

RIDGWAY PLANNING COMMISSION

REGULAR MEETING AGENDA

Tuesday, February 22, 2022

5:30 pm

*Due to COVID-19, and pursuant to the Town's Electronic Participation Policy,
the meeting will be conducted via a virtual meeting portal.*

Join Zoom Meeting

<https://us02web.zoom.us/j/84226378047?pwd=MmlvcFp5d0xvL2dyVydvTUNwcitYUT09>

Meeting ID: 842 2637 8047

Passcode: 463004

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

WORK SESSION:

1. Discussion regarding request pertaining to Lot 3, PUD Ridgway Land Company Subdivision
2. Discussion regarding a Special Improvement District on the east side of Highway 550

APPROVAL OF MINUTES:

3. Minutes from the Regular meeting of January 25, 2022

OTHER BUSINESS:

4. Updates from Planning Commission members

ADJOURN

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: February 18, 2022
Subject: Lot 3 PUD Ridgway Land Company Subdivision Request Evaluation for February 22 PC Meeting

APPLICATION INFORMATION

Request: Revised layout, design, and density to approved PUD and Final Plat
Legal: Lot 3 PUD Ridgway Land Company Subdivision
Address: N/A
General Location: East of HWY 550, north of Hunter Parkway, and west of Redcliff Drive.
Parcel #: 430516103010
Zone District: PUD Lot 3, PUD Ridgway Land Planning Company Subdivision - GC General Commercial base zoning
Current Use: Mostly vacant with office building and parking lot at the southwest corner of Lot 3.
Applicant: Joe Nelson and Jack Young, 2 Build Ridgway, LLC
Owner: Rob Hunter, Managing Partner, Ridgway Land Company

PROJECT REVIEW

BACKGROUND

Ridgway Land Company Subdivision was originally created in 1990 and recorded at Reception Number 147701. This subdivision created a total of 12 lots, right-of-way for Cimarron 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 one, Lot 3, was identified as being a separate PUD which would dictate the allowed use(s) and development patterns permissible on the Lot. Lot 3 comprises 8.955 acres and is encumbered by a number of easements for utilities, sewer line, irrigation lines, landscape, directional sign, and bike path uses.

The PUD for Lot 3 was recorded at Reception Number 147702 in 1990 also. This PUD identifies building envelopes, parking space requirements, maximum customer floor area, internal circulation, parking lot design, in addition to other dimensional standards of the lot layout and design.

The Ridgway Land Company Subdivision Plat Restrictions were also recorded in October 1990 (Book 217, Page 40-45). This document provides additional limitations and restrictions on the property 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.

REQUEST

The applicant would like to receive direction from the Planning Commission on how the proposed revisions to the plat and the PUD should be interpreted and the proper process through which the applicant should submit their request.

This staff memo provides staff's initial review of the proposed changes, application of the RMC, and a recommendation for the Commission's consideration.

CODE REQUIREMENTS

RMC §7-3-16 PLANNED UNIT DEVELOPMENT (PUD)

(E) Procedures:

- (1) Planned Unit Developments shall be reviewed in accordance with the same procedures for review of subdivisions as found in Subsection [7-4-5](#), [7-4-8](#), [7-4-9](#) or [7-4-10](#) of the Ridgway Municipal Code as applicable. The preliminary and final planned unit development plan shall comply with all requirements for a preliminary and final subdivision plat to the extent applicable. A hearing shall be held on the Planned Unit Development Plan or any substantial amendment thereto pursuant to the Review Procedure of Subsection [7-3-23](#).

RMC §7-4-10 REPLATS AND AMENDED PLATS

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

ANALYSIS

MASTER PLAN GOALS

This parcel is identified as Mixed-Use Business on the Future Land Use Map of the 2019 Master Plan. The table below identifies the desired development characteristics and densities of this land use classification.

<i>Mixed Use Business</i> (pg. 59)	
<i>Maximum Density Height</i> /	12 to 18 du/ac; typically, 3 stories or less, but may be taller in some instances
<i>Primary Uses:</i>	Retail stores, professional offices, commercial services, restaurants



<i>Supporting Uses</i>	Parks and recreational facilities, civic and government facilities, higher density residential uses, and alternative energy installations
<i>Characteristics</i>	<ul style="list-style-type: none"> • Mixed-Use Business areas are intended to support a range of commercial uses that serve residents and tourists. • Developments within these areas are more auto oriented than those found in the Town Core but should still consider the needs of pedestrians and bicyclists in the overall design. • Higher-density residential uses are encouraged, either above ground floor commercial uses or in standalone buildings, generally as part of a mixed-use development.

Based on the anticipated densities of this land use classification, this property, assuming nine acres, may allow between 108 and 162 residential dwelling units. Furthermore, the master plan allows up to 3-stories. The request states that there will be a total of 74 dwelling units in up to 3 stories and higher densities with a mix of uses in some of the buildings.

While, in general, the proposed revisions to the development appear to be aligned with the Master Plan, the current zoning does not allow residential development nor does it contemplate buildings over 2 stories tall and only a portion of the buildings would require a second story. This was derived by dividing the total allowable commercial floor area (92,000) by the total allowable building envelope area (64,206.4SF) and arriving at 1.43 average stories.

***Staff Conclusions:** The proposed revisions change land uses, increase residential densities, alter building form, and impact other design considerations approved with the current PUD. Therefore, the request needs additional review and consideration to understand the impacts of these changes and ensure compliance with the 2019 Master Plan.*

PARKING STANDARDS

The current PUD requires 1 parking space for 250 square feet of commercial floor area. With up to 92,000 square feet of commercial floor area allowed, a maximum of 368 parking spaces would be required. The applicant has provided an analysis of the required parking based on the proposed uses and explains that only 222 parking spaces will be required. This analysis is based on the number of bedrooms which is not the standard used by the Town. Sec. 7-3-15(C)(1)(a) of RMC requires two spaces per single-family homes and duplexes, and one parking space for all other residential types. Furthermore, the number of parking spaces for commercial uses will depend on the specific use. While one space per 250 square feet is generally a mid-point of standards, some uses such as restaurants, requires one space per 100 square feet. We do not have adequate information to be able to understand the impact of parking standards

***Staff Conclusions:** There is significant change in the required parking for the different uses provided. Therefore, the number of parking spaces and the layout of those spaces – with consideration of who the end user is going to be and how the buildings and overall trail system will be accessed should be further examined through a Preliminary PUD Plan and Preliminary Plat process.*



LAND USES

The original PUD only contemplates commercial uses within the project. No residential dwelling units are included in the PUD approved in 1990.

Based on the narrative submitted by the applicants, it is proposed to repurpose building envelopes A, B, and C from commercial uses to residential uses. These three buildings are proposed to be divided into five buildings identified as Buildings A, B, C, D, and E. Buildings A-D are proposed to have 12 dwelling units each while Building E is proposed to have 6 dwelling units.

Additionally, the east side mixed use area is currently limited to five commercial buildings. The narrative now suggests that this area will be repurposed into five redesigned buildings which allow for commercial uses on the first floor and residential uses above. These five buildings currently allow for up to 30,920 square feet of commercial area. The proposed revisions request 20,400 square feet of commercial area and 20 residential dwelling units.

The revisions also remove the internal east-west access lanes and replaces it with what appears to be a pond or water feature. No additional information was provided on this feature or amenity and staff has a number of unanswered questions about this. Topping that list is whether or not there are water rights to keep the ponds full and the need for additional discussion to determine if such a water feature in the Ridgway climate, is the best use of land and water.

Staff Conclusions: The proposed revision to repurpose buildings from commercial uses to residential uses is a material change to the PUD and warrants additional analysis to ensure that the new end users (i.e., residents living there full-time vs employees who were only occupying the buildings during business hours) are provided adequate services and amenities consistent with the Town standards.

UTILITIES

There are currently some utilities (water and sewer mains) installed within dedicated easements on the property. The applicant acknowledges in the narrative that there are changes being proposed to the water service lines and taps because of the changes to the number of buildings and the layout and location of those buildings. The applicant explains that the revised layout requires two additional 4" sewer laterals, two added 2" water laterals, and the relocation of two existing fire hydrants. While the applicant believes these are not significant changes to the overall utility plan, based on the conceptual drawings provided, there appear to be conflicts in alignments, staff is unsure if the proposed pipe sizing is adequate, and the alignments do not appear to meet design standards and guidelines. Consistency with the design standards of the RMC is a prerequisite to allowing an Amended Plat per Sec. 7-4-10(B). This is a main reason for requiring a Preliminary Plat with the accompanying civil design and drawings to allow staff, and other utility providers, an opportunity to ensure that alignments of all utilities are not conflicting with one another and that all standards are able to be met.

The change in land uses from commercial to residential significantly increase water and sewer demand. Information provided by the applicant do not analyze the increased demands based on the land use changes. As such, staff is unable to evaluate and understand the impacts the proposed revisions will have on the Town's water and sewer systems.

The narrative explains that there will be changes made to the overall site drainage and grading. These changes will need to be reviewed and approved by the Town; and the applicant agrees that these changes will need to be reviewed by the Town and will need to meet local and state regulations. The



Town Standards now require a storm water report to be submitted and verification that development will not increase historic runoff rates. Because there is currently limited infrastructure installed on the property to address storm water impacts pursuant to these standards, the current design standards do not appear to be met either. The current process that allows for such a review is the Preliminary Plat process. This is to ensure that all construction plans are coordinated with the overall site design, utility plan, access plan, and proposed uses.

Staff Conclusions: The proposed revisions to the site layout and design require expansion and redesign of water and sewer utility lines in at least 6 locations throughout the project. These appear to be significant changes because based on conceptual drawings provided, they don't appear to meet standards and will need to be further evaluated comprehensively with the rest of the project layout and design. Furthermore, the changes to the site grading, drainage, and landscaping may significantly alter the overall site design, access, and building design. Therefore, a comprehensive, coordinated review process, a Preliminary Plat, is necessary to ensure all standards are met.

DIMENSIONAL STANDARDS

The current PUD and Plat establish parking standards, building envelopes, overall commercial floor areas, and overall floor areas. Furthermore, based on these standards, most buildings are contemplated to be only one story tall.

The proposed revisions to the PUD alter all of these standards resulting in a significant, material change to the overall PUD and Plat. While it may be possible to make changes to one or two of these standards, it is not possible to fully understand the potential impacts the overall development will have on the community, neighborhood, and future residents of the project without evaluating the project holistically.

- **Building Height:** The revisions appear to be increasing the building height from two stories to three stories. The GC Zone district allows building heights between 27' and 35' tall to be allowed through a Conditional Use Review. This change in building height should be evaluated pursuant to the RMC provisions and included in the proposed PUD.
- **Building Envelopes:** While the proposed revisions to the building envelopes are generally in the same area as the currently approved building envelopes, there are additional buildings proposed which impacts the overall building footprint/lot coverage and, therefore, the overall site drainage and grading
- **Parking Standards:** Based on an initial analysis of the proposed revisions, there appears to be a reduction in the required parking spaces. However, there remain a number of unanswered questions such as what the anticipated commercial uses are in the mixed use buildings, ADA accessible parking spaces, and internal pedestrian circulation between parking spaces and buildings.
- **Overall Lot Coverage:** While there is a reduction in lot coverage proposed through the reduction of building footprints in the proposed revisions, the design, layout, and management of stormwater and surface drainage should be addressed comprehensively. Again, the applicant does not dispute the need to update and change overall site grading and even suggests that berms and landscaping will be used to enhance the site design and separation of uses. These are elements all within the Town's scope of review and will need to be reviewed to ensure



impacts are mitigated, community vision is being implemented, and design standards are being met.

- **Landscaping:** No landscape plan was provided with the original PUD and this is a vital component to evaluating feasibility of a development because of water supply, ground treatments, amenities for residents, and long-term maintenance of these improvements. While CC&R's were recorded with the original Final Plat and PUD in 1990, the question of maintenance should be reevaluated.
- **Overall Commercial Floor Area:** The proposed revisions suggest a reduction in the overall commercial square footage allowed in the development. While this is being expressed as a positive change, based on previous and on-going discussions between town staff, the Planning Commission, and the Town Council, there are some shared concerns about the continued reduction in commercial and industrial uses within the town. From an economic perspective, balanced land uses can provide a sustainable sales tax revenue as well as an appropriate mix of housing types and price points as well as provide a range of jobs from retail jobs, to professional offices and manufacturing opportunities as well. How this reduction in commercial square footage may impact the overall balance in Ridgway's land use is unknown and should be evaluated.
- **Remax Building:** In all the assessments and analysis provided, the existing Remax Building and associated parking and access is not included. This building is identified as Building D in the original PUD and Building F in the proposed revisions. By removing this building from the analysis provided, the impacts provided do not accurately reflect the existing conditions of the property.

Staff Conclusions: *Because the proposed revisions make alterations to all PUD provisions, the impacts of those changes are unknown and have to be reviewed in conjunction with utility design, building layout, site access and circulation, and community amenities.*

STAFF RECOMENDATION

Based on the information provided and staffs analysis of the proposed revisions against applicable RMC standards and provisions, staff believes the proposed revisions constitute significant changes to the approved PUD and Final Plat. Therefore, staff requests that that the applicant submit a new PUD and subdivision application. This procedure would include a Sketch Plan, Preliminary Plat, construction documents for required public improvements, and a Final Plat.

If the Planning Commission determines it to be unnecessary, staff would be supportive of waiving the requirements for a Sketch Plan and allowing the applicant to submit all required elements for a Preliminary Plat and PUD as required by Sec.7-4-5(B) of the RMC.

ATTACHMENTS

- A. Application and Support Materials
- B. Vantage Point Project Narrative dated February 8, 2022
- C. PUD Revisions - 14 Pages of diagrams referenced in February 8, 2022 narrative
- D. Lot 3 PUD – Ridgway Land Co – PUD Amendment Data dated December 2, 2021





Official Use Only

Receipt # 1060 \$150.00

Date Received: 8-17-21

Initials: [Signature]

Planning Commission Hearing Request

General Information

Applicant Name	2 BUTAD RIDGWAY LLC (JOE NELSON)	Application Date	8-17-21
Mailing Address	801 CHURETA DR, RIDGWAY CO 81432		
Phone Number	306-4364	Email	JACK@CHURETA.COM
Owner Name	Ridgway Development	ROB HUNTER, MGR	NOTE: JACK YOUNG AUTHORIZED AGENT
Phone Number	626 2800	Email	
Address of Property for Hearing	LOT 3 PUD Ridgway USA Development		
Zoning District	Commercial PUD (MOSTLY VACANT)		

Brief Description of Requested Action

THE PUD MAP ALLOWS CHANGING PAD SIZES AS DESIRED, THIS IS WHAT WE ARE PROPOSING, WE HAVE LOWERED THE DENSITY SUBSTANTIALLY AND ARE DOWN ZONING TO MOSTLY RESIDENTIAL USE, OVER 100 LESS CAR PARKING IN OUR PROPOSED 1ST AMENDMENT OF THE PUD.

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 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 checked="" type="checkbox"/> Other		<input type="checkbox"/> Statutory Vested Rights per 7-5	\$1,500.00
PUD AMENDMENT ALLOWED IN PUD (EXISTING MAP)			

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 Rezoning

- ☐ 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

~~MANAGING PARTNER~~ 2 BUILD RIDGWAY LLC.

Date

8/17/21


Owner Signature

AUTHORIZED REPRESENTATIVE FOR RIDGWAY DEVELOPMENT OWNER 8/17/21

Date

Owners Agent Authorization for Ridgway Land Company LLLP, Lot PUD

Aug 3, 2021

I hereby authorize Jack B. Young and Joseph Nelson DBA 2 Build Ridgway LLC to act as our owners agent for Lot 3 PUD, in all matters creating the first amendment to the Lot 3 PUD with the Town of Ridgway. 2 Build Ridgway LLC will be the developers of the property.

Managing Partner, Ridgway Land Company

A handwritten signature in black ink, appearing to read 'Rob Hunter', written over the printed name.

Rob Hunter

Aug 3, 2021



02/08/22

RE: Ridgway Land Company – Lot 3 PUD – Proposed Plat Amendment

Hi All,

Thank you for your review of this letter and the information attached... in advance of our scheduled 02-22-22 Work Session. We have significant issues to discuss and discover before we can commit to serious engineering and planning for this project. I believe we need a format where, we the developer and the town staff, put all the cards on the table... up front... and try to create a reasonable path forward for this project. The response we have received so far from staff... has been to "Start Over with a New PUD Application". We believe this is unreasonable and that a New PUD process would be unnecessarily expensive and wasteful. We believe there is a better path forward using a PUD amendment process. To begin any serious engineering and planning effort... We need some preliminary feedback from P&Z and Staff regarding why and what is the staff's list of concern's that would cause the need to start over. We worked very hard... on the preliminary layouts and thoughts presented... to stay within existing easements... to use existing, expensive in-place and approved infrastructure. We are proposing significant impact reductions in all aspects of the project, in contrast to what is approved. We are proposing to shift from the entirely commercial development to a more relevant project with higher density residential and an appropriate level of commercial use, in today's market and into the future. Housing, at all levels of income, is a responsibility of all communities... With our plan, we are proposing 54 apartment units that will stay long term rentals, not condominiums for sale.

Attached you will find 14 pages including the original plat, site plans, and plan overlays to begin conveying our beliefs & vision. Our goal is to work within the existing (approved) PUD though an amendment process. We believe that these preliminary thoughts, reflect the highest and best use for our community and for this parcel as approved. Our Plan includes bringing a reasonably priced long term rental product to the market (54 each - 1,2- & 3-bedroom units). These rental units are greatly needed now, and our plan can bring them online relatively quickly, given that the Lot 3 PUD already has adequate, built, and approved infrastructure. We believe our amendment proposal deserves careful and mindful consideration from all. Additional benefits with our proposal include – already complete critical and responsible ingress & egress for vehicles to and from both highways in town - including safe & responsible pedestrian crossings at the signalized intersection. Lot 3 PUD, amended as we propose, is the optimal site in town for higher density, multi-family housing and mixed-use commercial/residential development. It is also one of the only sites left in town that has an abundant level of parking, safe access for vehicles on and off our 2 highways, along with additional off-site parking for the Commercial Area we are proposing.

We're confident that any challenges with this project can easily be overcome if we all bring relevant data, information, questions, and concerns, to the table, up front. Please review each of the 14 pages attachment for a better understanding of what we are proposing.

Page 1 – Original Plat

- 1) The Original Plat & infrastructure has been approved and accepted by the town
- 2) Please note that - Approved plat allows 92,000 sq. ft. maximum of customer floor area
- 3) Please note that - Approved plat allows 64,206 sq. ft. maximum for building envelopes
- 4) Please note that - Approved plat allows for transferring customer floor area between building envelopes
- 5) To our benefit, the outdated internal road, parking, sidewalk infrastructure, as proposed, has not been built. The layout, in the existing Plat, for traffic circulation, is not efficient and manipulates traffic flow awkwardly, by forcing customers to make a full circle and pass by all commercial frontages. This type of traffic circulation creates more asphalt and heat sink area. As designed an approved, it also creates congestion at the main point of ingress/egress onto Hunter Parkway. Our proposed vehicle traffic design has much better circulation by spreading entry and exit points more effectively & efficiently onto Redcliff Drive (Shown as Cimarron Drive on Plat). Please see pages 2 & 3 showing the difference between old approved and proposed traffic flow.
- 6) The original plat design, along with its approved commercial use, requires 368 on-site parking spaces. Our proposed amendment brings the code requirement down to 222 on-site spaces. Additional parallel parking is available off-site along Redcliff drive with improved sidewalk, curb/gutter and asphalted shoulder... with either plan.
- 7) A drainage system was installed previously, to drain storm water from the signalized intersection and was discharging into a bar ditch about ten feet north of the Remax building. This allowed water from the intersection to make its way to the Pondo's pond. The subsequent construction of the pedestrian walkway, parallel with the highway, caused this bar ditch to be filled in, to accommodate the pedestrian/bicycle path. I believe there is an underground gravel bed/leaching structure at the termination of this drainpipe to facilitate some dispersion of water run-off from the intersection. This needs to be researched and brought to current run-off standards.
- 8) The State of Colorado - 100-year stormwater run-off from the site needs to be addressed along with retention areas calculated for our proposed amended plan. To calculate our retention requirements, we first need a preliminary decision from P&Z regarding our proposed 3 story designs, area of asphalt for parking & roads, and area of green space. Our new amended plan will create much less stormwater run-off impact by design.

Page 2

- 1) The approved plat is colored here to highlight excessive asphalt road area, excessive parking, awkward traffic flow (See arrows), and commercial building pads. 100% commercial use approved for this PUD has proven to not be a desirable use in over 30 years. We are proposing multi-family & mixed-use design, as the viable formula for the needs of the community today.

Page 3

- 1) Our Proposed Amendment includes plans for (54 Units - Westside Apartments). Note here that our Proposed building envelopes for these apartments are 10,925 SF less than the original approved commercial envelopes and are substantially within existing building envelopes. (See page 4 also)
- 2) We are proposing three story designs to reduce surface footprints (building envelopes). This will allow us to create more green space, less hard surfaces, and more efficient land use within a higher density zone.
- 3) Please note that our **Westside Apartments Road** access is separated from the main through-traffic road to add a layer of safety & privacy. Green belts, earth berms, and landscaping will be used to privatize apartments from commercial thru traffic. Our plan is to also earth berm and include heavier landscaping along the highway.
- 4) Our **Eastside Mixed-Use Area** design is reducing the building envelopes by 7,006 sq. ft. as compared to the approved commercial envelopes. Again, the ground coverage of this plan creates more green space and less hard surface area.

Page 4

- 1) This site plan overlay is showing the relationship of how close our proposed amended building footprints are to the original approved building footprints. The Westside Apartments footprints are substantially within the original approved plan. Our Eastside mixed-use area is substantially within the same zone. Our proposed roads and parking are also within the original plan area. All easements are preserved – as approved.

Page 5

- 1) This existing sewer utility overlay is showing viable use of existing sewer utilities that are in place and approved. Our plan requires only two additional 4" sewer service laterals – one added to Line 3 & one to Line 1.
- 2) Drainage Fixture Unit (DFU) calculations for **Line 1** show existing 8" main line @ .5% can carry up to 1,400 DFU – Total loads here including Vista Park (336), Victoria's Lots (75), and our East-Side Mixed Use (560) equal (971 DFU) or 70% of load capacity.
- 3) Drainage Fixture Unit (DFU) calculations for **Line 2** show existing 10" main line @ .5% can carry up to 2,500 DFU – Total loads here are estimated to include (971) from Line 1 and Future Development of Lots 1 & 1A (1,000) for a total load of (1,971 DFU) or 79% of Load Capacity.
- 4) Drainage Fixture Unit (DFU) calculations for **Line 3** show existing 8" main line @ .5% can carry up to 1,400 DFU – Total loads here are estimated to include (702 DFU) from Westside Apartments only, for 50% of load capacity.
- 5) (NOTE) We do understand that the existing lift station with its forced main, may need an upgrade, and/or at some point the possibility of re-routing and installing a gravity sewer line under the highway to a proposed extension. Within our proposal... All existing utility easements are not changed and can accommodate the rerouting of a gravity sewer line extension if & when

the time comes, and the town engineer see's the need. We would like to see and review the design capacity of the town owned lift station located within Lot 3 PUD.

Page 6

- 1) This existing water utility overlay is showing viable use of existing water utilities in place. Our plan requires only two added 2" water laterals. This plan would also require short distance relocation of two existing fire hydrants.
- 2) Fire sprinkler taps & flow capacity still need to be assessed.

Page 7

- 1) This elevation rendering is only to represent the inspiration for design style, exterior materials, and colors we're proposing. Our actual plan is represented next on page 8.

Page 8

- 1) This elevation shows our proposed Westside Apartments version of the elevation shown on page 7.
- 2) Overall building height proposed of 31'- 6". This is 3'- 6" Lower than the neighboring two story Pondo buildings and the three story Remax building.

Page 9

- 1) Floor plans for the Westside Apartments. Mix of 1 – 2 – 3-bedroom units is yet to be determined. Probable mix to be near - 70% - 2 bedrooms, 15% - 1 bedrooms, 15% - 3 bedrooms

Page 10

- 1) Proposed elevation of our Eastside mixed-use buildings with the floor plan area of 1st floor commercial spaces.
- 2) Please note the overall building height proposed is three story and 35' in overall height.

Page 11

- 1) Proposed floor plan of the 2nd & 3rd floor residential spaces.

Page 12

- 1) This page shows the floor plan of the 2nd floor one-bedroom residential spaces proposed under 3rd floor rooftop pool area. Rooftop pool & gym will fit within same elevation.

Page 13 – Copy of As-Builts from town files

Page 14 – Copy of As-Builts from San Miguel Power files

We are looking for a cooperative and efficient path to implement this project. We have a large portion of approved infrastructure already in place. We are very closely conforming to the existing plat. And we believe an amended PUD approach will serve in the public's best interest. All costs of development do move through from the developer to the community... at the end of the day. Either with higher rents or higher sales prices. We would like to proceed in the most cost-effective & time efficient way.

Your thoughts, comments, and questions are appreciated in advance of our scheduled 02/22/22 meeting... If possible. Will this be a Zoom meeting? Will / Can a Staff member manage these documents online... Sorry I'm not very adept at Zoom Call Documents management? I believe that aspect was better managed... as Shay Colburn used to do.

Thank you,

Vantage Point, Inc.

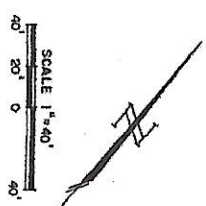
Joe Nelson

(970) 316-1364

FINAL PLAT
LOT 3, PUD RIDGWAY LAND COMPANY SUBDIVISION

Original Approved Plat

LOT DATA
TRAVEL ASSES 99,167 S.F.
PARKING AREA 98,580 S.F.
LANDSCAPE AREA 150,286 S.F.
SIDEWALKS 17,879 S.F.



LOT 3 8.955 Ac.
Dwelling Units 0
Comm. Bldg. Envelopes 9
Parking Spaces 368

BUILDING ENVELOPES

A	12,950.0 S.F.
B	11,700.0 S.F.
C	6,750.0 S.F.
D	5,400.0 S.F.
E	2,160.0 S.F.
F	6,323.0 S.F.
G	6,000.0 S.F.
H	4,090.5 S.F.
I	8,630.9 S.F.
TOTAL	64,206.4 S.F.

101 = RURAL ADDRESS

UNIT	PARKING SPACES	TOTAL CUSTOMER FLOOR AREA
A	74	18,500 Maximum Sq. Ft.
B	67	16,750 " "
C	39	9,750 " "
D	31	7,750 " "
E	12	3,000 " "
F	37	9,250 " "
G	34	8,500 " "
H	24	6,000 " "
I	50	12,500 " "
TOTAL	368	92,000 Maximum Sq. Ft.

NOTE: ONE PARKING SPACE REQUIRED PER 250 SQ. FT. OF CUSTOMER FLOOR AREA. ALL INTERIOR PARKING IS 50' TO TRAVELWAY, 8' x 20' MIN.

CUSTOMER FLOOR AREA SHALL BE TRANSPARENT BETWEEN BUILDING ENVELOPES AND SHALL BE TRANSPARENT BETWEEN BUILDING ENVELOPES AND SIDEWALKS. REFERENCED ON SHEET 2 HEREIN.

© F. Ford River B. Survey Co. LS 12180

No.	DELTA	CURVE DATA	TAN
1	44°19'40"	160.00'	65.18'
2	44°27'02"	230.00'	144.98'
3	50°00'00"	230.00'	29.00'
4	50°00'00"	450.00'	29.46'
5	60°08'17"	12.0153'	13.13'
6	11°30'00"	138.55'	18.99'
7	11°00'00"	217.32'	20.92'

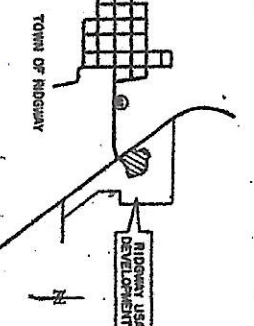
TYPICAL PARKING AREA



FINAL PLAT

LOT 3, PUD
RIDGWAY LAND CO. SUBDIVISION
TOWN OF RIDGWAY, COLO.
RIDGWAY USA DEVELOPMENT

BOOK 2587 PAGE 1
DATE 6-18-90
DESIGNED BY
CHECKED BY



MEGA ENGINEERING
P.O. BOX 1007 - MONTROSE, COLORADO
SHEET 1 OF 2 FILE NO. 87-61

Existing Approved PUD
w/ Building Envelopes

LOT 3, PUD RIDGWAY LAND COMPANY SUBDIVISION

FINAL PLAT

REDCLIFF DRIVE

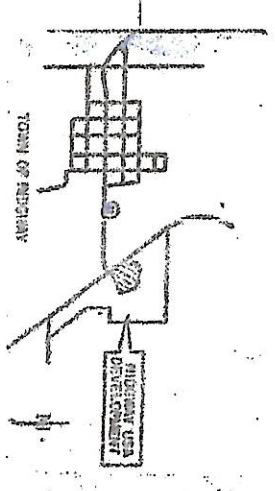
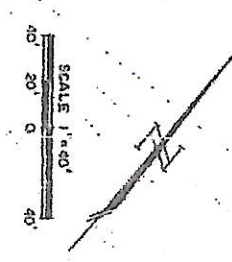
HUNTER PARKWAY

S. HUNTER

SCALE 1"=40'

N

CURVE DATA		
DELTA	RADIUS	PIV.
49:19.40"	160.00'	65.18'
54:37.02"	230.00'	141.03'
59:50.00"	270.00'	201.00'
26:22.55"	159.00'	35.16'
00:00.17"	12.013.65'	18.48'
11:59.00"	128.55'	20.52'
11:00.00"	217.33'	



FINAL PLAT LOT 3, PUD RIDGWAY LAND COMPANY SUBDIVISION Proposed Site Plan Amendment / Change of Use

Eastside Mixed-Use

5 Buildings - 1st Floor Commercial - 2nd & 3rd Floor Residential



Westside Apartments

18 each - 1 Bedroom Units, 36 each - 2 Bedroom Units
 54 Units Total

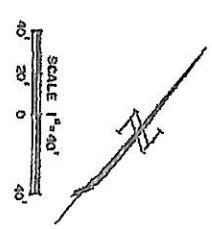
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4/15/2010	1.00	WLC
6/15/2010	1.01	WLC
8/15/2010	1.02	WLC
10/15/2010	1.03	WLC
12/15/2010	1.04	WLC
2/15/2011	1.05	WLC
4/15/2011	1.06	WLC
6/15/2011	1.07	WLC
8/15/2011	1.08	WLC
10/15/2011	1.09	WLC
12/15/2011	1.10	WLC
2/15/2012	1.11	WLC
4/15/2012	1.12	WLC
6/15/2012	1.13	WLC
8/15/2012	1.14	WLC
10/15/2012	1.15	WLC
12/15/2012	1.16	WLC
2/15/2013	1.17	WLC
4/15/2013	1.18	WLC
6/15/2013	1.19	WLC
8/15/2013	1.20	WLC
10/15/2013	1.21	WLC
12/15/2013	1.22	WLC
2/15/2014	1.23	WLC
4/15/2014	1.24	WLC
6/15/2014	1.25	WLC
8/15/2014	1.26	WLC
10/15/2014	1.27	WLC
12/15/2014	1.28	WLC
2/15/2015	1.29	WLC
4/15/2015	1.30	WLC
6/15/2015	1.31	WLC
8/15/2015	1.32	WLC
10/15/2015	1.33	WLC
12/15/2015	1.34	WLC
2/15/2016	1.35	WLC
4/15/2016	1.36	WLC
6/15/2016	1.37	WLC
8/15/2016	1.38	WLC
10/15/2016	1.39	WLC
12/15/2016	1.40	WLC
2/15/2017	1.41	WLC
4/15/2017	1.42	WLC
6/15/2017	1.43	WLC
8/15/2017	1.44	WLC
10/15/2017	1.45	WLC
12/15/2017	1.46	WLC
2/15/2018	1.47	WLC
4/15/2018	1.48	WLC
6/15/2018	1.49	WLC
8/15/2018	1.50	WLC
10/15/2018	1.51	WLC
12/15/2018	1.52	WLC
2/15/2019	1.53	WLC
4/15/2019	1.54	WLC
6/15/2019	1.55	WLC
8/15/2019	1.56	WLC
10/15/2019	1.57	WLC
12/15/2019	1.58	WLC
2/15/2020	1.59	WLC
4/15/2020	1.60	WLC
6/15/2020	1.61	WLC
8/15/2020	1.62	WLC
10/15/2020	1.63	WLC
12/15/2020	1.64	WLC
2/15/2021	1.65	WLC
4/15/2021	1.66	WLC
6/15/2021	1.67	WLC
8/15/2021	1.68	WLC
10/15/2021	1.69	WLC
12/15/2021	1.70	WLC
2/15/2022	1.71	WLC
4/15/2022	1.72	WLC
6/15/2022	1.73	WLC
8/15/2022	1.74	WLC
10/15/2022	1.75	WLC
12/15/2022	1.76	WLC
2/15/2023	1.77	WLC
4/15/2023	1.78	WLC
6/15/2023	1.79	WLC
8/15/2023	1.80	WLC
10/15/2023	1.81	WLC
12/15/2023	1.82	WLC
2/15/2024	1.83	WLC
4/15/2024	1.84	WLC
6/15/2024	1.85	WLC
8/15/2024	1.86	WLC
10/15/2024	1.87	WLC
12/15/2024	1.88	WLC
2/15/2025	1.89	WLC
4/15/2025	1.90	WLC
6/15/2025	1.91	WLC
8/15/2025	1.92	WLC
10/15/2025	1.93	WLC
12/15/2025	1.94	WLC
2/15/2026	1.95	WLC
4/15/2026	1.96	WLC
6/15/2026	1.97	WLC
8/15/2026	1.98	WLC
10/15/2026	1.99	WLC
12/15/2026	2.00	WLC

Site with Plat
 1" = 40'-0"

FINAL PLAT LOT 3, PUD RIDGWAY LAND COMPANY SUBDIVISION Proposed Site Plan Amendment / Change of Use + Overlay

LOT DATA

TRAVEL AISLES	99,167 S.F.
PARKING AREA	58,980 S.F.
LANDSCAPE AREA	150,266 S.F.
SIDEWALKS	17,879 S.F.



LOT 3 8.935 AC.

Dwelling Units	0
Comm. Bldg. Envelopes	9
Parking Spaces	368

BUILDING ENVELOPES

A	12,950.0 S.F.
B	11,700.0 S.F.
C	6,750.0 S.F.
D	5,400.0 S.F.
E	2,160.0 S.F.
F	6,525.0 S.F.
G	6,000.0 S.F.
H	4,090.5 S.F.
I	8,630.9 S.F.
TOTAL	64,206.4 S.F.

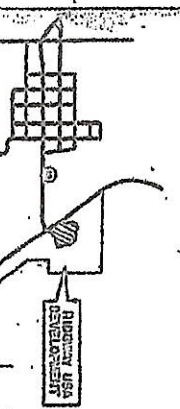
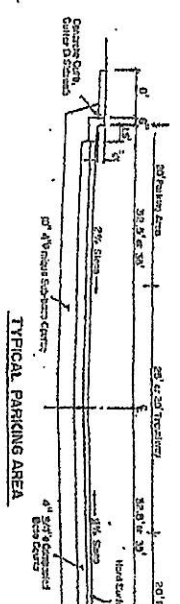
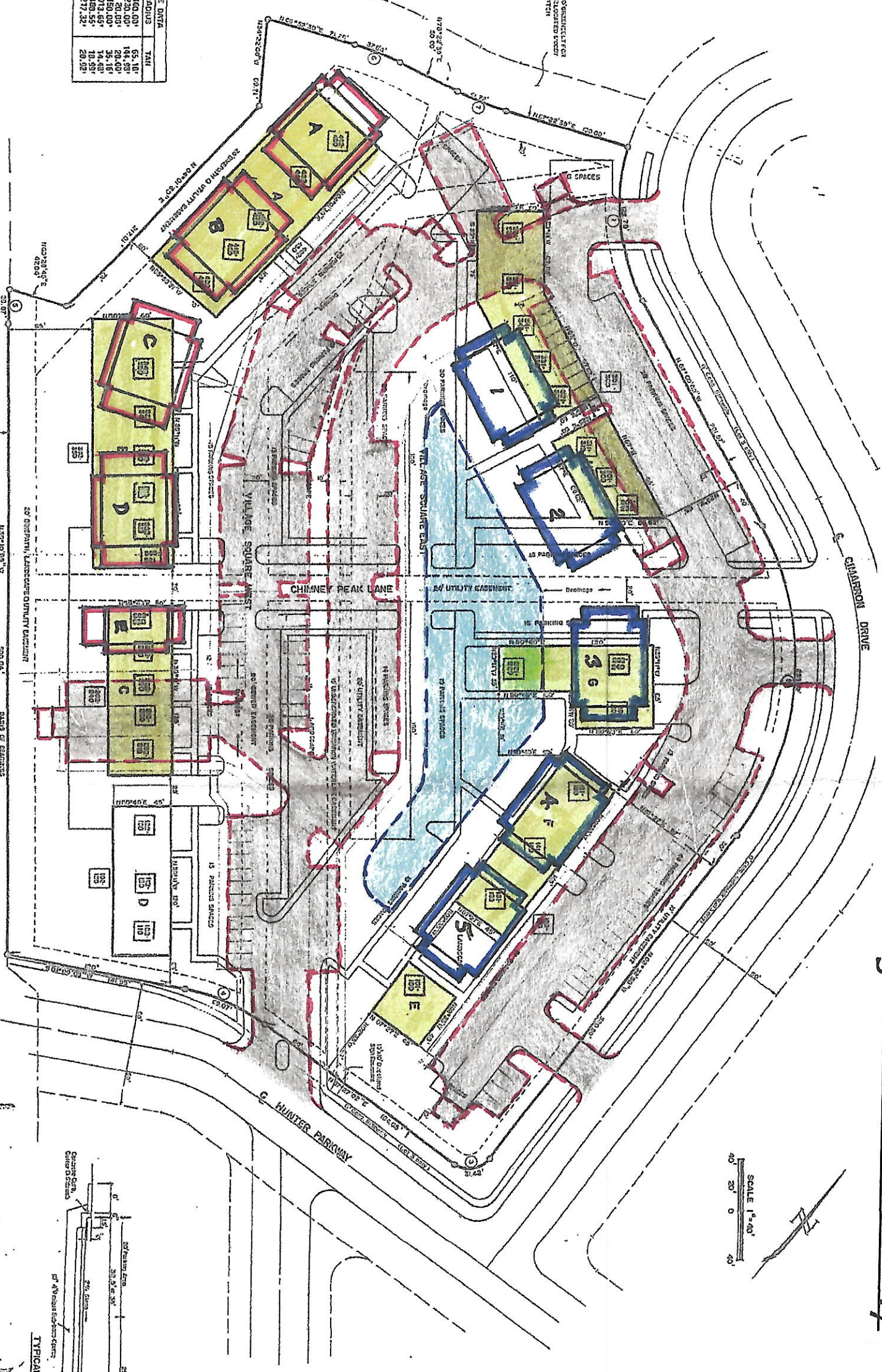
UNIT	PARKING SPACES	TOTAL CUSTOMER FLOOR AREA
A	74	18,500 Maximum Sq. Ft.
B	67	16,750 " "
C	39	9,750 " "
D	31	7,750 " "
E	12	3,000 " "
F	37	9,250 " "
G	34	8,500 " "
H	24	6,000 " "
I	50	12,500 " "
TOTAL	368	69,000 Maximum Sq. Ft.

NOTE: ONE PARKING SPACE REQUIRED PER 250 S.F. OF CUSTOMER FLOOR AREA. ALL INTERIOR PARKING IS 50' TO TRAVELWAY, 8' TO MIN. - CUSTOMER FLOOR AREA ONCE TRACKED BETWEEN EXISTING AND PROPOSED BUILDINGS AND IDENTIFIED HEREIN ON SHEET 2 HEREOF.

O = Field Notes & Survey Map LS 12160

CLUTTER DATA

No.	DELTA	RADIUS	TAH
1	44°19'40"	160.00'	65.16'
2	64°50'00"	230.00'	144.53'
3	20°00'00"	10.00'	5.00'
4	26°22'57"	150.00'	34.16'
5	07°03'17"	12,073.65'	14.48'
6	11°30'00"	180.55'	10.93'
7	17°00'00"	277.32'	20.02'



FINAL PLAT

LOT 3, PUD
 RIDGWAY LAND CO. SUBDIVISION
 TOWN OF RIDGWAY, COLO.
 RIDGWAY USA DEVELOPMENT

MEGA ENGINEERING
 1000 10th St. Suite 100
 Ridgway, CO 80467
 303.741.1234

SHEET 1 OF 2 FILE NO. 87-61

Wastewater – Sewer Line Sizes / Existing Taps / Proposed Tap Additions

Vista Park Commons			
Drainage Fixture Unit Calculation			
	DFU	Quant	Total
24 Unit - 1 Bath Buildings			
2 Bath Units (Multiple Bath Group)	8	1	8
Kit Sink	2	1	2
Dishwashers	2	1	2
Cloths Washer	2	1	2
Total DFUs per Unit			14
24 each - 1 Bath Homes			24
Total DFUs from RVW & Grey Apartments			336

RVW & Grey Apartments			
Drainage Fixture Unit Calculation			
	DFU	Quant	Total
8 Unit - 2 Bath Buildings			
2 Bath Units (Multiple Bath Group)	8	8	64
Kit Sink	2	8	16
Dishwashers	2	8	16
Cloths Washer	2	8	16
Total DFUs per 8 Unit Building			112
24 each - 8 Unit Buildings			112
Total DFUs from RVW & Grey Apartments			1568

LOT 3, PUD RIDGWAY LAND COMPANY SUBDIVISION

LOT 29 EST = 25 DFU

LOT 28 EST = 25 DFU

LOT 27 EST = 25 DFU

Eastside Mixed-Use

5 Buildings - 1st Floor Commercial – 2nd & 3rd Floor Residential

Eastside Mixed-Use - 5 - Commercial Spaces			
Drainage Fixture Unit Calculation			
	DFU	Quant	Total
5 each - 8 Unit Buildings (Buildings 1, 2, 3, 4, 5)			
20 - Condo's			
8 each - 2 Bath Units (Multiple Bath Group)	8	8	64
8 each - Kit Sink	2	8	16
8 each - Dishwashers	2	8	16
8 each - Cloths Washer	2	8	16
Total DFUs Per 12 Unit Building (Code = 160 DFU on 4" lateral)			112
Commercial Spaces			
Common Restrooms - 6 ea. Half-Bath Groups	4	6	24
(Added to One 8 Unit Condo Building Tap)			136
Restaurant/Commercial Kitchen (One Building)			
- 4 ea - Kitchen Sinks	2	4	8
- 4 ea - Half Bath Groups	4	4	16
Total			24
(Added to One 8 Unit Condo Building Tap)			136
With Each Building Totalling Near			136
5 each - 8 Unit Buildings + Comm (Mixed Use)			5
Total DFUs Per 5 each - Mixed Use Buildings			560

EXISTING TAPS

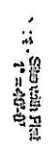
Westside Apartments

18 each – 1 Bedroom Units, 36 each – 2 Bedroom Units

54 Units Total

Westside Apartment - 4 - 12 Unit Buildings			
+ 1 - 6 Unit Building			
Drainage Fixture Unit Calculation			
	DFU	Quant	Total
4 each - 12 Unit Buildings (Buildings A, B, C, D)			
8 each - 2 Bath Units (Multiple Bath Group)	8	8	64
4 each - 1 Bath Units	5	4	20
12 each - Kit Sink	2	12	24
12 each - Dishwashers	2	12	24
12 each - Cloths Washer	2	12	24
Total DFUs Per 12 Unit Building (Code = 160 DFU on 4" lateral)			156
4 each - 12 Unit Buildings			4
Total DFUs Per 4 each - 12 Unit Buildings			624
1 each - 6 Unit Building (Building E)			
4 each - 2 Bath Units (Multiple Bath Group)	8	4	32
2 each - 1 Bath Units	5	2	10
6 each - Kit Sink	2	6	12
6 each - Dishwashers	2	6	12
6 each - Cloths Washer	2	6	12
Total DFUs Per 6 Unit Building (Code = 160 DFU on 4" lateral)			78

5



Westside Apartments

This Picture is to represent Materials / Color / Style (Not our proposed building)



Lot 3 PUD – Westside Apartments

1st Floor – 4 – 2 Bed / 2 Bath (894 SF Each)

2nd Floor – 4 – 2 Bed / 2 Bath (894 SF Each)

3rd Floor – 4 – 1 Bed / 1 Bath (576 SF Each)



Front & Back Elevation



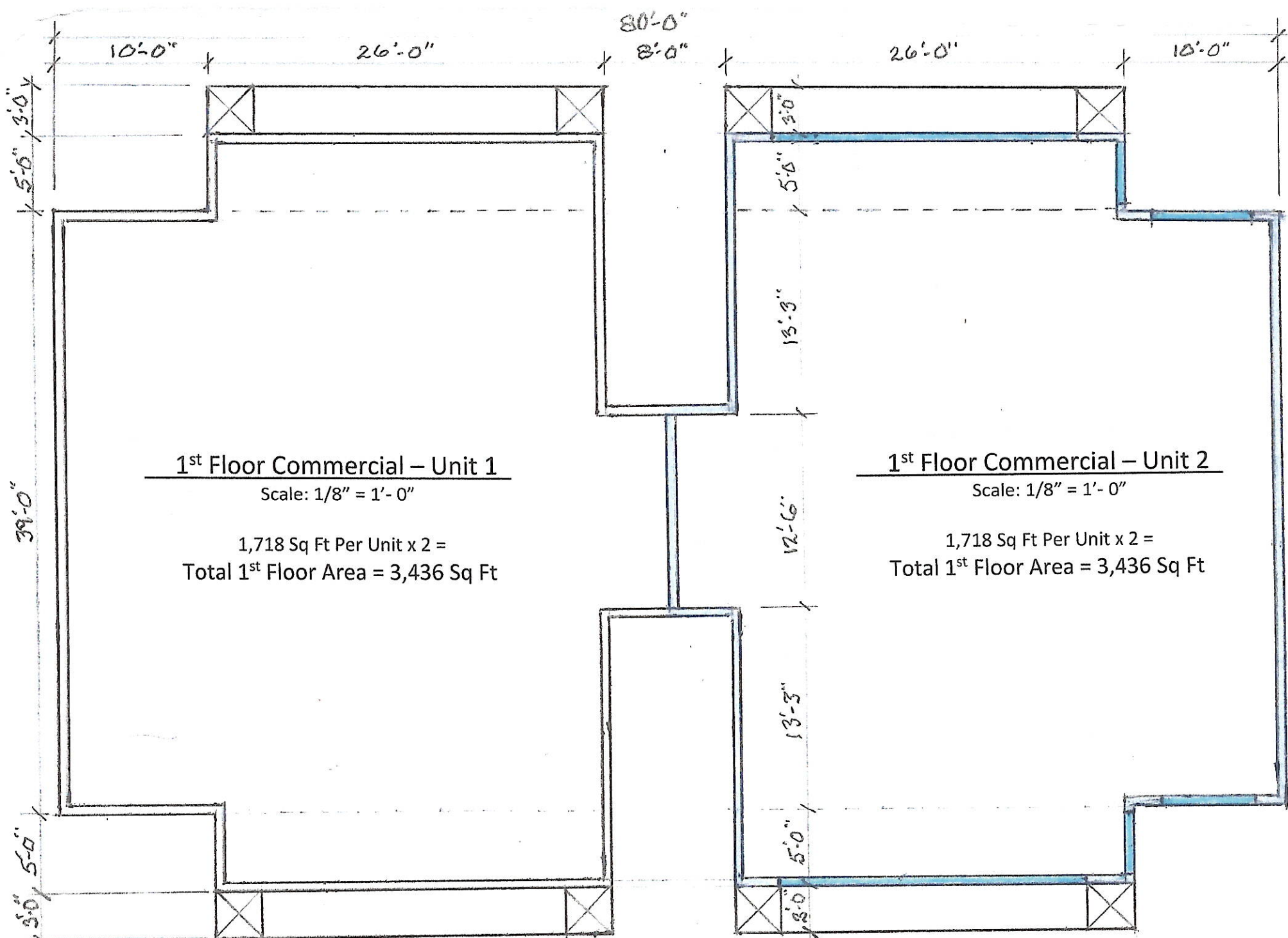
Side Elevation

Lot 3 PUD – Eastside Mixed-Use Idea 11-29-21



Front Elevation

Scale 1/8" = 1' - 0"



1st Floor Commercial – Unit 1

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

1,718 Sq Ft Per Unit x 2 =
Total 1st Floor Area = 3,436 Sq Ft

1st Floor Commercial – Unit 2

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

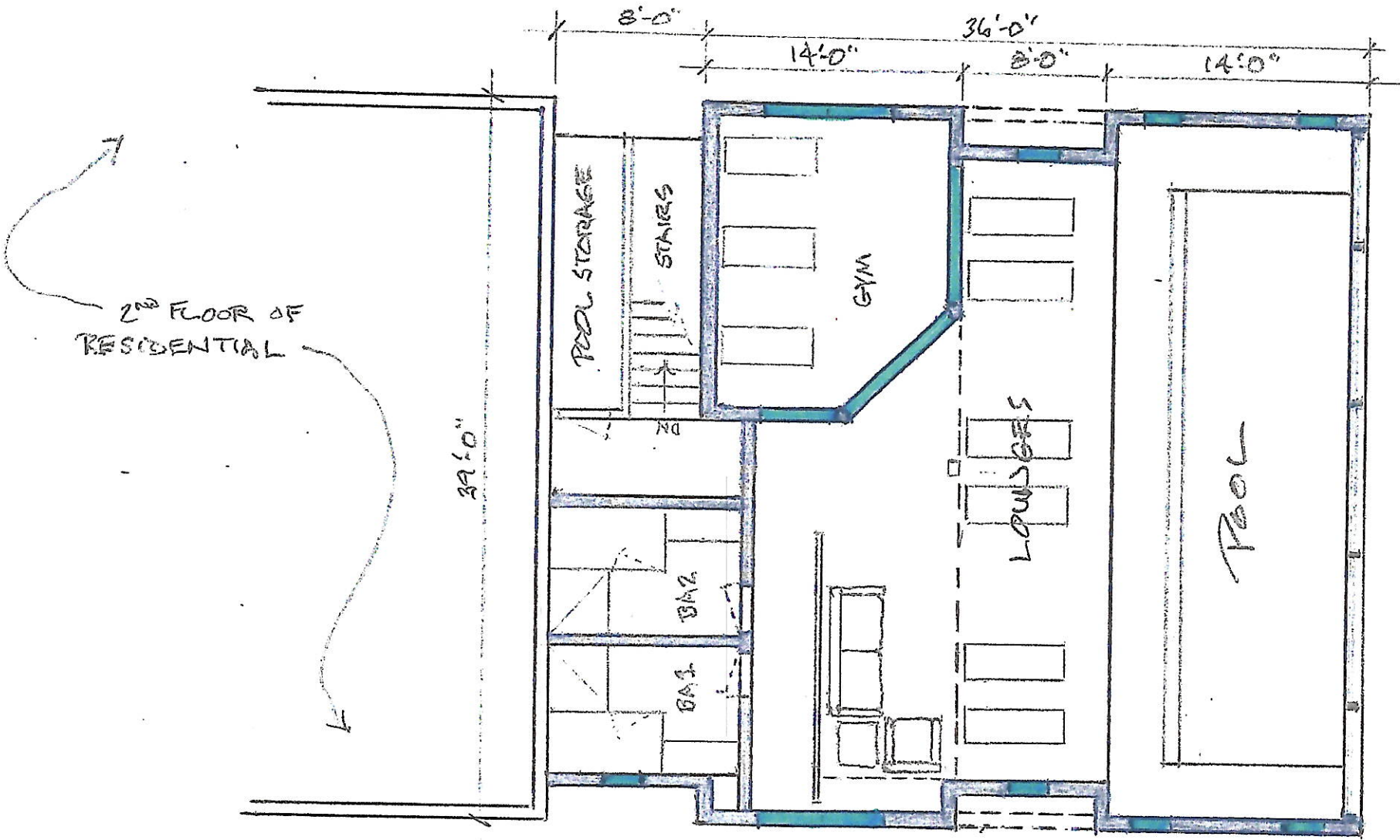
1,718 Sq Ft Per Unit x 2 =
Total 1st Floor Area = 3,436 Sq Ft

Rooftop Pool & Gym Option

Scale 1/8" = 1' - 0"

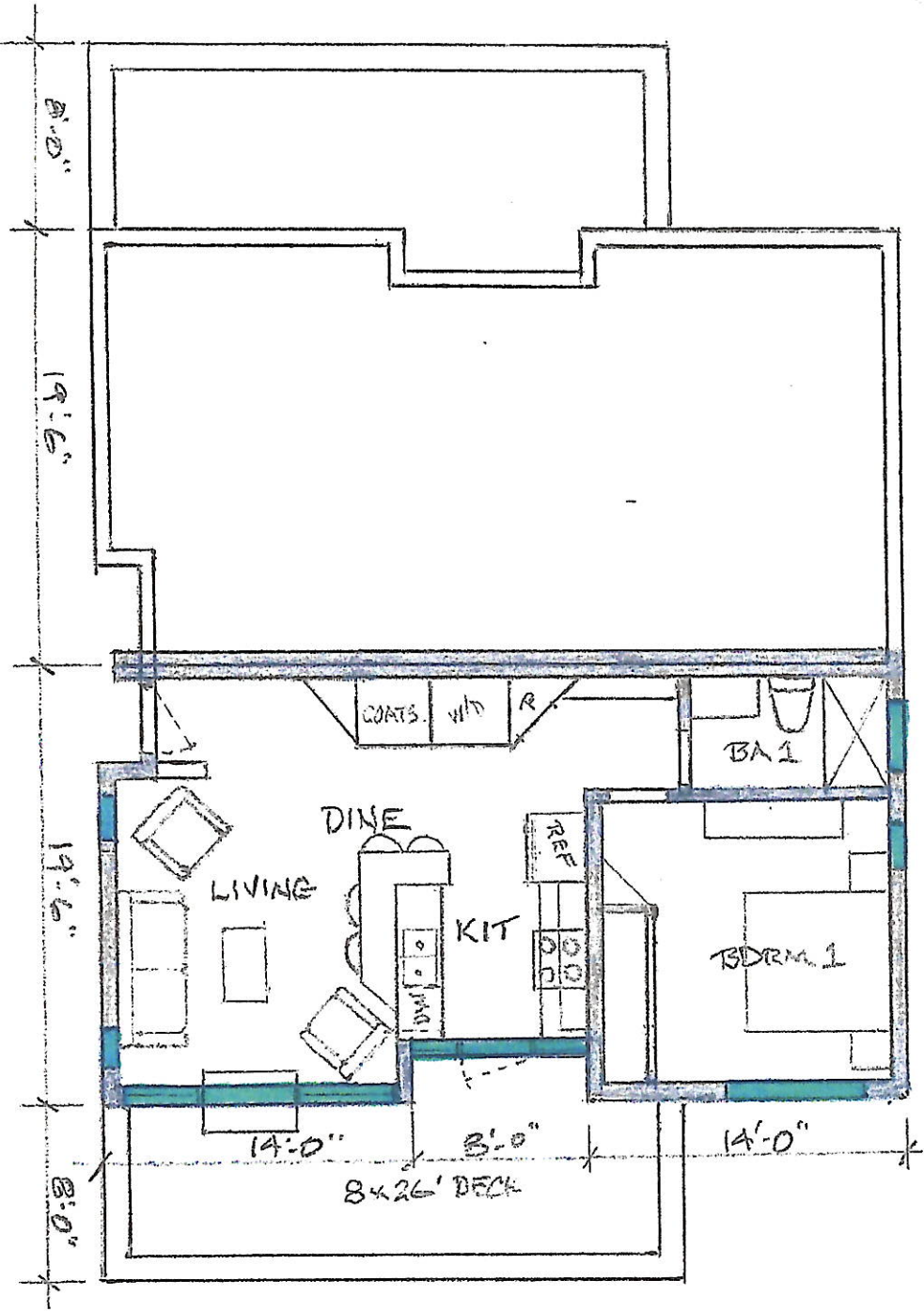
N ← → SOUTH

SOUTH END OF BLDG #5

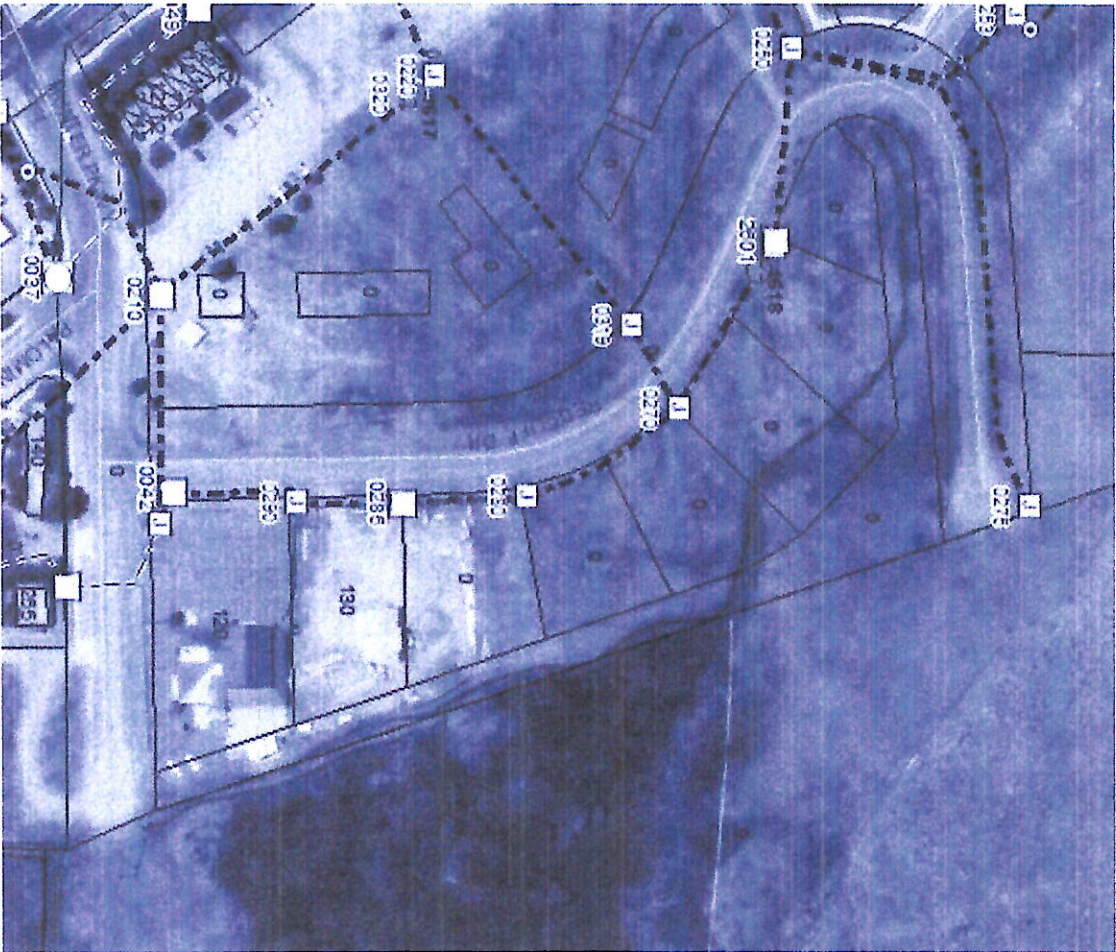


One Bedroom Units Below Pool & Gym

Scale: 1/8" = 1' - 0"
686 Sq Ft Per Unit x 2







SAN MIGUEL
POWER

Westside Apartments - 54 Units (36 ea - 2 Bdrm/2 Ba, 18 ea - 1 Bdrm/1 Ba)					
Existing Building Envelopes				Building Envelopes	
Approved				Proposed	
A	Commercial Envelope	12,950	SF	A	12 Unit Building 4550 SF
B	Commercial Envelope	11,700	SF	B	12 Unit Building 4550 SF
C	Commercial Envelope	6,750	SF	C	12 Unit Building 4550 SF
				D	12 Unit Building 4550 SF
				E	6 Unit Building 2275 SF
Total Envelopes Approved		31,400	SF	Total 12 Unit Bldg Envelopes	
Total Envelopes Proposed		20,475	SF	20,475 SF	
Balance = Less Coverage than Approved		10,925	SF		

D	Remax	5,400	SF	Remains the Same & Includes 31 Parking Spaces
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East Side - Mixed Use - 1st Floor Commercial - 2nd & 3rd Floor Residential					
Existing Building Envelopes				Building Envelopes	
Approved				Proposed	
E	Commercial Envelope	2,160	SF	1	Comm / Res Above 4,080 SF
F	Commercial Envelope	6,525	SF	2	Comm / Res Above 4,080 SF
G	Commercial Envelope	6,000	SF	3	Comm / Res Above 4,080 SF
H	Commercial Envelope	4,090.5	SF	4	Comm / Res Above 4,080 SF
I	Commercial Envelope	8,630.9	SF	5	Comm / Res Above 4,080 SF
Total Envelopes Approved		27,406	SF	Total Envelopes Proposed	
Total Envelopes Proposed		20,400	SF	20,400 SF	
Balance = Less Coverage than Approved		7,006	SF		

Total Envelopes Approved - West & East Sides	64,206	SF	Percentage of Less Building Envelope	This Equals a Reduction in Building Footprint and Allows for 28% more Green Space in this Area
Total Envelopes Proposed - West & East Sides	46,275	SF		
Total SF Less Building Envelope Area Than Approved	17,931	SF		
			28%	

Westside Apartments - 54 Units (36 ea - 2 Bdrm/2 Ba, 18 ea - 1 Bdrm/1 Ba)					
Existing Total Customer Floor Area				Total Living Space - Floor Area	
Maximum Approved				Maximum Proposed	
A	Commercial Floor Area	18,500	SF	A	12 Unit Building 9485 SF
B	Commercial Floor Area	16,750	SF	B	12 Unit Building 9485 SF
C	Commercial Floor Area	9,750	SF	C	12 Unit Building 9485 SF
				D	12 Unit Building 9485 SF
				E	6 Unit Building 9485 SF
Total Max Floor Area Approved		45,000	SF	Total Max Floor Area Proposed	
Total Max Floor Area Proposed		47,425	SF	47,425 SF	
Balance = More Floor Area than Approved		-2,425	SF		

D	Remax	7,750	SF	Remains the Same & Includes 31 Parking Spaces
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East Side - Mixed Use - 1st Floor Commercial - 2nd & 3rd Floor Residential							
Existing Total Customer Floor Area Maximum Approved				Total Customer Floor Area Maximum Proposed			
E	Commercial Floor Area	3,000	SF	1	Commercial	3,436	SF
F	Commercial Floor Area	9,250	SF	2	Commercial	3,436	SF
G	Commercial Floor Area	8,500	SF	3	Commercial	3,436	SF
H	Commercial Floor Area	6,000	SF	4	Commercial	3,436	SF
I	Commercial Floor Area	12,500	SF	5	Commercial	3,436	SF
				1	Residential Above	2,744	SF
				2	Residential Above	2,744	SF
				3	Residential Above	5,520	SF
				4	Residential Above	5,520	SF
				5	Residential Above	5,520	SF
Total Max Floor Area Approved		39,250	SF	Total Max Floor Area Proposed		39,228	SF
Total Max Floor Area Proposed		39,228	SF	Total Max Floor Area Proposed		39,228	SF
Balance = Less Floor Area than Approved for This Area		22	SF				

Total Max Floor Area Approved West & East Sides	92,000	SF	Percentage of More Max Floor Area	These Calculations Show we are Netting Approximately 2,400 More Usable Floor Area
Total Max Floor Area Proposed West & East Sides	94,403	SF		
Total SF More Max Floor Area Than Approved	2,403	SF	4%	

Westside 54 Apartments 36-2 Bdrm / 18-1 Bdrm (Parking Requirements Evaluation)							
Existing Total Parking Requirements Approved				Total Parking Requirements Proposed			
A	Commercial Floor Area	18,500	SF	A	8 - 2 Bdrm, 4 - 1 Bdrm	20	Ea
B	Commercial Floor Area	16,750	SF	B	8 - 2 Bdrm, 4 - 1 Bdrm	20	Ea
C	Commercial Floor Area	9,750	SF	C	8 - 2 Bdrm, 4 - 1 Bdrm	20	Ea
				D	8 - 2 Bdrm, 4 - 1 Bdrm	20	Ea
				E	4 - 2 Bdrm, 2 - 1 Bdrm	10	Ea
Total Commercial Floor Area		45,000	SF				
	Divided by	250	SF				
Total Parking Requirements Approved		180	Ea	Total Parking Requirements Proposed		90	Ea
Total Parking Requirements Proposed		90	Ea	Total Parking Requirements Proposed		90	Ea
Balance = Less Parking Requirements than Approved		90	Ea				

D	Remax	31	Ea	Remains the Same & Includes 31 Parking Spaces
---	-------	----	----	---

East Side - Mixed Use - 1st Floor Commercial - 2nd & 3rd Floor Residential (Parking Requirements Evaluation)							
Existing Total Parking Requirements Approved				Total Parking Requirements Proposed			
E	Commercial Floor Area	3,000	SF	1	Commercial	SF	3,436
F	Commercial Floor Area	9,250	SF	2	Commercial	SF	3,436
G	Commercial Floor Area	8,500	SF	3	Commercial	SF	3,436
H	Commercial Floor Area	6,000	SF	4	Commercial	SF	3,436
I	Commercial Floor Area	12,500	SF	5	Commercial	SF	3,436
Total SF for Parking Requirements		39,250	SF	Total SF for Parking Requirements		17,180	
Divided by		250				Required	Per
				Total Parking Required		68.72	250
				1	4 - 1 Bd Residential	4	Ea
				2	4 - 1 Bd Residential	4	Ea
				3	4 - 2 Bd Residential	8	Ea
				4	4 - 2 Bd Residential	8	Ea
				5	4 - 2 Bd Residential	8	Ea
Total Parking Requirements Approved		157	SF	Total Parking Requirements Proposed		101	SF
Total Parking Requirements Proposed		101	SF				
Balance = Less Parking Requirements than Approved		-56	SF				

Total Parking Requirements Approved - West & East Sides	368	Ea	Percentage Less Parking Spots	These Calculations Show we are Netting 146 Less Parking Requirements - This Allows Us to Minimize Paving Surfaces (Lessening Site Drainage Flows and Heat Sink Area)
Total Parking Requirements Proposed - West & East Sides	222	Ea		
Total Parking Requirements Less Than Approved	146	Ea		
			40%	

Lot Data - Site Cover - Green Space							
Existing Lot Data Approved					Proposed Lot Data		
Travel Aisles (Internal Roads)		99,167	SF		Travel Aisles (Internal Roads)		65,100
Parking Spaces		58,580	SF		Parking Spaces		39,600
						222 ea x 180 SF	
Sidewalks		17,879	SF		Sidewalks		15,775
						3,155 LF x 5 = 15,775 SF	
Total Building Envelope		64,206	SF		Total Proposed Bldg Envelopes		46,275
					Total Remax Bldg Envelope		5,000
	Total Hard Surface	239,832	SF			Total Hard Surface	171,750
Total Site Acreage				Total Site Acreage			
	8.95 Acres x 43,560	389,862	SF		8.95 Acres x 43,560	389,862	
Landscape / Green Area		150,266	SF	Landscape / Green Area		218,112	
Lot Data Change Impact							
	Travel Aisles (Internal Roads)		34,067	SF	Less Paved Roads		53,047
	Parking Spaces		18,980	SF	Less Paved Parking		
	Sidewalks		2,104	SF	Less Concrete Walkways		
	Building Envelopes		22,931	SF	Less Building Coverage		
	Landscape Area		67,846	SF	Aprox More Green Space		

Net Site Benefits of New Plan

- * Near 68,000 SF of Extra Green Space as Compared to Approved Plan (Near 1.5 Acres Extra).
- * Proposed Plan Ends Up with a Total of 218,112 SF of Green Space or Near 5 Acres of Green Space
- * This Ratio of Green Space to Buildings & Hard Surfaces is: $5 / 8.95 = 56\%$ Green / 44% Built...
- * Our New Plan is Substantially More Environmentally Sound

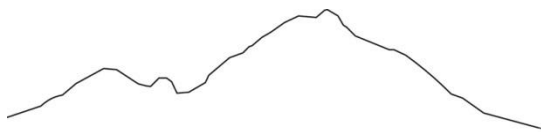
Net Community Benefits of New Plan

- * Much Needed Rental Housing (54 Units)
- * Residential & Commercial Development has Safe Highway Access through Signalized Intersection and Abundant Parking
- * Estimated 400 - 500 KW Turbine - Micro Grid Joint Venture with San Miguel Power
- * More Green Space with Irrigation Water Rights & System for Keeping the Site well Landscaped

Net Town Benefits

- * Completion of a Long Term / Underutilized / Zoned & Approved Parcel - with Valuable In-Place Town Owned Infrastructure
- * 6 each - Deed Restricted Rental Apartments
- * Completion of Site Infrastructure
- * Near \$1 Million in Sewer/Water Tap Fee's with Valuable Town Infrastructure Already In-Place

AGENDA ITEM #2



DEVOR & PLUMHOFF, LLC
Attorneys and Counselors at Law

Bo James Nerlin
bo@coloradowestlaw.com

MEMORANDUM

To: Town of Ridgway – Planning Commission
From: Bo James Nerlin, Esq.
Re: Special Improvement Districts
Date: 02/18/2022
CC: Mr. Preston Neill, Town Manager

The purpose of this memorandum is to outline the possibility of creating a Special Improvement District for development east of Highway 550 in Ridgway.

INTRODUCTION

Pursuant to the Town of Ridgway Master Plan, adopted June of 2019, and the future land use map for the Town of Ridgway included therein, it is anticipated that there will be continued growth with the addition of single-family neighborhoods, mixed neighborhoods, and mixed-use business areas east of Highway 550. This potential growth will be an impact on the Town's existing infrastructure (water and sewer treatment, water lines, sewer lines, streets, and sidewalks) and will require the installation of additional infrastructure east of Highway 550. In anticipation of this projected growth, the purpose of this memo and subsequent Planning Commission discussion is to outline the use of Special Improvement Districts in Colorado to determine if there is a desire for the Town to proceed with the possible creation of a Special Improvement District for infrastructure east of Highway 550.

SUPPORTING LAW

Pursuant to C.R.S. 31-25-501 et. seq. Special Improvement Districts can be created by a municipality to finance many different kinds of public infrastructure. Article XI of the Town's Home Rule Charter allows for the creation of special or local improvement districts. The Town's Municipal Code, Chapter 13, is reserved for the creation of an Improvement Districts section. However, to date, the Town has not adopted any ordinances regarding the same.

Special Improvement Districts can be created either through a petition filed by property owners which would be impacted by the Special Improvement District, or by an ordinance adopted by the Town Council. The passage of an ordinance creating a Special Improvement District must be subsequent to a public hearing wherein all of the property owners within the proposed district are provided notice. Special Improvement Districts are not political subdivisions, nor are they separate Title 32 Special Districts, like the Ridgway Fire Protection District. Special Improvement Districts do not have separate governing bodies but are subject to the laws of their jurisdiction.

Special Improvement Districts may be used to finance improvements that confer a benefit to the property adjacent to the improvements. Typically, Special Improvement Districts are used to finance roads, sidewalks, water lines, and other utilities. Special Improvement Districts are generally used to generate revenue through special assessments levied against individual properties that benefit from the improvements. One method of financing improvements is through the issuance of special assessment bonds, payable through the assessment levied against the impacted property(ies). Such assessment bonds are subject to a TABOR election.

RECOMMENDATIONS

Based upon the likelihood of additional development east of Highway 550 in 2022 and beyond staff is looking for direction from the Planning Commission as to whether the implementation of Special Improvement Districts is appropriate. For the purposes of this agenda item, we are looking for feedback from the Planning Commission. To the extent there is support for exploring this further, Town staff will develop a list of the projected infrastructure needs for east Highway 550 development. Thereafter, we would present this list to the Planning Commission and the Town Council. Coupled with this, it is also recommended that the Town Council adopt an ordinance supplementing Chapter 13 to clarify the use of Special Improvement Districts within the Town.

AGENDA ITEM #3

PLANNING COMMISSION
MINUTES OF THE REGULAR MEETING

JANUARY 25, 2022

CALL TO ORDER

The Planning Commission convened in person at 201 N. Railroad Street and broadcast the meeting to the public 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 Emilson, Franz, Liske, Mayor Pro-Tem Meyer, Mayor Clark and Chairperson Montague were in attendance. Commissioner Nelson was absent.

PUBLIC HEARINGS

1. Application for Temporary Use Permit (TUP); Location: Block 22, Lots 16-20; Address To-be-determined (TBD) Clinton Street; Zone: Historic Residential (HR); Applicant: Stryker & Company, Inc.; Owner: Ridgway Runners

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

Planner Dlubac presented an application for temporary staging of construction materials on an undeveloped parcel in the HR District for the Space to Create Project. He noted the request is for an existing approved use and the approval will expire on January 31,2022. Mr. Dlubac explained the Applicant has requested the full term allowed on the TUP of 9 months and that no changes have been made to the original site plan. Dlubac recommended approval of the request with the same conditions stipulated with the original TUP which are:

1. *Equipment shall not idle between the hours of 7pm-7am.*
2. *The applicant shall provide adequate traffic control, or monitoring is required when equipment is moved from the construction staging site to the project site.*
3. *Temporary Use Permit shall expire on October 31, 2022.*
4. *Contractor will meet with the Community to address concerns on a bi-weekly basis.*

Mark Clutts, Contractor representing Stryker & Company, Inc. explained the extended road closure through June 15, recently approved by the Town Council, regarding the half block of Laura St. between Clinton St. and the alley located halfway between Clinton St. and Charles St., will help with construction progress. He noted the lease between Stryker & Company with the property owners, to use the lots will expire mid-summer, and the project is required to be complete by August 29 pursuant to the terms of the construction agreement with the Town of Ridgway. Mr. Clutts noted the TUP was requested for the full 9-month period, though he anticipates the project to reach completion sooner. Clutts further noted using the parcel helps to reduce the project's impact to the town and clarified that the meetings with the community have been held on a monthly schedule due to the lack of attendance with a bi-weekly scheduled. He requested that the current scheduled be allowed to continue as part of the TUP conditions. The Commissioners agreed the current meeting schedule should be maintained.

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

ACTION:

Mayor Pro-Tem Meyer moved to approve the Application for Temporary Use Permit for Applicant: Stryker & Company Inc.; Block 22, Lots 16-20, through October 31, 2022, with the Staff recommendations; and monthly community meetings shall continue. The motion was seconded by Commissioner Emilson. The motion carried unanimously on a call for the roll call vote.

2. Application for Variance for Fence Setback; Location: River Park Ridgway Business Park Filing 1, Replat of Blocks 2,8 and Alley "A", Lot 1; Address: TBD N. Cora Street; Zone: Light Industrial 1; Applicants: Charlie and Josephine Scoville; Owner: Harvey's Holdings LLC

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

TJ Dlubac presented an application for a setback variance to install a fence with no setback on a vacant corner lot in the Light Industrial Park. He clarified that the application consists of 2 variance requests. The first request is for a reduced side yard setback, and the second is for a reduced front yard setback. Both variances propose constructing a fence abutting the property line. Mr. Dlubac explained the Ridgway Municipal Code (RMC) requires an 8 ft. side yard setback; a 15 ft. front yard setback, and both requests would result in zero ft. setbacks. He noted the front and side yard have existing utility and drainage easements which could allow fence placement if the flow of water is not disturbed. The propose front yard fence which would run along the intersection of Railroad and Cora Streets would obstruct the view of motorists creating a traffic hazard. He explained the criteria that must be met to grant the variance request as outlined in RMC 7-3-21(A). The Planner recommended the requests be denied because the criteria of practical difficulty or unnecessary hardship have not been met.

The Planning Commission discussed the application with staff.

The Applicant explained that he intends to store material from his concrete business on the lot after the fence is constructed, and that he will loose 10% of the parcel's workable area by constructing the fence within the required setbacks.

The Commissioners discussed the request with the Applicants.

The Chairperson opened the hearing for public comment.

Jack Petruccelli said he is not in favor of the request as submitted but is in favor of the fence since it would shield storing of materials. He suggested considering a reduced setback with irrigated landscaping.

The Deputy Clerk read correspondence from resident Jennifer Cram. Ms. Cram explained she is not in favor of the request and noted that fourteen businesses in the Light Industrial Park are compliant with the fences placed on those lots.

The Chairperson closed the hearing for public comment.

The Commissioners discussed the application.

ACTION:

Mayor Pro-Tem Meyer moved to deny the Application for Variance to Setback for the side yard setback and for the front yard setback; Location: River Park Ridgway Business Park Filing1, Replat of Blocks 2,8, and Alley "A", Lot1. Mayor Clark seconded the motion and it carried unanimously on a call for the roll call vote.

APPROVAL OF THE MINUTES

4. Approval of the Minutes from the Meeting of November 30, 2021

ACTION:

Commissioner Liske moved to approve the Minutes from November 30, 2021. The motion was seconded by Mayor Pro Tem Meyer. On a call for the roll call vote, the motion carried unanimously.

TOWN COUNCIL ACTIONS UPDATE

5. Preserve Planned Unit Development (PUD)

Mayor Clark reported the term for the extension approved in 2018 to complete the Preliminary Plat has expired for the Preserve PUD. A final 2-year extension was granted by the Council to complete the Preliminary Plat, with the same conditions previously assigned in 2018.

OTHER BUSINESS

The Commissioners discussed virtual meetings. Town Manager Neill commented an emergency declaration is not in place, and virtual meetings are currently being held as a precaution due to periodic virus outbreaks in the County.

Mayor Clark noted the elected Officials from Ouray County, the City of Ouray and the Town of Ridgway will hold a workshop to discuss masks mandates in the County on Thursday, January 27th at 6:00 p.m.

The Mayor also noted the Lena Street Capital project workshop is scheduled for January 27th, at 7:30 p.m. The Town Manager explained the purpose of the meeting is receive an update from the engineers regarding the design and to receive to public comment.

The Commissioners discussed parking violations occurring near Cora Street and Sherman Street. They determined the issue is a code enforcement and signage issue. Town Manager Neill noted staff is currently reviewing the parking issue in the proximity of the Cora/Sherman Streets intersection.

ADJOURNMENT

The meeting adjourned at 6:30 p.m.

Respectfully submitted,

Karen Christian
Deputy Clerk

AGENDA ITEM #4