water and Sewer Use	9,000 GPD
Number of Bedrooms Per Unit	3
Total Bedrooms	60
Estimated Maximum Population	120 (2 persons per bedroom)
Parking Spaces Per Lot	2
Amount of Parking Provided in Garage Parking	2 garage spaces required by design guidelines
Amount of Required Parking (2 space per Lot)	40 spaces
Extra Parking	10 spaces
Estimated Subdivision Infrastructure Cost	\$840,000*
General Land Use Divisions	Single-family homes
Dedication of Water Rights	No water rights are assigned to Lot 2
Public Use Areas	Open space with public trail per sketch plan

*Includes 20% contingency. Civil engineer will provide refined costs for the preliminary plat application.

EXHIBIT A. Vista Terrace Addition Sketch Plans



AGENDA ITEM #2



Building People, Places & Community

To: Town of Ridgway Planning Commission
Cc: Preston Neill, *Ridgway Town Manager*
From: TJ Dlubac, AICP, *Community Planning Strategies, Contracted Town Planner*
Date: August 26, 2022
Subject: Lakin-Arnold Subdivision for August 30th PC Meeting

APPLICATION INFORMATION

Request: Approval of the Lakin-Arnold Subdivision to separate one single interest ownership into two lots.

Legal: Lots 16, 17 & 18, Block 20, Town of Ridgway
NE1/2 Section 17, T45N, R8W, NMPM

Address: 377 N. Laura St

General Location: South of Frederick St., north of Charles St., and west of and adjacent to N. Laura St.

Parcel #: 430516204002

Zone District: Historic Residential (HR)

Current Use Single-Family Residence

Applicant Beth Lakin

Owner Beth Lakin

PROJECT REVIEW

BACKGROUND

The application for an Amended Plat was submitted on September 17, 2021. A completeness review was conducted, and the application was accepted as complete on October 4, 2021, after additional information was provided by the applicant.

Upon review of the application by town staff and consultants, it was realized that the current sewer main line in the alley to the west of the property does not extend far enough to the south to service the new proposed Lot 2. After discussing the issue with the applicant, it was agreed upon to continue the Planning Commission hearing to November 30, 2021, to allow time for the applicant and town staff to discuss options for this parcel and proceed with a recommendation to Planning Commission which will meet the needs of this particular development as well as the remainder of this block.

Town staff confirmed the location of the sewer manhole and then met with the applicant to discuss options. Following a discussion of the options available to the applicant, it was determined that the best option moving forward was to delay this application until April 2022 to allow adequate time for the applicant to design the sewer line extension, gain town approval of the design, and install the public improvements in the Spring.

JUNE 2022 UPDATE

The sewer extension design has been reviewed and approved by the Town Engineer; however, the Applicant has not been able to schedule contractors to come out and complete the work. RMC §7-4-5(C)(5)(a) states:

- (a) As-built plans containing information as required by the Town specifications and regulations, for water, sewer, electricity, gas, telephone and drainage systems, along with any other available as built plans.*

Therefore, since the improvements have not yet been installed, the as-builts, as required by this code section, have not been submitted and, thus, the file cannot be presented to Planning Commission.

JULY 2022 UPDATE

This application has been continued each month since April 2022 at the request of the Applicant. The Applicant has once again requested the Planning Commission table the application to their August 30, 2022, meeting to continue working on designing and extending the sewer line extension.

AUGUST 2022 UPDATE

The applicant has been able to obtain a contractor to extend the sewer main line in the alley behind the new parcel (Lot 2). The installation has begun, and therefore, the approval process for the subdivision can now move forward.

CODE REQUIREMENTS

RMC §7-4-10 REPLATS AND AMENDED PLATS

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

The proposed amendments do not materially change the “extent, location, or type of public improvements and easements” since the parcels are already platted and changes to the property boundaries or access is being contemplated with this request. Since the request addresses allowed uses on the property, the change is not material for the plat; however, the merits and applicable design and development standards required by the RMC will be reviewed at such time the property develops further. Therefore, the requirements set forth in 7-4-10(C) apply to this application.

This section requires the applicant to submit appropriate documentation in accordance with subsection 7-4-5(C) of the RMC and states that the application shall be reviewed with the procedures set forth in subsection 7-4-5(C) as well.

RMC §7-4-5(C)(8)(b):

The Planning Commission shall determine the following are met in order to recommend approval, with or without conditions, of the plat amendment to the Town Council:

- (i) The Town has received a reproducible mylar properly executed by all parties except Town officials, the original subdivision improvements agreement properly executed by the Subdivider*



accompanied by required security, and copies of properly executed corporate documents and covenants;

- (ii) Compliance with all Planning Commission conditions of approval except those subject to a good faith dispute;*
- (iii) Payment of all costs due to date pursuant to 7-4-12(B), recording fees, development excise taxes, tap fees and other amounts due the Town.*

ANALYSIS

LAND USES

The property is zoned HR Historic Residential district and a single-family home is allowed by right in this zone district. Dimensional standards applicable to this district are

The property currently has one single-family home on it. The home would be located on the proposed Lot 1. The proposed lot 2 would be vacant and the applicant anticipates selling this lot to be developed as a single-family home. There is currently a shed and planters on Lot 2. These structures may be allowed to continue until such time Lot 2 is sold. Upon the sale of the property, the applicant shall remove these existing buildings and structures on Lot 2. A note expressing this should be added to the plat.



Figure 1. Property location

DIMENSIONAL STANDARDS

Section §7-3-15(A) sets forth the required dimensional standards which shall be met for various uses within each zoning district. For the HR Historic Residential District, the following standards apply to single-family uses:

Standard	Requirement	Proposed	
		Lot 1	Lot 2
Min. Lot Width	25'	43.71	31.29'
Min. Lot Size	3,000sf	6,181.93sf	4,468.07sf
Max. Lot Coverage*	60%	TBD – 3,709.16sf max	TBD – 2,680.8sf max
Min. Front Setback*	15'	Existing – 21.7' to home.	TBD
Min. Rear Setback*	8'	>8'	TBD
Min. Side Setback*	3'	S: 8' N: 12'	TBD
Structure Height*	27'	Existing	TBD

**These dimensional standards will be confirmed at the time of building permit review.*

The proposed subdivision either meets or is able to meet all dimensional standards.

ACCESS

Each proposed lot will have its own direct access onto N. Laura Street. Currently, the gravel driveway for Lot 1 crosses through Lot 2 to access N. Laura Street. If this driveway is to remain, an easement providing legal access to Lot 1 shall be granted on the plat. If a new driveway is going to be developed for Lot 1, the current driveway shall be removed prior to the sale of Lot 2.

UTILITIES

The property is located within an existing neighborhood where the adjacent public infrastructure has been installed previously.

Water Service: There is an existing 6" water line in N. Laura St and existing water meters to serve these two lots. Future development on Lot 2 will utilize these existing taps, meters, and service lines.

Sewer Service: The current home is serviced by a sewer line in the alley to the west of the property. The existing sewer line had to be extended to the south to serve the new Lot 2. This work is underway and is anticipated to be completed before the new lot will be developed.

PUBLIC NOTICE AND PUBLIC COMMENT

The applicant has submitted a hearing application, associated fees, final plat materials, and other required support materials for this public hearing to the Town.

The property has been posted and proper notification has been completed by the Town in accordance with RMC §7-4-13.

As of the drafting of this staff report, no public comments either for or against the request have been received.

STAFF RECOMMENDATION

Upon review of the application against applicable Town standards, Staff recommends that the Town of Ridgway Planning Commission recommend approval of the Lakin-Arnold Amended Plat to the Ridgway Town Council with the following conditions:

1. The applicant shall address all outstanding planning comments identified in the review comment letter dated August 26, 2022, to the satisfaction of the Town Staff prior to the application being scheduled for consideration at the Town Council.
2. The sewer line extension shall be completed and accepted by the Town prior to a building permit being issued for Lot 2.

RECOMMENDED MOTION

"I move to recommend approval of the Lakin-Arnold Amended Plat to the Town of Ridgway Town Council with the following conditions:

1. The applicant shall address all outstanding planning comments identified in the review comment letter dated August 26, 2022, to the satisfaction of the Town Staff prior to the application being scheduled for consideration at the Town Council.
2. The sewer line extension shall be completed and accepted by the Town prior to a building permit being issued for Lot 2.



ATTACHMENTS

- A. Application and Support Materials
- B. Town Review Comment Letter dated August 26, 2022.





Official Use Only

Receipt # 181

Date Received: 9-17-21

Initials: [Signature]

Planning Commission Hearing Request

General Information

Applicant Name	Beth Lakin	Application Date	9/14/2021
Mailing Address	PO Box 2114; Ridgway, CO 81432		
Phone Number	970-901-8624	Email	beth.l.lakin@gmail.com
Owner Name	same		
Phone Number		Email	
Address of Property for Hearing	377 N Laura St		
Zoning District	Historic Residential		

Brief Description of Requested Action

Replat Lots 16, 17, 18 of Block 20 into Lots 1 & 2 Lakin-Arnold Replat

Action Requested and Required Fee Payable to the Town of Ridgway

<input type="checkbox"/> Temporary Use Permit per 7-3-18(C)	\$150.00	Subdivisions per 7-4 unless noted	
<input type="checkbox"/> Conditional Use per 7-3-19	\$250.00	<input type="checkbox"/> Sketch Plan	\$300.00 (+ \$10.00/lot or unit)
<input type="checkbox"/> Change in Nonconforming Use per 7-3-20	\$150.00	<input type="checkbox"/> Preliminary Plat	\$1,500.00 (+ \$25.00/lot or unit)
<input type="checkbox"/> Variances & Appeals per 7-3-21	\$250.00	<input type="checkbox"/> Preliminary Plat resubmittal	\$750.00 (+ \$25.00/lot or unit)
<input type="checkbox"/> Rezoning per 7-3-22	\$250.00	<input type="checkbox"/> Final Plat	\$600.00
<input type="checkbox"/> Other Reviews Pursuant to 7-3-23	\$250.00	<input type="checkbox"/> Minor Subdivision	\$450.00 (+ \$25.00/lot or unit)
<input type="checkbox"/> Variance to Floodplain Reg. per 6-2	\$150.00	<input type="checkbox"/> Lot Split	\$450.00
<input type="checkbox"/> Master Sign Plan Pursuant to 7-3-117	\$150.00	<input checked="" type="checkbox"/> Replat	\$150.00 (+ \$25.00/lot or unit)
<input type="checkbox"/> Deviations from Residential Design	\$175.00	<input type="checkbox"/> Plat Amendment	\$250.00
Standards per 6-6		<input type="checkbox"/> Planned Unit Dev. per 7-3-16	See Preliminary and Final Plat
<input type="checkbox"/> Other	\$_____	<input type="checkbox"/> Statutory Vested Rights per 7-5	\$1,500.00

Applicant and owner shall be jointly and severally responsible for legal, engineering, planning, administrative and miscellaneous fees, including recording costs, if incurred. (R.M.C. 7-3-25(B) and 7-4-12(B)). Water and sewer tap fees and development excise taxes are due at approval of final plats.



Attachments Required

For All Applications

- ☐ Evidence of ownership or written notarized consent of legal owner(s).
- ☐ Information proving compliance with applicable criteria (see the Ridgway Municipal Code for criteria), this may include a narrative, site plans, and/or architectural drawings drawn to scale.

For Conditional Uses

- ☐ The site plan shall show the location of building(s), abutting streets, all dimensions, off-street parking requirements, and landscaping.
- ☐ Architectural drawings shall include elevations and details of building(s).

For Changes in Nonconforming Use

- ☐ Description of existing non-conformity.

For Variances

- ☐ The site plan shall show the details of the variance request and existing uses within 100 ft. of property.

For Rezonings

- ☐ Legal description, current zoning, and requested zoning of property.

For Subdivisions

- ☐ All requirements established by Municipal Code Section 7-4.
- ☐ Sketch plan submittals shall be submitted at least 21 days prior to the Planning Commission hearing at which the applicant wishes to have the application considered.
- ☐ Preliminary plat submittals shall be submitted at least 30 days prior to the Planning Commission hearing at which the applicant wishes to have the application considered.
- ☐ Final plat submittals shall be submitted at least 30 days prior to the Planning Commission hearing at which the applicant wishes to have the application considered.

Please note that incomplete applications will be rejected. Contact with a Planning Commission or Town Council member regarding your application constitutes ex parte communication and could disqualify that Commissioner or Councilor from participating in your hearing. Please contact staff with any questions.


Applicant Signature

9/16/2021
Date

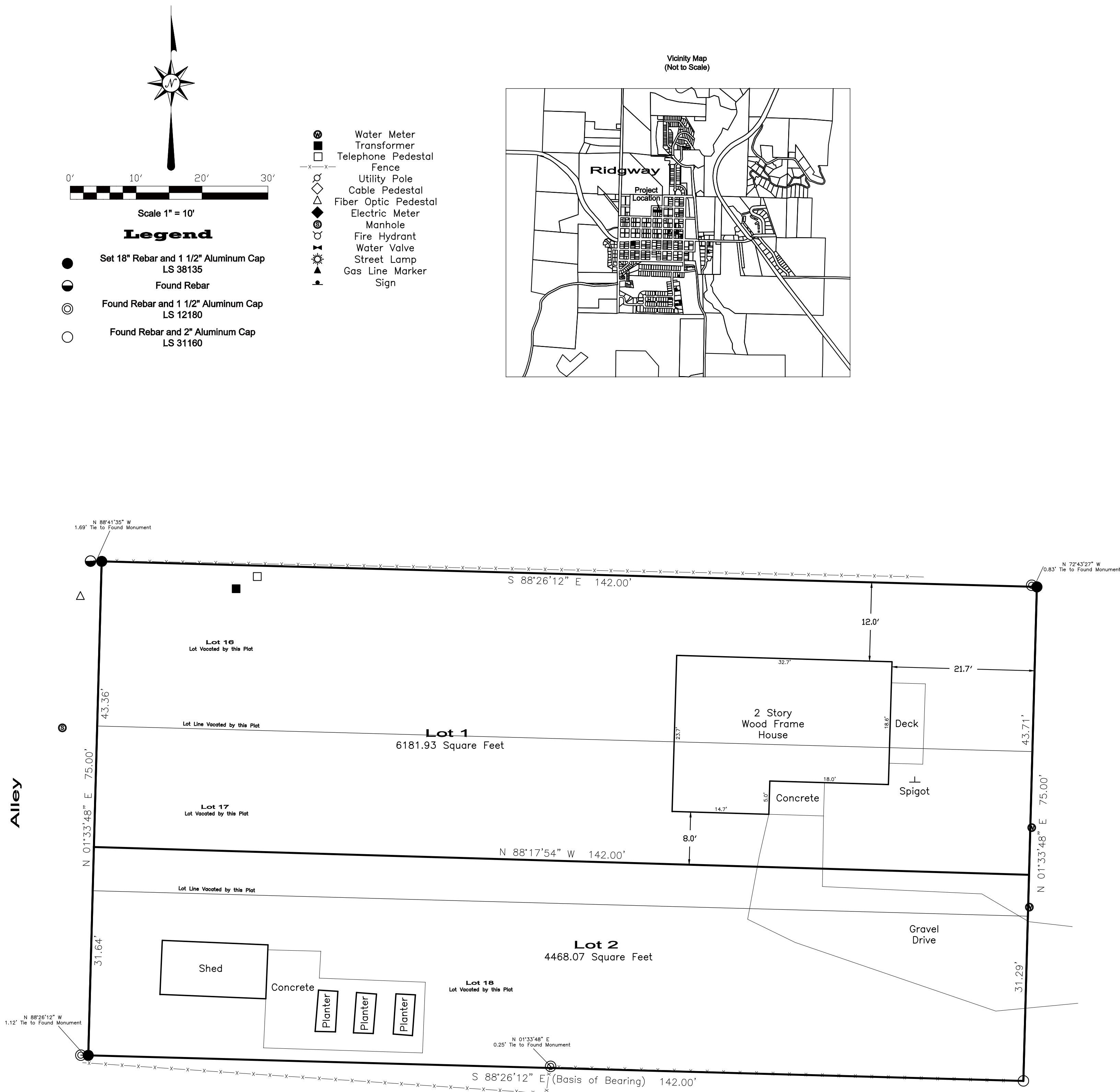

Owner Signature

9/16/2021
Date

Lakin-Arnold Subdivision

An Amended Plat of Lot 16, 17 and 18, Block 20, Town of Ridgway

Located in Northeast 1/4 Section 17, Township 45 North, Range 8 West, NMPM, Town of Ridgway, County of Ouray, State of Colorado



CERTIFICATE OF DEDICATION AND OWNERSHIP

KNOW ALL MEN BY THESE PRESENTS that Beth Leigh Lakin, as the owner ("Owner") of certain lands in the Town of Ridgway, Colorado, to wit:

Lot 16, 17 and 18, Block 20, Town of Ridgway, County of Ouray, State of Colorado

have by these presents laid out, platted and subdivided the same into lots, as shown on this Plat under the name of Lakin-Arnold Subdivision. Private easements are reserved or conveyed for the purposes as indicated on the plat.

Executed this ____ day of _____, A.D. 202__.

By: _____
Beth Leigh Lakin

NOTARIAL:

STATE OF _____)
COUNTY OF _____) ss.

The foregoing Certificate of Ownership and Dedication was acknowledged before me this ____ day of _____, 202__ by Beth Leigh Lakin.

Witness my hand and official seal.

My commission expires: _____

Notary Public

ATTORNEY'S CERTIFICATE

I, _____, an attorney at law duly licensed to practice before the courts of record 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 _____, A.D., 202__.

_____, Attorney at Law

SURVEYOR'S CERTIFICATE

I, Peter C Sauer, hereby certify that this plat was prepared under my direct supervision and that said survey is accurate to the best of my knowledge, conforms to all requirements of the Colorado Revised Statutes, and all applicable Town of Ridgway regulations, and that all required monuments have been set as shown.

Peter C Sauer
License No. 38135

TREASURER'S CERTIFICATE:

I certify that as of the ____ day of _____ there are non 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

NOTES

- All outdoor lighting fixtures to comply with town of Ridgway regulations.
- The property platted hereon is subject to the prior easements as shown hereon.
- Easements for utilities shall include a blanket utility easement over and across all lots.
- BASIS OF BEARINGS: The south line of LOT 18, BLOCK 20, TOWN OF RIDGWAY, COLORADO is recorded as as being S 88°26'12" E, as shown hereon.
- Linear Units: US Survey Foot.
- Each lot is limited to one principal dwelling unit for which applicable excise tax has been paid.

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.

TOWN COUNCIL:

Approved by the Ridgway Town Council this ____ day of _____, A.D. 202__.

by _____, Mayor.

PLANNING COMMISSION:

Approved by the Ridgway Planning Commission this ____ day of _____, A.D. 202__.

by _____, Chairman.

TOWN ATTORNEY'S CERTIFICATE:

Approved for recording this ____ day of _____, 202__.

Town Attorney

CERTIFICATE OF IMPROVEMENTS

The undersigned, Town Manager of the Town of Ridgway, certified that all required improvements are installed, available and adequate to serve each lot.

Date: _____

Preston Neill, Town Manager


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 _____, A.D. 202__, under

Reception No. _____

By _____
Michelle Nauer, Ouray County Clerk and Recorder

Deputy

PROJECT MANAGER: PS CADD TECH: PS CHECKED BY: PS START DATE: 9/1/2021	REVISIONS	DATE	DESCRIPTION	BY
	1			
	2			
	3			
	4			
	5			
	OFFICE (970) 249-5349 CELL (970) 729-1289 23414 INCOMPAHRE ROAD MONTROSE, CO 81403 WWW.ORIONSURVEYING.COM			
	DRAWING PATH: Replat 9-21			
SHEET No. 1 OF 1		PROJECT: 21228		

Beth Lakin
377 N Laura St
Ridgway, CO 81432

September 28, 2021

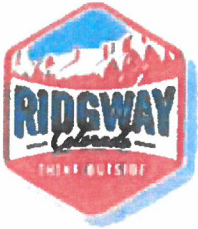
Town of Ridgway:

This letter is to confirm that to my knowledge mineral rights have not been severed from surface rights and that I have not conveyed any mineral rights for Lots 16, 17, and 18 of Block 20, Town of Ridgway, County of Ouray, Colorado.

Sincerely,

A handwritten signature in black ink that reads "Beth Lakin". The signature is written in a cursive, flowing style with a large initial "B" and a stylized "L".

Beth Lakin



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

**TOWN OF RIDGWAY, COLORADO
ACKNOWLEDGMENT OF FEES AND COSTS**

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

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

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

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

Acknowledged this 17 day of September, 2021.

APPLICANT:

By: Beth L Lakin

Beth L Lakin, authorized signer
(print name)

PROPERTY OWNER:

By: Beth L Lakin

Beth L Lakin, authorized signer
(print name)

August 26, 2022

Beth Lakin
PO Box 2114
Ridgway, CO 81432

E-Mail: beth.l.lakin@gmail.com

RE: Lakin-Arnold Amended Plat Review Comments

Hi Beth:

The above-mentioned application and supplemental materials were reviewed by Community Planning Strategies (CPS) and Town Staff. The enclosed comments represent the findings of the review against applicable Town of Ridgway (Town) development and land use regulations.

The following items must be addressed and resubmitted to the Town to be reviewed and evaluated:

1. Modify the title block to read:

Final Plat for Lakin-Arnold Subdivision
A Replat of Lots 16, 17, and 18, Block 20, Town of Ridgway
NE ¼ of Section 17, Township 45 North, Range 68 West, New Mexico Principal Meridian
Town of Ridgway, Ouray County, Colorado

2. Modify the Certificate of Ownership and Dedication:

CERTIFICATE OF OWNERSHIP AND DEDICATION:

Know all persons by these presents: Beth Leigh Lakin, ("Owner"), being the owner of the land described as follows:

Lot 16, 17, and 18, Block 20, Town of Ridgway, County Of Ouray, State Of Colorado ("Property"), has laid out, platted and subdivided same as shown on this plat under the name of [subdivision name], and by these presents does hereby dedicate to the perpetual use of the Town of Ridgway, Ouray County, Colorado, the streets, alleys, roads, and other public areas as shown and designated for dedication hereon and hereby dedicate those portions of land labeled as utility easements for the installation and maintenance of public utilities as shown hereon.

In witness hereof Owner has executed this Plat effective as of _____, 202__.
Beth Leigh Lakin, the Owner of the Property.

By: _____

Printed Name: _____

Title: _____

3. Modify the Attorney's Certificate to read as follows:

ATTORNEYS CERTIFICATE:

I, _____, an attorney at law duly licensed to practice before the courts of record of Colorado, do hereby certify that I have examined the Title Commitment Order Number _____ effective as of _____ at __:___.M. issued by _____ and according to that title commitment, of all land herein platted and that title to such land is in the dedicator(s) and owners, and that based upon my review of said title commitment, the property dedicated hereon has been dedicated free and clear of all liens and encumbrances, except as follows:

Dated this _____ day of _____, 202__.

[legal counsel Name] , Attorney at Law

4. Modify the Treasurer's Certificate to read as follows:

TREASURERS CERTIFICATE:

According to the records of the County of Ouray Treasurer there are no liens against this subdivision or any part thereof for unpaid state, county municipal or local taxes or special assessments due and payable.

Dated this _____ day of _____, 202__.

By: _____

Jill Mihelich, Ouray County Treasurer

5. Modify the Planning Commission Certificate to read as follows:

PLANNING COMMISSION:

Recommended for approval by the Planning Commission this _____ day of _____, 202__.

By: _____

Michelle Montague, Town of Ridgway Planning Commission Chairperson

6. Modify the Town Council Certificate to read as follows:

TOWN COUNCIL:

Approved by the Town Council this _____ day of _____, 202__.

By: _____

John Clark, Town of Ridgway Mayor

7. Modify the Town Attorney's Certificate to read as follows:

APPROVAL OF TOWN ATTORNEY:

Approved for recording with the Ouray County Clerk and Recorder's Office this _____ day of _____, 202__.

By: _____

Bo Nerlin, Town of Ridgway Town Attorney

8. Modify the Certificate of Improvement Completion to read as follows:

CERTIFICATE OF IMPROVEMENTS COMPLETION:

The undersigned, Town Manager of the Town of Ridgway, certifies that all required improvements and utilities are installed, available, and adequate to serve each lot in the _____ Subdivision.

Dated this _____ day of _____, 202__.

By: _____

Preston Neill, Town of Ridgway Town Manager

9. Add the following certificate to the Final Plat:

ENGINEERS CERTIFICATE:

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

Dated this _____ day of _____, 202__.

By: _____
Joanne Fagan, Town of Ridgway Town Engineer

10. If applicable, please add the following certificate to the Final Plat"

The undersigned hereby certifies that it is a lawful lienholder/deed of trust holder as to the real property described in this Plat, does hereby certify that it accepts the conditions and restrictions set forth in this Plat, and does hereby subordinate its interests in the property described in this Plat to the fee simple dedications and grants of easements (if any) hereby provided to the Town of Ridgway.

[Insert name of lienholder/deed of trust holder]

By: _____

Name: _____

Title: _____

11. Amend Note #1 to read:

Outdoor Lighting; All outdoor lighting shall conform to Ridgway Municipal Code Section 6-5 "Outdoor Lighting regulations", as may be amended.

12. Amend Note #6 to read:

The maximum number of dwelling units allowed is two (2), one (1) on each lot, for which the applicable excise tax has been paid. If any additional units are added the excise tax for said units shall be due with the building permit or upon any further subdivision.

13. Add a new note stating: "All construction will conform with the Ridgway Municipal Code."

14. Remove the current note 3 referring to a blanket utility easement.

15. Remove all existing improvements depicted on the plat.

16. Remove or lighten all existing lot lines which are being amended with this Replat.

17. Add required utility easements on all property lines per Sec. 7-4-7(D) of the RMC.

18. If the current gravel driveway for Lot 1 is to remain over Lot 2 an easement providing legal access to Lot 1 shall be granted on the final plat.

19. Add a note to the plat stating that all existing accessory structures shall be removed from Lot 2 prior to the sale of Lot 2.

20. Please provide an exhibit identifying the existing setback distances between the existing structures and the property lines.

Please provide a written response detailing how each of the comments provided is being addressed in addition to making necessary amendments to the submittal materials. Upon resubmittal of these documents, a second round of review by town staff and consultants.

If you have any questions, please don't hesitate to reach out to me at (970) 744-0623 or TDlubac@PlanStrategize.com.

We look forward to receiving the revised documents and bringing this project to fruition.

Sincerely,

COMMUNITY PLANNING STRATEGIES, LLC



TJ Dlubac, AICP
Contracted Town Planner

Cc: Preston Neill, Town of Ridgway Town Manager
Joanne Fagan, Town of Ridgway Town Engineer

AGENDA ITEM #3

To: Town of Ridgway Planning Commission
Cc: Preston Neill, *Ridgway Town Manager*
From: TJ Dlubac, AICP, *Community Planning Strategies, Contracted Town Planner*
Date: August 26, 2022
Subject: Lot 3 PUD 2Build Ridgway LLC Sketch Plan for August 30th PC Meeting

APPLICATION INFORMATION

Request: Approval of a Sketch Plan to create a mixed-use planned unit development and subdivision plat
Legal: Lot 3, Ridgway Land Co. Subdivision, Town of Ridgway, County of Ouray, State of Colorado
Address: n/a
General Location: East of HWY 550, on the northwest corner of Hunter Parkway and Redcliff Drive.
Parcel #: 4305-161-03-010
Zone District: GC General Commercial with PUD
Current Use 1 Commercial Office building and Vacant
Applicant Jack B. Young and Joseph Nelson, 2Build Ridgway LLC
Owner Rob Hunter, Managing Partner, Ridgway Land Company LLLP

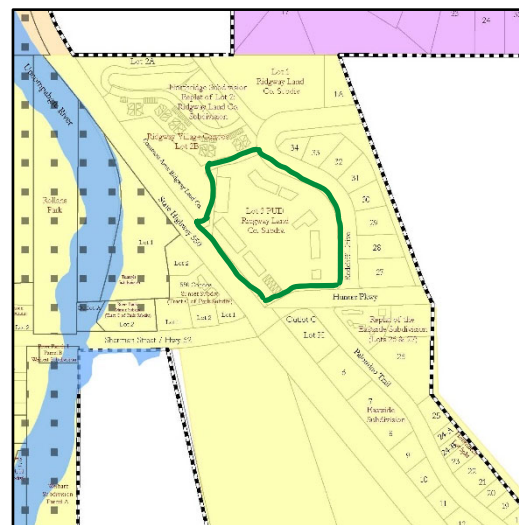
PROJECT REVIEW

BACKGROUND

This application for a Sketch Plan was submitted on March 29, 2022. A completeness review was conducted, and the application was accepted as complete on April 13, 2022.

This request encompasses all 8.95 acres of Lot 3, Ridgway Land Co. Subdivision ("Lot 3"). The property is currently zoned GC – General Commercial with a recorded Planned Unit Development (PUD). The intent of the GC District is to *"... create areas for a mix of retail and commercial services, office, and other supportive uses to meet the needs of residents and tourists. A mix of higher-density housing types are also supported to provide for live/work opportunities and to promote activity and vibrancy within these areas."*

The Ridgway Land Co. Subdivision was recorded in 1990 and created a total of 12 lots, right-of-way for Cimarron Drive (now called Redcliff Drive), various utility easements, and 4.23 acres of common open space &



greenbelt. Of the 12 lots, 9 were for commercial uses, 2 for motel uses, and Lot 3 was identified as being a separate PUD. The Lot 3 PUD was recorded in 1990 and identifies building envelopes, parking space requirements, maximum customer floor area, internal circulation, parking lot design, and other dimensional standards. Lot 3 is encumbered by a number of easements for utilities, sewer lines, irrigation lines, landscape, directional signs, and bike path uses.

The Ridgway Land Co. Subdivision Plat Restrictions, also recorded in 1990, provide additional limitations and restrictions, including parking lot design, access, and circulation design, building footprints, trash receptacle locations, the need for construction documents, and general procedures to submit plans to the Town for review and approval.

JULY 2022 UPDATE

At the May Planning Commission hearing on this request, the commission voted to continue the hearing for two months to the July 26th meeting date to give the applicant an opportunity to address concerns and comments brought up by the Commission and Town Staff through the review of the application. Since that meeting, the applicant has met with staff to discuss how to address those items and both parties continue to work through the items identified. However, to bring forward an updated application that adequately addresses the items, both the Applicant and Staff agree that additional time is needed. Therefore, the applicant has submitted a request to continue this request for one month to the August 30th Planning Commission meeting.

AUGUST 2022 UPDATE

Since the July Planning Commission meeting, the applicant has submitted additional documents and revisions, including a revised layout of the property. Town Staff and the applicant will be meeting the last week of August to discuss the new design. The applicant has requested this application be continued again to September 27, 2022, in order to further address issues and concerns prior to the public hearing.

CODE REQUIREMENTS

The purpose of a sketch plan is to understand how a proposed development may impact the community in areas such as utilities, streets, traffic, land use, master plan conformity, zoning regulation conformity, etc. The following are various town documents, plans, studies, standards, and/or regulations which have been reviewed while evaluating the requested Sketch Plan:

- 2019 Town of Ridgway Master Plan
- §7-4-5-(A) Informal Review and Sketch Plan
- §7-3-11 "GC" General Commercial District
- §7-3-15(A) Dimensional and Off-Street Parking Requirements
- §7-3-19 Supplemental Regulations (Employee Housing)
- §7-4-6 Required Improvements
- §7-4-7 Design Standards
- §6 Residential Design Standards
- Ch. 9 Water and Sewer

PUBLIC COMMENTS

The property has been posted and proper notification has been completed by the Town in accordance with RMC §7-4-13.

As of the drafting of this staff report, the Town has not received any written public comments. Some public comment was received during the informal discussion with Planning Commission on February 22, 2022.

STAFF RECOMMENDATION

Staff agrees with the applicant's request to continue the public hearing for this application until the Planning Commission's regular meeting on September 27, 2022.

ATTACHMENTS

- A. Applicant Continuance Email from Monday, August 22, 2022



TJ Dlubac <tdlubac@planstrategize.com>

Vantage Point Center - Lot 3 PUD - P&Z presentation

1 message

Joseph Nelson <joenel1951@gmail.com>

Mon, Aug 22, 2022 at 2:15 PM

To: TJ Dlubac <tdlubac@planstrategize.com>, Preston Neill <pneill@town.ridgway.co.us>

Cc: Jack Young <jack@chipeta.com>, Zack Young <zackbyoung@yahoo.com>

Hi TJ and Preston,

Please see an update to our plans we submitted Aug 1st with relevant information regarding the affordable rental site and some further work on DFU's / Sewer Line load calculations.

Extension Request for 9/27/22 meeting.

I will deliver copies & electronic file today to Karen at town office.

Thank you,
Joe Nelson
(970) 316-1364

3 attachments**8-22-22 Outline Letter for Staff & P&Z - New Plan.docx**

82K

**Vantage Point - Lot 3 PUD - Update 8-19-22.PDF**

11333K

**8-22-22 P&Z Extention Request to 9-27-22 Meeting.docx**

13K

AGENDA ITEM #4

PLANNING COMMISSION
MINUTES OF THE REGULAR MEETING

July 26, 2022

CALL TO ORDER

The Planning Commission convened both in-person at 201 N. Railroad Street, Ridgway, Colorado and via Zoom Meeting, a virtual meeting platform, pursuant to the Town's Electronic Participation Policy, due to the COVID-19 pandemic.

The Chairperson called the meeting to order at 5:30 p.m. Commissioners Franz, Liske, Nelson, Mayor Pro-Tem Meyer, Mayor Clark and Chairperson Montague were in attendance. Commissioner Emilson was absent.

PUBLIC HEARING

1. Application for Sketch Plan; Location: Lot 3, Planned Unit Development Ridgway Land Company Subdivision; Zone: General Commercial; Applicant: 2-Build Ridgway, LLC; Owner: Ridgway Land Company

Staff Report dated July 21, 2022, presenting background, analysis and recommendation prepared by TJ Dlubac, AICP of Community Planning Strategies.

TJ Dlubac explained the application was presented at the May Regular Planning Commission Meeting and the applicant has requested a continuance to the August Regular Planning Commission Meeting. The applicant's team needs additional time and to address the Commissioners concerns and to address the comments outlined in the Staff Report dated May 27, 2022. Dlubac further explained a team member is experiencing health issues and that may cause a delay in the applicant's response to address the outstanding matters.

The Chairperson opened the hearing for public comment and there was none.

ACTION:

Mayor Pro-Tem Meyer moved to continue the Application for Sketch Plan; Location: Lot 3, Planned Unit Development Ridgway Land Company Subdivision; Zone: General Commercial; Applicant: 2-Build Ridgway, LLC; Owner: Ridgway Land Company. The motion was seconded by Commissioner Nelson. On a call for the roll call vote, the motion carried unanimously.

2. Application for Final Plat; Location: Town of Ridgway, Block 20, Lots 16-18; Zone; Historic Residential; Applicant: Beth Lakin; Owner Beth Lakin

Staff Report dated July 21, 2022, presenting background, analysis and recommendation prepared by TJ Dlubac, AICP of Community Planning Strategies.

Chairperson Montague recused herself from the hearing due to a conflict of interest. Mayor Clark assumed the role of Chairperson during the hearing.

Planner Dlubac explained the applicant is still having difficulty scheduling the contractor to complete the sewer line extension and has requested a one-month continuance.

The Town Manager explained an alternative design for the sewer line extension was submitted to the Town Engineer for review. The review is near completion. Once the review is completed the applicant will

need to obtain an encroachment permit and attend a preconstruction meeting with the contractor and staff before initiating the project.

The Chairperson opened the hearing for public comment and there was none.

ACTION:

Commissioner Nelson moved to continue the Application for Final Plat; Location: Town of Ridgway, Block 20, Lots 16-18; Zone: Historic Residential; Applicant: Beth Lakin; Owner Beth Lakin. The motion was seconded by Mayor Pro-Tem Meyer. On a call for the roll call vote, the motion carried unanimously.

Chairperson Montague re-entered the public hearing.

APPROVAL OF THE MINUTES

3. Minutes from the Regular meeting of May 31, 2022

ACTION:

Mayor Pro Tem Meyer moved to approve the Minutes from May 31, 2022. The motion was seconded by Commissioner Liske. On a call for the roll call vote, the motion carried unanimously.

4. Minutes from the Regular meeting of June 28, 2022

ACTION:

Chairperson Montague moved to approve the Minutes from June 28, 2022. The motion was seconded by Commissioner Nelson. On a call for the roll call vote, the motion carried unanimously.

5. Updates from Planning Commission Members

Mayor Clark reported the Town Council is considering extending staff review times for development proposals. He noted staffing and other administrative issues have prompted the discussion for a temporary ordinance. Staff was directed to work with the Town Attorney to provide options to the Town Council for consideration.

Town Manager Neill explained clear basis is needed to enact a moratorium or temporary ordinance. He further noted in addition to the workload staff is experiencing with development review, zoning changes and updates need to be reviewed by the Town Staff and the Planning Commission before presentation to the Town Council for approval.

The Town Manager reported that the Town Council will hold a special Meeting on August 3 at 6:00 p.m. He explained the development agreement, Preliminary Plat and Planned Unit Development for Yellow Brick Lane will be considered at the meeting.

Mayor Clark reminded the Commissioners and staff that there will be an Active Shooter Inservice on August 17.

TJ Dlubac said the American Planning Association-Colorado will hold an annual conference September 28-30. The conference will include training for planning commissioners and planning professionals. Information about the conference and other benefits provided by the organization can be found at www.apacolorado.org.

ADJOURNMENT

The meeting adjourned at 6:05 p.m.

Respectfully submitted,

Karen Christian
Deputy Clerk