

RIDGWAY PLANNING COMMISSION

REGULAR MEETING AGENDA

Tuesday, August 27, 2024

5:30 p.m.

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/88427904677?pwd=LrMwQar1d8VbO28xi6gldMV2p4ybM6.1>

Meeting ID: 884 2790 4677

Passcode: 640041

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

PRESENTATIONS:

1. Introduction of Angela Kemp as Senior Planner for the Town of Ridgway

PUBLIC HEARINGS:

2. Ordinance No. 03-2024 Amending Section 7-4 "Zoning Regulations" of the Ridgway Municipal Code Relating to Accessory Dwelling Units
3. Ordinance No. 04-2024 Amending Section 7-4 "Zoning Regulations" of the Ridgway Municipal Code Relating to Parking Standards

GENERAL BUSINESS:

4. Presentation and discussion regarding analysis related to the economic implications of Ridgway's land use mix
5. Presentation and discussion regarding regulations for affordable housing

APPROVAL OF MINUTES:

6. Minutes from the Regular meeting of July 30, 2024

OTHER BUSINESS:

7. Updates from Planning Commissioners

ADJOURNMENT

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: August 23, 2024
Subject: Proposed Accessory Dwelling Unit Standards for the August 27th Planning Commission Meeting.

At the July 30, 2024, Planning Commission meeting, we evaluated draft versions of the code update pertaining to Accessory Dwelling Unit (ADU) standards. Upon review of the revised draft code documents, Community Planning Strategies (CPS) was provided with further guidance to prepare the final draft for the Planning Commission to consider and make a recommendation to Town Council.

Staff have set a public hearing for August 27th for the Planning Commission to consider the recommended revisions and make a recommendation to the Town Council.

BACKGROUND

Ridgway has determined that ADU development is one portion of the solution to address housing affordability and has successfully implemented ADU regulations in the current Ridgway Municipal Code (RMC). The objective of this project was to evaluate the current language against lessons learned and best practices gleaned after years of ADUs being implemented in Ridgway and across the US and recommend potential policy changes.

At the January 30, 2024, Planning Commission meeting, CPS and Planning Commission kicked off the 2024 Land Development Code Update project; at the end of that discussion, our direction was to broadly research ADU regulations and bring that research back to Planning Commission.

While the Town does allow for ADU's, and these are widely present throughout Ridgway, this effort identified adjustments to Section 7-4-6(A) of the RMC based on the best practices research.

MEETINGS AND INPUT

Since the code update kickoff, a draft of updated regulations has gone through the following timeline:

January 26, 2024	<i>Project kickoff with Planning Commission. Identified ADUs as one of the four projects to complete first. PC provided direction to prepare research to present at the next meeting.</i>
February 23, 2024	<i>Discussed best practices research and developed strategy for code update. PC directed CPS to begin preparing a draft of updated code regulations.</i>
March 26 ,2024	<i>Edited and updated the draft based on the PC discussion.</i>
April 30, 2024	<i>Reviewed code draft with PC and evaluated ADU density scenarios.</i>
May 29, 2024	<i>Edited and updated the draft based on the discussion.</i>

June 25, 2024	<i>Edited and updated the draft based on the discussion. PC provided direction to finalize document and prepare for public hearing in August.</i>
July 30, 2024	<i>Made final edits to draft based on discussion.</i>

PROPOSED UPDATES AND ANALYSIS

Below is a summary of the changes to the code draft, based on Planning Commission input, since the beginning of this 2024 code update.

- a) Reorganized ADU code into five separate sections for clarity. This is helpful for the user upon updating the code with additional regulations. These sections are:
 - 1) General Provisions
 - 2) Dimensional and Design Standards
 - 3) Incentives
 - 4) Ownership and Occupancy
 - 5) Utilities
- b) Made ADUs permissible in duplex and triplex uses. This slightly increases density of residential ADUs and provides more affordable options to property owners.
- c) Modified permissible quantity of ADUs based on lot square footage. This allows the density to increase at an appropriate scale for the Town. The new standard is as follows:
 - 1) One ADU is allowed on lots between 3,000 square feet and 7,500 square feet.
 - 2) Two ADUs are allowed on lots between 7,501 square feet and 15,000 square feet.
 - 3) Lots greater than 15,000 square feet may have more than (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.
- d) Added statements in the General Provisions to clarify intent of ADU construction. This was added to clarify Ridgway's intent to provide sustainable development without sacrificing long-term affordability.
- e) Added site plan review requirements for any property that results in 2 or more ADUs. This ensures that ADU development is consistent with regulations applied to other residential developments in the Town.
- f) Established a framework for pre-approved ADU construction, which will be pursued outside of adopted code. This is an exciting opportunity to greatly decrease the cost of creating an ADU and reduce timeframe for review.
- g) Increased maximum size and adjusted measurement standards to measure only the internal, usable square footage towards the ADU area calculation. This provides further flexibility for builders and property owners while remaining consistent with similar structures existing in Ridgway.
- h) Added incentives based on landscaping, construction materials, and unit affordability. This was done to promote sustainable development and reward property owners for committing to those goals. The incentives range from additional square footage of the ADU to additional ADUs.
- i) Modified ownership requirements to allow minimum rental term of 90 days to support seasonal workers and renters without opening ADUs to short term rentals.
- j) At the July 30, 2024, Planning Commission hearing, there were numerous members of the public who spoke about the requirement that at least one unit be owner occupied.



Additional discussion on this topic will be included and incorporated into 2024 RMC updates pertaining to Affordable Housing. Items brought up in that discussion include:

- 1) Removal of ownership occupancy requirements.
- 2) Discretionary review for shorter leases.
- 3) Replacing ownership occupancy standards with mid-term lease requirements.
- 4) More incentives for residents to construct ADUs or provide affordable units.
- 5) Adding "leave of absence" standards for owners with major life impacts.

At the July 30, 2024, Planning Commission a final review of the ADU code draft resulted in minor edits:

- a) Clarified language in the burden of proof statement of the General Provisions.
- b) Updated the minimum size lot that an ADU is permitted on.

The modifications identified above are reflected in the attached final draft for the Planning Commission's consideration. Because of the extensive number of amendments being proposed, only a clean version of the final proposed amendments are included in this staff report. Updates are consistent with the previous drafts and redlines presented to and discussed with the Planning Commission over the last six months.

PUBLIC COMMENTS AND NOTICE

The public hearing has been noticed in accordance with Sec. 7-1-5 of the RMC. As of the date of this staff report, no additional public comments have been received.

APPROVAL CRITERIA

The Planning Commission may recommend approval of the proposed updates upon finding that the following criteria, set forth in RMC §7-4-3(D)(3), have been satisfied:

- (a) The text amendment is consistent with the intent of applicable portions of the Master Plan in the reasonable judgement of the approving body; and
- (b) The proposed text amendment is necessary to correct an omission or error in the code; or
- (c) The proposed text amendment is necessary to adapt to a change in conditions within the town; or
- (d) Changes in public policy are needed to advance the general welfare of the town.

STAFF RECOMMENDATION

Staff recommends the Planning Commission recommend approval of Ordinance No. 03-2024, an Ordinance of the Town of Ridgway, Colorado, amending Section 7-4 "Zoning Regulations" of the Ridgway Municipal Code regarding Accessory Dwelling Units.

Recommended Motion:

"I move to recommend approval of Ordinance No. 03-2024, an Ordinance of the Town of Ridgway, Colorado, amending Section 7-4 "Zoning Regulations" of the Ridgway Municipal Code regarding Accessory Dwelling Units, finding that the criteria set forth in RMC §7-4-3(D)(3) have been met."

Alternative motions:

Approval with conditions:

"I move to recommend approval of Ordinance No. 03-2024, an Ordinance of the Town of Ridgway, Colorado, amending Section 7-4 "Zoning Regulations" of the Ridgway Municipal Code regarding



Accessory Dwelling Units, finding that the criteria set forth in RMC §7-4-3(D)(3) have been met with the following conditions:

1. _____
2. _____
3. _____

Denial:

"I move to deny Ordinance No. 03-2024, an Ordinance of the Town of Ridgway, Colorado, amending Section 7-4 "Zoning Regulations" of the Ridgway Municipal Code regarding Accessory Dwelling Units, finding that the criteria set forth in RMC §7-4-3(D)(3) have not been met."

ATTACHMENTS:

1. *Ordinance No. 03-2024*
2. *ADU Code update – clean version*



**TOWN OF RIDGWAY, COLORADO
ORDINANCE NO. 03-2024**

**AN ORDINANCE OF THE TOWN OF RIDGWAY, COLORADO
AMENDING SECTION 7-4 “ZONING REGULATIONS” OF THE RIDGWAY MUNICIPAL
CODE REGARDING ACCESSORY DWELLING UNITS**

WHEREAS, the Town of Ridgway, Colorado (“Town”) is a home rule municipality existing pursuant to the laws of the Colorado Constitution, the Colorado Revised Statutes and the Town's Home Rule Charter; and

WHEREAS, the zoning and land use powers conferred upon the Town by the State of Colorado as a Home Rule Municipality empower the Town to manage land use to ensure the public health, safety, and welfare; and

WHEREAS, the Town currently regulates land uses within the Town limits in accordance with Chapter 7 “Land Use Regulations” of the Ridgway Municipal Code (“RMC”), adopted pursuant to its Home Rule Constitutional authority and the Local Government Land Use Control Enabling Act of 1974, as amended, §§29-20-101, et seq. C.R.S; and

WHEREAS, Accessory Dwelling Units (“ADUs”) are a vital form of housing in the state of Colorado and in the Town of Ridgway, and is generally encouraged as an effective means to improve housing affordability, provided that each ADU complies with the Town’s ADU standards; and

WHEREAS, the Town has determined that ADU development is a potential solution to the housing affordability issue, and has made substantial efforts to evaluate the current ADU standards against lessons learned and best practices gleaned after years of the ADU movement; and

WHEREAS, the Town has determined that it is appropriate to amend RMC Subsection 7-4-6(A) “Accessory Dwelling Units” as the new standards will facilitate the development of ADUs within the Town and are necessary for maintaining orderly growth and development patterns; and

WHEREAS, modifications to the Town’s ADU regulations will help advance ***POLICY COM-2.2: HOUSING OPTIONS*** in the Town of Ridgway Master Plan; and

WHEREAS, Town staff and the consultant team provided public engagement opportunities, held a number of discussions with the Ridgway Planning Commission, and received recommendations from the Planning Commission; and

WHEREAS, the Ridgway Town Council finds that this ordinance furthers and is necessary to promote the health, safety and general welfare of the Ridgway community.

NOW, THEREFORE, BE IT ORDAINED BY THE TOWN COUNCIL OF THE TOWN OF RIDGWAY, COLORADO the following:

Section 1. Recitals Incorporated. The above and foregoing recitals are incorporated herein by reference and adopted as findings and determinations of the Town Council.

Section 2. Amendment of Subsection (A) of Section 7-4-6 “Accessory Dwelling Units”. Subsection (A) of Section 7-4-6 of the Ridgway Municipal Code is hereby repealed and reinstated to read as set forth in ***Exhibit A***.

Section 3. Codification of Amendments. The Town Clerk, as the codifier of the Town’s Municipal Code, is hereby authorized to make such numerical and formatting changes as may be necessary to incorporate the provisions of this Ordinance within the Ridgway Municipal Code. The Town Clerk is authorized to correct, or approve the correction by the codifier, of any typographical error in the enacted regulations, provided that such correction shall not substantively change any provision of the regulations adopted in this Ordinance. Such corrections may include spelling, reference, citation, enumeration, and grammatical errors.

Section 4. Severability. If any provision of this Ordinance, or the application of such provision to any person or circumstance, is for any reason held to be invalid, such invalidity shall not affect other provisions or applications of this Ordinance which can be given effect without the invalid provision or application, and to this end the provisions of this Ordinance are declared to be severable. The Town Council hereby declares that it would have passed this Ordinance and each provision thereof, even though any one of the provisions might be declared unconstitutional or invalid. As used in this Section, the term “provision” means and includes any part, division, subdivision, section, subsection, sentence, clause or phrase; the term “application” means and includes an application of an ordinance or any part thereof, whether considered or construed alone or together with another ordinance or ordinances, or part thereof, of the Town.

Section 5. Effective Date. This Ordinance shall take effect thirty (30) days after the date of final passage in accordance with Article 3-7 of the Ridgway Charter.

Section 6. Safety Clause. The Town Council hereby finds, determines and declares that this Ordinance is promulgated under the general police power of the Town of Ridgway, that it is promulgated for the health, safety and welfare of the public, and that this Ordinance is necessary for the preservation of health and safety and for the protection of public convenience and welfare. The Town Council further determines that the Ordinance bears a rational relation to the proper legislative object sought to be obtained.

Section 7. No Existing Violation Affected. Nothing in this Ordinance shall be construed to release, extinguish, alter, modify, or change in whole or in part any penalty, liability or right or affect any audit, suit, or proceeding pending in any court, or any rights acquired, or liability incurred, or any cause or causes of action acquired or existing which may have been incurred or obtained under any ordinance or provision hereby repealed or amended by this Ordinance. Any such ordinance or provision thereof so amended, repealed, or superseded by this Ordinance shall be treated and held as remaining in force for the purpose of sustaining any and all proper actions, suits, proceedings and prosecutions, for the enforcement of such penalty, liability, or right, and for the purpose of sustaining any judgment, decree or order which can or may be rendered, entered, or made in such actions, suits or proceedings, or prosecutions imposing, inflicting, or declaring such penalty or liability or enforcing such right, and shall be treated and held as remaining in force for the purpose of sustaining any and all proceedings, actions, hearings, and appeals pending before any court or administrative tribunal.

Section 8. Publication. The Town Clerk is ordered to publish this Ordinance in accordance with Article 3-7 of the Ridgway Charter.

[Execution Page follows]

INTRODUCED AND REFERRED TO PUBLIC HEARING on September 11, 2024 and setting such public hearing for October 9, 2024 at Ridgway Town Hall, located at 201 N. Railroad Street, Ridgway, Colorado.

BY:

ATTEST:

John Clark, Mayor

Pam Kraft, Town Clerk

ADOPTED on October 9, 2024.

BY:

ATTEST:

John Clark, Mayor

Pam Kraft, Town Clerk

APPROVED AS TO FORM:

Bo James Nerlin, Town Attorney

Exhibit A:

Amendment of Subsection (A) of Section 7-4-6 “Accessory Dwelling Units”.

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 standards of these regulations.
 - (b) The goal of improving housing affordability requires flexibility with landscaping requirements, building typologies, and construction methods. Sustainable construction methods including, but not limited to, utilizing local resources and energy efficient designs are encouraged to increase long-term affordability.
 - (c) The burden shall be upon the owner of any 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 an ADU.
 - (d) A dwelling unit constructed before a principal building, which meets these criteria, may be converted to an ADU following construction of a new principal dwelling unit.
 - (e) Plan review fees as calculated by the Building Official may be waived by the Town Manager for ADU(s) as set forth below.
 - (i) Plan review fees may be reduced by up to one-hundred (100) percent for attached ADU(s).
 - (ii) Plan review fees may be reduced by seventy-five (75) percent for detached ADU(s).
 - (iii) Permit fees may not be reduced for any ADU.
- (2) Dimensional and Design Standards.
 - (a) ADUs are only allowed as accessory to single-family, duplex, and triplex dwellings in accordance with the following:
 - (i) One (1) ADU is allowed on lot(s) between 3,000 square feet and 7,500 square feet.
 - (ii) Two (2) ADUs are allowed on lot(s) between 7,501 square feet and 15,000 square feet.
 - (iii) Lot(s) that are greater than 15,000 square feet may 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. All properties that propose more than two (2) ADU(s) on a lot shall be subject to a Site Plan review as set out in Section 7-4-3(H), Site Plan.
 - (b) ADUs may be located within a detached structure, attached to the principal structure, or a converted room or rooms within the principal structure.
 - (c) The ADU(s) must be constructed in accordance with applicable requirements of Town Building Codes.
 - (d) All lots where an ADU is proposed shall comply with all dimensional standards applicable to the underlying zone district.
 - (i) Required setbacks may be reduced by up to fifty (50) percent, or two (2) feet, whichever is greater, when adjacent to open space. Such a reduction shall be approved by the Town Manager or their designee.
 - (e) The ADU shall not be located within the sight triangle as determined by Section 7-4-8(F)(8), Sight Triangles.
 - (f) The architectural design of the proposed ADU shall be compliant with the regulations set in RMC 7-4-9, Residential Design Standards.

- (g) The parking requirements shall comply with the requirements as set out in subsection 7-4-6(M).
 - (h) The maximum size of an ADU shall not exceed 1,000 square feet of gross floor area unless otherwise allowed by this section.
 - (i) The calculation for the “gross floor area” shall be the total square footage of the ADU measured to the interior walls of the area comprising the unit excluding internal parking areas and stairways.
 - (i) The proposed landscaping shall be compliant with an approved Landscape Plan, consistent with Section 7-4-8, Landscape Regulations, if one exists.
- (3) Incentives.
- (a) ADU Affordable Housing Provisions. All single-family, duplex, triplex dwelling uses may be allowed to construct one (1) additional ADU above the allowed quantity in subsection 7-4-6(A)(2)(a) when the ADU is income-restricted to moderate-to-low income residents only, pursuant to this subsection.
 - (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 equal to or less than 150 percent AMI for Ouray County as determined by the US Department of Housing and Development or US Census.
 - b. Income-restricted units. 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 the Town of Ridgway or Ouray County, the property owner shall submit a compliance report outlining how the restricted 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 income-restricted unit.
 - (b) Landscaping. When a property owner requesting an ADU meets one of the applicable water conservation standards below, the proposed ADU may increase its maximum gross floor area by up to ten (10) percent without an administrative adjustment.
 - (i) The proposed live ground cover does not include more than 750 square feet of turf or;
 - (ii) The proposed landscape area has a minimum of eighty (80) percent non-live ground cover.
 - (c) Sustainable construction methods. When an applicant meets the applicable sustainable construction standards as set out below, the proposed ADU may exceed the maximum gross floor area by two hundred (200) square feet.
 - (i) The proposed construction is certified by a professional sustainable construction organization.
 - (ii) The applicant provides proof of energy efficient design that exceeds industry standards from a certified construction professional.
 - (iii) The applicant sources fifty (50) percent of the construction materials from the State of Colorado.

(4) Ownership and Occupancy.

- (a) One of the dwelling units on the property must be, and remain, owner occupied.
- (b) A minimum of a ninety (90) day rental period shall be required by written lease for an ADU.
- (c) The ADU, principal residential unit(s), and the lot or parcel upon which they are located, shall remain in undivided ownership.

(5) Utilities

- (a) The ADU(s) should 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.

AGENDA ITEM #3



Building People, Places & Community

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: August 27, 2024
Subject: Proposed Parking Standards for the August 27th Planning Commission Meeting.

At the July 30, 2024, Planning Commission meeting, we evaluated draft versions of the code update pertaining to parking standards. Upon review of the revised draft code documents, Community Planning Strategies (CPS) was provided with further guidance to prepare the final draft for Planning Commission for a recommendation to Town Council.

Staff have set a public hearing for July 30th for the Planning Commission to consider the recommended revisions and make a recommendation to the Town Council.

BACKGROUND

Ridgway has determined that updating parking standards is a potential solution to improve the transportation infrastructure related to site development while aligning the existing parking requirements with the desires of the Town. The objective of this project was to evaluate the current language and overall reduce requirements and recommend potential policy changes based off best practices and prior parking assessments.

At the January 30, 2024, Planning Commission meeting, Community Planning Strategies and Planning Commission kicked off the 2024 Land Development Code Update project; at the end of that discussion, our direction was to broadly research parking regulations and bring that research back to PC.

While the Town has parking standards, the provisions of Section 7-4-6(M) of the RMC have numerous potential adjustments based on the evaluation.

MEETINGS AND INPUT

Since the code update kickoff, a draft of updated regulations has gone through the following timeline:

January 26, 2024	<i>Project kickoff with Planning Commission. Identified ADU regulations as one of the four projects to complete first. PC provided direction to prepare research to present at the next meeting.</i>
February 23, 2024	<i>Discussed best practices research and developed strategy for code update. PC directed CPS to begin preparing a draft of updated code regulations.</i>
March 26 ,2024	<i>Edited and updated the draft based on the PC discussion.</i>
April 30, 2024	<i>Reviewed code draft with PC evaluated parking requirement scenarios.</i>
May 29, 2024	<i>Edited and updated the draft based on the discussion.</i>
June 25, 2024	<i>Edited and updated the draft based on the discussion. PC provided direction to finalize document and prepare for public hearing in July.</i>

PROPOSED UPDATES AND ANALYSIS

At the end of the July 30th meeting, our direction was to proceed with completing minor revisions to the parking standards and prepare a final draft in preparation for ordinance adoption. Below is a summary of the changes to the code draft, based on PC input, since the beginning of this 2024 code update.

- a) Overall reduced and simplified parking requirements in use table. This will reduce the burden of providing off-street parking, provide site plan flexibility, and reduce the cost of development.
- b) Added stacking requirements for specific uses. Introducing stacking requirements for specific uses will ensure sites have safe and well-organized vehicle circulation.
- c) Introduced new section on shared parking plans, including requirements and provisions. In addition to reducing parking requirements for uses, this provision adds a layer of flexibility to allow developers to communicate with nearby businesses and property owners to spread out parking if on-site parking is not feasible.
- d) Introduced new section on minimum "EV-Ready" electrical vehicle parking. Electric vehicles have become widely available in recent years, and it is anticipated that the use of electric vehicles will continue to grow. This ensures that when they come
- e) Expanded existing bicycle parking requirements.
- f) Added a separate section for overall parking reductions and modified existing reductions, based on zoning districts.
- g) Added handicap accessible parking standards, compliant with ADA standards. This is required by federal law and provides disabled individuals with accessible, on-site parking.

At the July 30th, 2024, Planning Commission a final review of the ADU code draft resulted in one minor edit:

- a) Clarified shared parking plan requirements for pedestrians crossing highways.

The modification identified above is reflected in the attached final draft for the Planning Commission's consideration. Because of the extensive number of amendments being proposed, only a clean version of the final proposed amendments is included in this staff report. Updates are consistent with the previous drafts and redlines presented to and discussed with the Planning Commission over the last seven months.

PUBLIC COMMENTS AND NOTICE

The public hearing has been noticed in accordance with Sec. 7-1-5 of the RMC. As of the date of this staff report, no additional public comments have been received.

APPROVAL CRITERIA

The Planning Commission may recommend approval of the proposed updates upon finding that the following criteria, set forth in RMC §7-4-3(D)(3), have been satisfied:

- (a) The text amendment is consistent with the intent of applicable portions of the Master Plan in the reasonable judgement of the approving body; and
- (b) The proposed text amendment is necessary to correct an omission or error in the code; or
- (c) The proposed text amendment is necessary to adapt to a change in conditions within the town; or
- (d) Changes in public policy are needed to advance the general welfare of the town.



STAFF RECOMMENDATION

Staff recommends the Planning Commission recommend approval of Ordinance 03-2024, an Ordinance of the Town of Ridgway, Colorado amending Section 7-4 "Zoning Regulations" of the Ridgway Municipal Code regarding Parking Standards, as proposed in the attached draft.

Recommended Motion:

"I move to recommend approval of Ordinance 03-2024, an Ordinance of the Town of Ridgway, Colorado amending Section 7-4 "Zoning Regulations" of the Ridgway Municipal Code regarding Parking Standards, finding that the criteria set forth in RMC §7-4-3(D)(3) have been met."

Alternative motions:

Approval with conditions:

"I move to recommend approval of Ordinance 03-2024, an Ordinance of the Town of Ridgway, Colorado amending Section 7-4 "Zoning Regulations" of the Ridgway Municipal Code regarding Parking Standards, finding that the criteria set forth in RMC §7-4-3(D)(3) have been met with the following conditions:

1. _____
2. _____
3. _____

Denial:

"I move to deny Ordinance 03-2024, an Ordinance of the Town of Ridgway, Colorado amending Section 7-4 "Zoning Regulations" of the Ridgway Municipal Code regarding Parking Standards, finding that the criteria set forth in RMC §7-4-3(D)(3) have not been met."

Attachments:

1. Ordinance No. 04-2024
2. Parking Code Update – clean version



**TOWN OF RIDGWAY, COLORADO
ORDINANCE NO. 04-2024**

**AN ORDINANCE OF THE TOWN OF RIDGWAY, COLORADO
AMENDING SECTION 7-4 “ZONING REGULATIONS” OF THE RIDGWAY MUNICIPAL
CODE REGARDING PARKING STANDARDS**

WHEREAS, the Town of Ridgway, Colorado (“Town”) is a home rule municipality existing pursuant to the laws of the Colorado Constitution, the Colorado Revised Statutes and the Town's Home Rule Charter; and

WHEREAS, the zoning and land use powers conferred upon the Town by the State of Colorado as a Home Rule Municipality empower the Town to manage land use to ensure the public health, safety, and welfare; and

WHEREAS, the Town currently regulates land uses within the Town limits in accordance with Chapter 7 “Land Use Regulations” of the Ridgway Municipal Code (“RMC”), adopted pursuant to its Home Rule Constitutional authority and the Local Government Land Use Control Enabling Act of 1974, as amended, §§29-20-101, et seq. C.R.S; and

WHEREAS, the Town has determined that modifications to the Town’s parking standards are necessary, and has made substantial efforts to evaluate the current parking standards against best practices and existing assessments of parking in Town; and

WHEREAS, the trend in parking requirements has been to reduce them and allow for shared parking opportunities which encourage visitors to park once and walk to multiple establishments or events; and

WHEREAS, best practices for parking requirements suggested evaluating minimum required parking standards, emphasizing transit-oriented development as a long-term solution, and addressing affordable housing barriers; and

WHEREAS, adjusting off-street parking requirements can encourage new businesses to operate within existing buildings, preserving the architectural character of existing buildings and community; and

WHEREAS, reduced and flexible parking requirements can promote business development and a shift towards sustainable transportation methods that will, in turn, promote economic vitality; and

WHEREAS, modifications to the Town’s parking standards will help advance ***POLICY GRO-5.4: PARKING REQUIREMENTS*** in the Town of Ridgway Master Plan. It reads, “Support the use of shared parking, on-street parking, and other strategies to maximize the use of available resources and support local business”; and

WHEREAS, Town staff and the consultant team provided public engagement opportunities, held a number of discussions with the Ridgway Planning Commission, and received recommendations from the Planning Commission; and

WHEREAS, the Ridgway Town Council finds that this ordinance furthers and is necessary to promote the health, safety and general welfare of the Ridgway community.

NOW, THEREFORE, BE IT ORDAINED BY THE TOWN COUNCIL OF THE TOWN OF RIDGWAY, COLORADO the following:

Section 1. Recitals Incorporated. The above and foregoing recitals are incorporated herein by reference and adopted as findings and determinations of the Town Council.

Section 2. Amendment of Subsection (M) of Section 7-4-6 “Parking Standards”. Subsection (M) of Section 7-4-6 of the Ridgway Municipal Code is hereby repealed and reinstated to read as set forth in *Exhibit A*.

Section 3. Codification of Amendments. The Town Clerk, as the codifier of the Town’s Municipal Code, is hereby authorized to make such numerical and formatting changes as may be necessary to incorporate the provisions of this Ordinance within the Ridgway Municipal Code. The Town Clerk is authorized to correct, or approve the correction by the codifier, of any typographical error in the enacted regulations, provided that such correction shall not substantively change any provision of the regulations adopted in this Ordinance. Such corrections may include spelling, reference, citation, enumeration, and grammatical errors.

Section 4. Severability. If any provision of this Ordinance, or the application of such provision to any person or circumstance, is for any reason held to be invalid, such invalidity shall not affect other provisions or applications of this Ordinance which can be given effect without the invalid provision or application, and to this end the provisions of this Ordinance are declared to be severable. The Town Council hereby declares that it would have passed this Ordinance and each provision thereof, even though any one of the provisions might be declared unconstitutional or invalid. As used in this Section, the term “provision” means and includes any part, division, subdivision, section, subsection, sentence, clause or phrase; the term “application” means and includes an application of an ordinance or any part thereof, whether considered or construed alone or together with another ordinance or ordinances, or part thereof, of the Town.

Section 5. Effective Date. This Ordinance shall take effect thirty (30) days after the date of final passage in accordance with Article 3-7 of the Ridgway Charter.

Section 6. Safety Clause. The Town Council hereby finds, determines and declares that this Ordinance is promulgated under the general police power of the Town of Ridgway, that it is promulgated for the health, safety and welfare of the public, and that this Ordinance is necessary for the preservation of health and safety and for the protection of public convenience and welfare. The Town Council further determines that the Ordinance bears a rational relation to the proper legislative object sought to be obtained.

Section 7. No Existing Violation Affected. Nothing in this Ordinance shall be construed to release, extinguish, alter, modify, or change in whole or in part any penalty, liability or right or affect any audit, suit, or proceeding pending in any court, or any rights acquired, or liability incurred, or any cause or causes of action acquired or existing which may have been incurred or obtained under any ordinance or provision hereby repealed or amended by this Ordinance. Any such ordinance or provision thereof so amended, repealed, or superseded by this Ordinance shall be treated and held as remaining in force for the purpose of sustaining any and all proper actions, suits, proceedings and prosecutions, for the enforcement of such penalty, liability, or right, and for the purpose of sustaining any judgment, decree or order which can or may be rendered, entered, or made in such actions, suits or proceedings, or prosecutions imposing, inflicting, or declaring such penalty or liability or enforcing such right, and shall be treated and held as remaining in force for the purpose of sustaining any and all proceedings, actions, hearings, and appeals pending before any court or administrative tribunal.

Section 8. Publication. The Town Clerk is ordered to publish this Ordinance in accordance with Article 3-7 of the Ridgway Charter.

[Execution Page follows]

INTRODUCED AND REFERRED TO PUBLIC HEARING on September 11, 2024 and setting such public hearing for October 9, 2024 at Ridgway Town Hall, located at 201 N. Railroad Street, Ridgway, Colorado.

BY:

ATTEST:

John Clark, Mayor

Pam Kraft, Town Clerk

ADOPTED on October 9, 2024.

BY:

ATTEST:

John Clark, Mayor

Pam Kraft, Town Clerk

APPROVED AS TO FORM:

Bo James Nerlin, Town Attorney

Exhibit A:

Amendment of Subsection (M) of Section 7-4-6 “Parking Standards”.

(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
Dwelling Units	Single-Family and Duplex Dwelling Units: 2 spaces per dwelling unit; one (1) required parking space may be permitted on-street. All Other Residential: 1 space per dwelling unit; the one (1) space may be permitted on-street.	
Healthcare Facilities	1 space per 750 square feet	
Pharmacies	No off-street parking requirement	Minimum of two (2) stacking spaces before the drive up window.
Restaurants	1 space per 200 sq. ft. gross floor area	Minimum of six (6) stacking spaces before the drive up window.
Hotels and Motels	1 space per one (1) guest rooms	Minimum of four (4) stacking spaces before the drop off space.
Gas stations	No off-street parking requirement.	Minimum of one (1) stacking space before each fuel station.
Community Center	No off-street parking requirement	
Nursing Homes	1 space per 750 square feet or 1 space per employee on the shift with the highest quantity of employees.	
Office	1 space per 600 sq. ft. gross floor area	
Retail Establishments	1 space per 500 sq. ft. gross floor area	Minimum of four (4) stacking spaces before the drive-up window, if applicable.
Day Care Facilities not qualifying as an accessory use	No off-street parking requirement	Minimum of four (4) stacking spaces before the drop off zone.
Educational Facility, Elementary	2 spaces per classroom	Minimum of five (5) stacking spaces before the drop off space
Educational facility, Middle and High school	1 space per two (2) students and one (1) faculty member.	Minimum of four (4) stacking spaces before the drop off space
All other uses	1 space per 700 sq. ft. gross floor area	Minimum of one (1) stacking spaces before the drive up window, if applicable.

(2) For purposes of this Subsection, "gross floor area" is the heated square footage of a building measured along the outside enclosing walls, excluding interior parking areas and outdoor common areas.

(3) Shared Parking Plan. The purpose of the shared parking plan and the subsequent regulations is to efficiently utilize parking resources amongst multiple properties and users while adequately meeting parking demand at peak hours or during special events. Applicants wishing to use shared parking as a means to satisfy off-street parking requirements shall submit a shared parking plan in accordance with this section.

(a) Shared parking standards.

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

- a. All proposed developments, except for single-family or duplex dwelling units, that intend to utilize off-site parking spaces. Such plan may request to eliminate all or a percentage of the required off-street parking spaces being provided on the subject property.
- b. Major special events, as determined by the Town Manager or designee, that will have a significant impact on traffic circulation within town limits.

- c. The applicant is requesting to utilize existing on-street parking to meet off-street parking requirements which isn't otherwise authorized by this section.
- (ii) Shared parking plan provisions. The proposed shared parking plan shall address each of the following provisions.
- a. Off-site shared parking. Provide the location of the off-site parking spaces, quantity of parking spaces, and the current physical condition of the area to be used for off-site parking.
 - i. If the off-site parking spaces are fulfilling the required off-street parking needs of another use or property, the plan shall also provide a schedule of peak demand for each use utilizing the parking spaces.
 - ii. Submit a written narrative describing adjacent land uses to the off-site parking location, potential negative impacts of increased parking on the off-site location, and proposed strategies to mitigate negative effects.
 - b. Shared Parking Agreement. 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 of the property where the off-site parking is being proposed, and the owner of the property seeking the use of off-site parking shall be entered into.
 - i. The agreement shall be recorded with Ouray County Clerk and Recorder, unless the agreement is for temporary uses, such as a special event.
 - ii. The agreement shall provide details of continued maintenance and the owner's responsibility for off-site parking spaces.
 - c. Pedestrian movement. Describe the intended pedestrian movement from off-site parking locations to the property or establishment served by those spaces.
 - i. Shared parking that is located across Highway 62 or Highway 550 shall be located within two (2) blocks of an existing crosswalk or a grade separated pedestrian connection to cross the highway.
 - d. Neighborhood partnership. Proposed developments that intend to utilize shared parking are encouraged to form partnerships within the community.
 - i. The shared parking plan shall identify all businesses and organizations that utilize the parking resources.
 - ii. For special events, the shared parking plan shall detail methods of reliance on public transportation.
 - iii. For permanent uses, off-site parking spaces located adjacent to residential uses shall provide a minimum of five (5) foot buffer with an opaque six (6) foot tall fence or landscaping along all shared boundaries.
 - e. Peak hours. 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 route schedule and stop locations are required.
 - i. The shared parking plan shall describe usage of off-site parking for specified for the following time periods:
 - 1. Monday to Friday 8 AM to 5 PM.
 - 2. Monday to Friday 5 PM to 12:00 AM
 - 3. Monday to Friday 12 AM to 8AM
 - 4. Saturday to Sunday 8 AM to 5 PM
 - 5. Saturday to Sunday 5 PM to 12 AM

6. Saturday to Sunday 12 AM to 8 AM

- (4) On-street parking.
 - (a) Except as otherwise allowed in this Chapter, on-street parking spaces are not allowed to be used to satisfy off-street parking requirements.
 - (b) The Town Manager or their designee may approve on-street parking spaces within one-hundred (100) feet of the subject property to count towards required off-street parking.
- (5) 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.
 - (b) Stacking spaces shall be located in a manner that prevents any stacked vehicle from extending onto the public right-of-way, interfering with pedestrian and vehicle circulation, or preventing ingress to or egress from the property.
 - (c) Required stacking spaces shall be a minimum nine (9) feet wide and twenty (20) feet in length.
 - (d) Drive-through aisles shall be distinctively marked or delineated.
 - (e) Stacking spaces shall not count towards the minimum required parking spaces.
- (6) Parking plan requirements. In instances where a Site Plan is required, the submittal shall include details of all proposed parking facilities. The Site Plan must contain the following information:
 - (a) Parking spaces shall be sized and designed in accordance with standard Town specifications and shall be a minimum of eight (8) feet by twenty (20) feet in size. The parking space size may be modified to provide parking for alternative modes of transportation with approval from the Town Manager or their designee.
 - (b) Site Plan 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, including drop off zones, electric vehicle charging spaces, stacking spaces, and drive-through circulation, as applicable.
 - (d) Type of surface materials and treatment for parking aisles and parking spaces.
 - (e) Traffic directional arrows, signage, and markings.
- (7) Bicycle parking.
 - (a) Bicycle parking as set forth in subsection 7-4-6(M)(7) shall be required for all nonresidential uses, fourplex dwellings, and multiple family dwellings.
 - (i) A minimum of two (2) bicycle spaces or the quantity of bicycle spaces equivalent to ten (10) percent of required parking spaces shall be provided when either of the following circumstances are met:
 - a. The property is located within 2,000 feet of the Uncompahgre RiverWay Trail or other designated trails.
 - b. The property is located within 2,000 feet of a transit station or designated transit bus.
 - (ii) For all other locations, bicycle parking is optional and may be used to reduce the required number of parking spaces.
 - (b) Design Standards.
 - (i) The required bicycle rack type shall be able to support two (2) bicycle parking spaces.

- (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 one hundred (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.
- (8) Electric Vehicle Parking. Electric vehicle parking shall be provided for all new developments.
- (a) Electric vehicle parking may count towards the required off-street parking space at a rate of one-to-one.
 - (b) Electric vehicle supply equipment (EVSE) The installation of EVSE shall meet the National Electrical Code. 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.
 - (c) Any new development with fifteen (15) or more required parking spaces shall provide EV-Ready spaces pursuant to table T-4.6, EV Parking Required, below. It is strongly encouraged that all new and expanded non-residential and multi-unit dwelling development parking areas provide EV-Ready parking spaces as stipulated in Table T-4.6, EV Parking Required. EV Ready spaces have the electrical capacity necessary to accommodate the future hardwire installation of Level-2 electric vehicle charging stations.

Table T-4.6 EV Parking Required.

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

- (d) 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 Town's adopted fee schedule.
- (9) Parking reductions. The purpose of the parking reductions is to provide further flexibility to developments, redistribute the required parking, and support transportation alternatives amongst the Town.
- (a) Parking reductions overall. The Town Manager or their designee may grant a parking reduction up to fifty (50) percent of the required parking spaces.
 - (i) Parking reductions may only be granted if the proposed reduction will not result in spillover parking into public roads and will not adversely affect traffic circulation.
 - (ii) Only the following parking reductions may be allowed unless otherwise permitted by this code.
 - a. One (1) vehicular space for every two (2) bicycle parking spaces in addition to required bicycle parking.
 - b. The Town Manager or their designee may reduce the number of required off-street parking spaces on property located within 500 feet of a transit bus stop with a headway of one-hour or less.
 - c. One (1) vehicular parking space for every two (2) motorcycle spaces.

- d. The Town Manager or their designee may reduce the number of required off-street parking spaces for existing buildings that are designated historic locations or have existed greater than or equal 75 years by up to fifty (50) percent.
 - i. 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.
- (b) Parking standards for zoning districts. The following sections set forth standards that are applicable to specific zoning districts and apply in addition to all standards and provisions of this Section.
 - (i) Parking standards specific to the DS District. Businesses shall be credited with half parking space for every designated on-street parking space adjacent to the business and in accordance with Town specifications. No parking shall be allowed on alleys or on Highway 62 (Sherman Street).
 - (ii) Parking standards specific to the HR District. Single-family and duplex dwelling uses may utilize on-street parking to meet all parking requirements without a shared parking plan.
 - (iii) Parking standards specific to the MR District.
 - a. Parking shall be sited to provide the least visual impact from public rights-of-way and shall not dominate the front yard of any lot or parcel.
 - b. An area used for bike racks and parking of other nonmotorized vehicles, shall be located no more than fifty (50) feet from the main entrance to the primary building(s) and shall provide a logical connection to onsite non-motorized access routes.
 - (iv) Parking standards specific to the HB District.
 - a. Nonresidential uses have no minimum parking requirement.
 - b. All proposed parking spaces shall only be accessed from an alley.
 - c. A minimum of two (2) off-street parking spaces shall be provided for residential uses.
 - d. For residential uses requiring more than two (2) spaces, a fee-in-lieu of providing these spaces may be paid at a rate of \$6,000.00 per space not provided on-site.
 - i. The monetary payment(s) shall be used to fund the acquisition or construction of public parking facilities to serve the Historic Business Zoning District. The use of these funds shall be at the sole discretion of the Town.
 - (v) Parking standards specific to the Limited Industrial (LI) and General Industrial (GI) Districts. Parking and storage is not allowed in the front or side setbacks along any street.
- (10) Accessible Parking Spaces.
 - (a) For all uses other than single-family or duplex dwellings, accessible parking spaces shall be provided at the minimum rate consistent with Table T-4.6, Accessible Parking Requirements.
 - (b) The accessible parking shall be provided on-site.
 - (c) At least one (1) van accessible space shall be provided for every six (6) accessible spaces required.
 - (d) Accessible parking spaces shall otherwise comply with the American with Disabilities Act.

Table T-4.6 Accessible Parking Required.

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



Economies of Place
8761 Moonshimmer Trail
Littleton, CO 80125
(319) 621 - 2483

Town of Ridgway

Economic Implications of Land Use

Summary Memorandum

WORKING DRAFT August 23, 2024

Key Findings

The following key findings are contained within this draft report.

- Growth forecasts for Ouray County, produced by the Colorado Department of Local Affairs (DOLA) imply a slower rate of population and employment growth than the County has experienced in recent decades.
- If the forecasted growth rates for Ouray County held for the Town of Ridgway, the Town would add fewer than 200 new residents and about 230 new jobs through 2050.
- If this forecasted growth occurred at similar residential and commercial densities as currently exist in Ridgway, then Ridgway would have more than enough vacant land to accommodate the forecast.
- Real estate professionals interviewed for this project, and with direct knowledge of the Ouray County and Western Slope real estate markets, are skeptical of the forecasts. They generally believe that Ridgway will grow faster than the DOLA forecasts indicate.
- Scenario planning shows that very rapid growth (20% higher population and employment totals, relative to the DOLA forecast, through 2050) could strain the supply of vacant land zoned for Future Development. If market or policy changes led to increased density of residential and commercial development, the available vacant land may be sufficient.
- There is likely to be continued demand for both residential and commercial (including industrial) land, though most scenarios examined in this report show higher demand for residential land than for commercial. Interviewees specifically noted demand for townhomes, multifamily, tourism-related commercial services, hotel and hospitality, and industry and manufacturing.
- As an additional consideration, commercial uses in Ridgway -- and particularly those that generate sales tax -- contribute significantly to Ridgway's municipal revenues.

The report summarizes work completed to date, including work previously presented to the Planning Commission, related to the economic implications of Ridgway's land use mix.

Forecasted Future Growth

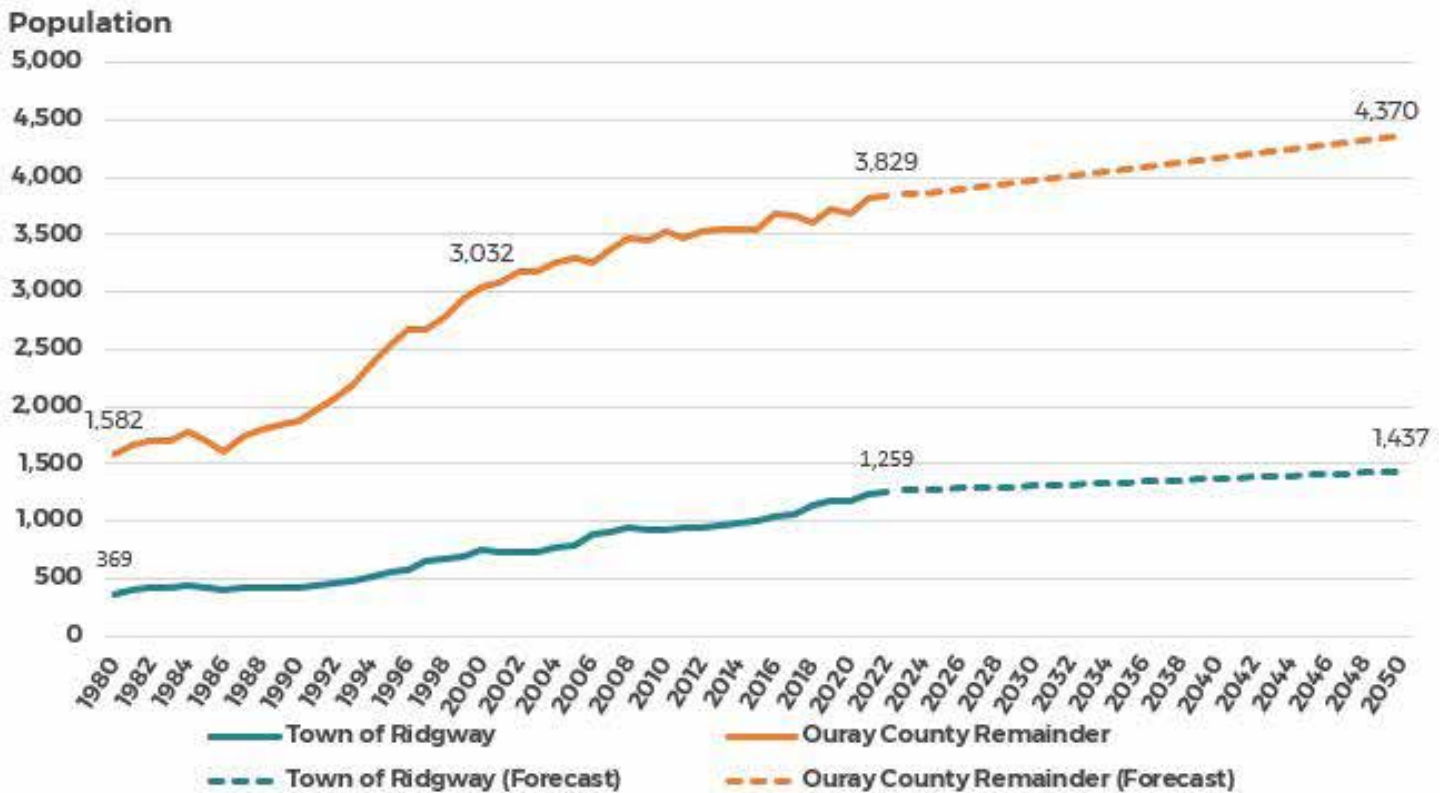
The Colorado Department of Local Affairs (DOLA) provides population and employment forecasts for cities and counties in Colorado. These forecasts provide a basis for projecting demand for residential and commercial land. The following section analyzes the available forecast data to help contextualize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

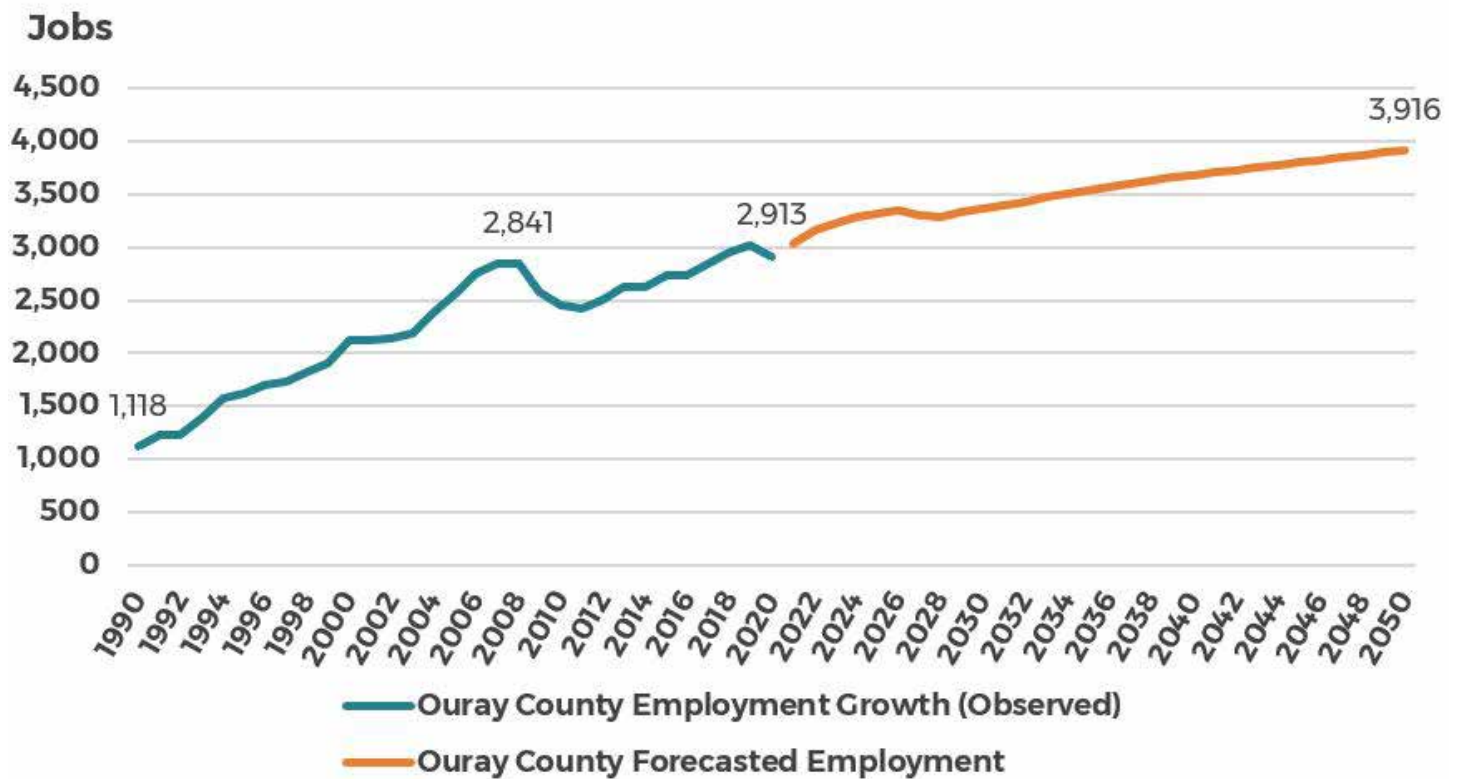
The typical residential lot in Ridgway is generally less than 0.25 acres in size. **At this size, Ridgway would need about 3.5 acres of undeveloped residential land to accommodate the 14 new housing units through 2050.** At the time of this writing, it is unclear how much undeveloped residential land 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 Employment Growth, 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.**

Stakeholder Perspectives on Growth

To vet the accuracy of the DOLA forecasts, EOP interviewed three commercial real estate brokers with direct knowledge of the Ouray County market. The following are key findings related to the prospects for growth in Ridgway and the appropriateness of Ridgway's land use mix.

- Interviewees indicated that the population and employment **forecasts prepared by DOLA appear to underestimate growth for Ridgway** given their understanding of market demand and development underway. One interviewee indicated that the population forecast “seems awfully low” given that there are 38 residential units coming on line along the river, and 24 more in process “on the other side of the pond.” This individual acknowledged that some of the growth will occur in Divide Ranch and Log Hill, which are not within Ridgway's boundary, but which do affect demand for services and infrastructure in Ridgway.
- One interviewee speculated that the forecast may not fully account for post-pandemic changes; this individual indicated that growth in Ridgway “reached a critical mass right before COVID, and during COVID it became exponential.”
- Demand is high for all types of residential, though one interviewee noted in particular a **desire for townhomes and more multifamily**.
- Employment land is also in demand. Both interviewees expect continued demand for land that can accommodate retail and services, largely based on **anticipated growth in tourism**.
- One interviewee also identified two other needs for employment land; first, this individual indicated that Ridgway, and Ouray County more broadly, is **severely lacking industrial land**. The interviewee indicated that there are companies that are already located in the area that are “always looking for industrial land” and that “some manufacturing designations would be wise.” This individual also indicated that **“there's not enough zoning for hotel/motel” uses** and that “there's a real cry for it.” Based on an analysis of parcel data, there are only 12.3 acres of industrial land in Ridgway (**Figure 1**).
- However, **there are challenges for commercial uses that do not exist for residential uses**. Interviewees specifically cited higher taxes on commercial space, a lack of a well-qualified workforce to staff commercial businesses, and the City Market “disaster” that one interviewee indicated was emblematic of Ridgway's response to opportunities for commercial growth. This individual indicated that “there needs to be some sort of incentive for commercial in the town; I could see Ridgway for the most part just becoming a bedroom community for Telluride.”

For reference, the existing balance of land by zone district is given in **Figure 4**, below.

Figure 4. Land Area by Zoning Designation, Town of Ridgway, 2024

Zoning	Acres	Percent of Total
Residential	458.5	49%
Future Development	194.3	21%
General Commercial	136.6	15%
Historic Residential	105.3	11%
Mixed Residential	19.1	2%
Historic Business	13.7	1%
General Industrial	10.0	1%
Light Industrial	2.3	0%
Total	939.8	100%

Source: Community Planning Strategies, 2024; Economies of Place, 2024

Scenarios for Future Growth

Based on a synthesis of data analyzed and feedback from stakeholders, the following section presents scenarios for population and employment growth in Ridgway that vary from the baseline forecast provided by DOLA. These scenarios are intended as context for policymakers as they evaluate land use decisions, such that those decisions can align with both the Town’s aspirations and market realities.

Each of these scenarios rely on several assumptions that may or may not hold in reality. It is vital to examine these assumptions critically, and to adjust decision-making frameworks based on the plausibility of these assumptions holding. For each scenario, this section details the most important assumptions.

Figure 5. Growth Scenario 1: Baseline

Scenario 1 (Baseline)			
Current Population	1,259	Current Employment	728
Forecasted Population	1,437	Forecasted Employment	962
Net Growth	178	Net Growth	234
Assumed Persons per Household	1.80	Assumed Square Feet per Employee	968
Net New Households	99	Net New Square Feet	226,512
Minus Vacant Housing Units	86		
Net New Housing Units	13		
Land Area per Household (Acres)	0.43	Commercial Square Feet per Acre	8,076
Land Area Needed to Accommodate Forecast (Acres)	5.6	Land Area Needed to Accommodate Forecast (Acres)	28.0
Current Vacant Land (Future Development)	111		
Surplus / Deficit (Residential and Commercial)	78		

Source: Economies of Place, 2024

Scenario 1 is based on the baseline forecast from DOLA. It indicates that, should the assumptions below hold, Ridgway would have a surplus of vacant land relative to forecasted growth (78 more acres of available land than would be needed to accommodate the forecast). The key assumptions include:

- Forecasted population for Ridgway is based on the Ouray County forecast from DOLA.

- The average number of people per household in the future will match the estimated number of people per household in Ridgway currently (1.80 persons per household).
- Vacant housing units in Ridgway will be occupied before new housing units are built.
- New housing units that will be built in the future will be built at the same density (housing units per acre) as the average density for current housing units in Ridgway (0.43 acres per housing unit).
- Current employment in Ridgway is estimated as 25% of all jobs countywide, as employment data are not available for Ridgway specifically.
- Job density (the number of built square feet needed to accommodate one worker) for future employment growth will match the current estimated commercial (including industrial) square footage per local job (968 square feet per job).
- The density of future commercial (including industrial) development will match the density of current commercial space in Ridgway (8,076 square feet of built space per acre).
- Future growth (both residential and commercial) will be located on vacant land zoned Future Development.

Figure 6. Growth Scenario 2: Conservative Forecast

Scenario 2 (Conservative Forecast)			
Current Population	1,259	Current Employment	728
Forecasted Population	1,365	Forecasted Employment	914
Net Growth	106	Net Growth	186
Assumed Persons per Household	1.80	Assumed Square Feet per Employee	968
Net New Households	59	Net New Square Feet	179,951
Minus Vacant Housing Units	86		
Net New Housing Units	-27		
Land Area per Household (Acres)	0.43	Commercial Square Feet per Acre	8,076
Land Area Needed to Accommodate Forecast (Acres)	-11.7	Land Area Needed to Accommodate Forecast	22.3
Current Vacant Land (Future Development)	111	Current Vacant Land	
Surplus / Deficit (Residential and Commercial)	101		

Source: *Economies of Place, 2024*

Scenario 2 assumes a 5% decrease from the baseline forecast from DOLA, indicating a scenario in which Ridgway grows more slowly through 2050 than the forecast implies. It indicates that, should the assumptions above and below hold, Ridgway would have a surplus of vacant land relative to forecasted growth (101 more acres of available land than would be needed to accommodate the forecast). The key assumptions include:

- All assumptions given for Scenario 1, except:
- A 5% decrease in total population and employment growth, relative to the DOLA 2050 forecast.

Figure 7. Growth Scenario 3: Aggressive Forecast

Scenario 3 (Aggressive Forecast)			
Current Population	1,259	Current Employment	728
Forecasted Population	1,724	Forecasted Employment	1,154
Net Growth	465	Net Growth	426
Assumed Persons per Household	1.80	Assumed Square Feet per Employee	968
Net New Households	259	Net New Square Feet	412,755
Minus Vacant Housing Units	86		
Net New Housing Units	173		
Land Area per Household (Acres)	0.43	Commercial Square Feet per Acre	8,076
Land Area Needed to Accommodate Forecast (Acres)	75.0	Land Area Needed to Accommodate Forecast	51.1
Current Vacant Land (Future Development)	111	Current Vacant Land	
Surplus / Deficit (Residential and Commercial)	(15)		

Source: *Economies of Place, 2024*

Scenario 3 assumes a 20% increase from the baseline forecast from DOLA, indicating a scenario in which Ridgway grows more quickly through 2050 than the forecast implies. It indicates that, should the assumptions above and below hold, Ridgway would have a deficit of vacant land relative to forecasted growth (15 fewer acres of available land than would be needed to accommodate the forecast). Notably, demand for residential land in this scenario accounts for nearly 60% of land needed to accommodate future growth. The key assumptions include:

- All assumptions given for Scenario 1, except:
- A 20% increase in total population and employment growth, relative to the DOLA 2050 forecast.

Figure 8. Growth Scenario 4: Aggressive Forecast, Increased Density

Scenario 4 (Aggressive Forecast, Increased Density)			
Current Population	1,259	Current Employment	728
Forecasted Population	1,724	Forecasted Employment	1,154
Net Growth	465	Net Growth	426
Assumed Persons per Household	1.80	Assumed Square Feet per Employee	600
Net New Households	259	Net New Square Feet	255,840
Minus Vacant Housing Units	86		
Net New Housing Units	173		
Land Area per Household (Acres)	0.25	Commercial Square Feet per Acre	12,000
Land Area Needed to Accommodate Forecast (Acres)	43.1	Land Area Needed to Accommodate Forecast	21.3
Current Vacant Land (Future Development)	111	Current Vacant Land	
Surplus / Deficit (Residential and Commercial)	47		

Source: *Economies of Place, 2024*

Scenario 4 assumes a 20% increase from the baseline forecast from DOLA, indicating a scenario in which Ridgway grows more quickly through 2050 than the forecast implies. Scenario 4 also modifies the assumptions used to estimate the density of future development. The Scenario indicates that, should the assumptions above and below hold, Ridgway would have a surplus of vacant land relative to forecasted growth (47 more acres of available land than would be needed to accommodate the forecast). Notably, demand for residential land in this scenario accounts for nearly 60% of land needed to accommodate future growth. The key assumptions include:

- All assumptions given for Scenario 1, except:

- A 20% increase in total population and employment growth, relative to the DOLA 2050 forecast.
- Increased housing unit density from an average of 0.43 acres per housing unit (2.3 dwelling units per acre) to 0.25 acres per housing unit (4 housing units per acre).
- Increased job density (600 square feet per employee, compared to 968 square feet).
- Increased commercial (including industrial) built density (from about 8,100 commercial square feet per acre to 12,000 square feet per acre, or a change from a floor-area-ratio of 0.19 to 0.28).

These types of changes could result from a mix of market and policy factors. Examples include:

- A shifting balance between multifamily and single family development, or increased interest in housing types like townhouses.
- An increase in the share of total employment in the commercial services sectors, which typically have higher job densities when compared to light and heavy industrial uses.
- Changes to development regulations that allow for increased density, such as decreased setbacks, increased lot coverage allowances, increased building heights, etc.

Figure 9. Growth Scenario 5: Historic Average

Scenario 5 (Historic Average)			
Current Population	1,259	Current Employment	728
Forecasted Population	2,881	Forecasted Employment	1,759
Net Growth	1,622	Net Growth	1,031
Assumed Persons per Household	1.80	Assumed Square Feet per Employee	968
Net New Households	901	Net New Square Feet	998,189
Minus Vacant Housing Units	86		
Net New Housing Units	815		
Land Area per Household (Acres)	0.43	Commercial Square Feet per Acre	8,076
Land Area Needed to Accommodate Forecast (Acres)	354.2	Land Area Needed to Accommodate Forecast	123.6
Current Vacant Land (Future Development)	111	Current Vacant Land	
Surplus / Deficit (Residential and Commercial)	(367)		

Source: *Economies of Place, 2024*

Scenario 5 assumes that Ridgway will grow at the same rate as it has historically, according to data from DOLA. This is the highest total growth in any of the five scenarios included in this report. In Scenario 5, Ridgway would add more than 1,600 new residents and 1,000 new jobs through 2050. The Scenario indicates that, should the assumptions above and below hold, Ridgway would have a shortage of vacant land relative to forecasted growth (367 fewer acres of available land than would be needed to accommodate the forecast). Notably, demand for residential land in this scenario accounts for about 74% of land needed to accommodate future growth. The key assumptions include:

- All assumptions given for Scenario 1, except:
- Future population growth of 3.0% annually, through 2050.
- Future employment growth of 3.2% annually, through 2050.
- Housing unit, job, and commercial building densities consistent with Scenarios 1-3.

Growth Scenario Findings

In three of the five scenarios, Ridgway has sufficient vacant land zoned for Future Development to accommodate future growth. In Scenario 3 (Aggressive Growth), which indicates a deficit of vacant land zoned for Future Development, policy interventions and shifts in the market (similar to Scenario 4) could allow Ridgway to accommodate the forecast nonetheless. In all scenarios, there may be vacant land in other zoning districts that could supplement the land available to accommodate new development. While Scenario 5 shows a significant deficit of vacant land, this Scenario may be unlikely given that such rapid growth is often unsustainable, which is reflected in the baseline forecasts.

When considering the allocation of land zoned Future Development in the context of growth trends, land for both residential and commercial uses will be necessary. However, in most scenarios, the majority for land needed for future development is for residential uses.

Other Considerations

Another important consideration for land use balance is the fiscal contributions of each land use type. Generally -- though all communities are different -- commercial uses contribute more revenue to local government through sources like retail sales tax or lodging tax. Though residential uses contribute strong property tax revenues, service calls (e.g., fire and emergency) are often more frequent with residential uses, though the Town does not provide all of these services. Moreover, in Colorado, TABOR limits local governments' ability to increase property taxes as infrastructure and service costs change.

In Ridgway's adopted 2024 budget, the Town expects to generate approximately \$530,000 in property tax revenue, compared to \$1,325,000 in sales tax revenue, and another \$200,000 in lodging tax revenue. Businesses and residents alike are obligated to pay property tax in Colorado, unless a business is specifically exempted by State statute, so despite the fact that there are 304 occupied acres of residential land in the Town, compared to 87 acres of occupied commercial (including industrial) land, the revenue generated by commercial uses is significantly higher. However, as the budget notes, sales tax revenues are sensitive to changes in broader economic conditions, and the Town should not rely too heavily on any single source of revenue.

Understanding the revenue contributions for various land uses is one additional consideration in future land use planning and rezoning applications.

AGENDA ITEM #5

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: August 27, 2024
Subject: 2024 RMC Updates: Affordable Housing

At the May 28, 2024, Planning Commission meeting, we provided a summary of continued research on affordable housing to the Planning Commission with strategies to discuss. CPS reviewed affordable housing provisions and guidelines of other Colorado mountain communities and completed research around topics specifically identified by the Ridgway Town Council and Planning Commission. These adopted affordable housing programs included a variety of aspects that regulate how affordable housing goals are met in their respective communities. The methodologies of each of these peer communities, Town of Telluride, Town of Mt. Crested Butte, and Eagle County, have been provided as attachments to this memo for further background and context.

BACKGROUND

Affordable housing programs come in a wide range of structures and regulatory frameworks. Based on previous discussions with Town Council and Town Staff, it was determined that there will be an entity – most likely an entity outside of the Town of Ridgway – that will be responsible for the oversight, administration, and implementation of the final, affordable housing policies and guidelines. At this point, the Town, in concert with the City of Ouray and Ouray County, are developing the framework to solicit an agency to manage the Town’s housing program. Currently, the program includes deed restrictions for which the Town, or its designee, is responsible for administering.

A key objective of this project is to develop the regulations that will guide the development of further administrative policies and program guidelines. The intent is that whatever regulations come out of this process will be further expanded once the administrative agency is identified.

For the purposes of the August 27th meeting, we want to focus on two key regulatory elements:

1. Method for calculating affordable housing mitigation measures, and
2. Methods for achieving compliance.

The purpose of these two concepts is to establish the quantity of affordable housing required and how a developer can create affordable housing based on that value. Another aspect in need of consideration is the location and administration of these regulations. Communities reviewed for this task have not all adopted the calculation method into a land use code nor is the affordable housing program always administered by the local planning department. As part of establishing this affordable housing requirement consider the forthcoming agency’s responsibility in rolling out these requirements.

MITIGATION MEASURES

Three mountain communities were closely analyzed to determine their affordable housing requirements for new developments. In all cases, the community developed equations based on independent factors that equate to a final quantity of required affordable housing. They differed, however, in the type of measure, whether the measure was a number of dwelling units or total square footage. One other measure to consider could be number of bedrooms.

In all cases, the equation is generally the same:



Measure of Impact:

The reviewed measures of impact are generally based on the number of jobs that the proposed development is anticipated to create. This is a factor that is determined by the locality and can be based on broad categories such as Residential, commercial and industrial or be more specific such as Single-Family Homes, Multi-Family Homes, retail, lodging, restaurants, etc. This number is then multiplied by a factor to identify the number of housing units that each job generates. This becomes the "measure of impact".

We would like to hear from the Planning Commission on what factors impact the number of jobs and/or dwelling units necessary to address affordable housing needs within the Town.

Mitigation Rate:

Within the equation, mitigation rates are included to overall reduce the burden of requiring affordable housing with most development types. Calculating housing needs can be based on a number of concepts, such as using job and household generation rates to determine the number of affordable dwelling units required or focusing on income thresholds in terms of Area Median Income (AMI).

At this point in the equation, we look at the use(s) being proposed to calculate the amount of housing the proposed development would need to provide to satisfy their impact on the local housing stock. This, again, can take on a number of shapes such as land use. This mitigation factor is multiplied by the impact to generate the required mitigation measure.

As you can see in the attached peer community samples, these can be:

1. Commercial Uses with a 40% mitigation rate
2. Multifamily with a 90% mitigation rate
3. Residential (<80% AMI) with a 30% mitigation rate

PEER COMMUNITIES MITIGATION COMPARISON

Town of Telluride

The mitigation calculation is contained within the Zoning article of Telluride’s Land Use Code administered by the Town, administrative procedures are within the housing authority. Telluride’s affordable housing calculation is based on employees generated by any use.



Town of Mt. Crested Butte

The mitigation calculation is contained within the Affordable Housing Guidelines and administered by the local housing authority. Calculation is based on specific use categories and Area Median Income (AMI): Commercial, Residential, and Accommodations



Eagle County

Affordable housing regulations are completely contained within Guidelines and administered by the local housing authority. Calculation is based on square footage or quantity of units for residential development or percentage of employees generated by nonresidential development.



METHODS TO ACHIEVE COMPLIANCE

Upon determining the mitigation measure that is required for a specific development, this section seeks to provide a prioritized list of strategies or methods to meet this mitigation measure. Developer must include the required mitigation within their proposed development plans. This section introduces six compliance methods which developers can choose that align with Ridgway's affordable housing objectives:

1. Construction of unit(s) on the site on which the development is proposed.
 - a) This refers to developments compliant with affordable housing requirements completely on-site, typically in the form of providing all required units.
 - b) It is not anticipated this option will be utilized often and it will likely need to be paired with other methods based on how unit requirements are calculated.
2. Construction of unit(s) within the Town or provided such, site or structure has been previously deed-restricted to affordable housing, public or private, including the Town or County.
 - a) Due to numerous potential difficulties, such as ownership, this option is discouraged. Could require approval by an authority or board, such as the Town Council.
3. Construction of units outside of the Town.
 - a) Such sites, land, or structure is not encumbered by deed-restriction or development requirements that prevents affordable housing.
 - b) Due to numerous potential difficulties, this option is strongly discouraged. Could require approval by an authority or board, such as the Town Council.
4. Payment or Fee-in-Lieu

- This does not provide affordable housing at all and can be used to fully replace providing affordable housing or a combination of other methods of compliance. We anticipate this will be the most utilized option so consider a maximum value allowed for fee-in-lieu.
 - The fee payment is based on the amount required for affordable housing. Formula to determine should be based on the affordability gap, the difference between value of affordable unit and market rate unit per square foot. Values will likely need to be updated annually. An administrative fee could be utilized in addition to payment to offset administrative burden.
5. Conveyance of Land
- Transfer ownership of lots to builders or the developers can donate land to the municipality.
 - Such land is not encumbered by deed-restriction that prevents affordable housing. The land should have numerous aspects suitable for housing development, such as it being able to provide all required housing units, multiple transportation options to job centers, suitable soil and drainage, and free of hazards.
6. Deed restricted, price-capped rental and for-sale housing provided by developer.
- The concept is that a developer could already have existing development elsewhere that gets revised with a deed-restriction or taken off market.
 - Home is subject to deed restriction regardless of sale/rental. Deed restriction could also limit occupancy by eligible households, maximum resale values, and time of compliance with affordable housing guidelines.
 - Eagle County considers this option for 100% - 140% AMI households for price-capped for sale housing and 80% - 100% AMI for price-capped rental housing.

CONCLUSION

The intent of this memo, and our discussion on July 30th, is to discuss these topics related to affordable housing methods and answer the following questions pertaining to affordable housing mitigation.

1. What are inputs for affordable housing required calculation (Measure of Impact)?
2. What will have a mitigation rate?
3. What is the measurement created by the calculation (Mitigation Measure)?
4. How will developers comply with the measurement created? Which should be prioritized?

ATTACHMENTS

1. Sample Community Affordable Housing Calculations.



Review of Existing Calculation Methods

This section considers the equations utilized to determine how much affordable housing is required based on the parameters of any proposed development. Below are three examples of the calculation method based on other mountain communities.

A. Telluride Calculation of Minimum Affordable Housing Requirements:

1. Regulation is contained within the Zoning article of Telluride's Land Use Code administered by the Town, administrative procedures within the housing authority.
2. Telluride's affordable housing calculation is based on employees generated by any use.



3. Telluride's Adopted Employee Generation Rate:

- (a) Commercial/Public Facility Uses = 4.5 employees per 1,000 SF of net floor area
- (b) Hotels and Accommodation Uses = 0.33 employees per unit
- (c) Multifamily Dwelling and Mixed-Use Residential = 0.33 employees per dwelling unit
- (d) One- and Two-Family Dwellings = Approx. 0.07 + 0.11 per 1,000 SF of GFA
- (e) Other = Independent Calculation (Recommendation by Housing Authority Committee, Approval by PC)

4. Required percentage mitigation percentage is as follows:

- (a) Commercial Uses = 40%
- (b) Multifamily = 90%
- (c) Accommodation = 90%
- (d) Single Family and Duplex = 90%
- (e) Hotel = 40%
- (f) Other = Independent Calculation (Recommendation by Housing Authority Committee, Approval by PC)

B. Mt. Crested Butte Community Housing Calculation Formulas:

1. Regulation is contained within the Affordable Housing Guidelines and administered by the local housing authority. The Code of Ordinances references compliance with guidelines in a separate chapter focused on Community Housing. Town Manager is responsible for updating the Guidelines annually.
2. Calculation is based on specific use categories and Area Median Income (AMI): Commercial, Residential, and Accommodations



3. Mt. Crested Butte's Generation Rates:
 - (a) Commercial (<80% AMI) = 2.9 jobs per 1,000 SF; 1.3 jobs per employee; 1.8 employees per dwelling unit
 - (b) Accommodation Uses (<80% AMI) = 0.5 jobs per room; 1.3 jobs per employee; 1.8 employees per dwelling unit
 - (c) Residential (<80% AMI) = < 2000 SF = 0.12 Full Time Employee (FTE), 2,001-4,500 SF = 0.19 FTE, 4,501 SF or more = 0.48 FTE; 1.8 employees per dwelling unit
 - (d) Residential (80% - 120% AMI) = Apply mitigation rate to total units.
4. Required percentage mitigation percentage is as follows:
 - (a) Commercial Uses = 15%
 - (b) Accommodation = 25%
 - (c) Residential (<80% AMI) = 30%
 - (d) Residential (81% - 120% AMI) = 15%

C. Eagle County

1. Affordable housing regulations are completely contained within Guidelines and administered by the local housing authority. Development regulations reference affordable housing with regards to application submittal, comprehensive plan compliance, and incentives for development.
2. Calculation is based on square footage or quantity of units for residential development or percentage of employees generated by nonresidential development.



3. Eagle County Generation Rates (All rates assume 1.2 jobs per employee, 1.8 employees per household with less than 140% AMI):

<ol style="list-style-type: none"> (a) Bar/Restaurant = 8.7 jobs per 1,000 SF (b) Construction = 5.4 jobs per 1,000 SF (c) Education = 1.3 jobs per 1,000 SF (d) Office (Finance, Banks, Legal, Medical, Prof. Services) = 3.7 jobs per 1,000 SF (e) Government = 1.8 jobs per 1,000 SF (f) Real Estate/ Property Mgt = 6.1 jobs per 1,000 SF 	<ol style="list-style-type: none"> (g) Retail Sales = 3.0 jobs per 1,000 (h) Personal Services = 1.9 jobs per 1,000 SF (i) Recreation and Amusement = 5.5 jobs per 1,000 SF (j) Utilities = 1.4 jobs per 1,000 SF (k) Other = 2.8 jobs per 1,000 SF (BOCC Approval) (l) Residential = Apply mitigation rate to total unit or square footage
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4. Required percentage mitigation percentage is as follows:
 - (a) Non-Residential = 45%
 - (b) Residential = 25% of total units or 15% of total residential square footage
 - (c) Mixed-Use = Lesser rate between residential and nonresidential.

AGENDA ITEM #6

PLANNING COMMISSION
MINUTES OF THE REGULAR MEETING

JULY 30, 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.

PUBLIC HEARING

1. Application for Variance to Front Setback; Location: Town of Ridgway, Block 36, Lots 8-12; Address 546 Hyde Street; Zone: Historic Residential; Applicant: James A. Nowak; Owner: James A. Nowak
2. Application for Re-Subdivision; Location: Town of Ridgway, Block 36, Lots 8-12; Address 546 Hyde Street; Zone: Historic Residential; Applicant: James A. Nowak; Owner: James A. Nowak

Staff Report dated July 26, 2024, regarding the variance request; Staff Report dated July 26, 2024, regarding the re-subdivision and Power Point Presentation dated July 30, 2024, providing background, analysis and staff recommendation prepared by TJ Dlubac, AICP of Community Planning Strategies, LLC.

Planner Dlubac suggested agenda items 1 and 2 be discussed simultaneously since both requests are dependent on each approval. He presented both Staff Reports and explained the Applicant is seeking to subdivide the parcel into 3 lots (proposed Nowak Subdivision, Lots A, B and C) so any non-conforming requirements to the Municipal Code must be brought into conformance. The Planner further explained the existing home on the parcel was constructed in 1892, and the lot does not meet the 15' front yard setback standard, so a 3.8' variance is being requested. He noted that 2 of the 3 lots on the parcel are vacant and would eventually be developed as residences. Dlubac recommended approval of both applications with the condition that the outstanding items in the Plan Review Letter dated July 26, 2024, be adequately addressed prior to the Re-subdivision Plat recording with the Ouray County Clerk.

Applicant James Nowak explained the house was built 100 years prior to the Town's regulations and said he has received the Engineer's Certificate, which is one of the outstanding items in the Plan Review Letter, and it will be added to the re-plat. Electricity has been installed to serve both vacant lots, he added.

The Commissioners discussed the requests with the Applicant.

The Chairperson opened the hearing for public comment.

Resident Tom McKenney commented that both applications “seem to be a simple request” and questioned why they needed to be reviewed by Planner Dlubac.

Applicant Nowak said he appreciated the Planners’ expertise reviewing specific details such as easements and code compliance. Nowak also suggested revising the impressed meeting dates for the Planning Commission and Town Council monthly meetings. He commented that approval requirements in between Planning Commission and Town Council meetings causes substantial delays with construction schedules.

The Chairperson closed the hearing for public comment.

ACTION:

Commissioner Foyster moved to approve the 3.8’ variance to allow an 11.8’ front yard setback for Lot A, Nowak Subdivision finding that the criteria set forth in the Ridgway Municipal Code (RMC) 7-4-3(J)(3)(a) have been met. Commissioner Liske seconded the motion, and it was unanimously passed.

ACTION:

Mayor Pro-Tem Meyer moved to recommend approval to the Town Council, the approval for the Nowak Subdivision, finding that the criteria set forth in RMC 7-5-2(J)(3) have been met with the condition that prior to the Town recording the Re-subdivision Plat with the Ouray County Clerk and Recorder’s Office, all outstanding referral comments in the July 26th comment letter shall be adequately addressed. The motion was seconded by Commissioner Petruccelli and was passed unanimously.

GENERAL BUSINESS

3. Review of Updated Accessory Dwelling Unit Regulations

Staff Report dated July 26, 2024, providing background, analysis and staff recommendation prepared by TJ Dlubac, AICP and Maz Garcia AICP of Community Planning Strategies, LLC. Power Point presentation dated July 30, 2024, prepared by Max Garcia.

Planner Garcia presented the Staff Report which included a final draft version of the proposed amendments for RMC 7-4-6(A) Accessory Dwelling Units. He reviewed the proposed draft with the Commissioners, and they agreed the materials are ready for preparing a final document for recommendation to the Town Council. Garcia said the final document will be presented to the Planning Commission for consideration and recommendation to the Town Council at the August Regular Planning Commission Meeting.

4. Review of Updated Parking Standards

Staff Report dated July 26, 2024, providing background, analysis and staff recommendation prepared by TJ Dlubac, AICP and Maz Garcia AICP of Community Planning Strategies, LLC. Power Point presentation dated July 30, 2024, prepared by Max Garcia.

Planner Garcia presented the Staff Report which included a final draft version of the proposed amendments for RMC 7-4-4(M) Parking Standards. He reviewed the proposed draft with the

Commissioners, and they agreed the materials are ready for preparing a final document for recommendation to the Town Council. Garcia said the final document will be presented to the Planning Commission for consideration and recommendation to the Town Council at the August Regular Planning Commission Meeting.

Residents Beth Lakin, Jake Neice, Thomas Griffith and Kristin Arnold participated in the discussion.

APPROVAL OF THE MINUTES

5. Approval of the Minutes from the Meeting of May 28, 2024

ACTION:

Mayor Pro Tem Meyer moved to approve the Minutes from May 28, 2024. Commissioner Liske seconded the motion, and it was carried unanimously.

6. Approval of the Minutes from the Meeting of June 25, 2024.

ACTION:

Commissioner Nelson moved to approve the Minutes from June 25, 2024. Mayor Pro-Tem Meyer seconded the motion, and it was carried unanimously.

ADJOURNMENT

The meeting was adjourned at 6:40 p.m.

Respectfully submitted,

Karen Christian
Deputy Clerk