

RIDGWAY PLANNING COMMISSION

REGULAR MEETING AGENDA

Tuesday, April 30, 2024

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/89104902046?pwd=OENhTXF2a2oyYWZhSEZDZlFUMTRvZz09>

Meeting ID: 891 0490 2046

Passcode: 923773

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, Pam Foyster, Bill Liske, Russ Meyer, Jennifer Nelson, and Jack Petruccelli

WORK SESSION:

1. Discussion regarding accessory dwelling unit standards
2. Discussion regarding parking standards
3. General update on other 2024 projects and updates to Land Use Regulations

APPROVAL OF MINUTES:

4. Minutes from the Regular meeting of March 26, 2024

OTHER BUSINESS:

5. Updates from Planning Commissioners

ADJOURNMENT

AGENDA ITEM #1

To: Town of Ridgway Planning Commission
Cc: Preston Neill, *Ridgway Town Manager*
From: TJ Dlubac, AICP, *CPS, Contracted Town Planner*
Max Garcia, AICP, *CPS*
Date: April 26, 2024
Subject: Proposed ADU Standards

At the March 26, 2024, Planning Commission meeting, we evaluated draft versions of the code update pertaining to accessory dwelling units (ADU). Upon review of the various concepts within the draft code documents, CPS was provided with further guidance to continue updating the code drafts.

The intent of this memo, and our discussion on April 30, is to continue review of the proposed changes to the ADU standards. Additionally, this discussion will include a deeper review of the ADU concepts and their potential design configurations.

ADU Standards

At the end of the March 26th meeting, our direction was to proceed with drafting revisions to the ADU standards and further evaluate the potential density impact of proposed standards. We have developed conceptual graphics to illustrate the potential layout for multiple building types. Below is a summary of the most recent changes to the code draft based on PC input. The ADU conceptual graphics and an updated redlined draft of the ADU standards is attached to this memo.

- a) Created a diagram representing various residential building types and potential ADU concepts. The intent is to illustrate the potential density ADUs will add to properties using comparable, existing lots in the Town.
- b) Added a few sustainable construction methods to the General Provisions.
- c) Removed separate dimensional standard table and re-establish current setbacks based on single family dwelling requirements. This setback reduction was generally reduced and moved to the Incentives section.
- d) Changed "habitable floor area" to "livable floor area" and updated language of definition to include square footage to interior walls and exclude enclosed stairways and parking.
- e) Removed largest ADU pre-approved plan option.
- f) Added an incentive for exceeding Landscape Plan code requirements. Updated the code to require compliance with Landscape Plan standards.

We fully anticipate that strategies from each of these concepts may need additional discussion. At the April 30th meeting we will discuss the proposed ADU standards. If Planning Commission determines the draft is adequate or requires minor amendments, we can prepare to present this update at public hearing at the May PC. The attached document contains the redlined version of the subsection pertaining to ADU construction.

Attachments:

- A. ADU Code Draft Update redlined
- B. ADU Concept Graphics

7-4-6 SUPPLEMENTAL REGULATIONS

(A) Accessory Dwelling Units

(1) General Provisions.

- (a) The creation of Accessory Dwelling Units (ADU) is generally encouraged as an effective means to improve housing affordability, provided that each ADU complies with the ~~following~~ standards of these regulations.
- ~~(a)(b)~~ The goal of improving housing affordability requires flexibility in building typologies and construction methods. Construction methods, including but not limited to, utilizing local materials, modular construction, and passive design are encouraged.
- ~~(i) ADUs are only allowed as accessory to a single-family detached dwelling. Only one ADU per single-family detached dwelling unit is permitted.~~
- ~~(c) A dwelling unit constructed before a principal single-family home, which meets these criteria, may be converted to an accessory dwelling unit ADU following construction of a new principal dwelling unit.~~

(2) Dimensional Standards.

- ~~(b)(a)~~ ADUs are allowed as accessory to single family dwellings, duplexes, or triplexes uses as permitted by each zoning district.
- (i) An attached ADU that is created by converting existing room(s) in the principal structure shall count towards the total quantity of ADUs, unless otherwise permitted by subsection 7-4-1(A)(3).
- (ii) One (1) ADU is permitted for lot(s) equal to or less than 7,500 square feet, unless otherwise permitted by subsection 7-4-1(A)(3).
- (iii) Two-(2) ADUs are permitted for lot(s) equal to or less than 15,000 square feet, unless otherwise permitted by subsection 7-4-1(A)(3).
- (iv) Lot(s) exceeding 15,000 square feet are permitted to have more than two (2) ADUs, however; the total number of ADUs on the subject property shall never exceed double the total number of dwelling units in the principal structure.
- ~~(2)(b)~~ The ~~accessory dwelling unit~~ADU must be constructed in accordance with applicable requirements of Town Building Codes. It may be attached or detached to the principal residential unit. Applicable dimensional requirements for a single-family dwelling as set out in subsection 7-3-15(A) must be met for the premises.
- (i) Any proposed construction occurring adjacent to a lot or parcel containing an existing residential or commercial structure shall not exceed the existing height of the principal structure on the adjacent lot or parcel. In instances where there is greater than one (1) adjacent principal structure, the maximum height shall be the average of each principal structure on adjacent lot(s) or parcel(s).
- (ii) The ADU shall not be located within the sight triangle as determined by RMC 7-4-8(F)(8).
- (c) The architectural design of the proposed ADU shall be complementary to the principal structure and be compliant with the regulations set in RMC 7-4-9 Residential Design Standards.
- ~~(a)(d)~~ The parking requirements shall comply with the requirements as set out in subsection 7-4-6(M). ~~One off-street parking space shall be provided for the accessory dwelling unit in addition to any other required off-street parking.~~
- (e) The ADU maximum livable floor area shall be determined by this subsection.
- (i) An ADU may not exceed ~~800~~1,200 square feet of gross livable floor area.

~~(i)~~(ii) An ADU may exceed 1,200 square feet of habitable floor area when it complies with the sustainable building methods as set out in [subsection 7-4-1\(A\)\(3\)\(b\)](#).

(f) Applicant shall submit a Landscape Plan, compliant with [RMC 7-4-8, Landscape Regulations](#).

(3) Incentives.

(a) ADU Affordable Housing Provisions. All residential lots are permitted one (1) additional ADU above the permitted quantity in [subsection 7-4-6\(A\)\(2\)\(a\)](#) when the ADU is income-restricted to moderate-to-low income residents only. This is enforced by way of a rental or occupancy covenant that runs with the property, pursuant to [subsection 7-4-6\(A\)\(3\)\(a\)\(i\)](#) below.

(i) Affordable Housing Covenants and Restrictions. The Town encourages the growth of affordable housing in all residential areas. To provide affordable housing units on private property, the property owner shall record a restrictive covenant with the Ouray County Clerk and Recorders' office that includes the following provisions:

a. Area median income (AMI). The covenant shall identify the AMI limitations placed on the unit. The income range shall be less than 120 percent AMI for Ouray County as determined by the US Department of Housing and Development or US Census.

b. Income-restricted units (IRU). Describe the quantity of income-restricted units, their square footage, and bedroom count.

c. Compliance report and leasing period. Include the duration of the tenant's lease. Upon reasonable request by Ridgway or Ouray County, the property owner shall submit a compliance report outlining how current affordable housing units comply with covenant requirements.

d. Income verification and rent limitations. Provide the method for determining tenant income and calculating the rent limitations for each IRU.

(b) Sustainable Building Methods. One (1) additional ADU is permitted when the unit shall be certified by a recognized sustainable building certification that verify the home utilizes energy efficient building materials and methods, as determined by the Town Manager or their designee.

(c) Dimensional Standard Reduction. When either the regulations pertaining to Sustainable Building Methods or ADU Affordable Housing provisions are met, the ADU is permitted to reduce setback requirements by 25 percent.

(d) Landscaping. When an applicant exceeds applicable landscaping standards, the proposed ADU may reduce setback requirements by 10 percent without an administrative adjustment or increase maximum livable floor area by 10 percent without an administrative adjustment.

(4) Review Process.

~~(a)~~ The burden shall be upon the owner of any accessory dwelling unit ADU to provide adequate proof to the Town that the criteria of this Section are met. In the event that the Town determines that the criteria have not been shown to be satisfied the unit may not be occupied as a residence.

(b) Plan review fees, as set out in [RMC 7-3-20](#) shall be waived for ADU(s).

(i) Plan review fees shall be 100 percent waived for the replacement of existing room(s) in the principal structure.

~~(b)~~(ii) Plan review fees shall be reduced by 50 percent for detached ADU(s) submittals.

(5) Ownership and Occupancy.

(a) One of the dwelling units on the property must be, and remain, owner occupied.

~~(e)(b)~~ A minimum of a 9031-day rental period shall be required by written lease for the non-owner occupied unit, except as described in subsection (12) below.

~~(c)~~ The accessory dwelling unit must may be owned together with the principal residential unit, and the lot or parcel upon which they are located, in undivided ownership.

(6) Utilities.

~~(a)~~ The accessory dwelling unit shall be served off of the water or sewer tap for the principal residence, in which case it shall not be subject to additional tap fees.

(7) Pre-Approved ADU Plans

~~(a)~~ At the request of the property owner, the Town may provide pre-approved ADU building plans that comply with the standards of this code.

~~(i)~~ The two pre-approved ADU building plans are as follows:

~~a.~~ ADU Plan A. 500 square feet. One bedroom.

~~b.~~ ADU Plan B. 750 square feet. Two bedroom.

~~(ii)~~ The pre-approved ADU plans are exempt from plan review but still require an approved building permit to proceed with construction. The exempt ADU building permit submittal shall include the following:

~~(iii)~~ Site Plan that shows the pre-approved ADU building plan will meet the requirements of this subsection RMC 7-4-1(A);

~~a.~~ Building permit application;

~~b.~~ Proof of ownership;

~~c.~~ Exempt ADU plan review fee.

~~(3)~~ A minimum of a 90 day rental period shall be required by written lease, except as described in subsection (12) below.

~~(4)~~

~~(5)~~

~~(6)(1)~~ One off street parking space shall be provided for the accessory dwelling unit in addition to any other required off street parking.

~~(7)~~ One of the dwelling units on the property must be, and remain, owner-occupied.

~~(8)(1)~~ The accessory dwelling unit must be owned together with the principal residential unit, and the lot or parcel upon which they are located, in undivided ownership.

~~(9)~~ The accessory dwelling unit may be served off of the water or sewer tap for the principal residence, in which case it shall not be subject to additional tap fees.

~~(10)(1)~~ The burden shall be upon the owner of any accessory dwelling unit to provide adequate proof to the Town that the criteria of this Section are met. In the event that the Town determines that the criteria have not been shown to be satisfied the unit may not be occupied as a residence.

~~(11)(1)~~ A dwelling unit constructed before a principal single family home, which meets these criteria, may be converted to an accessory dwelling unit following construction of a new principal dwelling unit.

~~(12)~~ An accessory dwelling unit, as defined in Section 9, either attached or detached to the primary dwelling, may be utilized as a short-term rental only under the following circumstances:

- ~~(a) Tap fees are paid at 30 percent pursuant to Ridgway Municipal Code subsection 9-1-9(c)(2); and~~
- ~~(b) One hundred percent of monthly water, sewer, trash and recycling services are paid on a monthly basis pursuant to Ridgway Municipal Code Chapter 9; and~~
- ~~(c) The lot size upon which both dwelling units are sited is a minimum of 6,000 square feet.~~

STANDARDS	DIMENSIONS (A)	DIMENSIONS (B)
LOT LAYOUT	SFR: DETACHED AND ATTACHED	SFR: DETACHED
LOT SIZE	7,500 SF	10,000 SF
SIMILAR ADDRESS	430 KISMET ST	280 S CHARLOTTE ST.
ZONING	RESIDENTIAL	HIST. RESIDENTIAL
ADU SIZE	600SF (ATT) 1,200SF (DET)	900SF
SETBACKS	F: 15FT R: 8FT S: 5FT	F: 15FT R: 8FT S: 5FT
BUILDING COVERAGE	50%	50%

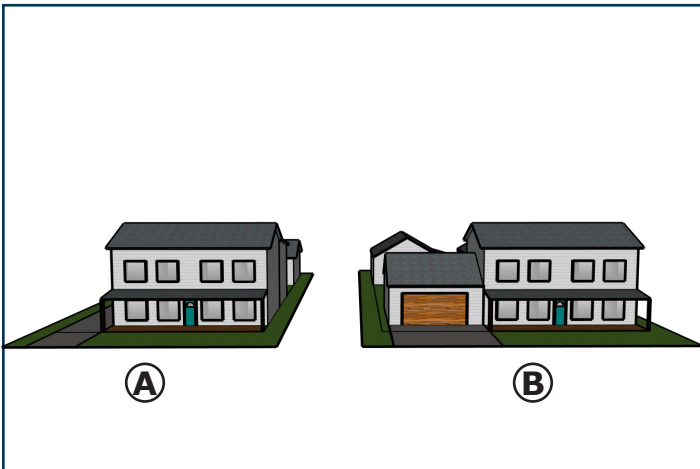
AERIAL SIDE VIEW



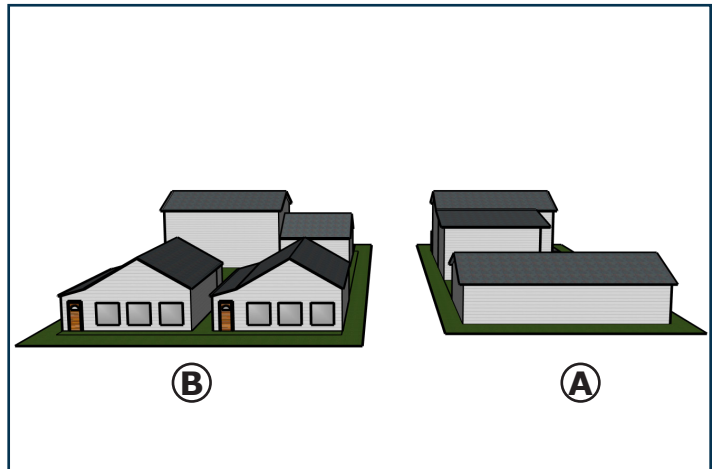
SIDE VIEW



FRONT SIDE VIEW



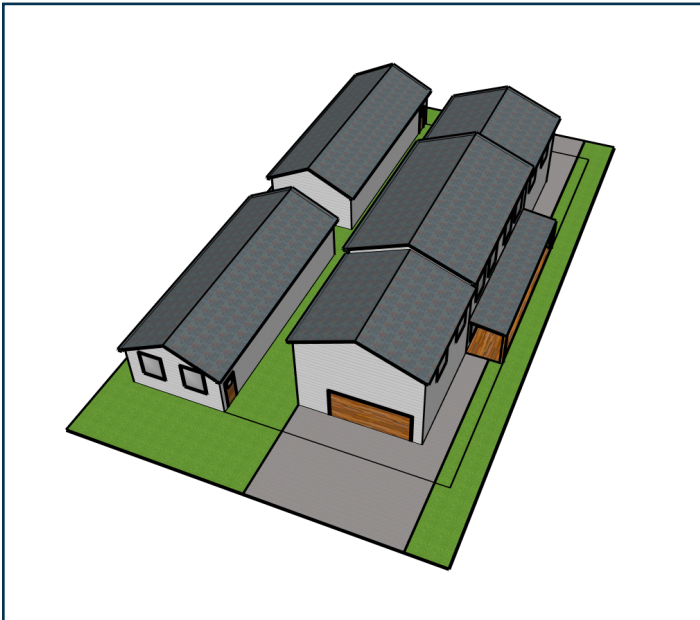
BACK SIDE VIEW



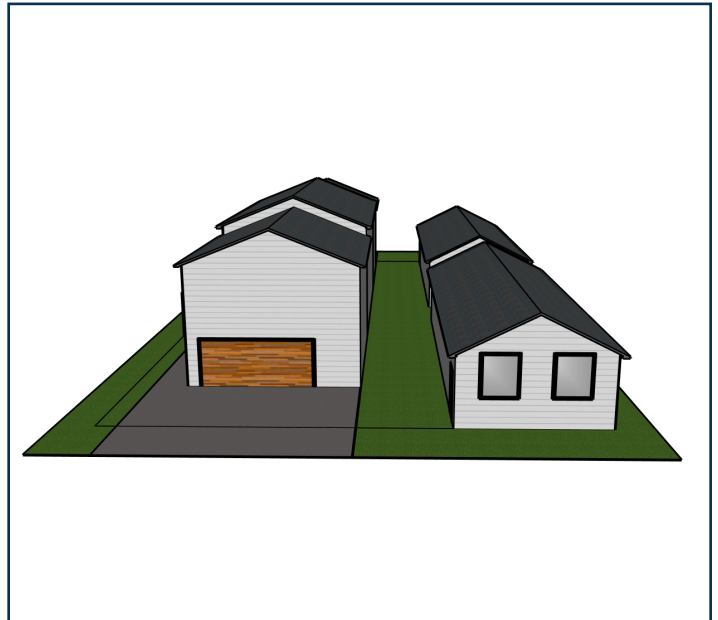
DUPLEX WITH ADUS

STANDARDS	DIMENSIONS
LOT LAYOUT	DUPLEX: TWO DETACHED ADUS
LOT SIZE	10,000 SF
SIMILAR ADDRESS	0 SABETA ST (LOT 104 SOLAR RANCHES 2D)
ZONING	RESIDENTIAL
ADU SIZE	1000SF
SETBACKS	FRONT: 15FT REAR: 8FT SIDE: 5FT
BUILDING COVERAGE	50%

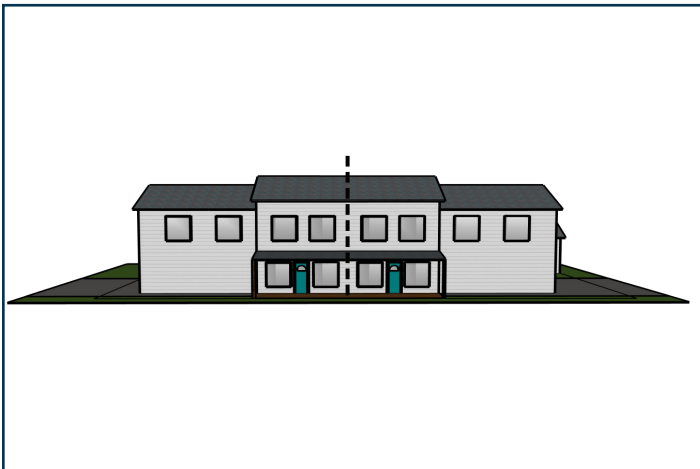
AERIAL SIDE VIEW



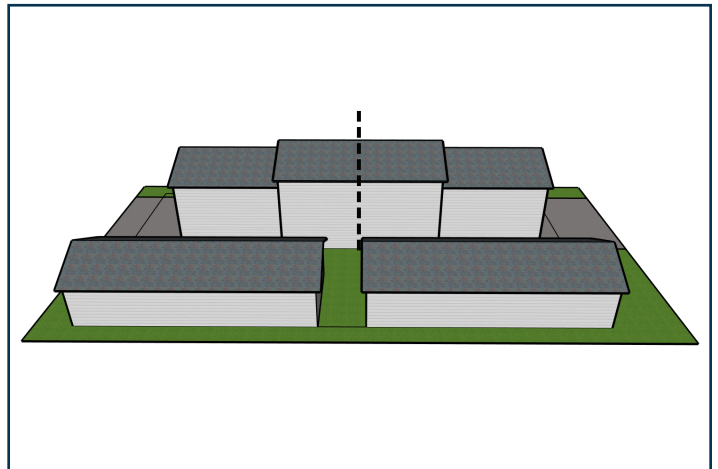
SIDE VIEW



FRONT SIDE VIEW

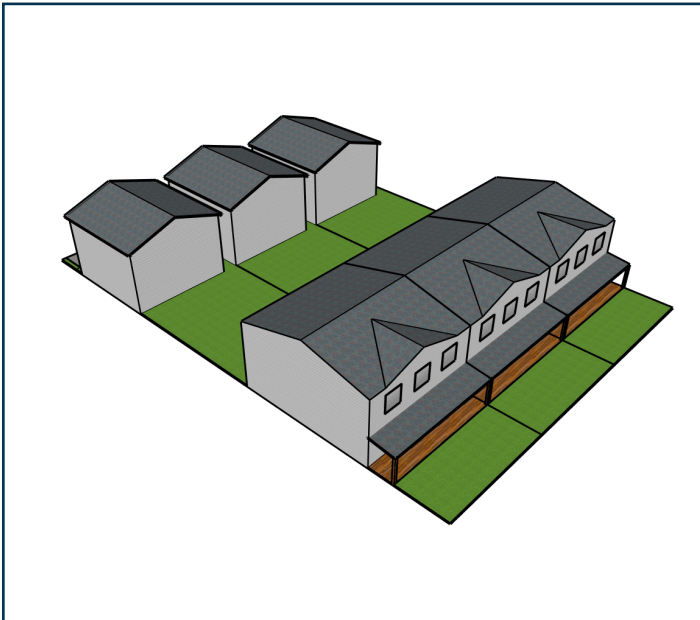


BACK SIDE VIEW

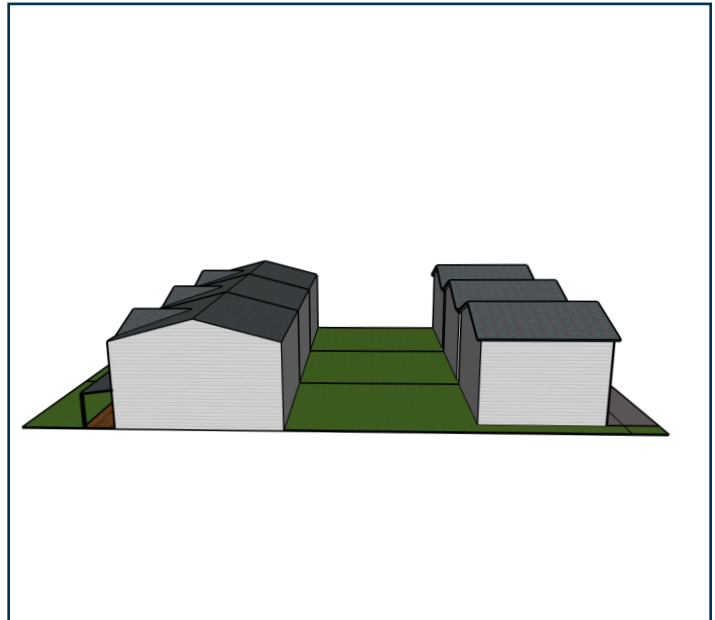


STANDARDS	DIMENSIONS
LOT LAYOUT	TOWNHOME: ONE DET. ADU ABOVE GARAGE
LOT SIZE	15,750 SF (5,250 SF PER HOME)
SIMILAR ADDRESS	903 CLINTON ST
ZONING	HIST. RESIDENTIAL
ADU SIZE	625SF
SETBACKS	FRONT: 15FT REAR: 8FT SIDE: 0FT
BUILDING COVERAGE	50%

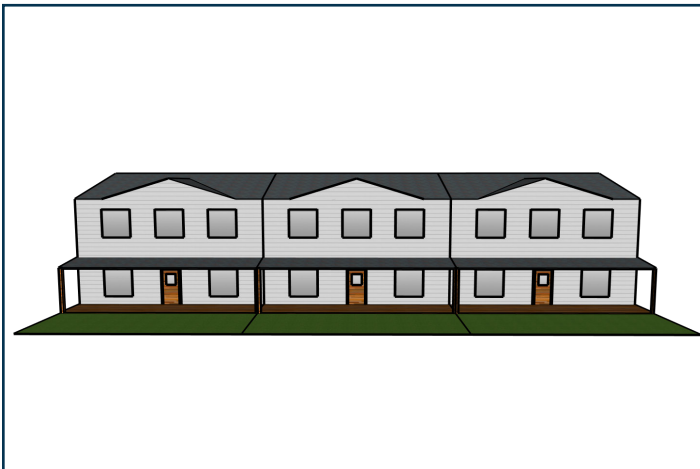
AERIAL SIDE VIEW



SIDE VIEW



FRONT SIDE VIEW



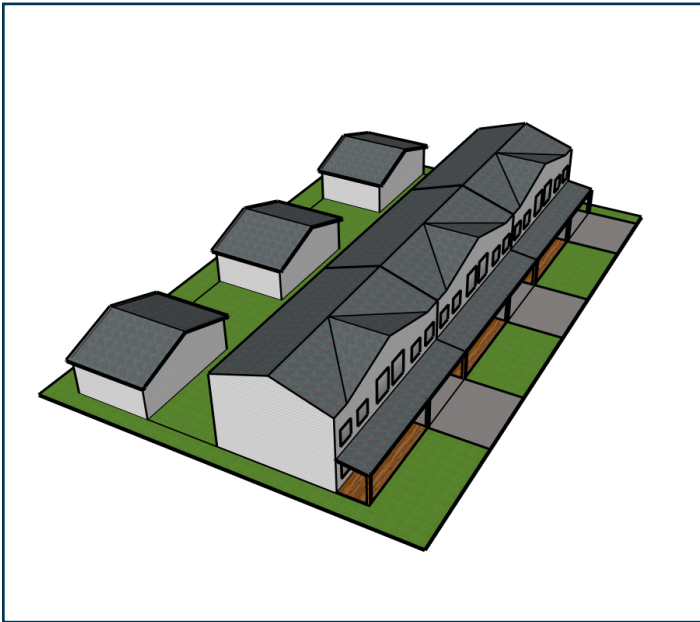
BACK SIDE VIEW



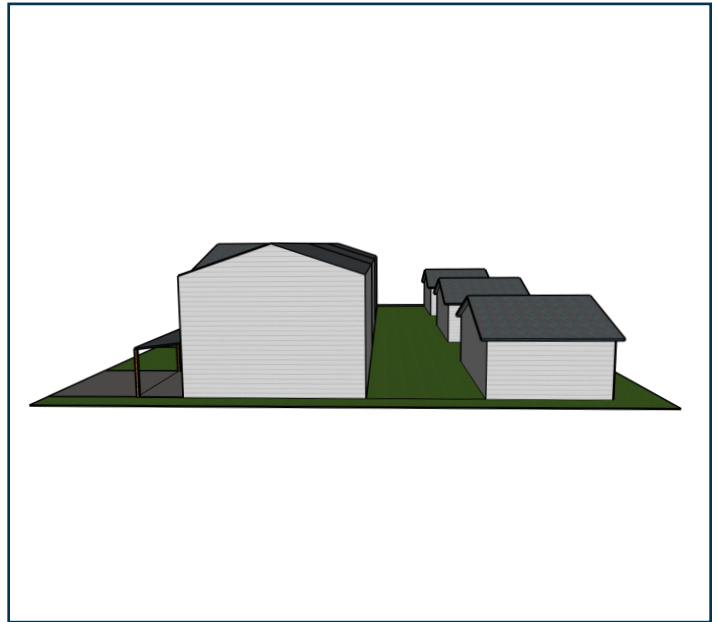
TRIPLEX WITH ADUs

STANDARDS	DIMENSIONS
LOT LAYOUT	TRIPLEX: THREE DETACHED ADUs
LOT SIZE	15,000 SF
SIMILAR ADDRESS	SW LOT AT CLINTON ST. & N LAURA ST.
ZONING	HIST. RESIDENTIAL
ADU SIZE	600SF EACH
SETBACKS	FRONT: 15FT REAR: 8FT SIDE: 5FT
BUILDING COVERAGE	40%

AERIAL SIDE VIEW



SIDE VIEW



FRONT SIDE VIEW



BACK SIDE VIEW



AGENDA ITEM #2

To: Town of Ridgway Planning Commission
Cc: Preston Neill, *Ridgway Town Manager*
From: TJ Dlubac, AICP, *CPS, Contracted Town Planner*
Max Garcia, AICP, *CPS*
Date: April 26, 2024
Subject: Proposed Parking Standards

At the March 26, 2024, Planning Commission meeting, we evaluated draft versions of the code update pertaining to parking standards. Upon review of the various concepts within the draft code documents, CPS was provided with further guidance to continue updating the code drafts.

The intent of this memo, and our discussion on April 30, is to continue reviewing the proposed changes to the parking standards.

Parking Standards

At the end of the March 26th meeting, our direction was to proceed with updating revisions to the parking standards to address the strategies and outcomes discussed. Below is a summary of the most recent changes and a redlined draft of the parking code are attached to this memo.

- a) Updated the requirement for "EV-Ready" parking space to be required at a lower threshold of total required parking spaces.
- b) Added EV parking spaces may count towards required parking spaces.
- c) Added language for a fee-in-lieu option in place of providing electric vehicle parking.
- d) Adjusted language of new sections to align with language throughout RMC.
- e) Increased minimum number of stacking spaces overall and deleted screening requirements for stacking.
- f) Clarified parking requirements for non-residential uses and when residential dwellings will require bicycle parking spaces. Added an overall minimum requirement.

We fully anticipate that strategies from each of these concepts may need additional discussion. At the April 30th meeting we will discuss the proposed parking standards. If Planning Commission determines the draft is adequate or requires minor amendments, we can prepare to present this update at public hearing at the May PC. The attached document contains the redlined version of the subsection pertaining to parking standards.

Attachments:

- A. Parking Code Update redlined

(M) Parking Standards

(1) Off-Street Parking Requirements. The following off-street parking requirements shall apply unless otherwise indicated in all districts.

Use	Required parking spaces	Required Stacking spaces
(a) Residences	Single-Family and Duplex: 2 spaces per dwelling unit; <u>one (1) required parking space may be permitted on-street.</u> All Other Residential: 1 space per dwelling unit; <u>the one (1) space may be permitted on-street.</u>	
(b) Medical offices and clinics <u>Healthcare facilities</u>	3 spaces per examination room <u>1 space per 1500 square feet</u>	
(c) Hospitals	1 space for each 3-6 beds	
(d) Pharmacies	1 space per 200 sq. ft. of customer floor space	<u>Minimum of two (2) stacking spaces before the drive up window.</u>
(e) Bus stations	1 space per 400 sq. ft. gross floor area	
(f) Funeral homes and mortuaries	1 space for each 6 seats in main chapel	
(g) Restaurants and Lounges	1 space per 100-400 <u>400</u> sq. ft. customer <u>gross floor area</u>	<u>Minimum of four (6) stacking spaces before the drive up window.</u>
(h) Hotels and Motels	1 space per <u>two (2)</u> guest rooms	<u>Minimum of three (4) stacking spaces before the drop off space.</u>
(i) Walk-up restaurants	1 space per 50 sq. ft. customer floor area	
(j) Bowling alleys	3 spaces per lane	
(k) Gas stations	4 spaces, plus 2 spaces for each enclosed auto space	<u>Minimum of one (1) stacking spaces before each fuel station.</u>
(l) Beauty shops	2 spaces for each chair	
(m) Industrial uses	1 space for every 2 employees on shift plus adequate visitor parking	
(n) Churches <u>Community Center</u>	1 space <u>Maximum of 20 off street parking spaces or a maximum 15% of lot coverage for parking areas, whichever is less.</u> for each 6 seats in main chapel	
(o) Nursing homes	1 space <u>per 1500 square feet or 1 space per employee for each on the shift with the highest quantity of employees.</u> for each 3 beds	
(p) Professional office space	1 space per 300-1200 sq. ft. gross floor area	
(q) Retail establishments	1 space per 250-1000 sq. ft. gross floor area	<u>Minimum of two (4) stacking spaces before the drive-up window, if applicable.</u>
(r) Studio residence	1 space per unit (600 sq. ft. total living area)	
(s) Day care facilities <u>Child care center</u> <u>facility</u> not qualifying as an accessory use	1 space for each 10 children plus 1 drop off space, plus one space per staff person <u>Maximum of 10 off-street parking spaces -or a maximum 15% of lot coverage for parking areas, whichever is less.</u>	<u>Minimum of four (4) stacking spaces before the drop off zone.</u>
<u>Educational Facility, Elementary and middle school</u>	<u>2 spaces per classroom</u>	<u>Minimum of five (5) stacking spaces before the drop off space</u>
<u>Educational facility, High school</u>	<u>1 space per four students and faculty.</u>	<u>Minimum of four (4) stacking spaces before the drop off space</u>
(t) All other uses	1 space per 350-1200 sq. ft. gross floor area	<u>Minimum of one (1) stacking spaces before the drive up window, if applicable.</u>

(2) On-street parking. The Town Manager or their designee may approve on-street parking spaces that abut the parcel and not within any required sight triangle, as set forth in subsection 7-4-

8(F)(8). On-street parking is otherwise not permitted unless the on-street parking is part of an approved shared parking plan.

(3) Vehicle Stacking. Nonresidential uses that provide drive-through facilities are required to provide spaces for vehicles waiting in line.

(a) Stacking spaces shall be a separate aisle from parking lot circulation. Stacking shall be located to prevent any vehicles from extending onto the public right-of-way, interfering with pedestrian and vehicle circulation, or prevent ingress to or egress from the property. .

(b) Required stacking spaces shall be a minimum nine (9) feet wide and twenty (20) feet in length. The drive-through aisle shall be distinctively marked or delineated.

(c) Stacking spaces shall not count towards the minimum required parking spaces.

(4) Parking plan requirements. For the construction of any parking facilities, excluding those for Single Family and Duplex residences, the Site Plan submittal shall provide details of the proposed parking facilities. The Site Plan must contain the following minimum information pertaining to parking facilities:

(a) Parking spaces shall be sized and designed in accordance with standard Town specifications and shall be a minimum of eight feet by 20 feet in size. The parking space size may be modified to provide required parking for alternative modes of transportation with approval from the Town Manager or designee.

(b) Maneuvering Area: Off-street parking shall provide sufficient off-street space to allow an automobile to enter, maneuver, and exit without backing onto any public street. Backing onto alleyways is permissible except where otherwise prohibited by plat note.

(c) The quantity and location of parking spaces shall be provided and should include drop off zones, electric vehicle charging spaces, stacking spaces and drive-through circulation, if applicable.

(d) Type of surfacing for parking aisles and spaces.

~~(a)~~(e) Traffic directional arrows, signage, and markings.

~~(3) Remove "Parking plan requirements". The proposed provides more specific details left out of Site Improvement Plan sections earlier in the code. Maneuvering Area: Off street parking shall provide sufficient off street space to allow an automobile to enter, maneuver, and exit without backing onto any public street. Backing onto alleyways is permissible except where otherwise prohibited by plat note.~~

(5) Bicycle parking.

(a) Bicycle parking required location. Bicycle parking as set forth in subsection **7-4-6(M)(5)** shall be required for all nonresidential uses and multi-unit dwellings exceeding (4) or more units. A minimum of two (2) bicycle spaces or the quantity of bicycle spaces equivalent to 10 percent of required parking spaces shall be provided.

(i) All properties located within 2,000 feet of the Uncompahgre River Way Trail or other designated trails.

~~(a)~~(ii) All properties located within 2,000 feet of a transit station or designated transit bus stop.

(b) Design Standards.

(i) The required bicycle rack type shall be able to support two (2) bicycles.-

(ii) Parking for bicycles shall be provided on site, and bicycle parking areas shall be located as near to the building or facility entrance as possible but not more than 100 feet away and shall not interfere with pedestrian or vehicular traffic.

(iii) When applicable, bicycle parking areas should utilize already existing weather protected areas such as building overhangs.

(iv) If bicycle and automobile parking areas or accessways abut each other, a physical barrier between the bicycle parking area and the automobile parking or drive areas shall be provided to prevent the possibility of bicycle-motor vehicle collisions.

~~(c)~~ (c) *Optional bicycle parking.* For all other uses not meeting requirements in subsection 7-4-6(M)(5)(a)(i), bicycle parking is optional and may be used to reduce the required number of parking spaces.

(6) *Electric Vehicle Parking.* Electric vehicle parking should be provided for all new developments and is permitted as an accessory use in all zoning districts.

(a) Electric vehicle parking may count towards the required parking space count.

(b) *Electric vehicle supply equipment (EVSE)* The installation of EVSE shall meet the National Electrical Code.

(c) Equipment mounted on pedestals, lighting posts, bollards, or other devices for on street charging stations shall be designed and located as to not impede pedestrian or vehicle travel or create hazards within the right-of-way.

(d) Any new development with fifteen (15) or more provided parking spaces shall provide EV Ready spaces pursuant to the table below. EV Ready spaces shall have the electrical capacity necessary to accommodate the future hardwire installation of Level-2 electric vehicle charging stations.

<u><i>Provided parking spaces for project</i></u>	<u><i>Number of EV-ready spaces required.</i></u>
<u><i>15 to 35</i></u>	<u><i>1</i></u>
<u><i>36 to 65</i></u>	<u><i>2</i></u>
<u><i>66 to 90</i></u>	<u><i>3</i></u>
<u><i>91+</i></u>	<u><i>3, plus 1 space per 25 additional provided spaces.</i></u>

~~(e)~~ (e) Electric vehicle spaces not provided at time of Site Plan approval shall pay a fee-in-lieu for each required electric vehicle parking space. The fee for each required electric vehicle space is established, pursuant to the fee schedule in subsection XX.

(7) *Shared Parking Plan.* The purpose of the shared parking plan and the subsequent regulations is to utilize existing parking resources amongst users in proximity and adequately serve users during peak hours or events. Applicants wishing to use a shared parking plan as a means to satisfy required parking shall submit a shared parking analysis and mean the standards of this subsection (7).

(a) *Shared parking standards.*

(i) *Shared parking plan required.* A shared parking plan shall be required for the following:

- a. All proposed development that intends to utilize off-site parking spaces
- b. All proposed development that request to eliminate all or a percentage of required on-site parking spaces.
- c. Major special events, as determined by the Town Manager or designee, that will have a significant impact on traffic circulation within city limits.

(ii) *Shared parking analysis plan provisions.* The proposed shared parking plan shall address each of the following within the shared parking plan.

- a. Off-site shared parking. Provide the location of the off-site parking spaces, quantity of parking spaces, the current physical condition. In the case of off-site shared parking for proposed uses where the targeted off-site lot is owned by others, a written agreement between the Town, the owner providing off-site parking, and the owner of the property seeking the parking shall be entered into. The agreement shall be recorded as a deed restriction against the property with Ouray County Clerk and Recorders' office, unless the agreement is for temporary uses, such as a special event. The agreement shall provide details of continued maintenance and the owner's responsibility for off-site parking spaces.
- b. Pedestrian movement. Describe the intended pedestrian movement from off-site parking locations to their served location. Shared parking that is located across Highway 62 or Highway 550 shall be accessible to pedestrians using an existing traffic signal which includes a pedestrian crossing phase to cross the road.
- c. Neighborhood partnership. Proposed developments that intend to utilize shared parking are encouraged to form partnerships within the community and respect residential neighborhoods. A shared parking plan shall identify all businesses and organizations that utilize the off-site parking. For special events, the parking plan shall detail methods of reliance on public transportation.
- d. Permanent Uses. For permanent uses utilizing off-site parking spaces located adjacent to residential uses, the development shall provide a minimum of five (5) foot buffer with opaque six (6) foot tall fences or landscaping along shared boundaries.
- e. Peak hours service. The shared parking plan shall provide operating hours for each specified use. If public transit is to be utilized for temporary uses, then a description of operating hours and pick up location is required. At a minimum, the shared parking plan shall describe usage of off-site parking for specified for the following time periods:
 - i. Monday to Friday 8 AM to 5 PM.
 - ii. Monday to Friday 5 PM to 12:00 AM
 - iii. Monday to Friday 12 AM to 8AM
 - iv. Saturday to Sunday 8 AM to 5 PM
 - v. Saturday to Sunday 5 PM to 12 AM
 - vi. Saturday to Sunday 12 AM to 8 AM

~~(4)~~(8) Parking exceptions within the DS District:

- (a) Businesses shall be credited with half parking space for every on-street parking space that is ~~constructed~~existing adjacent to the business and in accordance with Town specifications. No parking shall be allowed on alleyways or on Highway 62 (Sherman Street).

~~(5)~~(9) Parking exceptions within the MR District:

- (a) Parking shall be sited to provide the least visual impact from public rights-of-way and shall not dominate the frontage of pedestrian-oriented streets. Site parking shall include bike racks and areas for parking strollers and other nonmotorized vehicles no more than fifty (50) feet from near the main entrance to the primary building(s) and shall have a logical connection to onsite non-motorized access routes.
- (b) Parking areas, outside trash receptacles, large utility boxes, open storage areas, mechanical systems and other unattractive views shall be screened from the street and public right-of-way. Screening of utility boxes, trash enclosures, and similar uses shall be

around all sides except for those required for access, which will be screened with a gate on the access side.

~~(6)~~(10) Parking exceptions within the HB District:

- (a) All nonresidential uses ~~do not have a minimum required parking space. must provide a minimum of one off-street parking space per 1,650 square feet of gross floor area. Partial spaces will be rounded up to the next whole number of required parking spaces. If the structure contains both residential and nonresidential uses, calculation of the gross floor area shall not include the residential area(s) for purposes of determining off-street parking pursuant to this paragraph. Also excluded from this calculation are enclosed parking and outdoor common areas. Parking spaces will be accessed only from an alley. The first three spaces must be provided on-site.~~
- ~~(b) In cases where mixed residential and nonresidential uses occur within the same property, the residential parking requirements of paragraph (a) shall be in addition to the nonresidential parking space requirement set forth in paragraph (b).~~
- (b) In lieu of nonresidential off-street parking requirements in excess of three spaces and pursuant to paragraph (b) above, a money payment of \$3,000.00 per space may be paid to the Town, which money may be used to fund the acquisition, construction of public parking facilities, or other method of providing publicly available parking spaces to serve the Historic Business Zoning District.
- (c) All proposed parking spaces will be accessed only from an alley.

~~(7)~~(11) Parking exceptions within the Limited Industrial (LI) and General Industrial (GI) Districts

- (a) Parking and storage is not allowed in the front or side setbacks along any street.

(12) Parking reductions overall. The Town Manager or their designee may grant a parking reduction not to exceed 50% of the required number of parking spaces. Parking reduction may only be granted if the proposed reduction will not result in spillover parking into public roads and will not adversely affect traffic circulation. Only the following options may be utilized for a development project unless otherwise permitted by these regulations.

- (a) One (1) vehicular space for every two (2) bicycle parking spaces.
- (b) Property located within 500 feet of a transit bus stop with a one-hour headway.
- (c) One (1) vehicular parking space for every two (2) motorcycle spaces.
- ~~(a)~~(d) Existing buildings that are designated historic locations or have existed greater than or equal 75 years may reduce parking up to 50%. The building(s) may not be drastically renovated so that its building character is no longer like the original structure to qualify for the parking reduction.

(11) Accessible Parking Spaces. For all uses other than Single Family or Duplex, parking shall be provided for the handicapped at the minimum rate consistent with the following table. The handicap accessible parking shall be provided on-site. At least one of every six handicapped spaces shall be van accessible. Accessible parking spaces shall otherwise comply with the American with Disabilities Act.

<u>Total Number of Off-Street Spaces Provided</u>	<u>Number of Handicapped Spaces</u>
<u>1—25</u>	<u>1</u>
<u>26—50</u>	<u>2</u>
<u>51—75</u>	<u>3</u>
<u>76—100</u>	<u>4</u>
<u>101—150</u>	<u>5</u>
<u>151—200</u>	<u>6</u>
<u>201—300</u>	<u>7</u>

301—400	8
401—500	9
501—1,000	2% of total spaces required
>1,000	20 plus 1 for each 100 over 100

AGENDA ITEM #3



Economies of Place
98761 Moonshimmer Trail
Littleton, CO 80125
(319) 621 - 2483

To: Town of Ridgway Planning Commission

Cc: Preston Neill, Ridgway Town Manager; TJ Dlubac, AICP, CPS, Contracted Town Planner

From: Elliot Weiss, Principal, Economies of Place

Date: April 25, 2024

Subject: 2024 LDC Updates – Economic Implications of Land Use Mix UPDATE

CPS has been working to assess the relationship between Ridgway's current land use mix and the market demand (or future market demand) for land by land use category. This information is critical in the face of various rezoning requests, and with increasing concerns over housing affordability. In March, CPS asked Economies of Place (EOP) to provide analysis related to the economic implications of Ridgway's land use mix.

This is an update on work in progress. The memorandum that follows provides data related to population and employment forecasts, as available. The analysis, along with any findings, is preliminary and will be updated if additional data become available or with feedback from the Town. To work with available data, many assumptions are required, and these assumptions may need to be refined in order to provide realistic analysis. Additional work is underway and will be brought forward at a future Planning Commission meeting.

Forecasted Future Growth

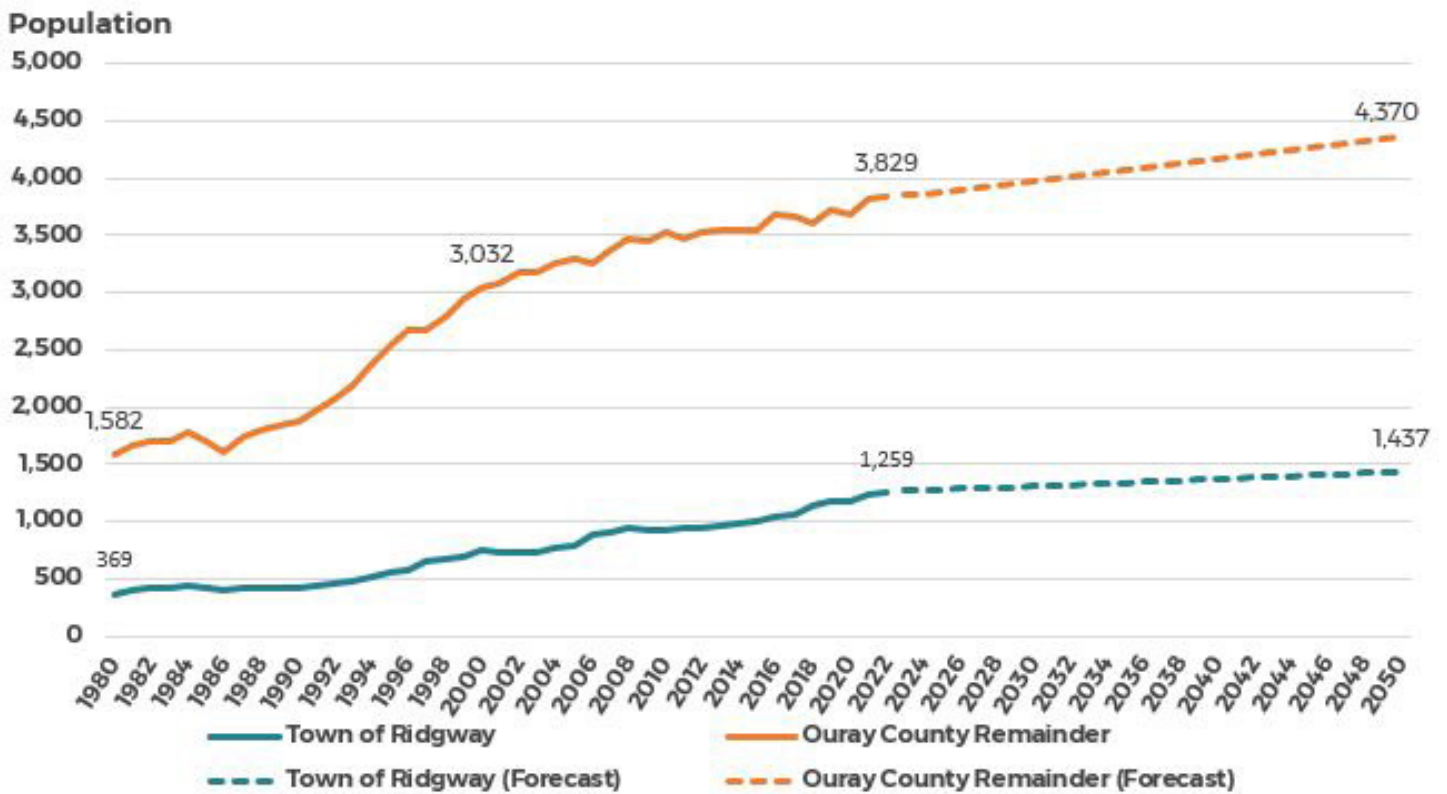
The Colorado Department of Local Affairs (DOLA) provides population and employment forecasts for cities and counties in Colorado. These forecasts provide a basis for projecting demand for residential and commercial land. The following section analyzes the available forecast data to help contextualize this potential demand in Ridgway.

Population Growth

Historical data from DOLA indicate that the Town of Ridgway population was about 370 in 1980, which accounted for approximately 19% of the population in Ouray County at that time (**Figure 1**). By 2022, Ridgway had grown at a higher average annual rate than the County as a whole — 3.0% compared to 2.3% — reaching almost 1,300 residents in 2022. By 2022, Ridgway accounted for 25% of the total population in Ouray County.

DOLA produces publicly available population forecasts at the county level. As of this submittal, EOP has submitted a data request to DOLA for a custom forecast specific to the Town of Ridgway. Nonetheless, the DOLA forecast for Ouray County indicates that growth countywide is expected to slow relative to observed growth over recent decades. Specifically, the forecast suggests that Ouray County will grow at an average annual rate of 0.5% through 2050, from about 3,800 residents to about 4,400 residents.

Figure 1. Observed and Forecasted Population Growth, Town of Ridgway and Ouray County, 1980 - 2050



Source: Colorado Department of Local Affairs, 2023; Economies of Place, 2024

If Ridgway grew at the same rate as is forecast for Ouray County, it would add about 180 residents through 2050, taking the Town’s total population to more than 1,400.

In 2022, DOLA data indicated that Ridgway had 699 housing units, which would imply that, on average, there were 1.80 people per household within the Town. This was higher than across Ouray County as a whole (1.45 people per household), but lower than the statewide average (2.20 people per household). If the average household size in Ridgway held for future growth, through 2050, the 180 new residents indicated by the population forecast would require 100 housing units.

HOUSING SUPPLY

The U.S. Census Bureau tracks housing occupancy through the American Community Survey (ACS). In 2022, the ACS estimated that about 12% of all housing units in Ridgway were vacant, with a higher vacancy rate for rental units than for ownership

units. Please note that because the ACS data is based on surveys, all estimates are subject to a margin for error, and ACS data on total households do not align perfectly with data from DOLA.

If the ACS estimate for housing vacancy rate is reasonable, then approximately 12% of the 699 total housing units given by DOLA are currently vacant. That would imply that there are about 86 vacant housing units in Ridgway. Some of these vacant units may be temporarily vacant due to regular turnover; as of 4/24/24, listings on Zillow and Redfin indicate that between 5 and 7 housing units within Town boundaries are currently for sale, with additional homes under construction, and some lots available to build. **Assuming existing homes would be occupied before new homes are built, the 2050 population forecast implies that Ridgway needs 14 new housing units (100 in demand minus 86 currently vacant) to meet forecasted housing needs.** There are several scenarios in which the Town may need more than 14 new housing units, such as if some of the vacant housing stock is in deteriorating condition and unfit for occupancy, or if the vacant housing stock is misaligned with consumer needs or preferences.

LAND SUPPLY

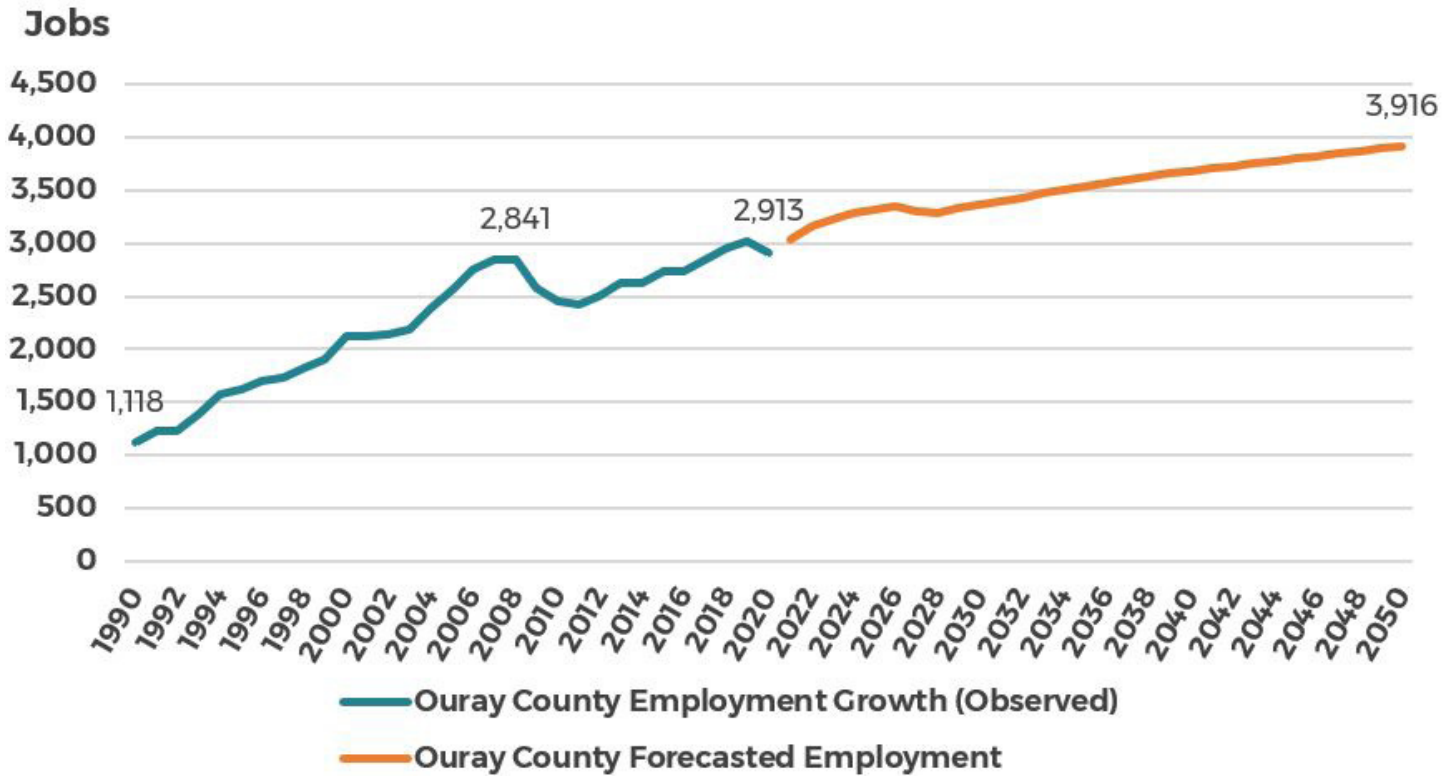
The typical residential lot in Ridgway is generally less than 0.25 acres in size. **At this size, Ridgway would need about 3.5 acres of undeveloped residential land to accommodate the 14 new housing units through 2050.** At the time of this writing, it is unclear how much undeveloped residential land Ridgway currently has, but it is possible that the Town already has sufficient undeveloped land to meet this need. Without subtracting currently vacant units, it would take about 25 acres of undeveloped land to accommodate the 100 housing units. Other factors, such as the development of multifamily or townhouse units, could also affect land demand.

Should future growth greatly exceed the DOLA forecast, there will be more demand for housing than indicated herein. Engagement with commercial real estate professionals familiar with the Ouray County residential market would help to refine this understanding of housing demand and current supply.

Employment Growth

DOLA produces publicly available employment forecasts at the county level. **According to the forecast, total employment in Ouray County is projected to grow from about 2,900 to about 3,900 between 2020 and 2050 (Figure 2).** This would be a slower average annual rate of growth than the County has experienced since 1990 (1.0% forecasted versus 3.2% experienced).

Figure 2. Observed and Forecasted Population Growth, Town of Ridgway and Ouray County, 1980 - 2050



Source: Colorado Department of Local Affairs, 2022; Economies of Place, 2024

JOBS BY SECTOR

DOLA produces an economic base analysis at the county level. This base analysis breaks out employment by sector. Sectors included are:

- Basic Industries
 - Traditional: Agriculture, Mining, Manufacturing, Government
 - Regional Center / National Services: Construction, Communications, Trade and Transportation, Professional and Business, Finance and Insurance, Education and Health
 - Tourism: Resort, Second Homes, Service Employment, Transportation Employment
- Indirect Basic: employment resulting from base industry firms' purchases of goods or services necessary for the operations of their business
- Local Resident Services: earnings, rents, interest and profits from base industries spent locally on purchases of food, clothing, etc. (such as retailers, lawyers, public school teachers)

Current employment in Ouray County is given by sector in **Figure 3**. Countywide, the largest sector is Local Resident Services (37%), followed by Tourism (30%). For reasons discussed below, the distribution of jobs by sector within the Town of Ridgway is unlikely to perfectly match the distribution of jobs by sector countywide.

Figure 3. Ouray County Base Analysis Jobs by Sector, 2023

Sector	Jobs	Percent of Total
Agriculture	164	5%
Mining	39	1%
Manufacturing	75	2%
Government	104	3%
Regional Center / National Services	168	5%
Tourism	948	30%
Indirect Basic	503	16%
Local Resident Services	1,179	37%
Total	3,180	100%

Source: Colorado Department of Local Affairs, 2023; Economies of Place, 2024

JOBS BY LOCATION

Some job sectors may be more or less likely to locate in certain places. For instance, jobs in Agriculture may be more less likely to locate in cities and towns than jobs in local resident services. Anecdotal evidence suggests that most of the jobs in Ouray County are located in the Town of Ouray and the Town of Ridgway, with more jobs located in Ouray than in Ridgway. On this basis, it seems reasonable to assume that a majority of 1,000 new jobs forecasted through 2050 would also locate within these two towns, but that jobs in certain sectors may not. If we assume that the distribution of forecasted jobs by sector will mirror the current distribution, and that jobs in Agriculture and Mining will generally locate outside of incorporated towns, then about 6% of the 1,000 new jobs will not locate in Ouray or Ridgway.

Other factors affect where jobs locate. In this case, most Government jobs may be more likely to locate in Ouray because Ouray is the county seat and location of several government facilities, such as the Ouray County Assessor’s office and the Ouray County Sherrif’s office. The Tourism sector is present throughout the region, but the Town of Ouray’s tourism economy is well-established, so Ouray may be in position to compete for an outsized share of jobs in this sector. **Ultimately, how Ridgway wants to grow, and to compete for job growth in appropriate sectors, will help to determine where this economic activity locates.**

Next Steps

The following next steps may be appropriate, pending coordination with CPS and the Town of Ridgway:

- Confirm whether any additional data sources can provide population forecasts and employment counts and forecasts at the local level.
- Obtain feedback on how Ridgway wants to compete for various types of economic activity (how does the Town want to grow?).
- Refine land demand estimates based on any new data sources identified.
- Compare land demand estimates to land supply estimates from CPS.
- Consider interviewing individuals with an understand of the Ouray County market for residential and commercial real estate to vet assumptions in this analysis.
- Review adopted 2023 and 2024 budget(s) to assess trends in revenue generation by major land use and quantify -- when possible -- the net fiscal contributions of major land use categories.

AGENDA ITEM #4

PLANNING COMMISSION
MINUTES OF THE REGULAR MEETING
MARCH 26, 2024

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.

The Chairperson called the meeting to order at 5:30 p.m. Commissioners Foyster, Liske, Nelson, Petruccelli, Mayor Clark, Mayor Pro Tem Meyer and Chairperson Montague were in attendance.

WORK SESSION

1. Discussion Regarding Updates to Land Use Regulations for Parking and Accessory Dwelling Unit Standards

Staff Report dated March 21, 2024, and Power Point Presentation dated March 26, 2024, presenting background, analysis and staff recommendation prepared by TJ Dlubac of Community Planning Strategies, LLC.

Planner Max Garcia of Community Planning Strategies, LLC reviewed the Power Point presentation which introduced new concepts for standards in parking to update the Ridgway Municipal Code. He provided various parking standard concepts for removing parking minimums, use specific requirements, vehicle stacking, site plan requirements, bicycle parking, shared parking plans, electric vehicle-ready parking, provisions to reduce the required number of parking spaces, and establishing a sub-section in the municipal code for handicapped accessible parking. The Commissioners discussed the concepts with the Planners and Staff. They directed the Planners to prepare a draft incorporating the proposed concepts, red lining the changes in the Municipal Code.

Garcia suggested reorganizing the Municipal Code for accessory dwelling units (ADU) to provide clarity with interpretation of the guidelines. He proposed reducing the dimensional standards while gently increasing density. The Planner introduced the concepts of allowing 2 ADU's on a parcel, aligning construction compliance with current industry standards, updating the definition of habitable floor area that would include a maximum square footage, providing pre-approved construction plan sets for increased affordability, certified sustainable construction, ways to reduce plan review fees, and pathways to alternate ownership. Planners Dlubac and Garcia The Planning Commission discussed the concepts and noted their primary intent is to maintain affordability for accessory dwelling units. They directed the Planners to also provide scenarios depicting parcels with 2 ADU's when presenting the reorganized draft section for ADU's.

APPROVAL OF THE MINUTES

2. Approval of the Minutes from the Meeting of February 27, 2024

ACTION:

Mayor Clark moved to approve the Minutes from February 27, 2024. Commissioner Liske seconded the motion, and it was carried with Commissioner Nelson abstaining.

OTHER BUSINESS

3. Updates from Planning Commission Members

Commissioner Nelson noted the Town Clean Up day is April 20 and free mulch will be distributed while the supply lasts.

ADJOURNMENT

The meeting was adjourned at 8:10 p.m.

Respectfully submitted,

Karen Christian
Deputy Clerk