



## **AGENDA**

### **MEETING OF THE MINTURN PLANNING COMMISSION Minturn, CO 81645 • (970) 827-5645**

**Wednesday, December 11, 2019**

**Work Session – 5:30 PM**  
**Regular Session – 6:30 PM**

**CHAIR – Lynn Teach**

**COMMISSION MEMBERS:**

Jeff Armistead  
Lauren Dickie  
Burke Harrington  
Jena Skinner  
Greg Sparhawk

When addressing the Commission, please state your name and your address for the record prior to providing your comments. Please address the Commission as a whole through the Chair. All supporting documents are available for public review in the Town Offices – located at 302 Pine Street, Minturn CO 81645 – during regular business hours between 8:00 a.m. and 5:00 p.m., Monday through Friday, excluding holidays.

**Work Session – 5:30pm**

**Chapter 16 Zoning and Development Standards Continued Discussion**  
**Topics: Lot Standards and Requirements (setbacks, lot coverage, impervious coverage)**

**Regular Session – 6:30pm**

- 1. Call to Order**
  - Roll Call
  - Pledge of Allegiance
- 2. Approval of Agenda**
  - Items to be Pulled or Added
- 3. Approval of Minutes**
  - November 13, 2019

4. Public comments on items, which are NOT on the agenda (5min time limit per person)
5. Planning Commission Comments

## DESIGN REVIEW AND LAND USE PUBLIC HEARINGS

6. 232 Main – Bloodworth Addition Final Review

**Recommendation:** Approval

7. Railroad Planned Unit Development Conceptual Review

**Recommendation:** N/A (conceptual review – no formal recommendation or action required)

## PROJECTS AND UPDATES

8. Projects

**Chapter 16 - Zoning Code Amendment**

9. Planning Director Report & Minor DRB Approvals by Director

- None

10. Future Meetings

- December 25, 2019 – Cancelled
- January 8, 2020

11. Adjournment



## What was Discussed Regarding Chapter 16 on 11/13/2019

### Work Session:

- Maximum lot size
- No setbacks
- Maximum building coverage
- Need to consider snow storage, drainage, and parking
- Impervious coverage?
- Consider density when discussing allowances for additional coverage for ADUs

### Regular Meeting:

- Flexible setbacks: (we could require 15 ft. side setbacks total with min. of 5 ft. on either side to accommodate a shifting placement)
- Tie deed restriction to minimum lot size for locals?
- A number for the biggest house we would want to see in town and how that affects the maximum lot size
- Pick three different lot sizes and work under the code and see how far down one could subdivide a lot while still meeting requirements for parking and other things.
- Expand special circumstance requirements for a variance?

# Town of Minturn Planning Commission

Work Session of December 11, 2019



# Timeline



- ✓ Phase 1: discussed on Sep 25
  - ✓ Reorganization and Restructure
- ✓ Phase 2: discussed Oct. 9&23
  - ✓ Update Districts and Uses
- Phase 3: Nov. – Dec. 2019
  - Review and Update Standards
- Phase 4: Jan. – Feb. 2020
  - Review and Update Procedures
- Phase 5: Mar. 2020
  - Adoption



# Chapter 16, Article 1 – General Provisions: Sec. 16-1-20 – Purpose of Provisions



- a. This Chapter is drawn in accordance with the Minturn Community Plan ("Master Plan") and is intended to implement said Community Plan. The purpose of this Chapter is to encourage the most appropriate use of land, to preserve and promote the Town's economy, heritage and small town qualities, and it is designed to promote the health, safety, welfare and convenience of the citizens of the Town by:
  1. Dividing the Town into distinct Character Areas and zoning districts which control future land use through the use of land and buildings, the intensity of such use, including bulk and height, and the amount of surrounding open space;
  2. Providing suitable transitions between areas of different land uses;
  3. Limiting the bulk, scale and density of new and existing structures to preserve the desired character of the Town and assuring adequate light and air;
  4. Establishing and regulating setback lines along streets and highways, property lines and watercourses;
  5. Minimizing adverse impacts on landowners from incompatible neighboring developments and conserving the value of property; and
  6. Reducing the danger and congestion along Highway 24 and on Town streets.

# Lot Requirements



# Lot Requirements: South Town R-2



	Existing	Proposed
Character Area:	South Town	
Zone:	Residential	R-2
Min. Lot Area (sq. ft.):	5,000	5,000
Min. Lot Dimension (feet):	50	50
Max. Building Lot Coverage (%):	40	40
Max Impervious Surface Area (%):	50	50
Min. Front Setback:	20	20
Min. Rear Setback:	10	10
Min. Side Setback:	5	5
River/Creek Setback (ft.):	30	Eagle River=30, Game Creek=30, Cross Creek=50

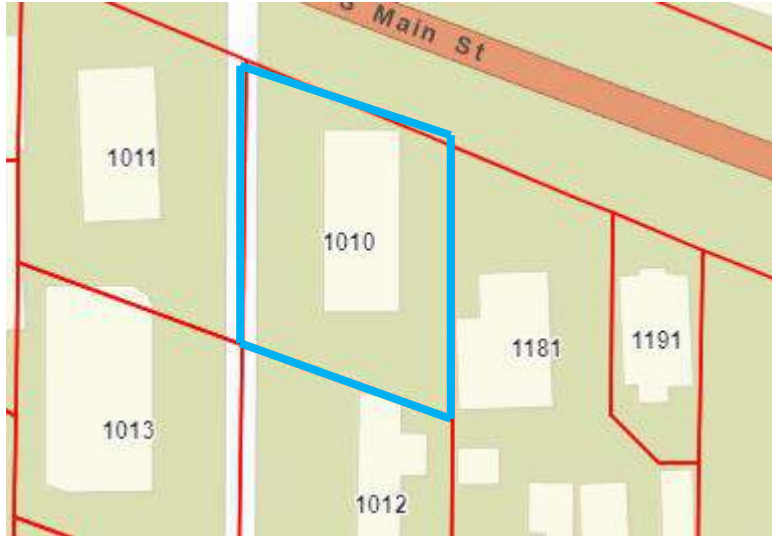
# Lot Requirements: South Town Residential



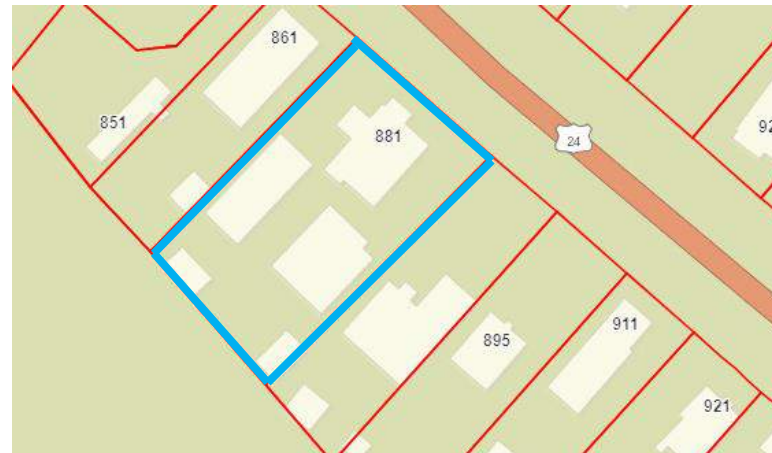
# Existing Lots: South Town Residential R-2



822 Main St  
.109 Acres  
4,748.04 Sq. Ft.



1010 Mountain Dr.  
.179 Acres  
7,797.24 Sq. Ft.



881 Main  
.390 Acres  
16,988.4 Sq. Ft.

Avg. Lot Sizes South Town Res.  
.226 Acres  
9,844.56 Sq. Ft.



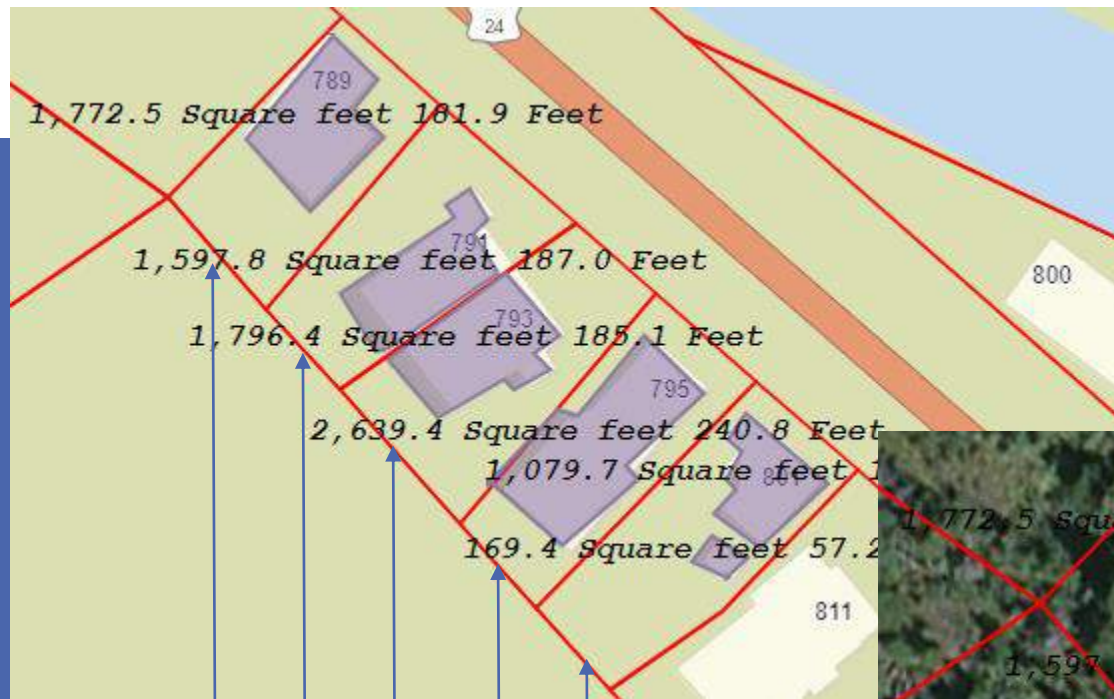
# Existing Setbacks: South Town Residential R-2



Most buildings do not conform to the Front Setback.

Avg. Front Setback = 17 Ft.  
Avg. Side Setback = 12.39 Ft.  
Avg. Rear Setback = 32.24 Ft.

# Existing Lot Coverage: South Town Residential R-2



Avg. Building Lot Coverage = 34.57%

# Lot Requirements: Game Creek R-2



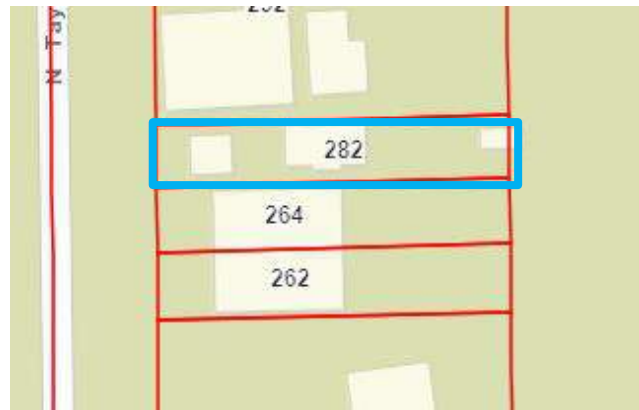
	Existing	Proposed
Character Area:	Game Creek	
Zone:	Residential	R-2
Min. Lot Area (sq. ft.):	5,000	5,000
Min. Lot Dimension (feet):	50	50
Max. Building Lot Coverage (%):	40	40
Max Impervious Surface Area (%):	50	50
Min. Front Setback:	20	20
Min. Rear Setback:	10	10
Min. Side Setback:	5	5
River/Creek Setback (ft.):	Game Creek = 30	Eagle River=30, Game Creek=30, Cross Creek=50



# Lot Requirements: Game Creek Residential



# Existing Lots: Game Creek Residential R-2



282 Taylor St.  
.078 Acres  
3,409.4 Sq. Ft.



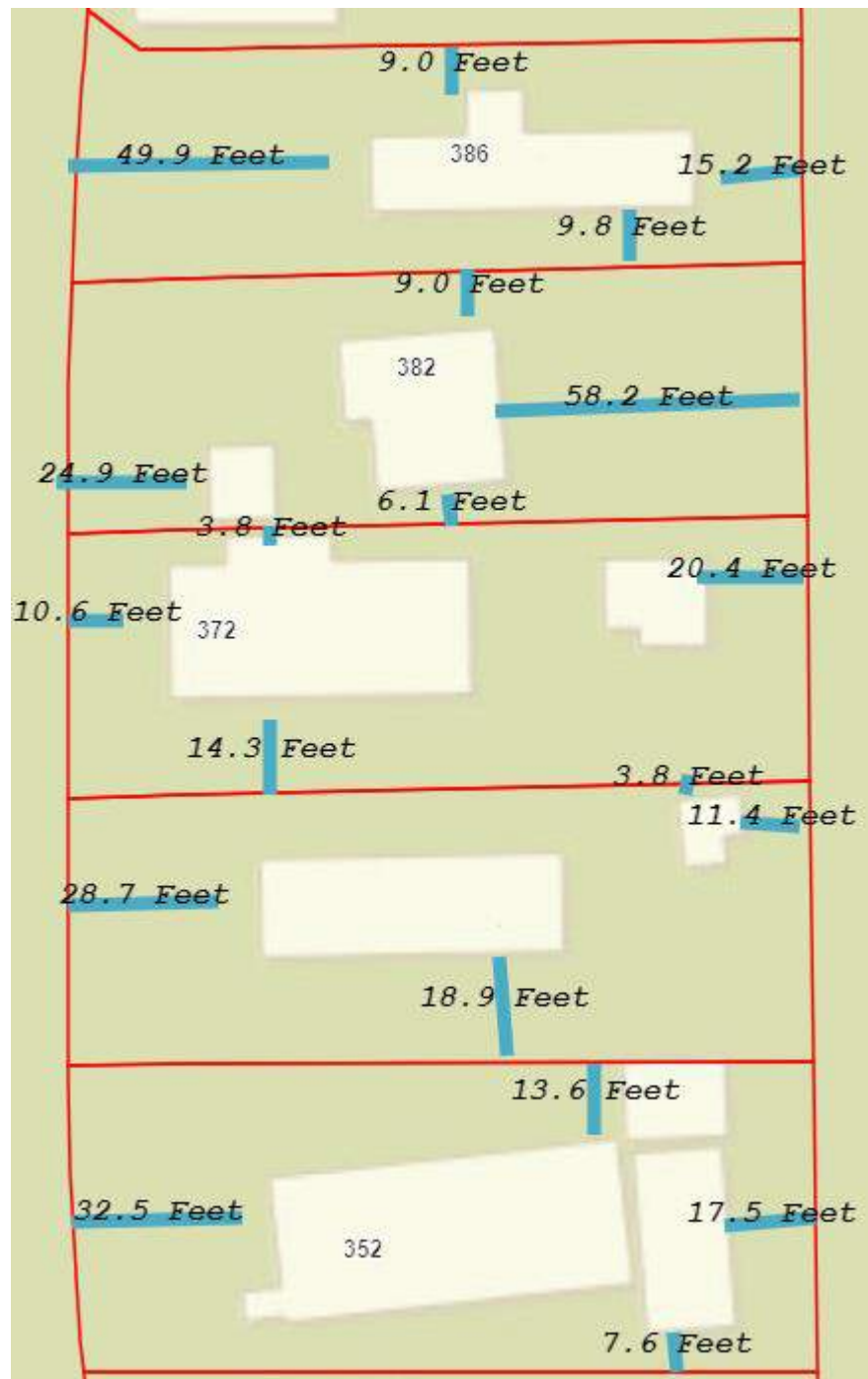
412 Taylor St.  
.113 Acres  
4,922.3 Sq. Ft.



252 Taylor St.  
.438 Acres  
19,064.5 Sq. Ft.

Average Lot Size Taylor St.  
.209 Acres  
9,133.08 Sq. Ft.

# Existing Setbacks: Game Creek Residential R-2



Avg. Front Setback = 29.32 Ft.

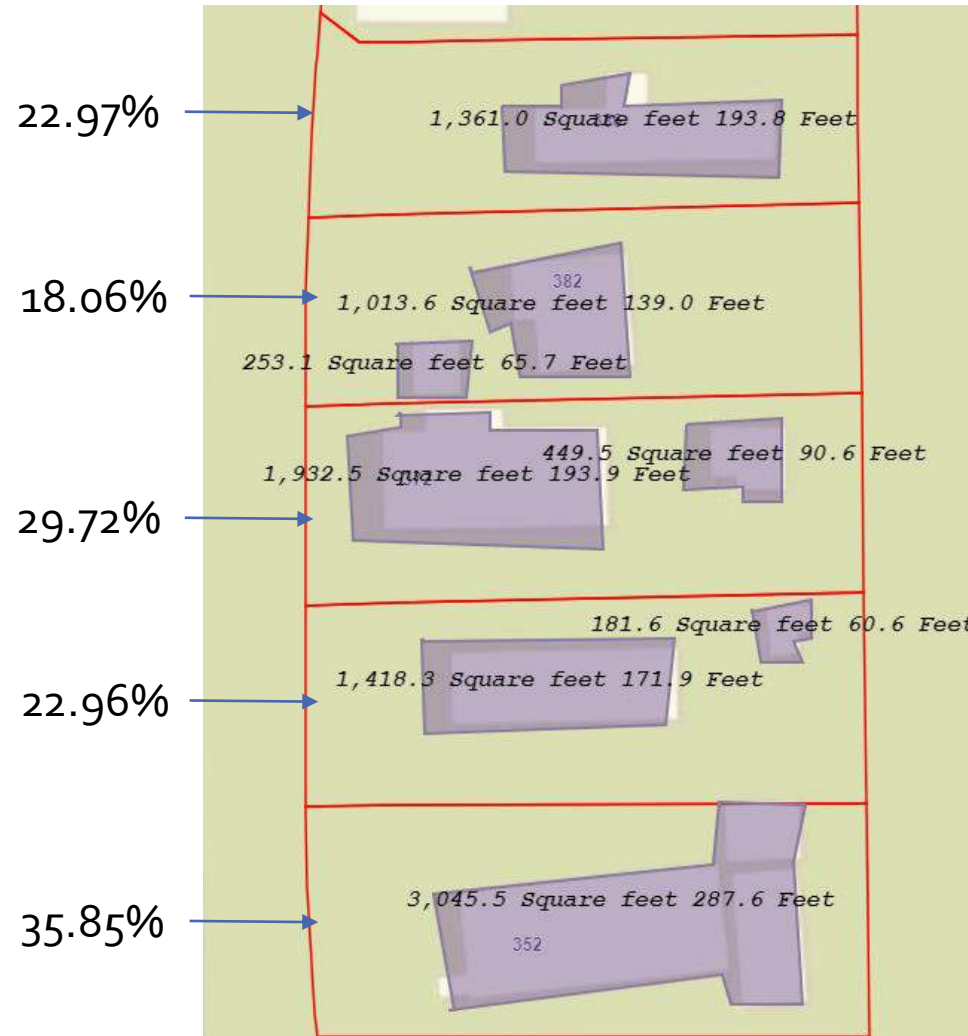
Avg. Side Setback = 9.14 Ft.

Avg. Rear Setback = 24.54 Ft.

Only a few issues with setbacks.



# Existing Lot Coverage: Game Creek Residential R-2



Avg. Building Lot Coverage = 25.91%



# Lot Requirements: Martin Creek R-3



	Existing	Proposed
Character Area:	Martin Creek	
Zone:	Residential Estate	R-3
Min. Lot Area (sq. ft.):	87,120 or 2 AC	87,120 or 2 AC
Min. Lot Dimension (feet):	N/A	N/A
Max. Building Lot Coverage (%):	N/A	N/A
Max Impervious Surface Area (%):		
Min. Front Setback:	40	40
Min. Rear Setback:	20	20
Min. Side Setback:	20	20
River/Creek Setback (ft.):	30	30



# Lot Requirements: Martin Creek Residential Estate



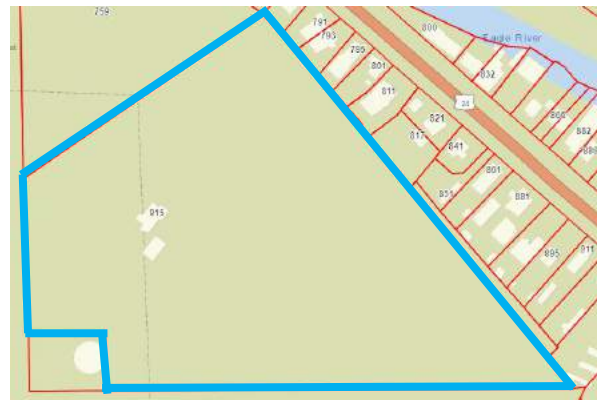
# Existing Lots: Martin Creek Residential Estate R-3



499 Meadow Rd.  
2.13 Acres  
93,174.8 Sq. Ft.



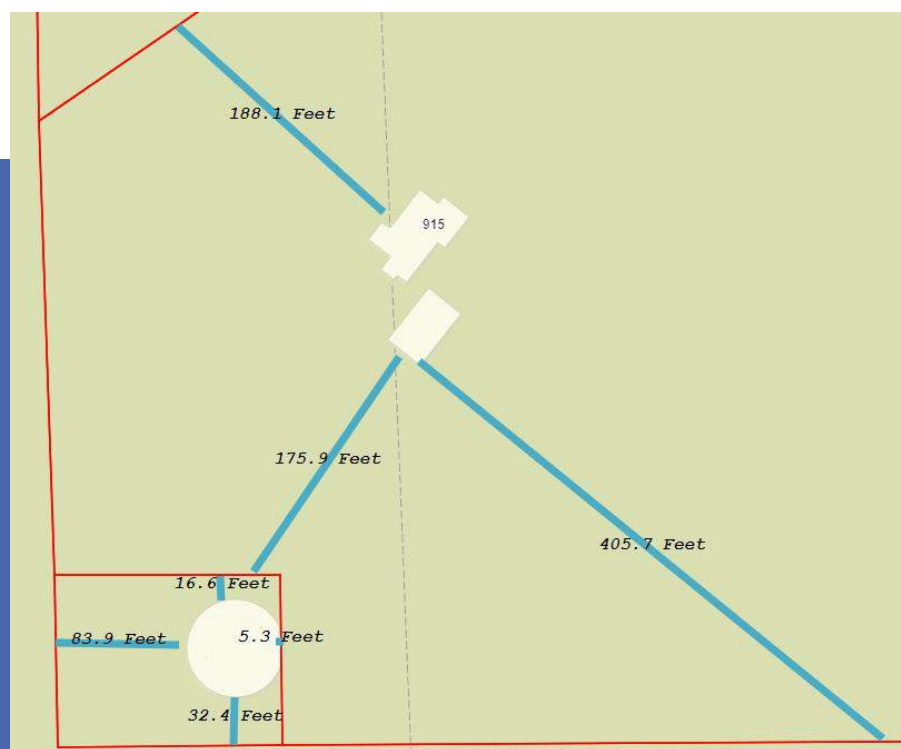
759 Main St.  
3.859 Acres  
168,098 Sq. Ft.



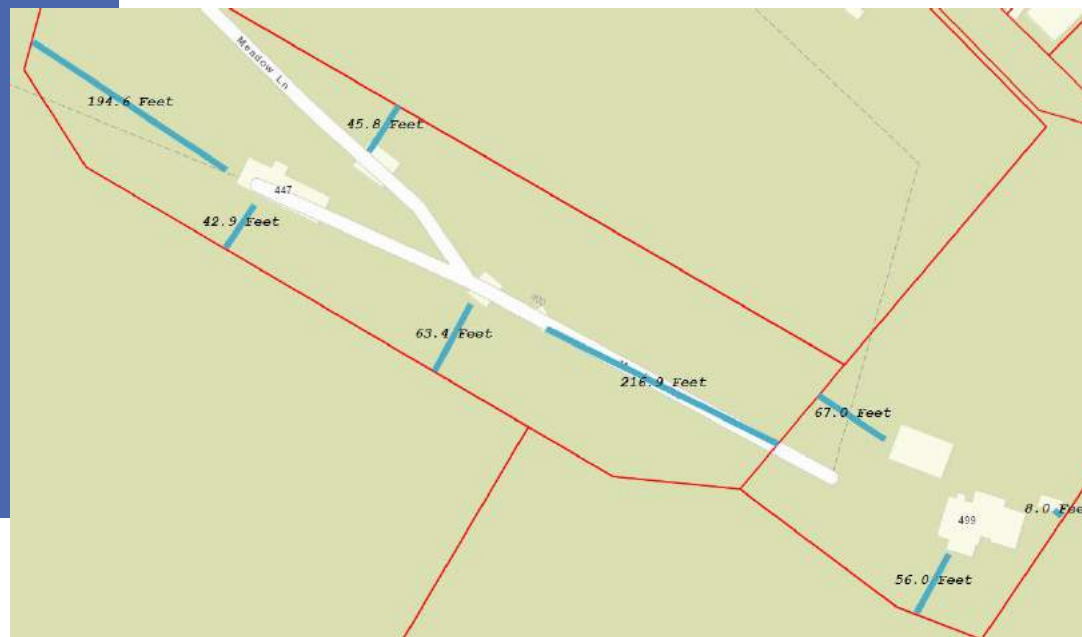
915 Main St.  
11.687 Acres  
509,085.7 Sq. Ft.

Average Lot Size Martin Creek  
5.892 Acres  
256,655.5 Sq. Ft.

# Existing Setbacks: Martin Creek Residential Estate R-3



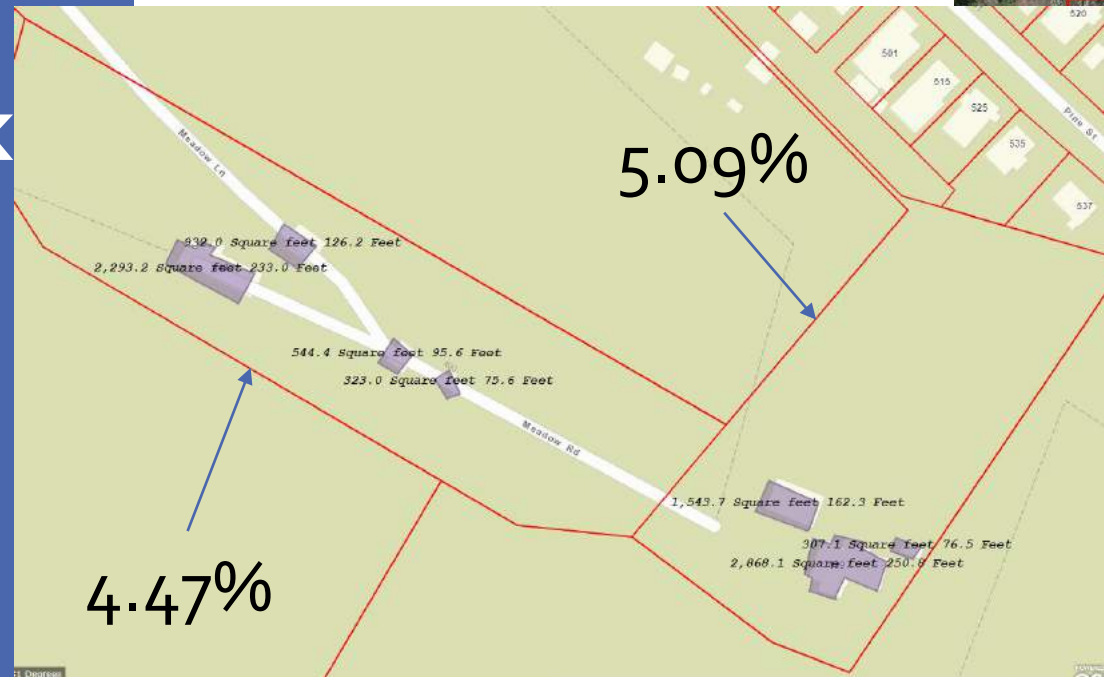
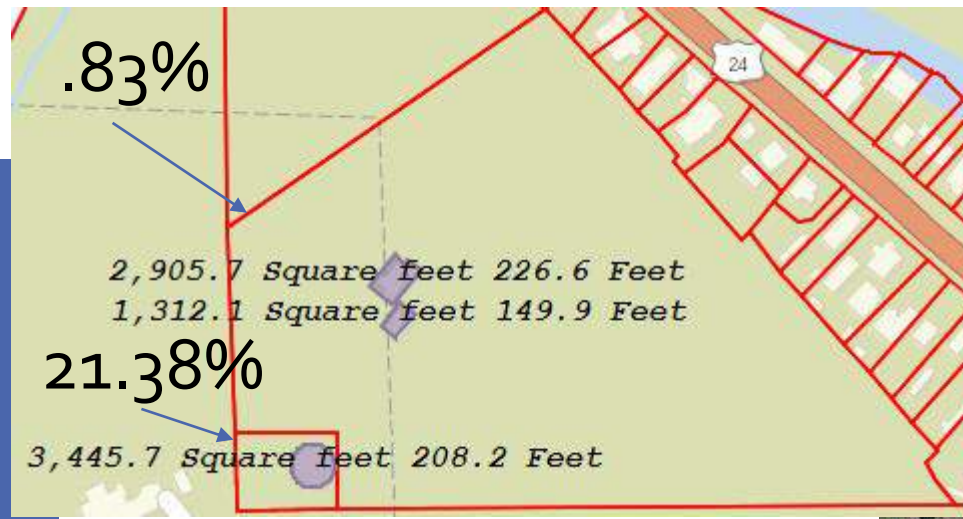
Town owned  
land does not  
conform.



Avg. Front Setback = 130.95 Ft.  
Avg. Side Setback = 115.4 Ft.  
Avg. Rear Setback = 77.26 Ft.



# Existing Lot Coverage: Martin Creek Residential Estate R-3



Avg. Building Lot Coverage = 7.94%

# Lot Requirements: Cross Creek – North R-4



	Existing	Proposed
Character Area:	Cross Creek	
Zone:	Residential – N	R-4
Min. Lot Area (sq. ft.):	10,000	10,000
Min. Lot Dimension (feet):	100	50
Max. Building Lot Coverage (%):	25	40
Max Impervious Surface Area (%):		
Min. Front Setback:	20	20
Min. Rear Setback:	10	10
Min. Side Setback:	10	10
River/Creek Setback (ft.):	Eagle River=30, Cross Creek=50	Eagle River=30, Cross Creek=50



# Lot Requirements: Cross Creek Residential – North



# Lot Requirements: Cross Creek Residential – North R-4



1616 S. Main St.  
.192 Acres  
8,363.52 Sq. Ft.



Average Lot Sizes Cross Creek Ln. N  
.395 Acres  
17,191.68 Sq. Ft.

1718 S. Main St.  
.332 Acres  
14,461.92 Sq. Ft.



1796 Main St.  
.66 Acres  
28,749.6 Sq. Ft.

# Lot Setbacks: Cross Creek Residential – North R-4



Avg. Front Setback = 60.36 Ft.  
Avg. Side Setback 10.83 Ft.  
Avg. Rear Setback = 43.28 Ft.

The side setback is not always adhered too



# Lot Setbacks: Cross Creek Residential – North R-4



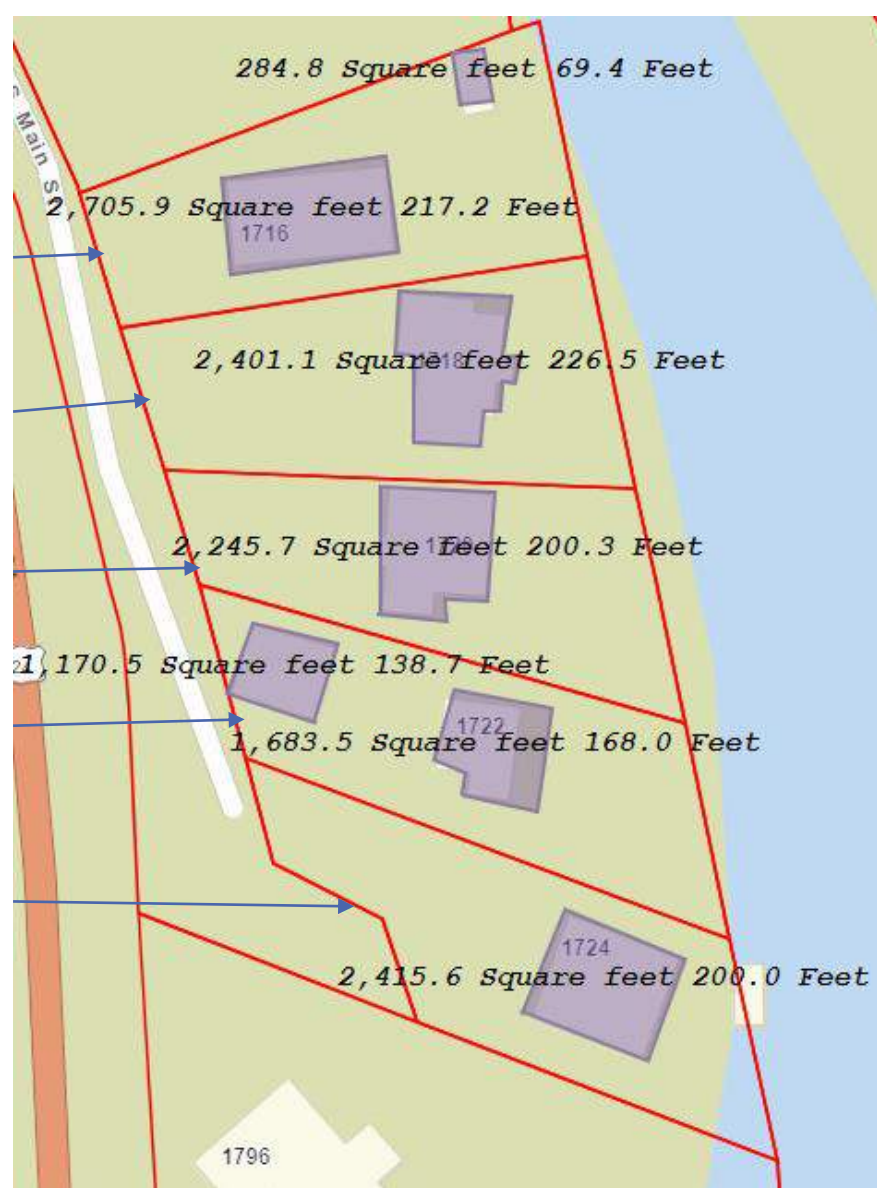
20.68%

16.60%

15.53%

19.73%

16.70%



Avg. Building Lot Coverage = 17.85%

# Lot Requirements: Cross Creek – South R-5



	Existing	Proposed
Character Area:	Cross Creek	
Zone:	Residential – S	R-5
Min. Lot Area (sq. ft.):	5,000	2,500
Min. Lot Dimension (feet):	50	50
Max. Building Lot Coverage (%):	40	40
Max Impervious Surface Area (%):		
Min. Front Setback:	20	20
Min. Rear Setback:	10	10
Min. Side Setback:	10	5
River/Creek Setback (ft.):	Eagle River=30, Cross Creek=50	Eagle River=30, Game Creek=30, Cross Creek=50

Lot  
Requirements:  
Cross Creek  
Residential –  
South  
R-5





# Existing Lots: Cross Creek Residential – South R-5



1876 Cross Creek Ln.  
.069 Acres  
3,005.6 Sq. Ft.

Average Lot Sizes Cross Creek South  
.103 Acres  
4,472.16 Sq. Ft.



1890 Cross Creek Ln.  
.088 Acres  
3,839.4 Sq. Ft.



1888 Cross Creek Ln.  
.151 Acres  
6,577.6 Sq. Ft.

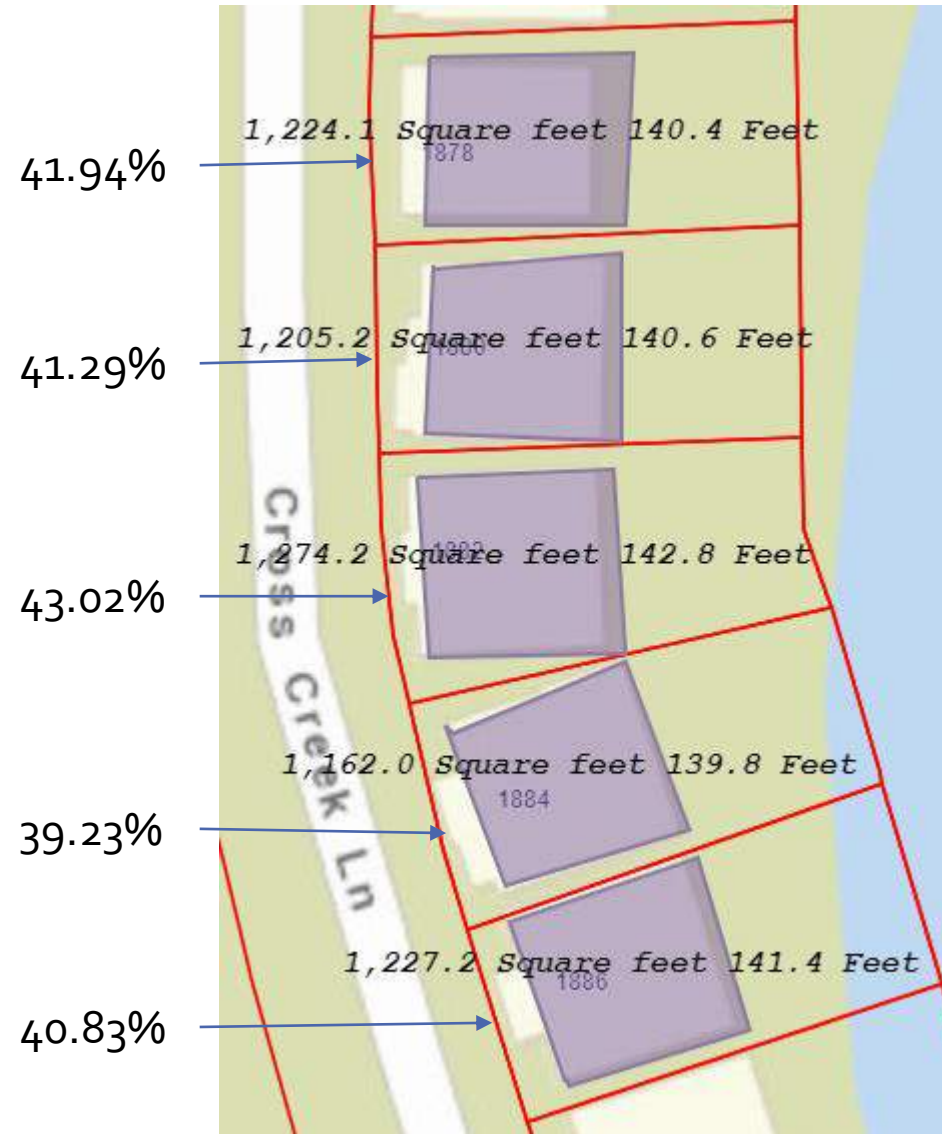
# Existing Setbacks: Cross Creek Residential – South R-5



Avg. Front Setback = 8.88 Ft.  
Avg. Side Setback = 4.34 Ft.  
Avg. Rear Setback = 34.96 Ft.  
Avg. River Setback = 20.06 Ft.

The only setback being complied with is the rear setback.

# Existing Lot Coverage: Cross Creek Residential – South R-5



Avg. Building Lot Coverage  
=  
41.26%



# R-6?: Multi-Family



Eagle River Enclave



Trout Club



Minturn Townhomes



## OFFICIAL MINUTES

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**Work Session – 5:30pm**

**Chapter 16 Zoning and Development Standards Continued Discussion**  
**Topics: Lot Standards and Requirements (setbacks, lot coverage, impervious coverage)**

**Regular Session – 6:30pm**

**1. Call to Order**

Lynn T. called the meeting to order at 6:39

- Roll Call

Those Present at roll call: Lynn T., Greg S., Burke H., Jena S., and Jeff A.

*Note: Lauren D. was excused absent.*

Staff Members Present: Town Planner Scot Hunn and Planning Intern Madison Harris.

- Pledge of Allegiance



## **2. Approval of Agenda**

- Items to be Pulled or Added

Motion by Jeff A., second by Greg S., to approve the agenda as presented. Motion passed 5-0.

*Note: Lauren D. was excused absent.*

## **3. Approval of Minutes**

- October 23, 2019

Motion by Greg S., second by Jena S., to approve the minutes of October 23, 2019 as amended. Motion passed 5-0.

*Note: Lauren D. was excused absent.*

## **4. Public comments on items, which are NOT on the agenda (5min time limit per person)**

No public comment.

## **5. Planning Commission Comments**

- Jeff A. said that it was nice to say goodbye to our favorite flagger Justin at the Saloon for the Halloween party.
- Greg S. wanted to ask about what happened with the discussion about the 2.5-3 ft. liability issue.
  - Jena S. pointed out that it would be the language on the final plat.
- Greg S. said that a couple of people on Halloween came to him and said it would be great if it could be organized that more people had fires in their front yard as warming stations.
- Jena S. seconded how great the Halloween party was. Jena S. was concerned about the driveways and who is responsible for regrading the driveways as the construction comes to an end. She does like the on street parking and striping though.

# **DESIGN REVIEW AND LAND USE PUBLIC HEARINGS**

## **6. 82 Toledo – Hansen Residence Exterior Materials and Window Modifications**

Modifications to approved exterior materials and window size/placement for new Single-Family residence currently under construction.

### **Recommendation: Approval (no staff report available)**

The project is under construction and making great progress. The materials are changing.

Matt Hanson, 82 Toledo. He is adding an extra window on the east façade in the garage. It was a smaller window originally but now that smaller window is moving next to the door on the rooftop deck. The corners are now a red lit, T-shaped metal piece, versus a 3.5” cedar trim board. Instead of using cedar he wants to use an LP product that has a much longer lifespan and there is not as much repainting. He is using the LP product for

the fascia board He also wants to put in a slider door in the downstairs which will require a revised landscape retaining wall detail to provide access to the lower level. The wall is 2'8" and no longer bumps out, but instead is straight. They also revised the location and planting details for two new aspen plantings in that area.

- Jena S. pointed out that the LP product reduces the fire hazard.
- Greg S. inquired into what the look would be of the LP product.
  - Mr. Hanson said that it would remain looking the same as the original proposal. Horizontal on the South-West corner and vertical for the rest.

**Motion by Greg S., second by Jeff A., to accept the changes as presented for 82 Toledo – Hansen Residence Exterior Materials and Window Modifications.**

#### **7. 482 Eagle Street - Hutton Residence Conceptual Review for New Residence - Lot Coverage Calculations Discussion**

**Recommendation: N/A (conceptual review – no formal recommendation or action required)**

Michael Pukas had a pre-application meeting 3-4 weeks ago with Scot H. about a lot that is affected by the river setback. He needs feedback on a particular restriction. Is there any interest in changing the restriction? Would a variance for that restriction be granted if they went that way?

Michael Pukas, PO Box 288, Gypsum. The lot in question goes to the center line of the river. The code requires the finding of the high water mark and that nothing in the 30 foot setback can be counted towards the building coverage or impervious surface area. If the lot was anywhere else it would be severely encumbered. He believes this was a knee jerk reaction to a lot in South Town. No setback is excluded in lot coverage calculations so why should the river setback be when considering calculations?

- Scot H. pointed out that it makes sense to not use the portion of the lot that is in the river to calculate, but not using the setback is not typical to most codes.

Mr. Pukas said that the lot is also encumbered by a sewer line. The owners have five children, and have a modest budget, so he has designed additions for the future. They want to be apart of the community, but are having second thoughts after Mr. Pukas explained the impact of the code. If the current restriction is applied, the effective lot size is reduced from 2700 sq. ft. to 1500 sq. ft. when taking out the river setback and the portion of the lot in the river. This will significantly reduce the allowable size of any new structure in a manner inconsistent with other areas of the neighborhood as well as other areas of town where the river setback does not apply.

- Greg S. agrees that the section of code should be revised. He added that a variance would be very difficult to prove since the lot was bought after the amendment.
- Scot H. pointed out that we could draft an ordinance and address this revision prior to or as part of the overall Chapter 16 re-write.
  - Jeff A. and Greg S. agree.
- Jena S. said that she liked net coverage, and asked if the public can amend the

code.

- Scot H. said that the public can propose amendments.
- Lynn T. agreed and said that maybe it was something that was overlooked. She asked whether the porch should be added into the square footage.
- Jeff A. agreed.
- Jeff A. recommended that we change this portion of the code as soon as possible.
- Scot H. asked if the Planning Commission has any comments on the plans.
  - Jeff A. said the look of the plans generally seems to fit with the surroundings. It would be a shame for the owners to lose their dream house because of this particular addition to the code.
- Jena S. said that the property is already encumbered enough with 20 ft. sewer easement so it shouldn't be encumbered any more. She cautions Mr. Pukas to get his encroachment into the sewer easement in writing.
- Lynn T. sympathized with the homeowners.
- Scot H. asked what the time frame was.
  - Mr. Pukas said that they want to start in the spring and will start applications in March.
- Scot H. stated he could start work on an ordinance to amend this section and get it approved potentially in December.
  - Greg S. pointed out that it is pretty straight forward.
- Mr. Pukas said that he is not looking to apply for any variances.

## **8. Planning Director Approvals of Minor DRB Applications**

- None

# **PROJECTS AND UPDATES**

## **9. Projects**

**Three Mile Plan** – Commence review of Three Mile Plan for required updates.

- Scot H. said that we have a Three Mile Plan that was adopted in 2009. It hasn't been updated since and they are supposed to be updated every year. It has the requisite ingredients that it is supposed to. It talks about the land that could potentially be annexed into town. There is nothing wrong with the content and formatting, but we would want to update the purpose and methodology criteria, and also the land use categories within the 3 Mile Plan area. It is often overlapped by the community's urban growth boundaries. Municipalities will often use that boundary to get IGA's between the municipality and the county. There is typically a cooperative agreement that allows for the joint recognition of growth and development related impacts in that transitional area. We just entered into an IGA with the county that provides specific referral and

joint planning procedures between the Town and the County should in the event of annexation of properties as well as the potential Bolt's Lake deannexation. The land use categories of the Three Mile Plan get into specifics of the land that might be primed for annexation. Section V we need to change the name of Area 1 as it is not Palmateer anymore as well as Area 10 Future Ginn Annexation.

- Lynn T. pointed out that the police protection sections should be reversed from Eagle County Sheriff's Department will be taken over by Minturn's Police Department.
- Scot H. directed the Planning Commission to look at the map at the end of the Three Mile Plan. It should be better. If we take Carbondale's for example, it has terrain features, slope hazards, irrigated pasturelands. It gives more definition based on the characteristics of the land surrounding the town. If we need to just change a couple of words and get it approved quickly that is fine, but we could also take a little more time and be more thoughtful about updating certain sections. We could talk about Bolt's Lake area and what affects the town, and in the future we can take it in a different direction with the map graphics. We also need to update the Comprehensive Plan.
- Lynn T. inquired into the 1000-1100 acres about Bolt's Lake
- Jena S. liked Fort Collins Three Mile Plan because it gave the people who were potentially being annexed a heads up and gave predictability. It anticipated zone districts ahead of the curve and thus limited the number of PUDs that would have come in due to uncertainty.
- Scot H. said that we could do a better job of predictability, more in line with a Future Land Use Map in a comprehensive plan, but right now the direction is a simple update just in case, for the deannexation of Bolt's Lake.
- Greg S. appreciated the IGA.
- Greg S. wanted to add "economically provide and maintain" to pg. 3, second paragraph. Maybe we should add a section that is more of an impact statement that talks about the uses that goes into these places. The level of consideration of what goes into the current ability to maintain what we already have.
- Scot H. pointed out that we could bolster several sections.
- Greg S. said that in section C. Criteria there is nothing for recreational uses or open space. Things that we also look at for PUDs should also be in the criteria.
  - Lynn T. pointed out that it is on page 5 in section E.
  - Scot H. said that adding it into section C only strengthens the document and can't hurt.
- Greg S. pointed out that the Two Elk Trail needs to be addressed on the map.
- Greg S. inquired into the reason for having Eagle-Vail on the map.
  - Scot H. stated that this area is on the map simply because it falls within three miles of the current Town boundary; that it has some strategic importance due to its proximity, commercial uses and potential future build-out. This area is also within Avon's Three Mile Plan and Vail at one point was interested in it.
- Jeff A. asked where Eagle-Vail stopped.
  - Jena S. said that she thought it stopped at the edge of the public lands. She also said we should keep things loose and non-specific when naming people.
- Greg S. thought we need to be more specific when talking about land use for Area 10.



- Jeff A. said that we need to take out the language since it is about land that has already been annexed.
- Jena S. said that the land across from the Boneyard has already been annexed.
- Lynn T. wanted to know if we need to address Minturn's open space in this document.
- Jena S. inquired whether we can sneak into the annexation section, if the level of condition of the service provider is not adequate to handle the annexation, they pay for what they have to do for the required system upgrades. It would be handled in an annexation agreement.
  - Jeff A. clarified that if the system can't handle the annexation then they have to bring in upgrades.
- Scot H. said that the Eagle County Attorney's Office has recently interpreted the 1982 agreement from the Forest Service annexing Dowd Junction into Town to be invalid. That might be another parcel we want to look at for the Three Mile Plan.
- Jena S. said that if that gateway to the Town goes to the County it would have impacts.

**Planning Commission called a recess at 8:00. Planning Commission reconvened at 8:06.**

### **Chapter 16 - Zoning Code Amendment**

- Lot coverage was the main topic regarding the 40% existing maximum.
- Lynn T. wanted to be sure that if we say no setbacks, then we really need to consider drainage and snow storage.
- Jena S. pointed out that the Denver Form Based Code has a section where it takes the commonality of the homes on either side of the lot in question and averages the front setbacks and that's the lot's front setback.
- Greg S. had only seen that for the front setbacks, but we still need something for the side and rear setbacks. He is concerned with the burden this places on neighboring lots.
- Jena S. just met with the Fire Marshall and they said that they need 8 ft. on all sides of a structure to accommodate a ladder.
- Greg S. pointed out that we could require 15 ft. side setbacks total with min. of 5 ft on either side to accommodate a shifting placement.
- Scot H. asked the Planning Commission what the next step is. He had concerns with doing away with setbacks entirely.
- Jena S. inquired into writing in a limited review instead of a variance for relief from setbacks.
  - Greg S. pointed out that without it being a very public event then there may be accusations of deals being made.
  - Jena S. pointed out that variances involve hardship AND special circumstances so maybe we could expand special circumstance. It's also involving the legal precedent.
- Jena S. pointed out that she would prefer maximum lot size instead of a minimum.
  - Jeff A. pointed out that the only district that seems to be under 5000 sq. ft. is Cross Creek South R-5.
- Jeff A. thought that it would be beneficial to bring to the public, dividing and making narrow lots.
- Greg S. inquired into a number for the biggest house we would want to see in town and how that affects the maximum lot size.

- Jeff A. suggested that we pick three different lot sizes and work under the code and see how far down one could subdivide a lot while still meeting requirements for parking and other things.
- Jena S. said that she always considers, when considering affordable housing, will your kids be able to live here.
- Greg S. said that in Seattle they have something in their code that allows a cottage zone which could allow subdividing of lots.
  - Jeff A. commented that people could enter into an easement agreement. It would allow some flexibility.
- Greg S. asked if we could tie deed restriction to minimum lot size for locals.
- Scot H. pointed out that the Planning Department is suggesting a cottage zone in Cross Creek South and maybe we should change the minimum lot dimension. Maybe even do away with minimum lot frontage, just have a legal access point for a driveway.
- Jena S. commented that it could come down to creative design. Let people come up with a creative solution for whatever lot that they get.
  - Scot H. said that this might be feasible if we had stronger design guidelines. Maybe address this like the Three Mile Plan. Address what needs to be changed now, and then look to future updates.
- Greg S. pointed out that it should all be addressed in the design guidelines so that nothing is muddled like the current Character Areas have designs.

#### **10. Planning Director Report & Minor DRB Approvals by Director**

- None

#### **11. Future Meetings**

- November 27, 2019 - Cancelled
- December 11, 2019

#### **12. Adjournment**

Motion by Greg S., second by Burke H., to adjourn the meeting of November 11, 2019 at 9:09.  
Motion passed 5-0.

*Note: Lauren Dickie was excused absent.*

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Lynn Teach, Commission Chair

ATTEST:

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Scot Hunn, Planning Director

**Minturn Planning Department**  
Minturn Town Center  
302 Pine Street  
Minturn, Colorado 81645



**Minturn Planning Commission**  
Chair – Lynn Teach  
Jeff Armistead  
Lauren Dickie  
Burke Harrington  
Greg Sparhawk  
Jena Skinner

## **Design Review Board Hearing**

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### **Bloodworth/Parrish Addition – Conceptual Review**

#### **232 Main Street**

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<b>Hearing Date:</b>	December 11, 2019
<b>File Name and Process:</b>	Bloodworth/Parrish Addition – Final Review
<b>Owner/Applicant:</b>	Kristi Bloodworth & Nathan Parrish
<b>Legal Description:</b>	BOOCO Subdivision, Block E, Lot 5
<b>Zoning:</b>	Old Town Mixed-Use (Old Town Character Area)
<b>Staff Member:</b>	Scot Hunn, Planning Director and Madison Harris, Planning Intern
<b>Recommendation:</b>	Approval

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### **Staff Report**

#### **I. Summary of Request:**

The Applicants, Kristi Bloodworth and Nathan Parrish, request final review of a major addition to an existing 948 square foot single-family residence located at 232 Main Street. Existing conditions include a single-family structure, detached shed/garage (to be removed), a patio and wood deck on a .072 acre (3,125 sq. ft.) lot.

The applicants presented Conceptual Plans to the Planning Commission at their regular meeting of August 14, 2019. At that meeting the Planning Commission discussed the following topics:

- Parking
- Snow storage



- Drainage and Landscaping
- Roof overhang and Height
- Materials
- Solar access
- Snow fencing

#### **Final Plans:**

The final plans show that the applicant has addressed all of these except solar access and landscaping due to these just being discussion topics and not needing to correct it.

The design shows a second-story addition above a portion of the existing residence, as well as a new 2-3 story (two stories with a walk-out basement level) addition at the rear of the existing residence. The design is contemporary in nature, with simple forms, natural materials to complement existing materials, as well as a form and mass that is generally in keeping with adjacent residential structures on either side of Lot 5.

## **II. Summary of Process and Code Requirements:**

As noted above, the Applicants are requesting Final Plan Review by the Design Review Board of proposed development plans for a major addition. Pursuant to the Town's Design Guidelines (Appendix B), this requires a public hearing and final action by the Design Review Board to approve, approve with conditions, or deny the proposal.

Public notice was provided by virtue of posting the agenda of the regular meeting of December 11, 2019.

## **III. Zoning Analysis:**

### **Zoning**

The subject property is located within the "Old Town Character Area" Mixed-Use Zone District. The purpose of the Old Town Mixed-Use Zone District is to:

*"...provide sites for combined residential and low-impact commercial and service uses which maintain a predominantly residential appearance. This area can accommodate reasonable growth where land and services are available and when services and amenities are needed for residents and visitors."*

*- Town of Minturn Town Code Section 16-6-40*



Figure 1: Old Town Character Area Zoning Map

### Dimensional Limitations and Development Standards

The following table summarizes the lot, development and dimensional standards and limitations applicable to the subject property pursuant to Sections 16-2-40. - *General lot requirements and dimensional standards* and 16-16-20 – *Parking Required for Residential and Lodging Use*

Regulation	Allowed/Required	Proposed/Existing
Minimum Lot Area:	5,000 sq. ft.	3,125 sq. ft.
Maximum Building Height:	28 feet	27.5 feet
Minimum Front Setback:	10 feet	No Change
Minimum Side Setback:	5 feet	1 foot (north side) 2.3 feet (south side)
Minimum Rear Setback:	10 feet	10+
Maximum Lot Coverage:	40% (1,250 sq. ft.)	1,039 sq. ft. (33.2%) Existing 1,227 sq. ft. (39.3%) Proposed
Maximum Impervious Coverage:	No Limit	1,875 sq. ft. (60%) Existing 2,072 sq. ft. (66.3%) Proposed
Minimum Snow Storage Area:	5% of Driveway Area (43 sq. ft.)	42-43 Sq. ft.
Parking:	2 spaces	2 spaces

**Note:** The above calculations are based on the reported lot size .072 Acres (3,125 square foot lot) and the habitable square footage (948 square feet) listed on the Eagle County Assessor's webpage.

**.072 acre lot x 43,560 sq. ft. per acre = 3,125 sq. ft.**  
**3,125 sq. ft. x 40% (Allowable Building Coverage) = 1,250 sq. ft. allowable coverage by buildings**

#### IV. **Applicable Standards and Design Guideline Criteria:**

##### **Design**

In addition to the development standards listed above, the following general design principles are provided for reference.

##### ***Snow Storage and Orientation of Buildings and Roof Forms***

The design guidelines encourage designs that take into account snow storage and snow shed from roof structures as a result of building and roof form orientation to neighboring properties. The Applicants are proposing a butterfly and shed roof elements, and the site plan details three spots on the property that are set aside for snow storage. 5% of the parking area, and 5% of the impervious area of the front and rear yards.

##### ***Mass and Form***

The following excerpt from the Design Guidelines is applicable to the proposed garage design:

*"Buildings and improvements should complement, rather than overpower, the adjacent natural and built environment. Homes are encouraged to be sheltering in nature, with consistent setbacks from the street with prominent porches or overhanging eaves."*

*“Building mass, form, length and height shall be designed to provide variety and visual interest while maintaining a scale that is similar or compatible to adjacent structures.”*

*-Town of Minturn Design Guidelines*

Staff suggests the proposed design and scale of the proposed addition is generally complimentary to the existing single-family residential structure as well as adjacent properties and improvements.

## **V. Issues and Responses:**

### **Parking, Snow and Trash Storage:**

At the regular meeting of August 14, 2019 the Planning Commission expressed concerns about the size of the parking and snow storage. In the new plans dated November 26, 2019, the parking area has been enlarged to ensure a minimum dimension of 18' x 25'. Previous plans showed approximately 15' x 25'. With the additional area devoted to parking snow storage has also been enlarged with additional space at the rear and front yard. Additionally, the plans should be updated to show where trash bins will be stored.

### **Exterior Materials:**

The Planning Commission at the regular meeting of August 14, 2019 suggested that they break up exterior materials to create more contrast on the facades. North and South facades have been revised to show corrugated metal siding oriented vertically to provide relief from stucco.

### **Roof Design and Snow Shed:**

Planning Commissioners discussed the metal roof design with particular focus on the height of the roof and retention of snow related to neighboring properties. The applicant discussed snow fencing and heat tape during the meeting, and the final plans now show on sheet A-120 that they have added a continuous bar-style snow guard along the low perimeter of the metal roof, clipped to the standing seam.

### **Rear Building Height (East Elevation):**

The Planning Commission discussed how building height was calculated and whether the rear/East side of the building was within the height limit. The final plans clearly show building height calculations for all elevations with the rear elevation measured at 27.5 ft.

## **VI. Staff Recommendation and Suggested Conditions:**

Staff suggests that the plans for 232 Main Street do comply with applicable provisions of Chapter 16 and the Town of Minturn Design Standards (Appendix 'B') of the Minturn Town Code.

In the event the Planning Commission chooses to recommend approval of final plans, staff offers the following suggested conditions:



1. Prior to, or concurrent with, building permit submittal the applicant shall revise the site plan to show areas where trash receptacles will be stored.
2. The applicant shall provide final details and cut sheets for any exterior light fixtures. Exterior lighting should be dark sky compliant.

**Kristi L. Bloodworth, attorney at law**  
**P.O. Box 1199**  
**Minturn, CO 81645**  
**(970) 471-0650**

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November 26, 2019

Scot Hunn, Planner  
Minturn Planning Commission  
Town of Minturn  
302 Pine Street  
Minturn, CO 81645

Re: Letter of Intent for project at 232 Main Street, Minturn, CO

Dear Planning Commission:

The purpose of this letter is to express our goals for an addition to our residence located at 232 Main Street in Minturn.

I have personally owned and resided in the property for approximately 20 years. However, the property is no longer functional for the needs of our family, especially given that our son will need a larger space of his own as he grows older. Thus, we have been working with our architects on a plan that would preserve the original front cabin of the property and construct an addition on the rear of the property on the existing footprint consisting of three stories (walkout level with family room/den, main floor with large eat-in kitchen and our son's bedroom, and our upper level bedroom suite). We intend to live as a family in the property, and the plans do not include a potential lock-off for additional rental income. The addition considers solar orientation, snow and precipitation shedding with a massing that directs water away from and accumulating within the areas of decreased side yard setbacks, to a south facing area along the proposed rear addition in conformance with side yard setbacks.

The property in in question is located at 232 Main Street, within the Old Town Mixed Use Zone. We have a 25 by 125-foot nonconforming lot, which poses limitations in and of itself. Additionally, our existing residence does not meet the current setback requirements, nor is it actually even "straight" on the lot (it is set at an angle to the lot lines). Our addition will maintain the current building footprint but any extension beyond the original footprint will conform to 5 foot setback requirements.

In August, 2019, we submitted an application for conceptual review of our project. The Letter of Intent for that original submission is attached hereto as Exhibit A as a reference for additional background information. At the August 14, 2019 Planning and Zoning Commission meeting, we presented a conceptual review of our project, at which the Commission gave feedback and also requested additional attention to some particular issues, namely snow shed, parking, drainage, and exterior detailing and materials. It was

also determined that variances would not be necessary for the proposed addition, despite the presence of pre-existing nonconformities. A letter dated August 21, 2019 from Scot Hunn, Minturn Town Planner, documenting the findings and requests from the August 14<sup>th</sup> meeting is attached hereto as Exhibit B for reference.

It is our understanding that our project can be placed on the December 11, 2019 P&Z Commission agenda for final approval. However, if you have any questions before that meeting, I am happy to speak to you either by e-mail at [kristi@mybrightfuture.org](mailto:kristi@mybrightfuture.org) or via telephone at 970-471-0650.

Very truly yours,



Kristi L. Bloodworth



## DESIGN REVIEW APPLICATION

### TOWN OF MINTURN PLANNING AND ZONING DEPARTMENT

P.O. Box 309 302 Pine Street

Minturn, Colorado 81649-0309

Phone: 970-827-5645 Fax: 970-827-5545 Email: [planner@minturn.org](mailto:planner@minturn.org)

#### Project Name:

#### Project Location

Street Address:

Zoning:

Parcel Number(s):

#### Application Request:

#### Applicant:

Name:

Mailing Address:

Phone:

Email:

#### Property Owner:

Name:

Mailing Address:

Phone:

Email:

#### Required Information:

Lot Size:

Type of Residence (Single  
Family, ADU, Duplex)

# of Bedrooms

# On-site Parking Spaces

# of Stories:

Snow storage sq ft:

Building Footprint sq ft:

Total sq ft Impervious Surface:

#### Signature:

Fee Paid: \_\_\_\_\_

Date Received: \_\_\_\_\_

Planner: \_\_\_\_\_



# **DESIGN REVIEW APPLICATION**

## **SUBMITTAL CHECKLIST REQUIREMENTS (TO BE INCLUDED WITH APPLICATION)**

**Applicant**   **Staff**

☐☐

**Application Fee** (Non-Refundable application fee shall be collected)

- Design Review Board - \$200.00

☐☐

**Letter of Intent**

-- What is the purpose of the project including;

- Relevant Background
- Current Status of the Site
- All Proposed Uses and Structures
- How the Proposal Differs from what already exists
- Information regarding Easements or Dedicated Tracts, etc.

☐☐

**Vicinity Map**

-- Directional Map indicating how to get to the Property involved in the request.

- Zoning of Property

☐☐

**Improvement Location Certificate of Survey (ILC or ILS)**

☐☐

**Site Plan showing Precise Nature of the Proposed Use – To Scale**

- 
- Scaled Drawings of Proposed Design of Structure
  - Plan View and Sections
- Building Heights – all 4 directions N/S/E/W
- topography
- Building Location
- Setbacks
- River or Creek Setbacks
- Parking Plan
- Traffic Circulation
  - Location and Width of Existing and Proposed Access Points
  - Location of Existing Driveways and Intersections
- Landscaped Area – Plan
- Approximate Location of Existing Wooded Areas and Rock Outcrops
- Location and Type of Existing and Proposed Easements
- Utility Easements
- Drainage Features

☐☐

**Preliminary Building Plans and Elevations**

- Indicates Dimensions
- General Appearance
- Scale
- Interior Plan for the Buildings

☐☐

**Elements needed on the Site Plan**

- Scale
- North Arrow
- Date Prepared
- Lot Dimensions, Area, Entire Site Acreage

☐☐

**Architecture Details – Materials Board**

- Windows – Placement and Color
- Doors – Placement and Color
- Siding – Type and Color
- Roof Material – Type and Color
- Paint Color

# PLANNING COMMISSION DESIGN REVIEW PROCESS

Applicants requesting a Design Review Board, Planning and Zoning Commission, and/or Town Council Review must submit to a pre-submittal conference and complete a formal application. The pre-submittal review process is completed within a period of 14 working days depending on the day of pre-submittal. The pre-submittal review provides valuable information regarding Town requirements for the formal application.

## The Town Planner shall have the following powers and duties:

- **Zoning Compliance** – To review, consider, and approve, approve with conditions, or deny applications for building permits, limited use permits, conditional use permits, and temporary use permits based on compliance with this Section.
- **Process Applications** – To receive applications for development permits for processing pursuant to the terms of Section 16 of the Minturn Municipal Code.

## Planning Commission as Design Review Board

### Powers and Duties

The Planning Commission is hereby established as the Town of Minturn Design Review Board. The Design Review Board shall have the following powers and duties under the provisions of this Code.

1. To prepare, or cause to be prepared or amended, the Design Review Standards and Guidelines or any element or portion thereof, for adoption by the Town Council.
2. To hear, review, consider and approve, approve with conditions, or disapprove applications for Design Review Approval.
3. To hear and decide upon appeals on design review decisions made by the Zoning Administrator.

### Board Procedure

The Town staff will forward applications (other than minor design applications), and recommendations, to the DRB.

The DRB shall review the application and supporting material submitted by the applicant, as well as the staff recommendation. After review, the DRB, through a formal motion, seconded and passed by a majority of the members present, shall take one of the following courses of action:

1. **Table the application.** The application may be tabled for a period not to exceed thirty (30) days if the application is incomplete or if the DRB determines that changes are required to bring the application into compliance with design standards and guidelines or other regulations of the Town. The Board may specify additional requirements for the applicant is to bring to the future meeting. These requirements may include additional information necessary to determine whether the application complies with all zoning, building, design codes adopted by the Town, and may include plans, reports, surveys or other documents completed by registered architects, surveyors, engineers or other professionals in order to indicate conformance with such codes. The DRB may also table the application if it determines that changes in the application are required which would bring the proposed project into compliance with zoning, building, design codes, and other regulations of the Town.
2. **Conceptual/Preliminary approval.** The DRB may grant conceptual approval to applicants who in a general fashion appear to meet design and other regulations of the Town but submit applications inadequate to warrant final approval. Conceptual approvals are also appropriate where a complete application has not been submitted, or where an applicant wishes to obtain a preliminary review of a sketch plan. A conceptual approval does not deem final approval of an application, nor does it deem that an application conforms to design or other regulations, nor shall it bind the DRB to grant final approval to a completed or final application.
3. **Disapproval of application.** If an application is found to conflict with the purposes and/or any one (1) or more of the design guidelines, codes or any other regulations of the Town, the DRB shall disapprove the application. Any disapproval shall be in writing and shall specifically describe the reasons upon which the disapproval is based.

- 4. Approval of application.** If the application is complete and is found to comply with the design standards and guidelines, codes and other regulations of the Town, the DRB shall approve the project. The DRB shall keep a record of all such approvals, and the applicant should keep a copy of the approval. The DRB may approve an application with conditions or modifications. The DRB shall not approve an application that does not meet the requirements of the Town or any other provision required to ensure compliance with the design standards and guidelines, codes and other regulations of the Town.

***If a motion for approval, for conceptual approval, or to table an application results in a tie vote, the motion will fail.***

## **DESIGN REVIEW CRITERIA**

### **1. SITE DESIGN**

Site planning involves the design and location of buildings and other improvements on a property. General principles include the maximization of site attributes such as views and solar orientation while minimizing adverse impacts to adjacent properties and natural features. Design of the building(s) shall consider the following criteria:

#### **a. Natural Features**

##### **(1) Topography**

A building site that is flat or gently sloping at less than 10% shall comply with applicable minimum standards for setbacks as defined in Chapter 16.

A building site that slopes at greater than 10% is urged to consider “stepping” the structure rather than grading the site to allow for traditional building layout. The intent is to avoid large cuts and/or fills as well as retaining walls, and to avoid the need for additional erosion control measures.

Setbacks may be increased for lots that slope greater than 30%.

##### **(2) Water Bodies**

Setbacks from water bodies shall include consideration of the Eagle River, tributary creeks, ponds, and wetlands. In addition to the regulatory setbacks, the Town of Minturn encourages conformance with the Eagle River Watershed Plan and sensitive design to protect the riparian areas and to utilize the water bodies for passive recreational purposes. The Town discourages “turning your back” on the Eagle River, one of Minturn’s greatest assets.

Site grading and drainage plans shall be submitted with design review applications that are adjacent to or within fifty (50) feet of a water body.

#### **b. Orientation**

The orientation of improvements shall consider adjacent properties as well as snow storage, snow shedding, and solar orientation. Another important component of orientation is drainage impact to adjacent properties, water bodies and streets.

##### ***Snow Storage, Snow Shedding and Solar Orientation***

The atmospheric and weather-related elements common of the Town of Minturn justify the added dimension of siting improvements to minimize the impact of the environment.

Adequate snow storage area(s) or provisions for removal shall be provided. The total area may be broken up or provided as a whole. Location within the required setbacks shall be permitted provided it does not impede adequate and safe access to the structure(s). Landscape areas may also be used for snow storage purposes.

Snow shedding shall be considered in the use of material and pitch of the roof, as well as the location of windows, door and walkways. In no case shall snow shedding be permitted to occur onto an adjacent property.

Solar orientation shall be considered in the siting of the structures as well as in the landscaping of the lot or parcel. Orientation of the structure, as well as placement of trees, can be utilized to block prevailing winds in the winter and to provide shade in the summer. The structure should be placed on the lot in a manner that will not cast substantial



shadows over adjacent properties. Walkway and driveway location shall consider snowmelt in determining their location. These considerations include locating driveways, walkways, and structures, so that they are sheltered from the wind, and oriented to the east or south, where possible, to aid quicker snow and ice melt.

The front of the structure and its primary entrance shall be oriented to the street.

### **c. Massing and Scale**

A simple central form with additive features shall be designed. This style creates visual interest and is appropriate for the community due to its compatibility with existing structures.

Buildings and improvements should complement, rather than overpower, the adjacent natural and built environment. Homes are encouraged to be sheltering in nature, with consistent setbacks from the street with prominent porches or overhanging eaves.

Building mass, form, length and height shall be designed to provide variety and visual interest while maintaining a scale that is similar or compatible to adjacent structures.

## **2. ARCHITECTURAL ELEMENTS**

### **a. Roof Pitch and Form**

Roofs are a very prominent visual element and can be used to provide strong unifying characteristics between buildings. The use of consistent roof form, materials, slope and direction can create a cohesive appearance to a neighborhood even when the architectural styles vary. Roof pitch and form are an important element of building design in the Town.

The incorporation of dormers into the roof form can be utilized to provide individual identity and to create and delineate upper living areas or lofts. Dormer roofs shall be similar in slope and material with the primary roof form. See Illustration.

Roofs shall be designed with consideration to snow accumulation and shedding. Entryways, garages and pedestrian areas shall be protected from potential snow shedding.

Chimneys may also be utilized as a unifying element. The size, location, and shape of chimney can be mimicked to provide a common feature in adjacent structures that have different architectural styles.

### **b. Facade**

Vast expanses of a blank facade are not considered appropriate in Minturn due the mass and scale of the existing buildings in the Town. Therefore, facades must be interrupted every 15' at minimum. This interruption can occur through the use of projections and recessions for doors and windows, balconies or porches or any other element that creates visual interest. The use of architectural elements such as horizontal and vertical architectural details and floor articulation (delineation of 'floors' in a building) can be utilized to create a vertical human scale to the structure.

Windows and doors offer the opportunity to provide individual character and refinement of scale by introducing openings and patterns on otherwise blank walls. Consideration should be given to locating doors and windows in order to establish symmetry on primary facades, while being responsive to interior functions and views. The location of windows and doors can also be utilized as a unifying element with adjacent structures.

In order to maintain a smaller scale and to avoid the use of vast expanses of large windows, window openings should be composed of multiple panes of glass that are consistent with the scale of the building. Mirrored or reflective glass is prohibited.

Shutters and window boxes are encouraged to create visual interest and to reinforce the Town ambiance.

### **c. Building Details**

The requirement for a simple building form allows for the introduction of building details to create character and interest. These details may include elements such as accents to doors and windows, porches, gates, dormers and chimneys.

## **3. MATERIALS AND SCREENING**

### **a. Materials**

The use of building materials is essential to the design and appearance of a structure, therefore the use of materials is indicative of the adjacent community character. Materials shall be consistent with adjacent properties and the natural environment. The Town of Minturn does not seek to limit or prohibit the use of specific building materials,

however the use of non-reflective materials are strongly encouraged. Highly reflective roofing materials are not allowed.

The historic character of Minturn is exhibited in the use of wood siding and native stone, therefore the use of these particular materials are encouraged. Many modern equivalents can be found which mimic the natural materials, and the Design Review Board may approve such materials if their appearance is found to be compatible with adjacent material and consistent with the intent of these standards and guidelines.

#### **b. Streetscape and Landscape Design**

Small towns evoke many images, but one that appears to be consistent with many residents is the neighborliness of the area. Porches, plaza, parks and simply strolling down the street allow neighbors and visitors to meet and greet each other and to get to know one another. The Town encourages the man-made elements that promote these activities, and in some instances the Design Review Board shall require the provision of streetscape improvements to encourage and reinforce the small town atmosphere.

Porches and awnings are encouraged for all residential design as these elements create and encourage a human scale that is consistent with the small town image. Commercial structures, particularly those that are located in renovated residential units, shall maintain these elements and incorporate the use of pedestrian walkways, street furniture such as benches and trashcans where possible. Commercial developments that exceed 2500 square feet of gross leasable area shall be required to provide a plaza area that incorporates these elements.

Landscape standards are defined in Section 16.17.14, 15 and 16 and shall be reviewed with all applications for design review. Compliance with the minimum standards defined within those sections shall be required. The Design Review Board shall review the list of plant material to be utilized, particularly for determination of irrigation requirements. Exhibit B lists plant materials that are suitable for use in the Town, drought-resistant and therefore their use is encouraged. Other plant materials listed that require substantial water and therefore the Design Review Board may require the provision of an irrigation system and the provision of collateral to assure its completion.

#### **c. Screening**

Both residential and commercial areas within the Town shall be required to screen certain visually obtrusive areas, including, but not limited to, refuse storage, general storage, loading areas, mechanical equipment and parking areas.

The screening may occur with landscaping, compliant with Section 16.17.14, 15 and 16, or these uses may be screened with fencing or by containing the uses within a structure or parapet walls. Fences shall not exceed 3-feet in height for opaque fences and 4 feet in height for fences with you can see through. Higher fences may be used to screen the sides and rear of the lot but should not exceed 6 feet in height. In no case shall a fence or screening structure obstruct a driver's view of an intersection.

**Additional information regarding the Design Review processes and guidelines including the Character Areas can be found in Chapter 16, Appendix B of the Minturn Town Code.**



CLIENT:

KRISTI BLOODWORTH &  
NATHAN PARRISH

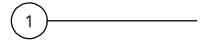
232 MAIN ST.  
MINTURN, CO 81645

CONSULTANTS:

ABBREVIATIONS			
A.C. TILE	ACOUSTIC TILE	LAM.	LAMINATE
ADJ.	ADJUSTABLE	LAV.	LAVATORY
AGGR.	AGGREGATE	LT.	LIGHT
ALUM.	ALUMINUM	LVR.	LOCKER
L	ANGLE	L.V.	LOW VOLTAGE
	APPROXIMATE/	M.H.	MANHOLE
ARCH.	APPROXIMATELY	MFR.	MANUFACTURER
A.D.	ARCHITECTURAL	M.D.	MASONRY OPENING
ASB.	AREA DRAIN	MAX.	MAXIMUM
ASPH.	ASBESTOS	MECH.	MECHANICAL
@	AT	M.C.	MEDICINE CABINET
		MEMB.	MEMBRANE
BM.	BEAM	MTL.	METAL
BITUM.	BITUMINOUS	MIN.	MINIMUM
BLK.	BLOCK	MIR.	MIRROR
BLKG.	BLOCKING	MISC.	MISCELLANEOUS
BD.	BOARD	MOD.	MODIFIED
BOT.	BOTTOM	MTD.	MOUNTED
BUDG.	BUILDING	MUL.	MULLION
		NOM.	NOMINAL
CAB.	CABINET	N.	NORTH
C.I.	CAST IRON	N.I.C.	NOT IN CONTRACT
C.B.	CATCH BASIN	N.T.S.	NOT TO SCALE
CFRG.	CONFIGURE	#	NUMBER
CLKG.	CAULKING		
CLG.	CEILING	OBS.	OBSCURE
CEN.	CEMENT	OFF.	OFFICE
CTR.	CENTER	O.C.	ON CENTER
CER.	CERAMIC	OPNG.	OPENING
C.T.	CERAMIC TILE	OPP.	OPPOSITE
CLR.	CLEAR	O.D.	OUTSIDE DIAMETER
C.O.	CLEAR OPENING	O.A.	OVERALL
COL.	COLUMN		
COM.	COMPACT	PR.	PAIR
CONC.	CONCRETE	P.T.D.	PAPER TOWEL
CONN.	CONNECTION		
CONSTR.	CONSTRUCTION	P.T.D./R.	PAPER TOWEL DIS- PENSER & RECEP- TACLE COMBINATION
CONT.	CONTINUOUS/		
	CONTINUE	P.T.R.	PAPER TOWEL
CORR.	CORRIDOR		
CNTR.	COUNTER	PRTN.	PARTITION
CTSK.	COUNTERSUNK	PRMTR.	PERIMETER
		PLAS.	PLASTER
DBL.	DOUBLE	PL. LAM.	PLASTIC LAMINATE
DEPT.	DEPARTMENT	PL.	PLATE
DET.	DETAIL	PLMBG.	PLUMBING
Ø	DIAMETER	PLYWD.	PLYWOOD
DIM.	DIMENSION	PT.	POINT
		PRCST.	PRECAST
D.O.	DOOR OPENING		
DN.	DOWN	P.T.WD.	PRESSURE TREATED WOOD
DS.	DOWNSPOUT		
DWG.	DRAWING	Q.T.	QUARRY TILE
D.F.	DRINKING FOUNTAIN		
D.S.P.	DRY STANDPIPE	RAD.	RADIUS
		R.W.L.	RAIN WATER LEADER
EA.	EACH	RCPT.	RECEPTACLE
E.	EAST	REF.	REFERENCE/REFER
E.W.C.	ELECTRIC WATER	REFG.	REFRIGERATOR
ELEC.	ELECTRICAL	RGTR.	REGISTER
E.P.	ELECTRICAL PANEL	REINF.	REINFORCED
	BOARD	REQ.	REQUIRED/
EL.	ELEVATION		REQUIREMENTS
ELEV.	ELEVATOR	RESIL.	RESILIENT
EMER.	EMERGENCY	RS.	RISER
ENCL.	ENCLOSURE	R.D.	ROOF DRAIN
EQ.	EQUAL	RM.	ROOM
EQUIP.	EQUIPMENT	R.O.	ROUGH OPENING
EXST.	EXISTING	ROT.	ROTATE
EXP.	EXPANSION	SCH.	SCHEDULE
E.J.	EXPANSION JOINT	SCHED.	SCHEDULE
EXPO.	EXPOSED	SECT.	SECTION
EXT.	EXTERIOR	S.S.	SERVICE SINK
		S.S.S.	SERVICE SINK
F.O.C.	FACE OF CONCRETE	SHT.	SHEET
F.O.F.	FACE OF FINISH	SH.	SHELF
F.O.S.	FACE OF STUDS	SHWR.	SHOWER
FT.	FEET	SIM.	SIMILAR
FIN.	FINISH	S.D.	SOAP DISPENSER
F.O.	FINISH OPENING	S.C.	SOLID CORE
F.A.	FIRE ALARM		
F.E.C.	FIRE EXTINGUISHER	SPEC.	SPECIFICATION
	CABINET	SQ.	SQUARE
F.H.C.	FIRE HOSE CABINET	SST.	STAINLESS STEEL
FPWF.	FIRE PROOF	STD.	STANDARD
FLSHG.	FLASHING	STA.	STATION
F.B.	FLAT BAR	STL.	STEEL
FLH.	FLOOR	STOR.	STORAGE
F.D.	FLOOR DRAIN	STRUC.	STRUCTURAL
FLUOR.	FLUORESCENT	SUSP.	SUSPENDED
FT.	FOOT	SYM.	SYMMETRICAL
FTG.	FOOTING		
FDN.	FOUNDATION	TER.	TERRAZZO
F.S.	FULL SIZE	TERM.	TERMINATE
FRG.	FURRING	TH.	THICK
FUT.	FUTURE	T.O.	TOP OF
		T.O.C.	TOP OF CURB
		T.O.P.	TOP OF PAVEMENT
GALV.	GALVANIZED	T.O.W.	TOP OF WALL
GA.	GAUGE	T.B.	TOWEL BAR
G.B.	GRAB BAR	T.B.D.	TO BE DETERMINED
GL.	GLASS/GLAZING	TRO.	TREAD
GR.	GRADE	TYP.	TYPICAL
GND.	GROUND		
G.W.B.	GYPSTUM WALLBOARD	U.N.D.	UNLESS NOTED OTHERWISE
H.C.	ACCESSIBLE		
HDWR.	HARDWARE	V.I.F.	VERIFY IN FIELD
HDWD.	HARDWOOD	VERT.	VERTICAL
HT.	HEIGHT	VEST.	VESTIBULE
H.M.	HOLLOW METAL		
HORIZ.	HORIZONTAL	W.C.	WATER CLOSET
H.B.	HOSE BIBB	WP.	WATERPROOF
HR.	HOSE	WT.	WEIGHT
		W.	WEST
I.D.	INSIDE DIAMETER	WDW.	WINDOW
INSUL.	INSULATION	W.	WITH
INT.	INTERIOR	W/O	WITHOUT
		WD.	WOOD
JT.	JOINT		
J-BOX	JUNCTION BOX		

## GRAPHIC SYMBOLS

GRID BUBBLE



SECTION SYMBOL



DETAIL BUBBLE



ELEVATION CALLOUT



REVISION



ROOM NUMBER



SCHEDULE CALLOUT



HEIGHT CALLOUT



DOOR NUMBER



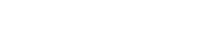
WINDOW NUMBER



DATUM SYMBOL



BREAK LINE



CENTER LINE



FINISH FLOOR/  
FINISH ROOF LEVEL



FINISH SLAB LEVEL



WALL TYPE



## MATERIAL SYMBOLS

NOT IN CONTRACT (BY OTHERS)

EXISTING WALL

NEW WALL

TO BE DEMOLISHED

EARTH

BEDROCK

RIGID INSULATION

BATT INSULATION

IRON

STEEL

BRONZE, BRASS, COPPER

PLASTIC, RUBBER

FIRE, REFRACTORY BRICK

STONE

LEAD, ZINC, MAGNESIUM

ALUMINUM

PLYWOOD

CONCRETE

CMU, BRICK, MASONRY

GYPSTUM, EXT. PLASTER (STUCCO)

## APPLICABLE CODES & REGULATIONS

1. ALL WORK SHALL CONFORM TO THE REQUIREMENTS OF THE TOWN OF MINTURN MUNICIPAL CODE INCLUDING THE ADOPTION, AMENDMENTS AND MODIFICATIONS SPECIFICALLY PERTAINING TO:  
a. CHAPTER 16 ZONING  
b. CHAPTER 18 BUILDING REGULATIONS ADOPTING INTERNATIONAL RESIDENTIAL CODE, 2015 EDITION W/REFERENCES TO OTHER 2015 INTERNATIONAL CODE COUNCIL PUBLICATIONS  
c. APPENDIX B DESIGN STANDARDS AND GUIDELINES

## DESIGN CRITERIA

2. OCCUPANCY TYPE = R-3, SINGLE FAMILY

a. NET, HABITABLE AREA = 2022 nsf

2.1 CONSTRUCTION TYPE = V-B

2.2 CLIMATIC & GEOGRAPHIC CRITERIA=

a. CLIMATE ZONE = 6A

b. FROST DEPTH = 48"

c. ROOF SNOW LOAD = 100 psf FOR ROOF PITCH LESS THAN 4:12; 80 psf FOR ROOF PITCH 4:12 AND GREATER

d. WINTER DESIGN TEMP. = -15°F

e. AIR FREEZING INDEX = 2000

f. MEAN ANNUAL TEMP. = 45°F

g. WEATHERING = SEVERE

h. TERMITE = NONE TO SLIGHT

i. WIND DESIGN SPEED = 90 MPH W/NO TOPOGRAPHIC EFFECT

j. SEISMIC DESIGN CATEGORY = B

k. FLOOD HAZARD = PER FEMA 2007

## VICINITY MAP (NOT TO SCALE)



## BLOODWORTH / PARRISH RESIDENCE

SHEET #	SHEET TITLE	SCALE
T-100	TITLE SHEET	N.T.S.
-	IMPROVEMENT LOCATION CERTIFICATE W/TOPO	1"=10'
A-100	SITE PLAN	1/8"=1'-0"
A-101	LANDSCAPE & GRADING PLAN	1/8"=1'-0"
A-102	EXISTING VS PROPOSED SITE PLAN	1/8"=1'-0"
A-110	DEMOLITION FLOOR PLANS	1/4"=1'-0"
A-120	FLOOR PLANS	1/4"=1'-0"
A-200	EXTERIOR ELEVATIONS	1/4"=1'-0"
A-300	BUILDING SECTIONS	1/4"=1'-0"
A-400	MASSING DIAGRAMS	N.T.S.
A-410	RENDERINGS W/MATERIAL SELECTIONS	N.T.S.
A-411	MATERIAL SCHEDULE	N.T.S.

REVISIONS:

	07/01/2019	VARIANCE APP.
1	11/05/2019	DD PROGRESS SET
2	11/26/2019	P&Z DESIGN REVIEW

SEAL & SIGNATURE:

PROJECT:

BLOODWORTH / PARRISH  
RESIDENCE

232 MAIN ST.  
MINTURN, CO 81645

DRAWING TITLE:

## TITLE SHEET

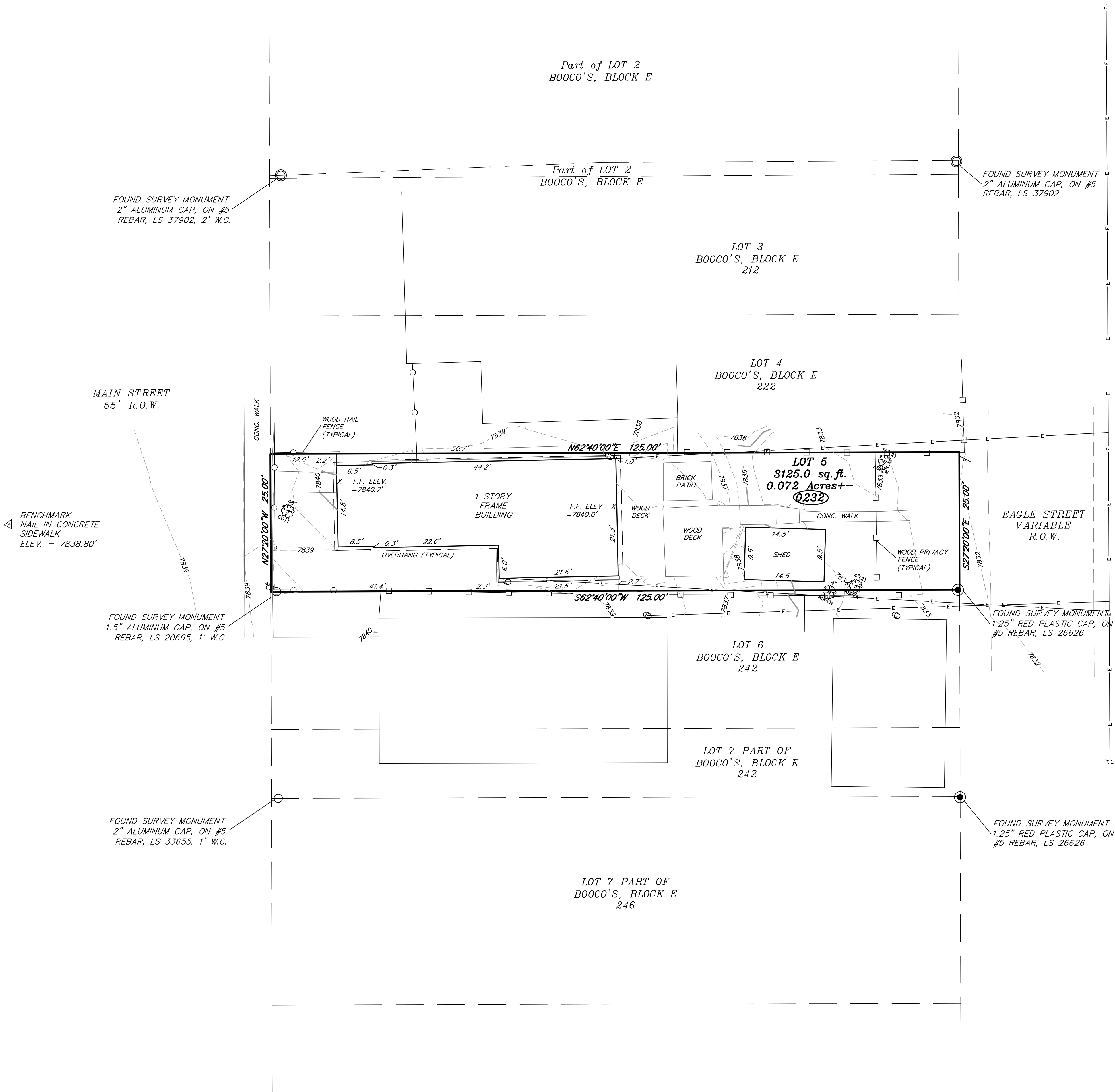
DATE:	11/26/2019
PROJECT:	023
DWG BY:	CHK BY:
SCALE:	AS NOTED
DWG NO:	

T-100

OF



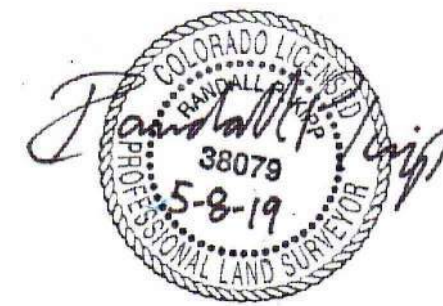
IMPROVEMENT LOCATION CERTIFICATE  
WITH TOPOGRAPHY  
LOTS 5, BLOCK E, Booco's Addition  
To The Town of Minturn  
County of Eagle, State of Colorado



**PROPERTY DESCRIPTION:**  
LOTS 5, BLOCK E, BOOCO'S ADDITION TO THE TOWN OF MINTURN, ACCORDING TO THE FINAL PLAT RECORDED FEBRUARY 14, 1891, UNDER RECEPTION NO. 9109 AT THE EAGLE COUNTY CLERK AND RECORDERS OFFICE, COUNTY OF EAGLE, STATE OF COLORADO.

- NOTES:**
- 1) DATE OF SURVEY: May 7, 2019
  - 2) STREET ADDRESS: 232 MAIN STREET (Posted)
  - 3) Location of Improvements, lot lines, setback lines, and easements are based upon the aforesaid Final Plat, and Survey Monuments found at the time of the survey as shown hereon. No Title commitment was used to aid this survey. This survey does not constitute a boundary survey nor any investigation into record easements or encumbrances associated with this property.
  - 4) This is not a monumented survey, Land Survey Plat, or Improvement Survey plat. No boundary resolution was performed in making this survey. All lot lines, setback lines, and easement lines shown hereon should be considered approximate and should not be relied upon for the placement of any future improvements.
  - 5) Benchmark: Nail in concrete sidewalk - Assumed Elevation = 7838.8'
  - 6) 1' Contours shown hereon.
  - 7) Notice: According to Colorado Law you must commence any legal action based upon any defect in this survey within three years after you first discover such defect, in no event, may any action based upon any defect in this survey be commenced more than ten years from the date of certification shown hereon.

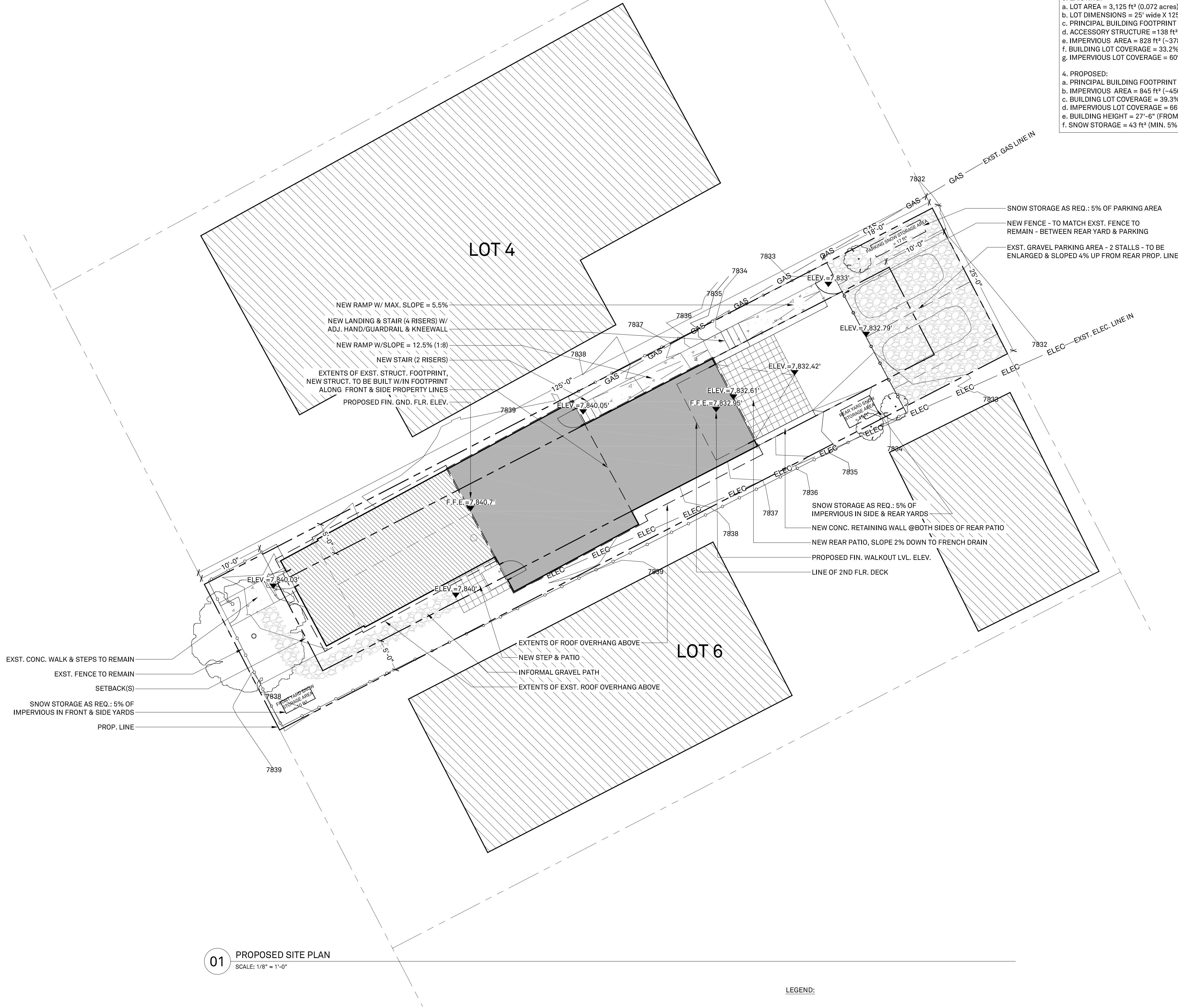
**CERTIFICATION:**  
I hereby certify that this Improvement Location Certificate was prepared for Nathan Parish, Kristi and Haydon Bloodworth, and this is NOT a Land Survey Plat or Improvement Survey Plat, and that it is not to be relied upon for the establishment of fence, building, or other future improvements lines. This certificate is valid only for use by Nathan Parish, Kristi and Haydon Bloodworth and describes the parcels appearance on May 7, 2019.  
I further certify that the improvements on the above described parcel on this date, May 7, 2019, except utility connections, are entirely within the boundaries of the parcel, except as shown, that there are no encroachments upon the described premises by improvements on any adjoining premises, except as indicated, and that there is no apparent evidence or sign of any easement crossing or burdening any part of said parcel, except as noted



Randall P. Kipp P.L.S. #38079  
Colorado Professional  
Land Surveyor

IMPROVEMENT LOCATION CERTIFICATE WITH TOPOGRAPHY LOT 5, BLK E, BOOCO'S ADDITION To The Town of Minturn Town of Minturn, County of Eagle, State of Colorado	
JOB NO.: 19112	DATE: 5-08-2019
SHEET 1 OF 1	DWG NAME: 19112 LOT5 BOOCO ILC
<b>KIPP LAND SURVEYING</b> RANDY KIPP P.L.S. P.O. Box 3154 Eagle, CO 81631 (970) 390-9540 email: randy@kipplandsurveying.com web: kipplandsurveying.com	





SITE & BUILDING INFO	
1. PROPERTY:	LOT 5, 80000'S, BLOCK E, 232
2. ZONING INFO:	
a. OLD TOWN MIXED-USE DISTRICT	
b. SETBACKS = 10' FRONT & REAR, 5' SIDE	
c. MAX. BUILDING HEIGHT = 28'	
d. BUILDING LOT COVERAGE >= 40%	
e. IMPERVIOUS LOT COVERAGE >= NOT SPECIFIED FOR MIXED-USE (50% FOR RESIDENTIAL)	
3. EXISTING:	
a. LOT AREA = 3,125 ft² (0.072 acres)	
b. LOT DIMENSIONS = 25' wide X 125' deep	
c. PRINCIPAL BUILDING FOOTPRINT = 901 ft²	
d. ACCESSORY STRUCTURE = 138 ft² (TO BE REMOVED)	
e. IMPERVIOUS AREA = 828 ft² (~378 ft² GRAVEL PARKING AREA INCLUDED)	
f. BUILDING LOT COVERAGE = 33.2%	
g. IMPERVIOUS LOT COVERAGE = 60%	
4. PROPOSED:	
a. PRINCIPAL BUILDING FOOTPRINT = 1,227 ft²	
b. IMPERVIOUS AREA = 845 ft² (~450 ft² GRAVEL PARKING AREA INCLUDED)	
c. BUILDING LOT COVERAGE = 39.3%	
d. IMPERVIOUS LOT COVERAGE = 66%	
e. BUILDING HEIGHT = 27'-6" (FROM REAR PATIO TO MIDPOINT OF ROOF)	
f. SNOW STORAGE = 43 ft² (MIN. 5% OF IMPERVIOUS PARKING & SETBACK AREAS = ~845 ft²)	

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CLIENT:

KRISTI BLOODWORTH &  
NATHAN PARRISH

232 MAIN ST.  
MINTURN, CO 81645

CONSULTANTS:

REVISIONS:		
	07/01/2019	VARIANCE APP.
1	11/05/2019	DD PROGRESS SET
2	11/26/2019	P&Z DESIGN REVIEW

SEAL & SIGNATURE:

PROJECT:

BLOODWORTH / PARRISH  
RESIDENCE

232 MAIN ST.  
MINTURN, CO 81645

DRAWING TITLE:

PROPOSED  
SITE PLAN

DATE:	11/26/2019
PROJECT:	023
DWG BY:	CHK BY:
SCALE:	AS NOTED
DWG NO:	

A-100.00

OF

CLIENT:

KRISTI BLOODWORTH &  
NATHAN PARRISH

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CONSULTANTS:

REVISIONS:  
11/26/2019 P&Z DESIGN REVIEW

SEAL & SIGNATURE:

PROJECT:

BLOODWORTH / PARRISH  
RESIDENCE

232 MAIN ST.  
MINTURN, CO 81645

DRAWING TITLE:

PROPOSED  
LANDSCAPE &  
GRADING PLAN

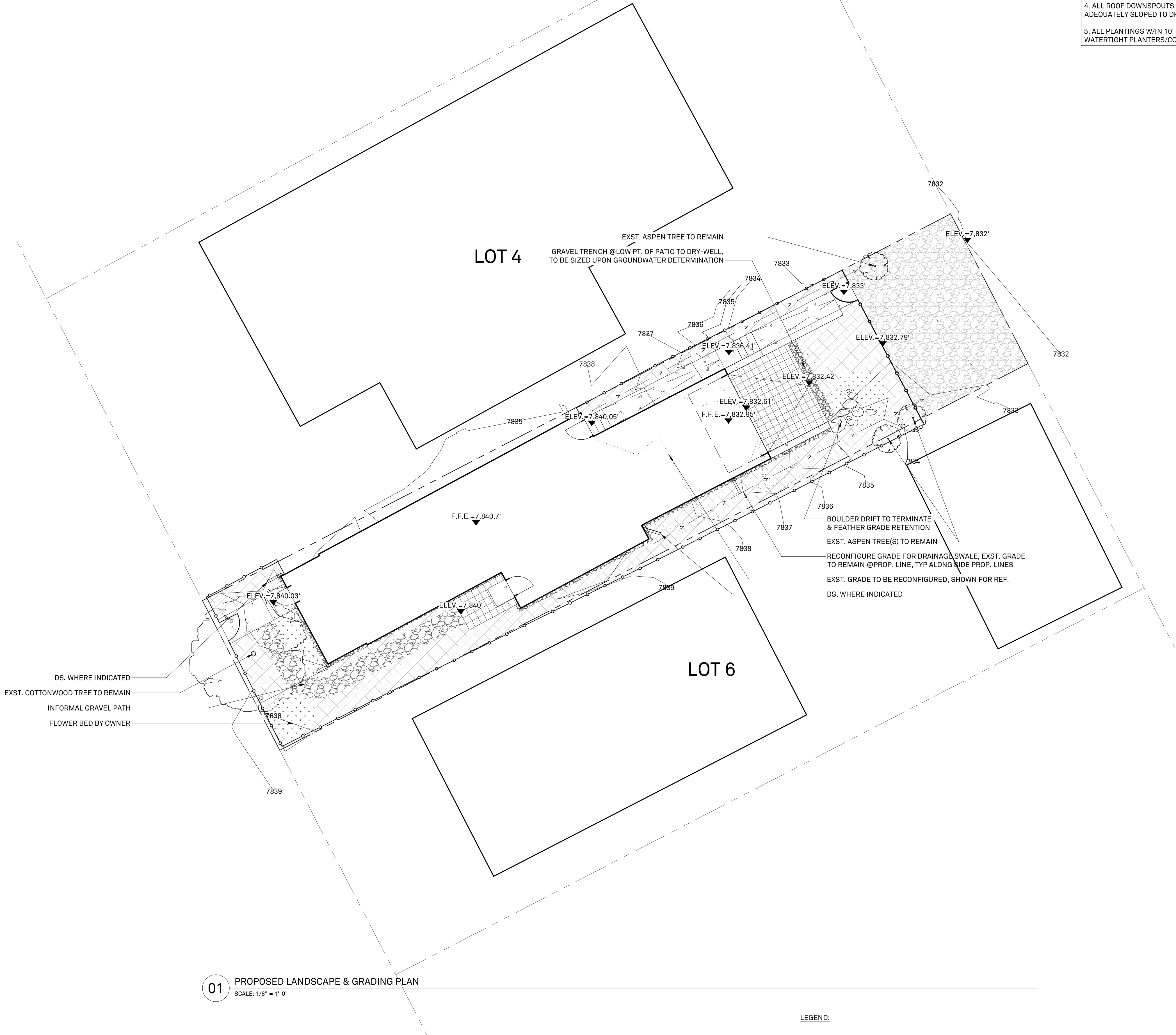
DATE: 11/26/2019  
PROJECT: 023  
DWG BY: CHK BY:  
SCALE: AS NOTED  
DWG NO:

A-101.00

OF

### GENERAL INFO

1. DETAILS OF SURFACE/SUBSURFACE WATER DETENTION SYSTEMS - FRENCH DRAINS ALONG FOUNDATIONS & DRY-WELL @REAR PATIO - TO BE DETERMINED UPON CONFIRMATION OF GROUNDWATER CONDITION.
2. ALL PERVIOUS GRADE W/IN 10' OF PERIMETER FND. WALLS SHALL SLOPE AWAY TO DRAIN @MIN. SLOPE OF 5%.
3. ALL IMPERVIOUS SURFACES - WALKWAYS, PATIOS, ETC. - SHALL SLOPE AWAY FROM STRUCT. TO DRAIN @MIN. SLOPE OF 2%. MAX. SLOPES SHALL BE USED TO PREVENT PONDING.
4. ALL ROOF DOWNSPOUTS SHALL BE EXTENDED AWAY & DISCHARGE ONTO GRADE ADEQUATELY SLOPED TO DRAIN AWAY FROM STRUCT.
5. ALL PLANTINGS W/IN 10' OF STRUCT. REQUIRING IRRIGATION SHALL BE PLACED IN WATERTIGHT PLANTERS/CONTAINERS.



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SEAL & SIGNATURE:

PROJECT:

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RESIDENCE

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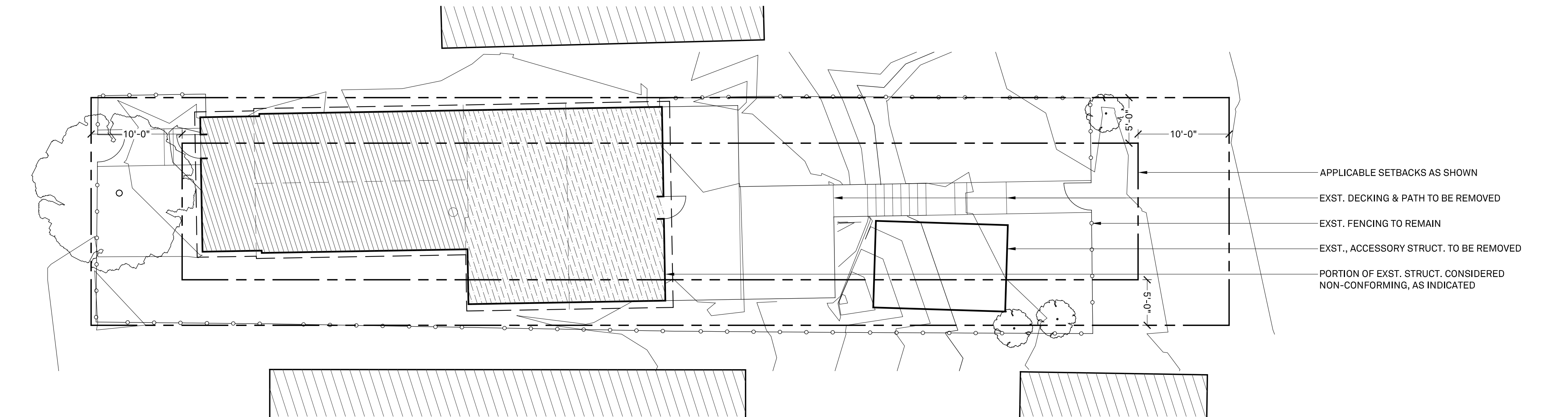
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EXISTING VS  
PROPOSED SITE  
PLANS

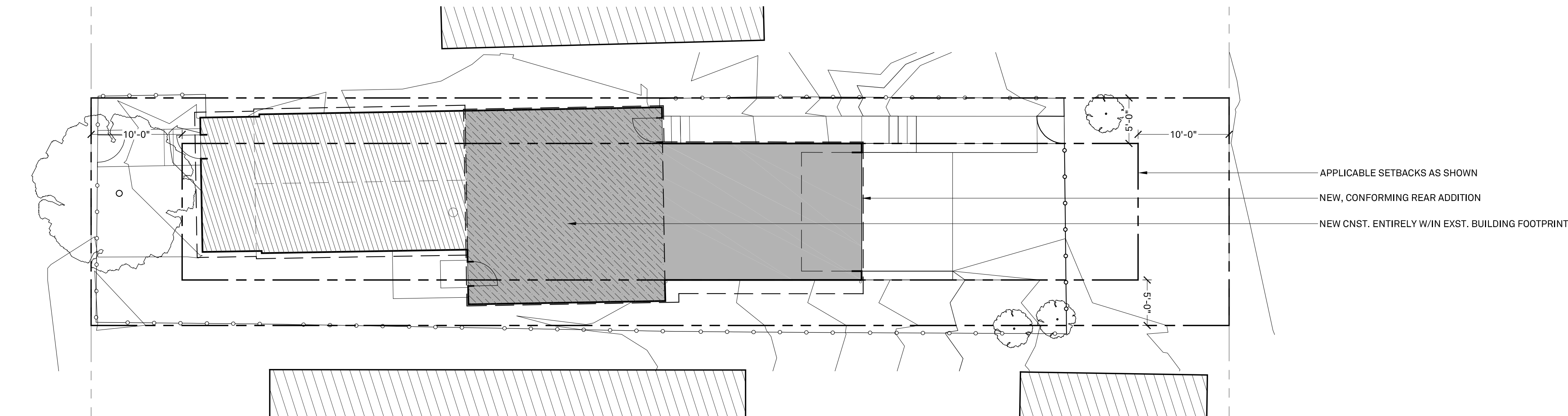
DATE:	11/26/2019
PROJECT:	023
DWG BY:	CHK BY:
SCALE:	AS NOTED
DWG NO:	

A-102.00

OF



01 EXISTING SITE PLAN  
SCALE: 1/8" = 1'-0"

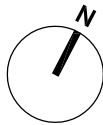


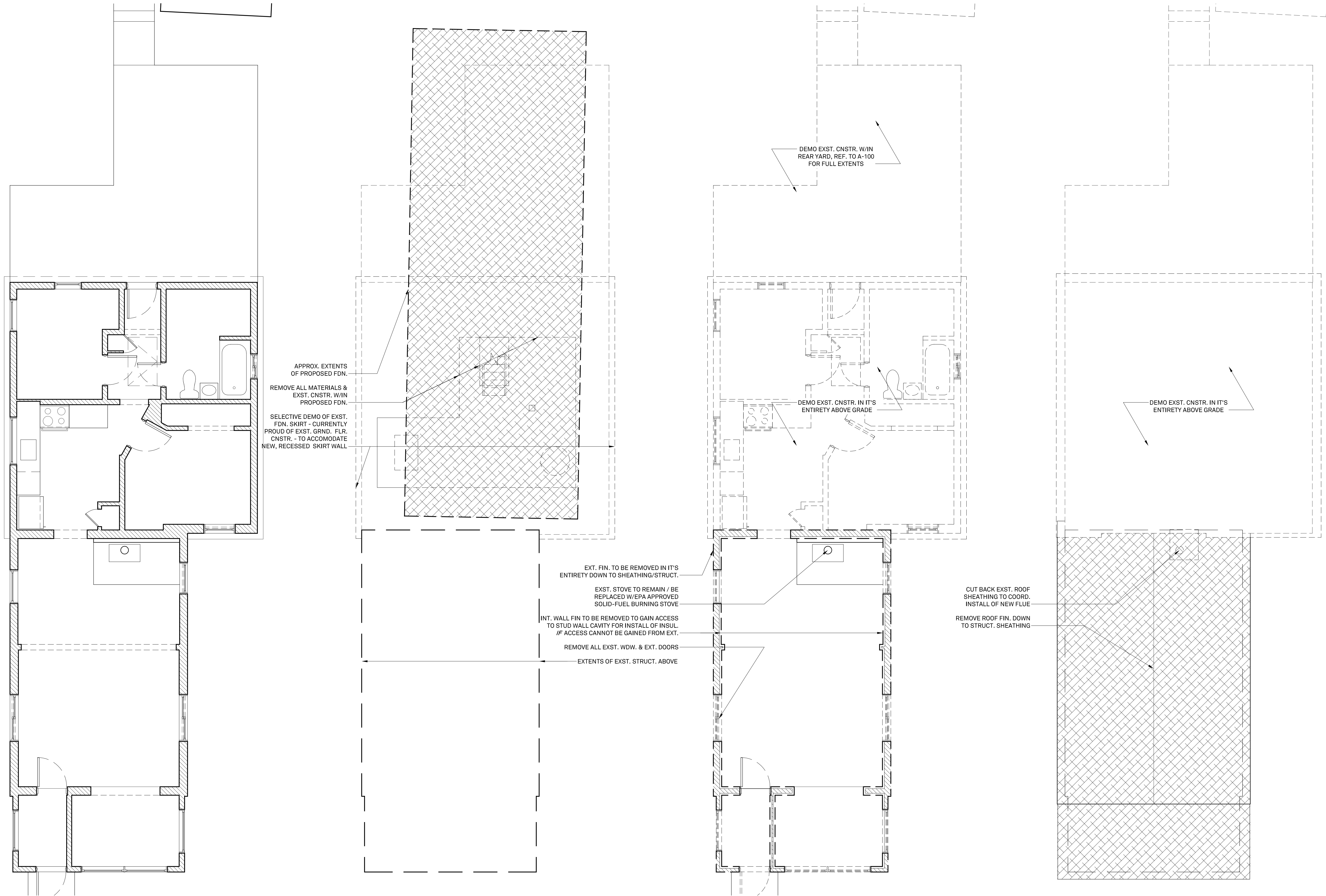
02 PROPOSED SITE PLAN  
SCALE: 1/8" = 1'-0"

LEGEND:

EXST. STRUCT. TO REMAIN	EXST. STRUCT. TO BE REPLACED	PROPOSED STRUCT.	NOT IN SCOPE
-------------------------	------------------------------	------------------	--------------

0 4' 8' 16'





**GENERAL NOTES**  
1. CNSTR. TO BE DEMOLISHED SHALL OCCUR IN A MANNER TO NOT ADVERSELY IMPACT EXST. CNSTR. TO REMAIN & ADJ. PROPERTIES.

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NATHAN PARRISH**  
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CONSULTANTS:

REVISIONS:  
11/05/2019 DD PROGRESS SET  
1 11/26/2019 P&Z DESIGN REVIEW

SEAL & SIGNATURE:

PROJECT:  
**BLOODWORTH / PARRISH  
RESIDENCE**  
**232 MAIN ST.  
MINTURN, CO 81645**

DRAWING TITLE:  
**DEMOLITION  
FLOOR  
PLANS**

DATE: 11/05/2019  
PROJECT: 023  
DWG BY: CHK BY:  
SCALE: AS NOTED  
DWG NO:

**A-110.00**  
OF

01 EXISTING GROUND FLOOR PLAN (REFERENCE ONLY)  
SCALE: 1/4" = 1'-0"

02 DEMO CELLAR FLOOR PLAN  
SCALE: 1/4" = 1'-0"

03 DEMO GROUND FLOOR PLAN  
SCALE: 1/4" = 1'-0"

04 DEMO ROOF PLAN  
SCALE: 1/4" = 1'-0"

LEGEND: CONSTR. TO REMAIN FIN./MATERIAL TO BE REMOVED

CONSTR. TO BE REMOVED  
0 2' 4' 8'



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	07/01/2019	VARIANCE APP.
1	11/05/2019	DD PROGRESS SET
2	11/26/2019	P&Z DESIGN REVIEW

REAL &amp; SIGNATURE:

PROJECT:

BLOODWORTH / PARRISH  
RESIDENCE

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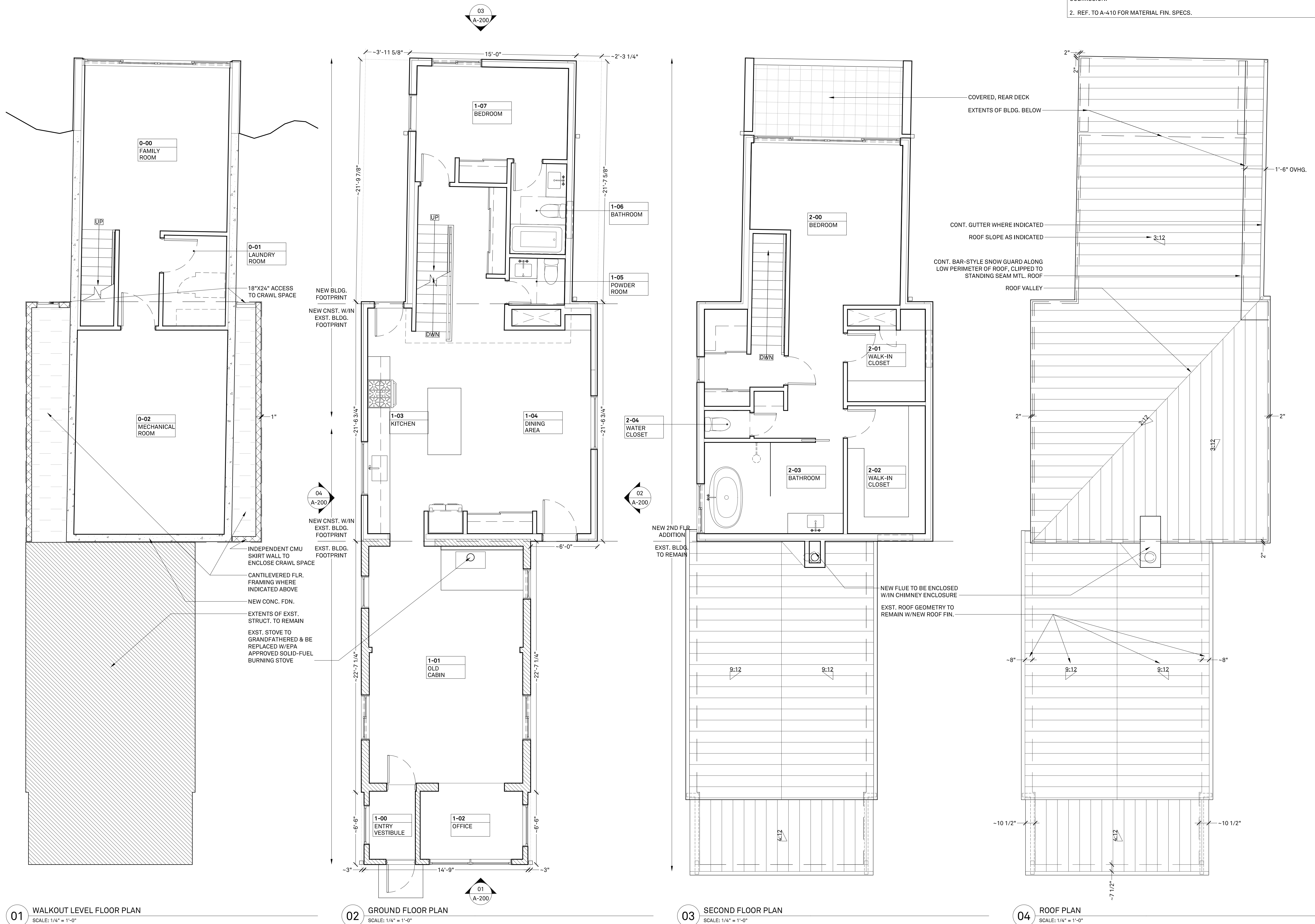
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## FLOOR PLANS

DATE:	11/26/2019
PROJECT:	023

WG BY: \_\_\_\_\_ CHK BY: \_\_\_\_\_  
SCALE: \_\_\_\_\_ AS NOTED

WG NO:  
**A-120.00**



01 WALKOUT LEVEL FLOOR PLAN  
SCALE: 1/4" = 1'-0"

02 GROUND FLOOR PLAN  
SCALE: 1/4" = 1'-0"

03 SECOND FLOOR PLAN  
SCALE: 1/4" = 1'-0"

**04** ROOF PLAN  
SCALE: 1/4" = 1'-0"

LEGEND:

EXST. CONSTR. TO REMAIN

## CONCRETE

CMU

STANDING SEAM  
MTL ROOF


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2	11/26/2019	P&Z DESIGN REVIEW

REAL & SIGNATURE:

PROJECT:

BLOODWORTH / PARRISH  
RESIDENCE

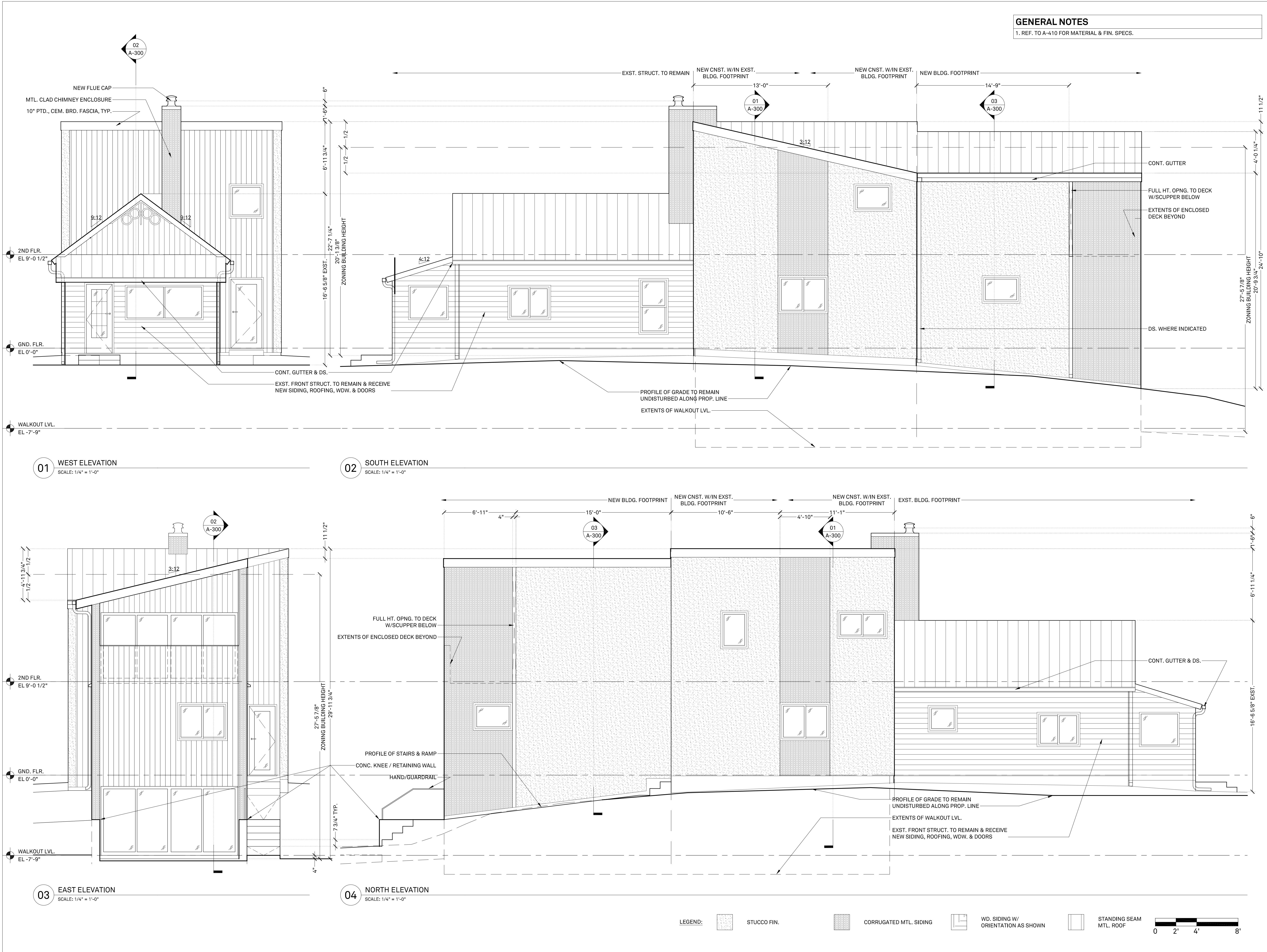
32 MAIN ST.  
MINTURN, CO 81645

RAWING TITLE:

## BUILDING ELEVATIONS

DATE:	11/26/2019
PROJECT:	023
WG BY:	CHK BY:
SCALE:	AS NOTED
WG NO:	
<b>A-200.00</b>	

—



## GENERAL NOTES

1. REF. TO A-410 FOR MATERIAL &amp; FIN. SPECS.

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NATHAN PARRISH232 MAIN ST.  
MINTURN, CO 81645

CONSULTANTS:

## REVISIONS:

11/05/2019	DD PROGRESS SET
1	11/26/2019 P&Z DESIGN REVIEW

SEAL &amp; SIGNATURE:

PROJECT:

BLOODWORTH / PARRISH  
RESIDENCE232 MAIN ST.  
MINTURN, CO 81645

DRAWING TITLE:

BUILDING  
SECTIONS

DATE:	11/26/2019
PROJECT:	023

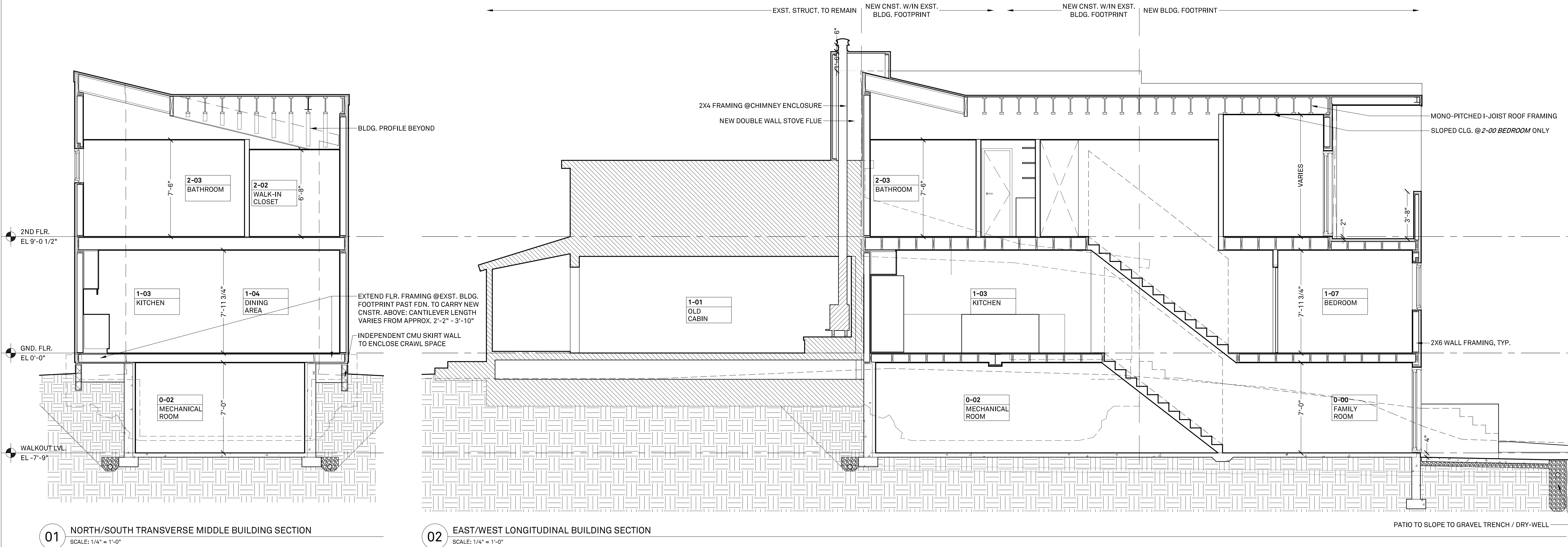
DWG BY: CHK BY:

SCALE: AS NOTED

DWG NO:

A-300.00

OF



LEGEND:



EXST. CONSTR. TO REMAIN



GRAVEL



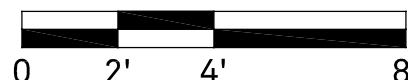
CONCRETE



CMU



EARTH





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MINTURN, CO 81645

CONSULTANTS:

REVISIONS:		
	07/01/2019	VARIANCE APP.
1	11/05/2019	DD PROGRESS SET
2	11/26/2019	P&Z DESIGN REVIEW

SEAL & SIGNATURE:

PROJECT:

BLOODWORTH / PARRISH  
RESIDENCE

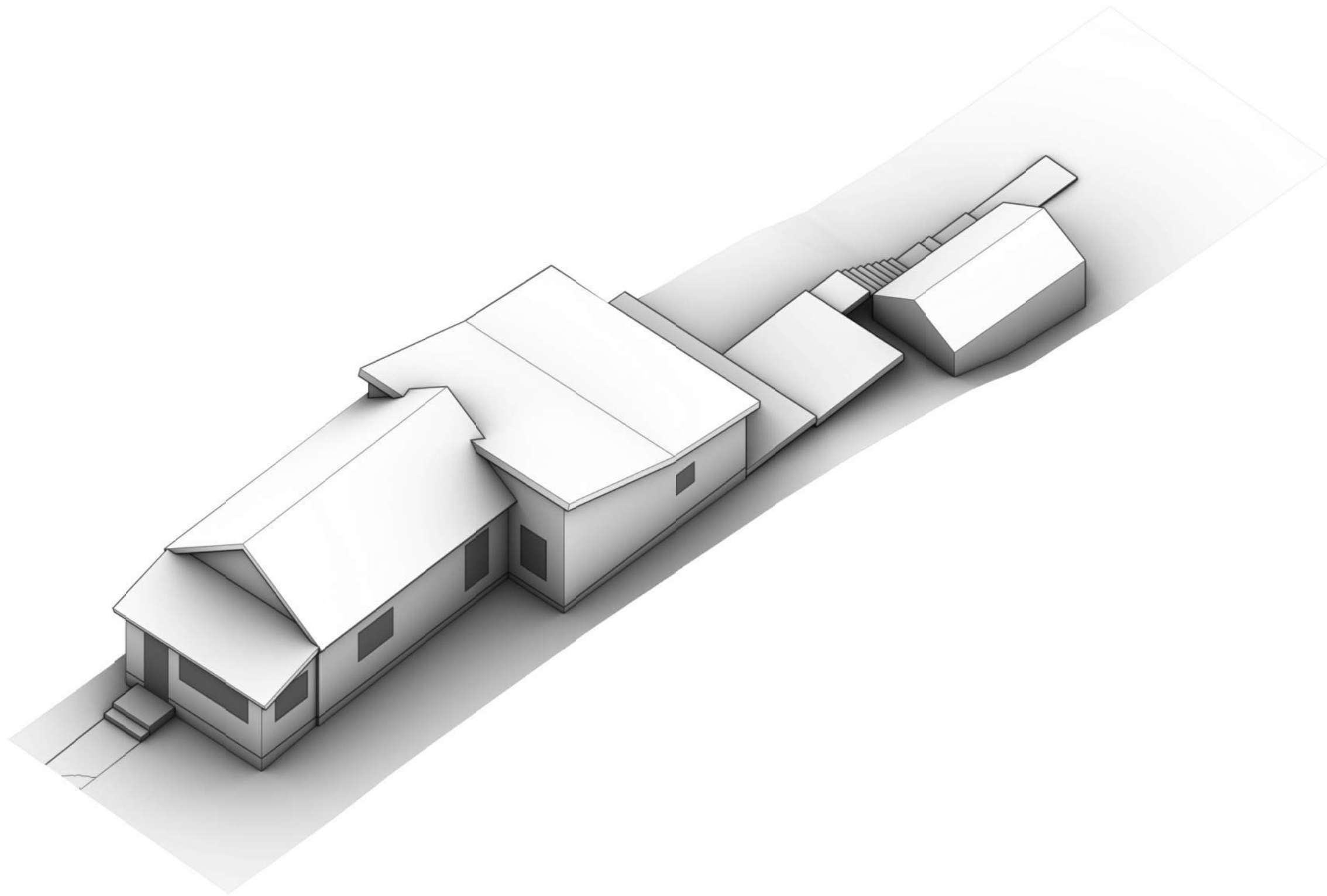
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DRAWING TITLE:

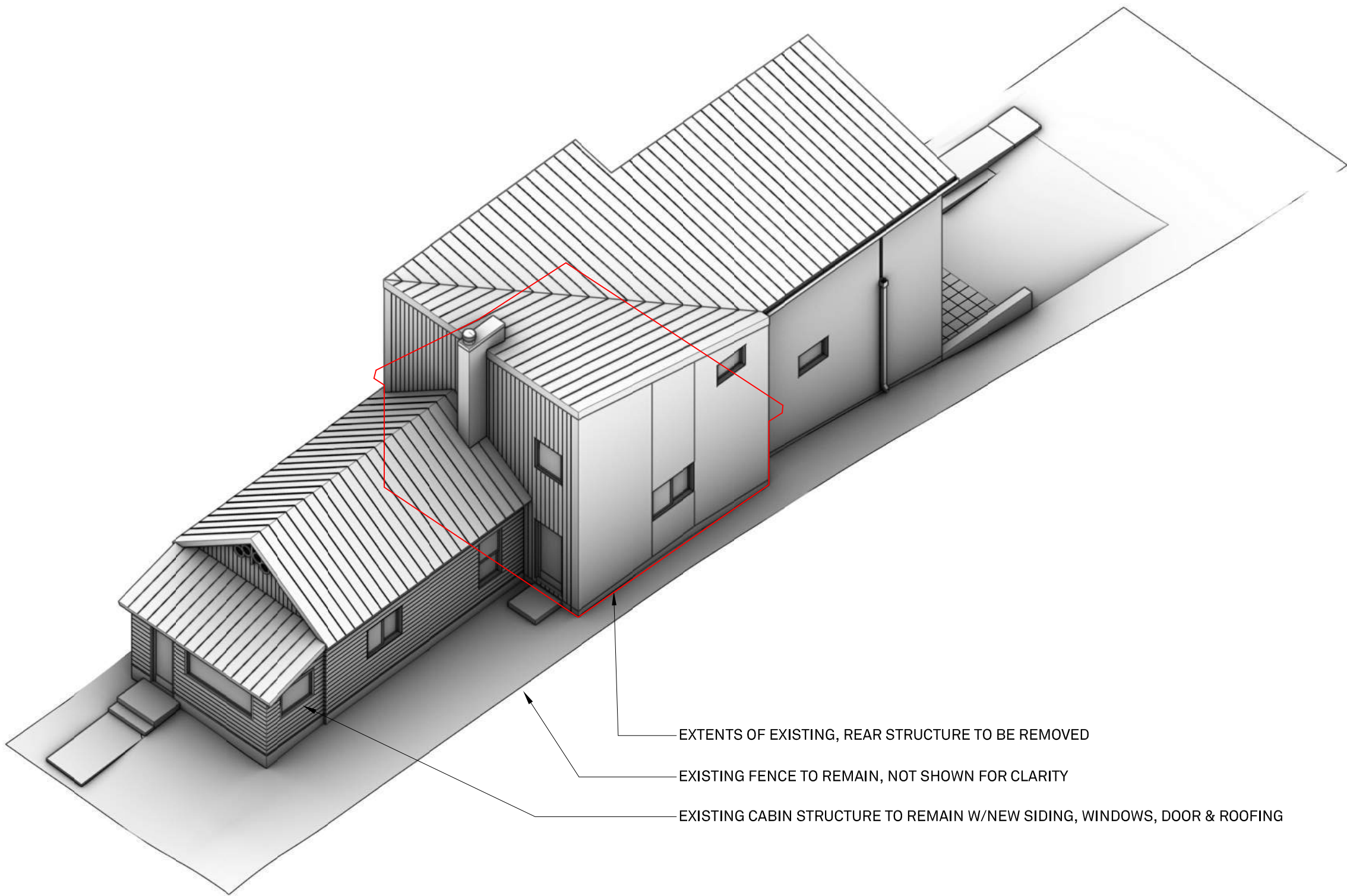
MASSING  
DIAGRAMS

DATE:	11/26/2019
PROJECT:	023
DWG BY:	CHK BY:
SCALE:	AS NOTED
DWG NO:	

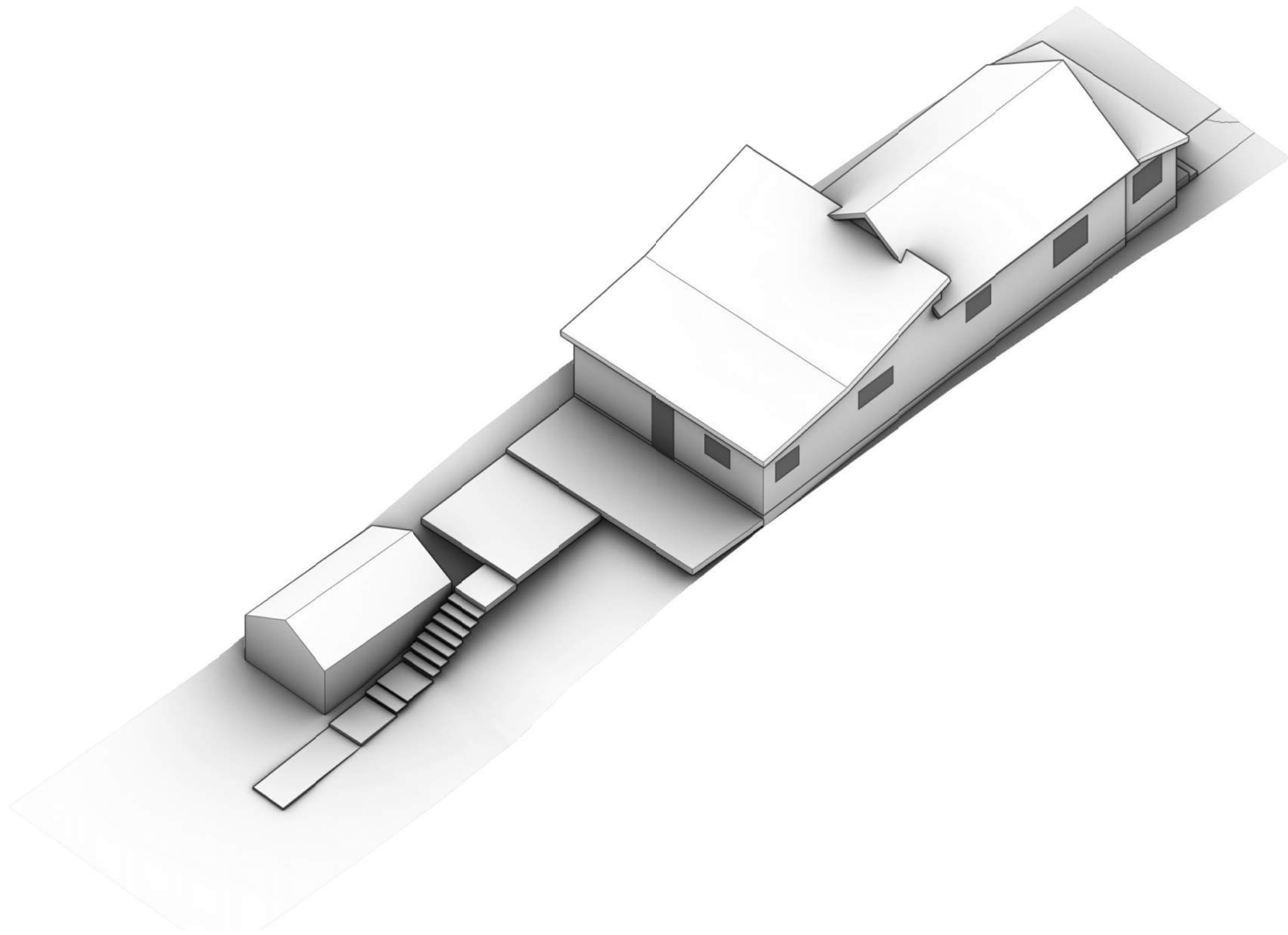
A-400.00



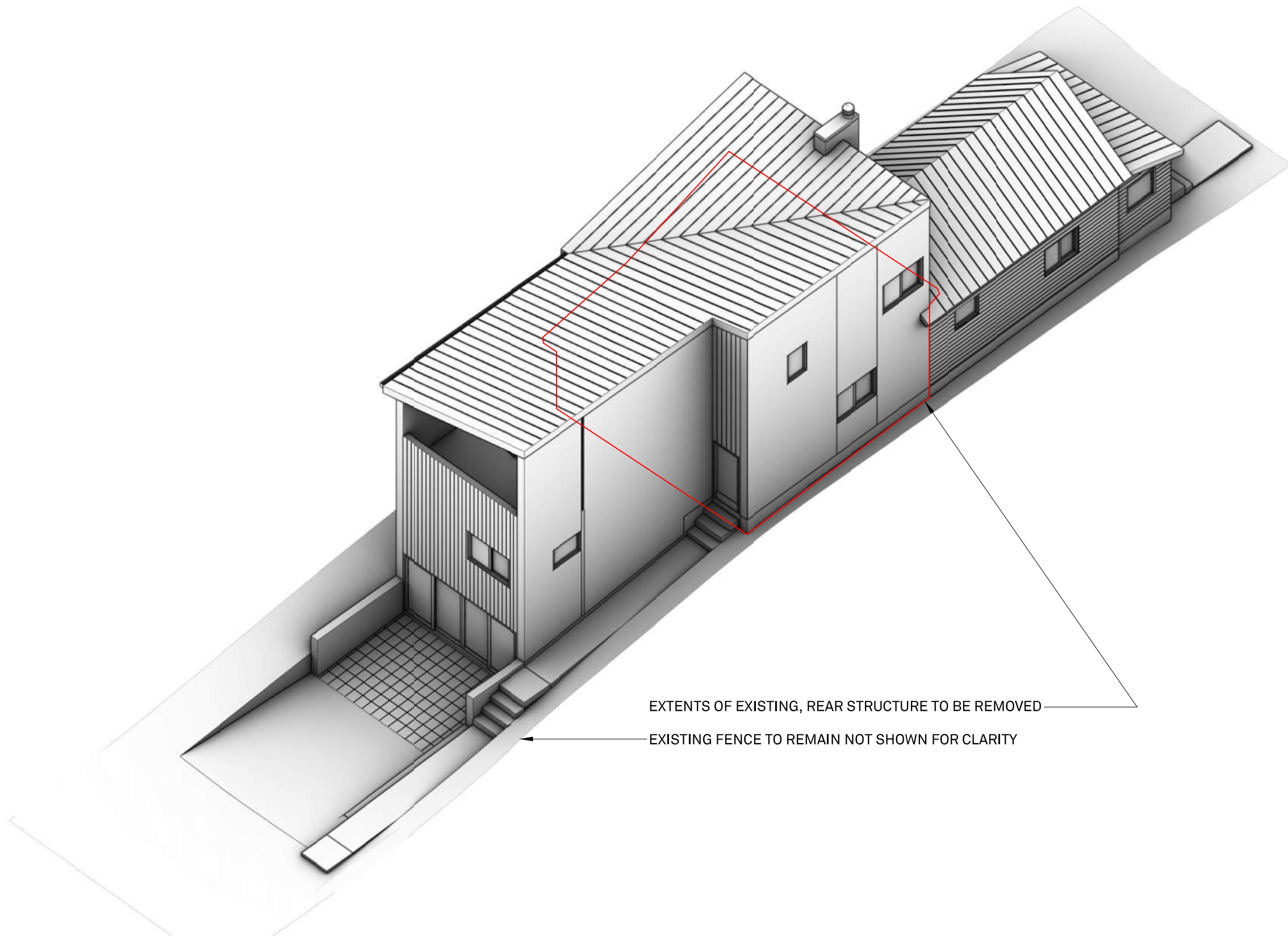
01 EXISTING SOUTHWEST AERIAL  
SCALE: N.T.S.



02 PROPOSED SOUTHWEST AERIAL  
SCALE: N.T.S.



03 EXISTING NORTHEAST AERIAL  
SCALE: N.T.S.



04 PROPOSED NORTHEAST AERIAL  
SCALE: N.T.S.



GENERAL NOTES

1. REF. TO A-411 FOR MATERIAL SPECS.

M V M T T R

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NATHAN PARRISH

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CONSULTANTS:

REVISIONS:

07/01/2019 VARIANCE APP.  
1 11/05/2019 DD PROGRESS SET  
2 11/26/2019 P&Z DESIGN REVIEW

SEAL & SIGNATURE:

PROJECT:

BLOODWORTH / PARRISH  
RESIDENCE

232 MAIN ST.  
MINTURN, CO 81645

DRAWING TITLE:

RENDERINGS

DATE: 11/26/2019  
PROJECT: 023  
DWG BY: CHK BY:  
SCALE: AS NOTED

DWG NO:  
A-410.00

OF



01 RENDERED VIEW FROM STREET

SCALE: N.T.S.



02 RENDERED VIEW FROM SOUTH

SCALE: N.T.S.



03 RENDERED VIEW FROM NORTH

SCALE: N.T.S.

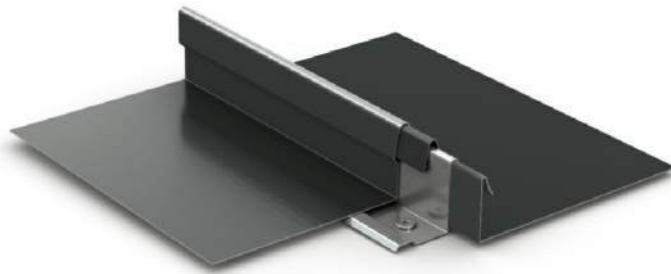


04 RENDERED VIEW FROM REAR PARKING

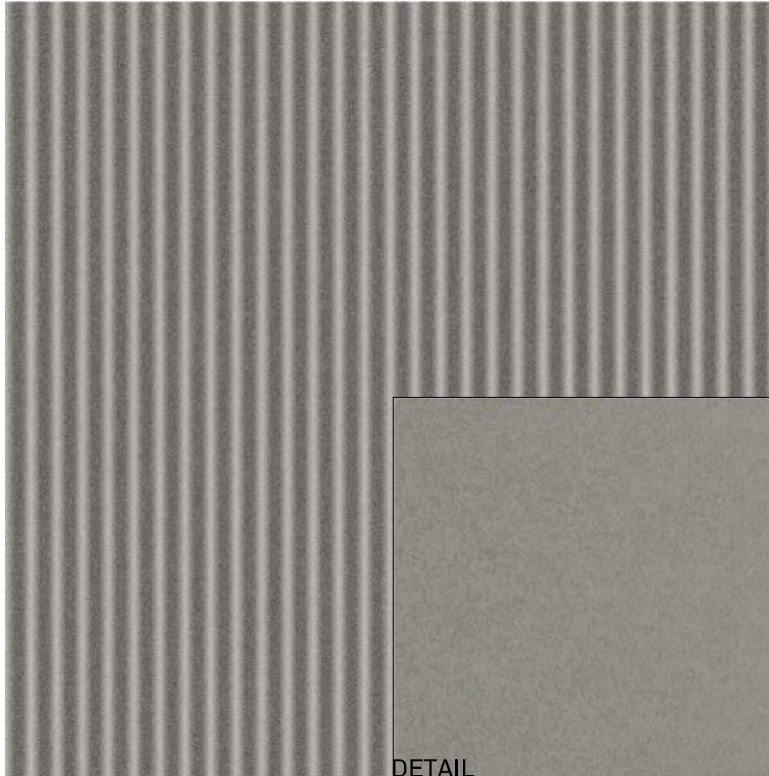
SCALE: N.T.S.



MATERIAL SCHEDULE



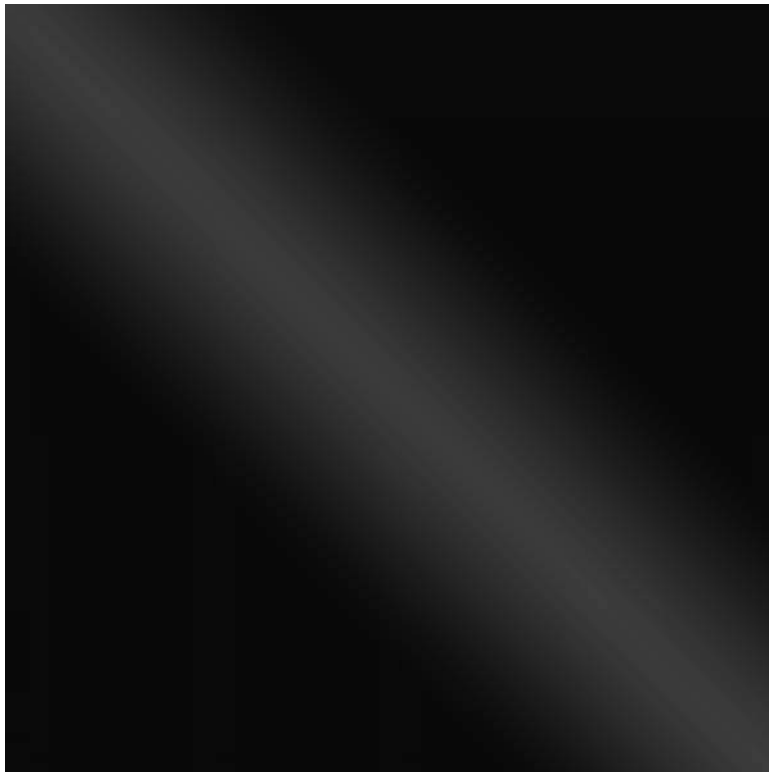
A  
STANDING SEAM METAL ROOFING  
W/CORRESPONDING FASCIA IN  
MANUFACTURER'S FIN. OF BLACK  
OR DARK BRONZE



B  
1/2" CORRUGATED MTL. PANEL  
*BRIDGER STEEL MICA WEATHERED  
ZINC* FIN. OR APPROVED EQ.



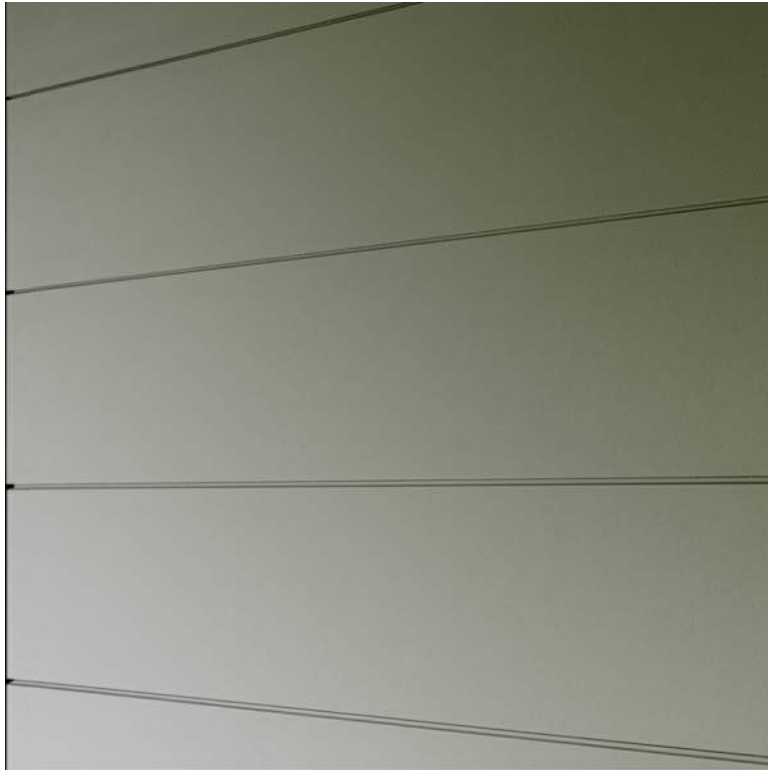
C  
FINE SANDED STUCCO FIN.  
W/INTEGRAL COLOR TO  
MATCH CORRUGATED MTL.  
PANEL FIN.



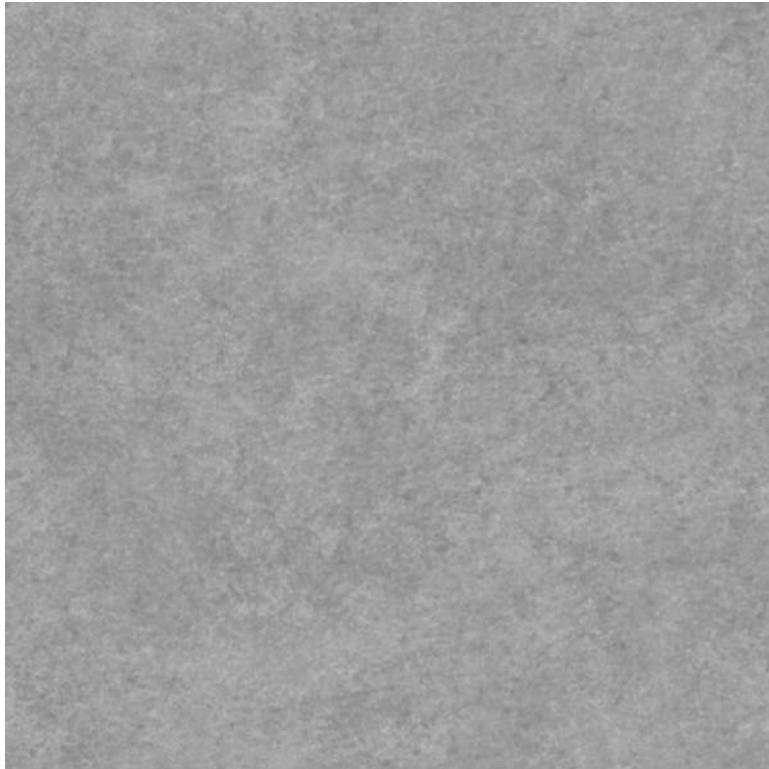
D  
COMPOSITE WINDOW & DOOR  
FRAME IN MANUFACTURER'S FIN.  
OF BLACK OR DARK BRONZE



E  
PRE-WEATHERED WESTERN RED  
CEDAR SIDING W/TRANSPARENT STAIN



F  
SHIPLAP SIDING  
W/PAINTED FIN. OF  
*BENJAMIN MOORE GREAT  
BARRINGTON GREEN  
HC-122* OR APPROVED EQ.



G  
EXPOSED CONC. FIN.

M V M T T R

1115 CHAMBERS AVE. C101  
EAGLE CO 81631

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CLIENT:

KRISTI BLOODWORTH &  
NATHAN PARRISH

232 MAIN ST.  
MINTURN, CO 81645

CONSULTANTS:

REVISIONS:

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PROJECT:

BLOODWORTH / PARRISH  
RESIDENCE

232 MAIN ST.  
MINTURN, CO 81645

DRAWING TITLE:

MATERIAL  
SCHEDULE

DATE:	11/26/2019
PROJECT:	023
DWG BY:	CHK BY:
SCALE:	AS NOTED
DWG NO:	

A-411.00

OF

Minturn Planning Department  
Minturn Town Center  
301 Boulder Street  
Minturn, Colorado 81645



**Minturn Planning Commission**  
Chair – Lynn Teach  
Jeff Armistead  
Lauren Dickie  
Burke Harrington  
Jena Skinner  
Greg Sparhawk

## Planning Commission Review

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### Minturn Railroad Planned Unit Development

### Concept Development Plan for PUD Review

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<b>Meeting Date:</b>	December 11, 2019
<b>File Name/Process:</b>	Minturn Railroad Planned Unit Development (PUD) Conceptual Development Plan Review
<b>Owner/Applicant:</b>	Minturn Crossing LLC
<b>Representative:</b>	Greg Sparhawk, GPS Designs
<b>Legal Description:</b>	A parcel of land located in the NW ¼ of the NW ¼ of Section 26, Township 5 South, Range 81 West of the 6 <sup>th</sup> Principle Meridian.
<b>Existing Zoning:</b>	Game Creek Character Area
<b>Proposed Zoning:</b>	Planned Unit Development (PUD)
<b>Staff Member:</b>	Scot Hunn, Planning Director
<b>Staff Recommendation:</b>	<b>N/A – No Formal Recommendation or Action Required</b>

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## Staff Report

### I. Summary of Request:

The Applicant, Minturn Crossing LLC, requests review of the Concept Plan for Development of the Minturn Railroad Planned Unit Development (PUD), a residentially oriented project generally

located on the north side of the Town of Minturn on a 18.95-acre, vacant parcel between Taylor Avenue and Minturn Road.

The Applicant is currently under contract with the Union Pacific Railroad to purchase and develop the property and the Conceptual Plan for Development application is the first in a three stage PUD approval process. The intent of the Conceptual Review is to introduce the project to the Town and citizens and to seek feedback on such topics as compatibility of the project with surrounding areas, the appropriateness of the range and type of residential and/or commercial development proposed, and to ensure that, conceptually, the project conforms with the Town's policies and goals for growth and development.

According to the application submitted to the Town and based on pre-application meetings held between the Applicant and Town staff, the PUD envisions the creation of a strictly residential neighborhood with lots, streets, sidewalks, internal pathways, parks and open spaces designed to closely compliment and respect the scale and development pattern of the existing Taylor Avenue neighborhood, while providing amenities and public facility upgrades:

*"It is our intent that this project will protect the town from resort style development, insular limited design development, single-developer suburban type sprawl as well as an appropriately scaled development. We envision this project as simply an extension of the town. An increase in residents that will further enrich our downtown. This provides paced, sustained growth within the scale of our town and will create opportunities for many local builders and tradespeople."*

- Application Narrative by Applicant

The proposal includes the following:

- 90 Residential Lots ranging in size from 2,500 sq. ft. to 10,100 sq. ft.;
- 24 Multi-Family residential units (four 6-unit buildings) units; and,
- Open space, active and passive recreation facilities (pocket parks and trailhead parking areas);
- New roadways, on-street parking areas, sidewalks; and,
- New sewer, water and gas lines as well as undergrounding of existing power lines.

Per the Application, the proposal is distinctive in that the developer does *not* intend to construct homes. Rather, the plans would be geared toward the subdivision and development of lots and infrastructure, allowing for individuals to buy lots and design their own homes based on the Town's zoning standards and design standards that will be created for the PUD subdivision:

*"Because we are creating individual lots, we believe this will allow for a very diverse range of home designs. We will be providing design guidelines for this project that we believe will be able to be adopted by the town for their residential design codes. It will be based on the existing architecture around town and will be written so as to still allow for affordability but encourage*



*uniqueness. We further plan to put requirements on these lots that they utilize xeriscaping and native species to minimize outdoor water consumption.”*

- Application Narrative by Applicant

The following table provides a break-down of proposed lot types by parcel size:

Use	Lot Size	Lots/Units
<b>Standard Lot**</b>	5,000 sq. ft.	29 Lots
<b>Compact Lot*</b>	4,000 sq. ft.	34 Lots
<b>Cottage Lot</b>	2,500 sq. ft.	16 Lots
<b>Estate Lot*</b>	6,000 -10,100 sq. ft.	11 Lots
<b>Multi-Family Lots</b>		24 Units
<b>Total:</b>		<b>114 Lots/Units</b>

\* Per application, Estate and Compact lots are proposed to allow for Accessory Dwelling Units.

\*\* Per the application, Standard Lots are proposed to allow for single-family or duplex structures.

Given the above breakdown, and considering that certain lots could, under the current proposal, include the development of more than one unit (accessory dwelling unit or, in the case of Standard Lots, a duplex structure) the potential range of total dwelling units (not lots) permissible within the PUD would be between 114 units and 185 units.

Because of this potential density range, staff suggests that future studies and analyses such as fiscal and municipal services impact studies, traffic impact and utility impact analyses required for Preliminary Plan for PUD application are completed in context to the maximum density/build-out potential for the PUD.

The project is proposed to be phased, with availability of water taps (ability to serve the development) being a key consideration in the phasing and future negotiations between the developer and the Town as part of the Subdivision/Development Improvements Agreement process that occurs during the Preliminary Plan stage of review. As the project moves forward to more detailed review and analyses, staff suggests that other issues such as improvements to existing roadways (Taylor Avenue and Minturn Road) will be important topics, as well as

## **Report Organization**

The remainder of this report briefly summarizes and addresses:

1. The history of the property and railroad area;
2. A brief discussion and analysis of the PUD approval process and standards;
3. A general analysis of the appropriateness and conformance of the Conceptual Plan relative to Town master plan documents and PUD Standards; and,

4. Initial issues, outstanding review items and recommendations for revisions prior to any Preliminary Plan for PUD application.

As this is a Conceptual Development Plan for PUD Review, and no formal action to approve or deny the proposal is required at this stage of review, staff has not made any formal recommendation. That said, this report also contains “Staff Response” sections responding to PUD standards and recommending specific aspects that the Applicant will be required to address prior to or concurrent with any Preliminary Plan application (the next stage of review).

## **II. Background:**

Section 16-12-10 – *Character Area Characteristics* of the Minturn Municipal Code (MMC) describes the railroad property located on the north side of Town as follows:

*“The Game Creek Character Area is visually prominent from the north entryway into the Town. The area is predominantly devoted to railroad use and will require a comprehensive planning effort prior to redevelopment. In addition to the rail yard, the area contains the Taylor Avenue neighborhood, some commercial uses and a community parking lot. The area is bisected by the railroad right-of-way, which is intended to remain as a continuous transportation corridor. Most of the area lacks adequate street rights-of-way and utilities. The Community Plan has identified this area as an appropriate area for extension of the Old Town commercial core, mixed-use and residential development; however, high impact industrial uses are discouraged. Enhancement of the Eagle River corridor is a community priority.”*

Section 16-12-30 of Minturn’s Town Code, it gives a very brief background of the site.

*“This area is currently owned by the Union Pacific Railroad; however, trains are no longer utilizing the corridor or the rail yard. The historic industrial zoning is no longer appropriate due to the probable abandonment of the rail line and potential conflict with future commercial and residential development. Redevelopment of this area will have a significant impact on the future character and size of the Town.”*

The MMC provides further direction as to the Town’s stated goals for redevelopment and future use of the railroad properties:

*“It is an objective of the Town to plan and redevelop the rail yard as a master planned development that is compatible with the existing Town character. Future development and land use decisions for this area need to incorporate community input and involve an open public process. The PUD Holding Zone and the PUD review process will provide for the flexibility, innovation and public input necessary to achieve the goals and objectives of the Community Plan and this Chapter. This area has been identified in the Community Plan as an area suitable for expansion of Old Town and as a "potential Town Center" site.*

*Development in this area needs to incorporate appropriate residential and low-impact land uses along Taylor Avenue to minimize impacts to the existing neighborhood. The rail corridor should be maintained and improved access to and across the Eagle River should be incorporated into proposed development plans.”*

Although the Union Pacific Railroad has entertained sale of this property in the past, staff is not aware of any formal PUD proposals that have been brought forth.

The Applicant’s representative completed pre-application level meetings and preparations with the Town over the past three months, setting the stage for this Conceptual Development Plan for PUD application review and, importantly, framing a discussion regarding the Town’s growth management strategies and future housing opportunities for residents.

Overall, staff believes that the Conceptual Plan for PUD conforms to the goals, policies and strategies of the Town’s master plan documents and has been carefully planned to ensure 1) general compliance with the Town of Minturn Zoning Code (Chapter 16) and the Town of Minturn Design Guidelines and Standards (Appendix B); and, 2) compatibility of uses within Game Creek Character Area.

The Conceptual Development Plan submittal was fairly detailed in nature, giving staff a good idea of how the property will be developed and what issues may need to be addressed prior to any Preliminary Plan for PUD application. Things like access and potential traffic impacts to existing street networks, as well as potential solutions involving improvements to Minturn Road as a secondary access to the project will be critical to the Town’s discussions with the Applicant.

Briefly, the following issues or opportunities have been identified and could be used by the Planning Commission to frame their discussions:

1. Overall (maximum) density and build-out potential relative to “locals only” or affordable housing solutions;
2. Overall (maximum) density and build-out potential relative to impact analyses (traffic, water, sewer, utilities, municipal and emergency services, fiscal);
3. Taylor Avenue and Minturn Road ownership, improvements and long-term maintenance;
4. ECO Trails regional trail alignment through the property;
5. Drainage and low impact design concepts;
6. Protection of Game Creek drainage and riparian areas.

### **III. Summary of Process and Code Requirements:**

#### **Planned Unit Development (PUD) Approval Process**

As noted above, the Applicant is requesting review of a “Concept Development Plan” for a new Planned Unit Development (PUD) pursuant to Section 16-15-90 – *Concept development plan and checklist* of the Town Code.

The subject property is currently “zoned” within the Game Creek Character Area “PUD Holding Zone” as part of the Union Pacific Railroad land and is included within the Town’s “Game Creek

Character Area” zone district. Although the subject property is “zoned” within the character area, there are no approved uses for the PUD Holding Zone area.

Effectively, then, there is no zoning or site-specific development controls for the property and the Town Code requires review of a PUD plan to establish site specific zoning and land use entitlements before any development may take place on the subject property.

Therefore, the Applicant is required to proceed through a new, multi-step PUD approval process including:

1. Concept Development Plan Review;
2. PUD Preliminary Development Plan Review;
3. Final Plan for PUD; and,
4. Planned Unit Development Agreement for Final Development Plan.

### **Concept Development Plan Review Purpose and Criteria – Staff Analysis**

The Concept Development Plan review is the first step in the review of the proposed PUD. The Town Code, Section 16-15-120 – Concept development plan, Planning Commission Review, provides the following description of the Concept Development Plan review purpose and process:

#### **“(a) Purpose.**

*The purpose of the concept plan review is for the applicant, the Planning Director and the Planning Commission to evaluate and discuss the basic concepts for development of the proposed PUD, and to consider whether development of the property as a PUD will result in a significant improvement over its development as a conventional subdivision.*

*It is the time when determinations should be made as to whether the proposed PUD complies with the purpose and intent of this Code and with the Community Plan and is generally compatible with surrounding land uses.*

*It is also the opportunity to reach general agreement on such issues as the appropriate range of units and commercial space proposed, the types of use, dimensional limitations and other variations that may be considered; the general locations intended for development and the areas planned to remain undeveloped; the general alignments for access; and how water supply and sewage disposal will be provided.”*

The concept plan checklist in Section 16-15-110 below covers all the information that needs to be addressed before any action can be taken by the Planning Department or Planning Commission. The outcome of concept plan review should be an identification of issues and concerns the applicant must address if the project is ultimately to receive approval for a preliminary plan for PUD from the Town.”

As referenced in number (4) above, any review of a Concept Development Plan is facilitated by the provision of the following information and analyses:



**Section 16-15-110 – Concept Plan Submission**

The concept plan submission shall include the following information in conceptual or schematic design and report form. Certain submittal requirements may be waived or modified by the Planning Director if it is demonstrated that the submittal requirements to be waived or modified are not applicable or other practical solutions are being proposed. These requirements are included in the concept plan PUD checklist (below).

Item:	Requirement:	Provided?
(1)	A written statement describing the nature and extent of the development proposed, to include information on proposed uses, densities, contemplated ownership patterns and phasing plans and a statement outlining how and where the proposed development deviates from the development standards prescribed in the underlying zone district	Yes
(2)	Reasons the PUD procedure is more desirable than a conventional plan	Yes
(3)	A survey stamped by a licensed surveyor indicating existing conditions of the property, to include, but not necessarily limited to, the location of improvements, contour lines, natural features, existing vegetation, watercourses and perimeter property lines	Yes
(4)	A vicinity map or plan showing the proposed site in relation to all adjacent properties and a description of how the proposed development relates to the surrounding Character Area and Community Plan	Yes
(5)	A development plan that illustrates the proposed land uses, building locations, housing unit densities, proposed trails, sidewalks, traffic circulation patterns and the proposed open space and recreational areas or uses	Yes
(6)	Proposed source of water and method of sewage disposal	Yes
(7)	Economic and supporting data to justify any proposed commercial and industrial elements	N/A
(8)	A preliminary environmental assessment	Yes
(9)	A preliminary fiscal impact analysis of the estimated demands for Town services, a statement of projected Town tax revenue based upon the historic Town tax levy and a schedule of projected revenue	Partial

(10)	Preliminary architectural concepts or plans sufficient to determine the general scale and appearance of the proposed development	Yes
(11)	A conceptual phasing plan for the proposed development	Yes
(12)	A proposed method of fire protection and emergency medical services	Partial
(13)	Any other materials and information deemed necessary by the Planning Director	N/A

As noted above, most required elements of the Conceptual Development Plan for PUD application were provided in some form and in enough detail to review the basic concepts for development of the PUD; to determine general conformance with the Town Code and Community Plan; and, to discuss the appropriateness of proposed types and ranges of residential, mixed, or commercial land uses. No formal action is required by the Planning Commission other than to give the Applicant and the Planning Director feedback on whether the proposal conceptually meets the criteria and standards and if the Applicant should proceed to the second stage in the process – the Preliminary Plan:

*“The Planning Commission shall conduct a regular Planning Commission meeting on a concept plan application for a PUD. At a regular Planning Commission meeting, the Planning Commission shall consider the application, the relevant support materials and the findings of the Town staff and other agencies. The Planning Commission may confer with the applicant on changes deemed advisable and the kind and extent of such changes, and request staff input. In reviewing the plan, the Planning Commission shall make findings on the following evaluation criteria before making a recommendation to the Planning Director on whether the applicant should proceed to the preliminary plan application. However, as the project moves from Conceptual Development Plan review to Preliminary Plan for PUD (the next stage in the PUD approval process), additional, more detailed studies and analyses will be required for the Town to be able to fully evaluate potential benefits, impacts and mitigation associated with traffic, the provision of municipal services and utilities, open space and recreational facilities.”*

For instance, the fiscal information provided in the application focuses on the anticipated revenues (tax revenues and fees) that may result from the phased development of the PUD. Such information is helpful and should be updated to provide a similar, more detailed analysis or projection of anticipated benefits and impacts (costs) to the Town as a result of providing service to the development. Studies aimed at understanding the full impact of build-out of the property will be required, including but not limited to:

- Traffic Study
- Engineering/Grading & Drainage Studies
- Water Service/Utility Capacity Studies and Analyses
- Geotechnical and Soils Studies

- Environmental Impact Study (At discretion of Planning Commission)

### **PUD Overlay Zone District Purpose and Intent – Staff Analysis**

PUDs have been used extensively in Eagle County to create master planned communities and to allow communities to evaluate and to encourage proposals that achieve better design and/or phasing of development to avoid hazards, to respond to market conditions, to increase open space and environmental protection through clustering and avoidance of hazards, and to otherwise avoid rigid standards prescribed by typical zoning, development and subdivision controls.

Section 16-15-10 - *Purpose and General Provisions*, from the MMC sets forth the purpose and intent of the PUD Overlay Zone District:

*“The purpose of the Planned Unit Development (PUD) Overlay Zone District is to allow flexibility for landowners to creatively plan for the overall development of their land and to achieve the purpose and objectives of this Code and the Community Plan. An applicant for a PUD must demonstrate that departure from existing ordinances is warranted and that the proposed PUD significantly contributes to the following:*

*“The proposed PUD is consistent with the Community Plan and the character of the Town and:*

- *Provides for new technology and promotes innovative and efficient land use patterns;*
- *Permits the integration of land uses and contributes to trails and pedestrian circulation;*
- *Preserves valued environments and natural resources and achieves a more desirable environment;*
- *Maintains or improves air and water quality;*
- *Provides for a wide range of housing opportunities;*
- *Improves the overall design character and quality of new development;*
- *Permits the integration rather than separation of uses, so that necessary facilities are conveniently located in relation to each other;*
- *Establishes land use patterns that promote and expand opportunities for public transportation and trails and for safe, efficient, compact street and utility networks that lower development and maintenance costs and conserve energy;*
- *Preserves valued environmental, historic or mineral resource lands and avoids development in natural hazard areas;*
- *Maintains and enhances surface and ground water quality and quantity;*

- *Provides applicants the opportunity to contribute to the Town's multi-use trail system; to provide and maintain access to public lands and rivers;*
- *Establishes incentives for applicants to encourage the provision of long-term affordable housing; and*
- *Is consistent with the purposes and goals of the Community Plan and these Land Use Regulations."*

At a conceptual level, and acknowledging that the Applicant will need to continue to work with the Town, the Planning Commission, and the citizens of Minturn to better understand critical issues affecting the community during the review of the PUD, staff suggests that several objectives are addressed or could be addressed through the careful consideration of the Minturn Railroad PUD:

- Staff believes that the Conceptual Development Plan conforms in significant ways with the 2009 Town of Minturn Community Plan. A brief synopsis of the Community Plan goals and strategies is provided below in Section IV of this report.
- The Conceptual Development Plan demonstrates efficient land use patterns in several instances by locating development close to existing development and infrastructure within the Town of Minturn and, therefore avoiding sprawl and impacts to sensitive or valued environmental areas; by phasing to ensure that extensions of utilities and services to serve future development is completed logically and based on need and the ability to serve the project; and by proposing a pattern of streets, sidewalks and lots that are compact and which complement the existing fabric established in the Town.
- The Conceptual Development Plan appears to integrate land uses and is expected to contribute to trails and pedestrian circulation. However, additional details regarding the conceptual location/alignment of a regional trail segment through the property and benefiting the public should be provided during the conceptual development plan review.
- The Conceptual Development Plan may maintain or improve air and water quality through controls which could be written into any PUD Guide document and into community master covenants to specifically address erosion control, stormwater management, and woodburning, for instance. The conceptual plans also indicate that water quality will be maintained by limiting development in or around existing wetland areas and, importantly, the Game Creek drainage. As plans are further developed, protections (setbacks, drainage design and stormwater treatment infrastructure best practices) in such areas will need further evaluation.
- The Conceptual Development Plan appears to provide a wide range of housing opportunities – from single-family, to duplex, to multi-family structures – on lots of varying sizes. Therefore, the Conceptual Plan appears to present the potential to provide locally oriented housing products at varying price points to serve a more diverse population. Staff



suggests that the use of the PUD process in this case has improved the overall conceptual design, character and quality of proposed development.

- The Conceptual Development Plan is designed, in part, around the use of existing infrastructure to promote safe, efficient, compact street and utility networks that lower development and maintenance costs and conserve energy. Further, proposed trail and public trailhead parking improvements provide public benefits to the residents of the PUD as well as the general public. As plans are further developed and refined and as detailed traffic and other impact studies are prepared, staff suggests that there should be even greater focus on analyzing how development of the PUD will impact local traffic patterns and how the proposal will mitigate future impacts as well as opportunities for the developer and the Town to work together to identify areas where cost burdens might be shared or recovered over the life of the project to incentivize the provision of affordable housing, public parks, regional trails that will benefit the developer, the Town and citizens.
- As the PUD design is further refined and as the PUD Guide is created to control and direct development and uses within the PUD, staff suggests that the Applicant focus on aspects that will lead to greater efficiencies, connectivity, and integration of “best practices” in building techniques and technology (solar ready homes, other alternative energy technology, re-use of non-potable water resources, energy efficient community lighting, as examples).
- Use of the PUD Overlay Zone District for the design, development and control of land use of the subject property should provide incentives for the Applicant to encourage the provision of long-term affordable housing.

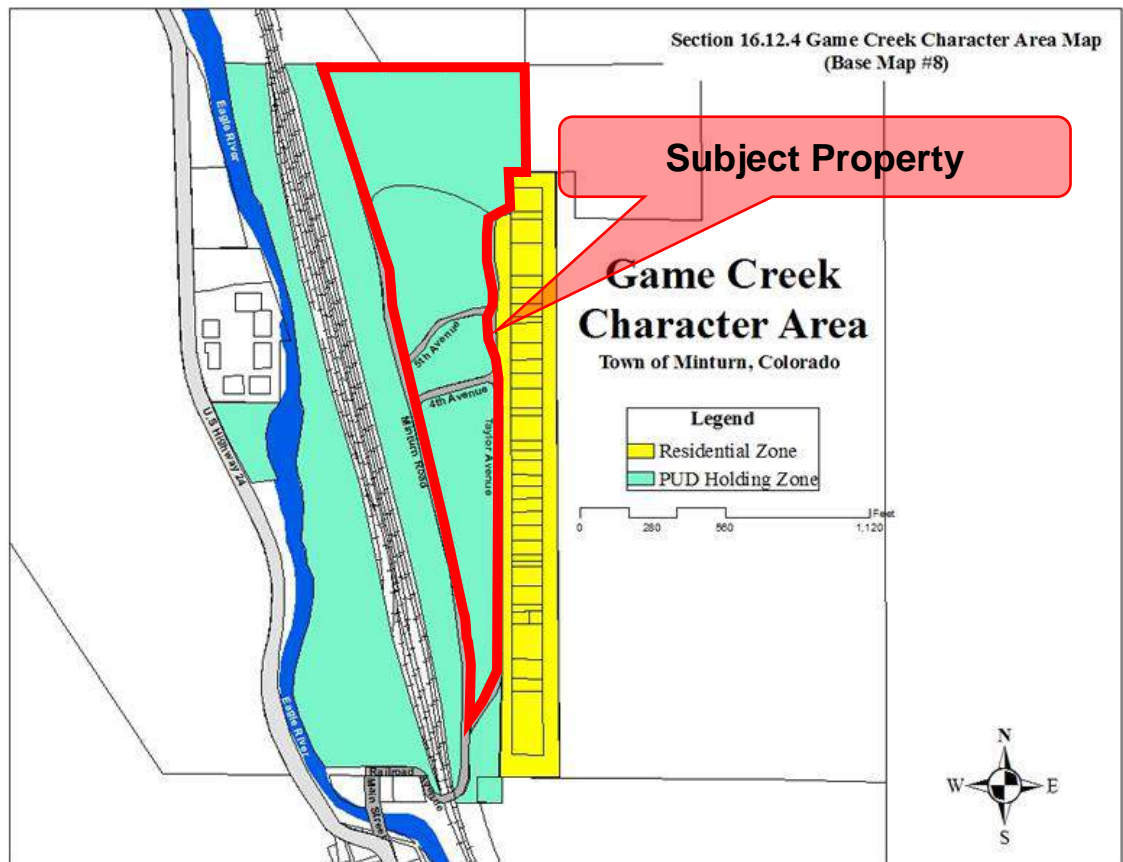
### **III. Zoning and Compatibility Analysis:**

#### **Existing Zoning**

The subject property is located within the “Game Creek Character Area.” The Town Code provides the following direction for this character area:

*“Section 16-12-10 - Character Area Characteristics.*

*“The Game Creek Character Area is visually prominent from the north entryway into the Town. The area is predominantly devoted to railroad use and will require a comprehensive planning effort prior to redevelopment. In addition to the rail yard, the area contains the Taylor Avenue neighborhood, some commercial uses and a community parking lot. The area is bisected by the railroad right-of-way, which is intended to remain as a continuous transportation corridor. Most of the area lacks adequate street rights-of-way and utilities. The Community Plan has identified this area as an appropriate area for extension of the Old Town commercial core, mixed-use and residential development; however, high impact industrial uses are discouraged. Enhancement of the Eagle River corridor is a community priority.”*



**Figure 1: Game Creek Character Area Zoning Map**

### **Proposed Zoning and Compatibility – Staff Analysis**

Proposed PUD zoning calls for one zone district to be created, allowing for residential and recreation/open space uses.

Surrounding or nearby zoning and Character Areas include Taylor Avenue neighborhood (zoned Game Creek Character Area Residential Zone District), Grouse Creek Character Area (commercial area), as well as the “Old Town Character Area,” a commercially and residentially oriented area of town intended to accommodate residential and some commercial uses and mixed uses are encouraged.

Surrounding land ownership patterns and uses range from single-family and multi-family residential (the Minturn Townhomes), to the nearby commercial (Turntable and Saloon restaurants), office, transportation and light industrial uses (Union Pacific Railroad properties and contractor storage lease areas).

Staff believes the proposed uses, specifically the range and types of residential as well as the inclusion of passive open space and/or recreational areas within the PUD generally respond to

the community's goals and policies (outlined below under "Community Plan Conformance") and are, or can be, designed to be compatible with surrounding existing and future land uses.

Discussions regarding compatibility of the proposed PUD might include topics such as:

1. Potential traffic, noise, and light impacts on existing conditions and existing residents;
2. The general character of the area relative to the character (land use patterns, infrastructure design and functionality, massing and architecture) of the proposed PUD;
3. The ability to phase the development properly and the Town's ability to serve the development without injury or degraded service to existing areas of the Town; and,
4. Whether the proposed development is designed to minimize negative impacts while reinforcing the vision, values and design characteristics that define the Town of Minturn.

#### **IV. Community Plan Conformance:**

##### **Community Plan Purpose and Vision**

The 2009 Town of Minturn Community Plan is the guiding document setting forth community-generated vision, values and goals for future growth, the character of the town, and fiscal decision-making to ensure the vibrancy of the Town is preserved and enhanced:

*"Many of the activities and responsibilities of local government such as development plan approval, capital improvements, infrastructure and facility planning and zoning recommendations require conformance to a community's master plan. The Town of Minturn 2009 Community Plan will serve as a guide for these and other decision-making processes in the future. In short, this Community Plan will help establish the compass bearing for the Town of Minturn, and like any good navigation aid, should be periodically adjusted as changing conditions warrant."*

- Town of Minturn Community Plan (p. 6)

The Community Plan provides the following background regarding the Town's vision and values relative to growth and development:

*"Throughout the recent past, Minturn has strived to maintain its own identity separate from the other communities in the Eagle Valley. In 2008, residents voted to approve the annexation of approximately 4,300 acres on Battle Mountain to be used as a private ski and golf resort community. The prevailing sentiment of the residents was the desire to guide their own future by controlling the development on Battle Mountain, while maintaining the authentic "small mountain town character" of the original town site. Any potential growth will require effective master planning to serve the newly developed areas, as well as to mitigate any potential impact upon services of the current Town. This in mind, the Town set out in late 2008 to begin a comprehensive update of its Community Plan, the specific name the Town of Minturn has chosen to give to its Master Plan."*

- *Town of Minturn Community Plan (p. 5)*

Last, the Town's vision statement is clearly articulated on page 9 of the Plan:

*"The Town of Minturn values:*

- *Its natural environment*
- *Its people living in community*
- *Its history*
- *Its funky, eclectic style\**

*"From our roots as a mining and railroad town, Minturn has evolved into a one-of-a-kind Rocky Mountain town with a vibrant sense of community. We have built and continue to foster a unique environment which is sensitive to its natural setting, with a wide variety of housing opportunities. We possess a diverse economy based on the support of local business and complementary land development."*

- *Town of Minturn Community Plan (p. 9)*

### **Community Plan Organization – Goals and Strategies**

The Community Plan is organized around the following topics or sections:

- Community Character /Urban Design
- Sustainability and Green Building Practices
- Land Use/Transportation
- Affordable Housing
- Public Services and Facilities
- Economic Development
- Natural Resources
- Parks and Recreation

The following is a brief listing of applicable goals, objectives and strategies outlined in the plan for each policy area:

#### **Community Character and Urban Design:**

**Goal (CCG1): Maintain, Build Upon and Promote the Town's Image as a Unique, Eclectic Non-Resort Town with a Strong Sense of Community**

- (CCS 1.1) *Encourage and promote the use of public venues for a wide range of community events*
- (CCS 1.2) *Consider size limits for residential structures*



- (CCS 1.3) *Develop town signage including information kiosks, gateway signs and way-finding system*
- (CCS 1.4) *Develop and implement methods to maintain the town's eclectic architecture, scale and vibrant color palette*
- (CCS 1.5) *Investigate methods to preserve and protect historic structures*
- (CCS 1.6) *Incorporate local public art into new development and public improvements*
- (CCS 1.7) - *Support and enhance the Minturn Market as an integral part of downtown*
- (CCS 1.8) *Enforce ordinances aimed at maintaining the health, safety, welfare and aesthetic of the town – snow, trash, nuisance abatement and zoning/land use*
- (CCS 1.9) *Encourage development to utilize non-intrusive lighting systems*
- (CCS 1.10) *Examine existing hillside development regulations for improvement*
- (CCS 1.11) *Allow a variety of lot sizes (small and large lot) as appropriate to specific areas*

**Staff Response:**

The proposed PUD is locally oriented toward the provision of a range of lot and housing types, sizes and (presumably) price points. Architectural renderings and illustrations provided for this review show a character and intent designed to complement existing development and architectural character apparent throughout the Town.

The Conceptual Development Plan – the layout, scale, and density of lots, as well as the draft architectural renderings presented – appears to promote adherence to the Town's stated goal of maintaining a "unique, eclectic, non-resort town with a strong sense of community."

As plans are further developed, the Town will expect the PUD Guide and other associated control documents to address specific standards for architectural design character, landscaping, drainage, snow storage and removal, trash storage, exterior lighting, and signage. Best practices – particularly with regard to energy efficiency and green building practices, as well as the design and construction of grading, drainage, stormwater and vegetation management – should be strongly encouraged.

**Sustainability and Green Building Practices**

**Goal (SGG 1) Encourage Green and Sustainable Practices Throughout the Community**

- (SGS 1.1) *Develop and incorporate green building guidelines that address energy and resource efficiency, indoor air quality and on-site energy generation*
- (SGS 1.2) *Incorporate low impact development (LID) standards for site design into development requirements*
- (SGS 1.3) *Promote and encourage increased opportunities for businesses, residents and town government to reduce waste*
- (SGS 1.4) *Incorporate "Firewise" guidelines in building and site-planning practices*

## **Goal (SGG 2): Develop and Practice Green and Sustainable Processes**

- (SGS 2.1) *Incorporate the concept of green infrastructure into the planning and design of improvements to town systems*
- (SGS 2.2) *Develop and ensure the integrity of a comprehensive recycling program for town facilities*
- (SGS 2.3) *Ban the use of plastic bags in the town*

### **Staff Response:**

The Concept Development Plan does not suggest any specific green building or low impact design standards, guidelines or techniques at this time. However, as the plans are further developed and a Planned Unit Development Guide (the zoning document that will control development in the future) is provided for review at later stages in the PUD process, the Guide should include requirements and/or guidance to encourage green building, as well as low impact development techniques for site grading, drainage and stormwater management.

Any Preliminary Plans for the PUD should also be informed by wildfire hazard analyses and the PUD Guide and master covenants should include “firewise” guidelines and requirements for the creation of defensible space and vertical construction.

## **Land Use/Transportation**

### **Goal (LUG 1): Enhance the Town’s Status as a Walkable and Bikeable Community**

- (LUS 1.1) *Develop and comply with a future land use plan for the entire town (land use element of this Community Plan) which encourages a compatible mix of land uses promoting mass transit, the use of bicycles and increased walkability/accessibility*
- (LUS 1.2) *Develop comprehensive parking plan for the town which offers alternative parking strategies/standards specific to Minturn - aimed at increasing parking efficiency and ease of development/redevelopment*
- (LUS 1.3) *Promote the development of a cohesive downtown*
- (LUS 1.4) *Support and promote the expansion of public transit service to outlying communities*
- (LUS 1.5) *Promote redevelopment areas as mixed-use centers*
- (LUS 1.6) *Partner with owners of large land holdings on mutually beneficial redevelopment projects*

### **Staff Response:**

The Conceptual Development Plan shows a street and sidewalk network that will add to the Town’s connectivity and walkability, particularly for residents in the Game Creek

Character Area. Staff suggests that the design of the proposed PUD will be important from the standpoint of supporting transportation, mobility and mass transit goals of the Town and of regional transit and multi-modal providers (ECO Transit and ECO Trails).

## **Affordable Housing**

### **Goal (AHG 1): Promote Affordable Housing**

- (AHS 1.1) Promote the development of housing opportunities for all income levels throughout all areas of town*
- (AHS 1.2) Allow a variety of lot sizes (small and large lot) as appropriate to specific areas*
- (AHS 1.3) Develop an affordable housing program, to include housing assistance for town employees, qualified town residents and other eligible Eagle County employees*
- (AHS 1.4) Leverage town-owned property for the development of affordable housing*

### **Staff Response:**

The Town of Minturn Town Council recently adopted the 2019 Housing Action Plan aimed at achieving the above goals and strategies. The Plan is advisory in nature and no specific housing mitigation requirements have been adopted or incorporated in the Minturn Municipal Code as of this writing. Nevertheless, the Applicant – anticipating and addressing the Housing Action Plan’s goals and strategies – is voluntarily proposing to dedicate a significant portion (20%) of the overall project to locals housing, with half of those being deed restricted to meet affordability requirements which have yet to be established by the Town:

*“Within the plan for 114 ‘units’ we are proposing 20% of these to be deed restricted ‘locals only’ housing. Half of those will have affordability requirements. While we are proposing these assets, we believe that by offering 16 cottage lots and smaller 4,000sf lots that we will be providing more attainable land for people to buy. Additionally, the standard 5,000sf lots will carry the same zoning allowance for duplex construction and the other lots (except for the cottage) will allow for ADU construction, furthering affordable living opportunities.*

Importantly, the proposed Concept Plan for PUD includes a range and mix of lot types and sizes, and (presumably) price points that should serve to provide increased opportunities for home buyers (or renters) of all income levels. The Concept Plan should be evaluated in context to the Town’s affordable housing goals, with particular attention paid to the timing (phasing), location and overall number of potential ‘locals only’ and/or attainable lots or units within the PUD.

Specifically, while the Conceptual Development Plan application states that 20% of the 114 “Units” will be restricted for locals only and/or restricted in price, staff suggests that

the proposed percentages should apply to *total* potential number of dwelling units permissible within the PUD should the Town ultimately approve the Preliminary Plan and grant vested rights. For instance, the following chart illustrates how 20% of 114 lots and (multi-family) units compares with the total local's housing that might be provided if the voluntary 20% is applied to a higher number units that *could* be developed using proposed duplex configurations on Standard Lots and taking account the number of Accessory Dwelling Units that could be developed on Estate and Compact Lots:

Lot Type	Base Number of Lots/Units	x 20%	Potential (Maximum) Units	x 20%
Standard Lot	29	5.8	58	11.6
Compact Lot	34	6.8	64	12.8
Cottage Lot	16	N/A	16	N/A
Estate Lot	11	2.2	22	4.4
Multi-Family	24	4.8	24	4.8
<b>Total:</b>	<b>114</b>	<b>19.6</b>	<b>185</b>	<b>37</b>

\* “Potential Maximum Units” for Standard Lots is based on the maximum number of units that could be developed if each lot were developed as a duplex (two-family) structure. While this scenario is not likely, the above calculation is provided as a “best case” scenario where the number of local's housing units is maximized if the market conditions dictate.

\*\* “Potential Maximum Units” for Compact and Estate Lots is based on the maximum number of units that could be developed if each lot were to construct a second, Accessory Dwelling Unit (ADU).

The chart above obviously presents just one possible scenario for *maximum* build-out of the PUD. Realistically, staff does not believe that every lot will be developed to maximize allowable units. Yet, this chart illustrates the potential to increase the number of deed restricted locals only and/or attainable housing units and the merits of working with the Applicant as a final housing plan is developed in later stages of the PUD review process.

That said, as the Applicant moves forward to the Preliminary Plan stage of the PUD review process, the Planned Unit Development Guide – the regulatory zoning and development control document that should be presented at the time of any Preliminary Plan for PUD application – should include a specific “Local's Housing Mitigation Plan” or similar section setting forth administrative details and requirements for local's housing within the PUD – how will the provision of locals housing be provided, who will monitor and manage the provision of deed restricted units or lots, and how will the PUD's housing guidelines be updated over time to reflect market conditions and needs.



## **Public Services and Facilities**

### **Goal (PFG 1): Ensure that Public Facilities are Planned and Implemented to Support New Growth and Existing Population Centers**

- (PFS 1.1) Implement streetscape improvements with pedestrian-scale site elements including sidewalks, paving, signage, lighting and site furnishings*
- (PFS 1.2) Develop a Capital Improvement Plan prioritizing upgrades to existing infrastructure including roads, water and storm water drainage and pedestrian/bicycle amenities*
- (PFS 1.3) Ensure that impacts from new development on existing infrastructure are mitigated*
- (PFS 1.4) Incorporate the concept of green infrastructure into the planning and design of improvements to town systems*
- (PFS 1.5) Develop and implement a comprehensive sidewalk and trails plan addressing both accessibility and bicycles*
- (PFS 1.6) Develop and implement a plan to bury utilities throughout the community*
- (PFS 1.7) Support and promote infrastructure which is attractive to small business – snow removal, loading zones, sidewalks*
- (PFS 1.8) Incorporate the future use of alternative energies into planning processes*
- (PFS 1.9) Develop a comprehensive parking plan that addresses the needs of both the business community and residents*

### **Staff Response:**

The proposed PUD will have significant positive and negative benefits, impacts and effects on the Town and its infrastructure, public facilities, and services. Impacts from increased residential development – *on transportation, sewer and water infrastructure; police and emergency service providers; and, the general enjoyment of existing town amenities* – should be evaluated using fiscal and financial impact studies and analyses prepared by qualified professionals as part of the Preliminary Plan for PUD application process. The PUD should be reviewed against existing Capital Improvement Plans (CIP) and in context to desired or identified trails improvements, public access improvements and opportunities to provide alternative energy production where appropriate.

## **Economic Development**

### **Goal (EDG 1): Diversify the Town's Economy**

- (EDS 1.1) Encourage and provide incentives for business to locate in the downtown area*
- (EDS 1.2) Encourage the development of flexible space in commercial areas – space which can be easily adjusted as market conditions permit (office to retail to restaurant)*

- (EDS 1.3) Attract essential services necessary to form a “complete” community – grocery, pharmacy, hardware store, movie theatre*
- (EDS 1.4) Develop a comprehensive marketing strategy promoting the town*
- (EDS 1.5) Utilize redevelopment opportunities to help expand and diversify the town’s economic/employment base*
- (EDS 1.6) Support and promote practices which are attractive to small business infrastructure, taxes, city services*
- (EDS 1.7) Investigate opportunities for future annexations*
- (EDS 1.8) Develop a web-portal which promotes the town*
- (EDS 1.9) Promote the town’s unique history to capitalize on the heritage tourism market*

**Staff Response:**

The Concept Development Plan proposes a mix of residential housing products. No commercial development is proposed. To the extent that the design of the PUD as well as the architectural standards that will be developed for the project “promote the town’s unique history” the project can be seen as complementing the Town’s image. Likewise, the addition of the specific types and sizes of residential lots and structures geared toward housing the local population contemplated within the PUD should serve to “expand and diversify the town’s economic and employment base.”

**Natural Resources**

**Goal (NRG 1): Protect and Promote the Eagle River as a Community Asset**

- (NRS 1.1) Support and fund ongoing river restoration efforts*
- (NRS 1.2) Improve and enhance public access to the Eagle River*
- (NRS 1.3) Strengthen development standards supporting habitat restoration and protection of the river*
- (NRS 1.4) Promote the Eagle River as a focal point of the community/gathering space*

**Goal (NRG 2): Protect and Promote USFS lands as a Community Asset**

- (NRS 2.1) Maintain and improve access to public lands*
- (NRS 2.2) Promote development of USFS lands where appropriate*

**Goal (NRG 3): Preserve, Protect and Enhance Environmentally Sensitive Lands**

- (NRS 3.1) Examine existing hillside development regulations for improvement*
- (NRS 3.2) Maintain historic wildlife migration corridors*
- (NRS 3.3) Support efforts to mitigate the impact of the mountain pine beetle infestation*
- (NRS 3.4) Incorporate “Firewise” guidelines in building and site planning practices*

## **Goal (NRG 4): Preserve, Protect and Enhance Ridgelines and View Corridors**

- (NRS 4.1) Develop methods to regulate development on ridgelines and preserve specific view corridors*

### **Staff Response:**

The proposed PUD will have direct and lasting impacts on the achievement of the above goals and strategies aimed at protection and use of community amenities and treasured natural resources such as the Game Creek Drainage and access to public lands by directing development away from sensitive, valued natural areas and hazard areas such as hillsides and ridgelines; and, by directing development toward an area of town that has been highly impacted by heavy industrial uses and where public infrastructure and services already exist – where density should be directed. As plans are further developed and refined, the Town will expect details regarding development standards along with use controls established via the PUD Guide and master covenants, to ensure that Town's Natural Resources goals and strategies are met.

## **Parks and Recreation**

### **Goal (PRG 1): Enhance Recreational Opportunities for all Town Residents and Visitors**

- (PRS 1.1) Support and promote the development of a regional trail system*  
*(PRS 1.2) Support and promote the development of a centralized gathering space in the downtown area*  
*(PRS 1.3) Investigate opportunities for the development of playgrounds and parks*  
*(PRS 1.4) Promote, maintain and improve access to open space*  
*(PRS 1.5) Promote, maintain and improve access to the Eagle River*  
*(PRS 1.6) Support and promote the development of recreational facilities and programs for multiple user groups*  
*(PRS 1.7) Promote existing recreational opportunities/facilities*

### **Staff Response:**

The proposed Concept Development Plan generally indicates that areas within the PUD will be provided with trails and connectivity, open spaces and usable park areas. Importantly, the Plan shows improved trailhead parking areas and walking paths to connect residents and the general public with public lands access. The Applicant will need to work with the Town and ECO Trails to ensure that previously studied and planned regional trail alignment running along the western edge of the parcel (along Minturn Road) will be accommodated.

## **V. Staff Observations and Suggested Discussion Topics:**

**General observations:**

Staff has provided this report to guide discussions regarding the process and requirements for the review and approval of a Concept Development Plan for PUD. Staff has also provided a brief, non-exhaustive set of observations and analyses in hopes of framing potential topics of discussion and to expose items of most importance to the Town's review of the proposed PUD.

While staff has not forwarded any formal recommendation for the Concept Development Plan for the Minturn Railroad PUD, staff does believe that the Conceptual Plan **conforms** to a majority of Town goals and policies and is specifically designed to enhance and complement the existing character, development patterns, architecture and density found in the adjacent neighborhood as well as rest of Town.

1. The Conceptual Development Plan for PUD appears to address numerous policy goals for the Town of Minturn by providing a master planned community within the "PUD Holding Zone." The plans presented by the Applicant are thoughtful in design, layout and context to the existing Taylor Avenue neighborhood.
2. Plans for this site include two main access points – one on the northern end of the property at the existing 'Minturn Road' and one at the southern end of the property using Railroad Avenue. Detailed traffic analyses will be required to fully evaluate the impacts to existing roadways, intersections.
3. The Conceptual Development Plan application packet includes an overall "Draft Conceptual Plan" by GPS Designs, LLC dated 11/21/19, complete with fairly detailed neighborhood-level plans, conceptual architectural renderings and site and conceptual civil engineering plans for the property. Architectural renderings and concepts presented appear to compliment and further the Town's goals with regard to maintaining a small town, eclectic character and scale.
4. The range of lot sizes and use types (single-family, duplex, accessory dwelling units and multi-family units) directly supports the Town's housing and development goals and policies.
5. Issues such as improvements to Taylor Avenue and Minturn Road, as well as snow storage and snow plowing/road maintenance will be important for residents of Taylor Avenue and the Town public works department. Opportunities to work with existing road rights-of-way, and to address existing parking and maintenance issues along Taylor Avenue appear to be worth discussing.

**Staff Suggested Discussion Topics:**

The following list of suggested topics should serve to organize the Planning Commission's review of the proposal:

1. Overall conformance with Concept Development Plan submittal requirements – did the



Town receive the level and type of information necessary to fully evaluate the general concept for development?

2. Additional information required for proper and timely review of the Concept Development Plan?
3. Overall understanding of the process, criteria and standards for review of the proposed Concept Development Plan.
4. Overall appropriateness of the PUD vs. development of the property as a conventional subdivision.
5. Overall appropriateness of the proposed range, general locations and types of residential uses.
6. Overall compatibility of the project and conformance with community master plan documents.
7. Aspects of the proposal deserving more refinement either prior to conceptual level review and approval, or as part of any Preliminary Plan for PUD application.



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December 3, 2019

Mr. Scot Hunn  
Town of Minturn  
PO Box 309  
Minturn, CO 81645

Via email: [scot@hunnplanning.com](mailto:scot@hunnplanning.com)

Re: Minturn Railroad PUD  
Conceptual Plan Review  
Project No. 19-0064

Dear Scot:

We completed our review of the Conceptual Plan for the Minturn Railroad PUD dated 11/21/19. We understand this is a conceptual review; however, because our comments relate to engineering, they tend to be details which may not be requirements at conceptual review, but would need to be addressed in the detailed submittals coming up.

**Site Overview:**

1. The wetlands report for the ECO Trail project included the lower reach of Game Creek. The report identifies both wetlands and aquatic habitat, which will need to be addressed.
2. The drainage report should address flooding potential from Game Creek as well as pollution control measures from site runoff.
3. Both surface runoff and underground water flow has been observed in the area immediately above the existing homes along Taylor Street. This site is likely in the path of this underground flow and should be investigated.
4. The Soil Screening Assessment is attached to the application indicates a concern for residential development with one of the samples. The Assessment should be directed to a qualified expert for evaluation regarding additional study.

**Site Grading:**

1. The site grading plan includes a note that no grading will be required at either Taylor Street or Minturn Road. While this is a conceptual plan, a number of the proposed lots will access from these streets necessitating some grading.

**VAIL VALLEY OFFICE**

30 Benchmark Road, Suite 216 | PO Box 978 | Avon, CO 81620

**DENVER OFFICE**

9618 Brook Hill Lane | Lone Tree, CO 80124

970.949.5072 | [info@inter-mtn.net](mailto:info@inter-mtn.net)

December 3, 2019  
Mr. Scot Hunn  
Town of Minturn  
Re: Minturn Railroad PUD  
Conceptual Plan Review  
Project No. 19-0064

2. It would be helpful in the review of this plan if parcel and road lines were shown.
3. A slope analysis would be helpful in determining feasibility, particularly for the northern portion of the proposed development.

**Roads & Trails:**

1. The proposed Dowd to Minturn ECO Trail impacts the site and should be addressed with this project.
2. A traffic study should be provided with the later submittals for this project. At a minimum it needs to address:
  - a. Traffic impacts along Taylor Street and Minturn Road, estimating the total vehicle trips generated from both on-site and off-site sources.
  - b. Recommend street sections required for safe and efficient travel. It is likely that at least Minturn Road will be considered a “Collector” level street and the existing right of way and pavement sections too narrow.
  - c. An “Auto-Turn” analysis should be performed to demonstrate fire truck access.
3. The narrative explains the intent is to leave Taylor Street as-is because of the encroachments. Taylor Street needs to be addressed as a part of this project. The existing drainage and encroachment issues need to be addressed. In the end Taylor Street needs to provide safe daily and emergency access.
4. The narrative explains the intent is to leave Minturn Road as it is. Minturn Road is the secondary access to Minturn and this project will likely increase use. Minturn Road currently lies within a license on Union Pacific property. In conversations with Gregg Larsen of Union Pacific, the railroad would like to maintain this road as a license so they can control the property. Because Minturn Road is the only secondary access from the north it is recommended that Minturn Road become a dedicated public street.
5. Narrow road sections are proposed. The proposed drive lanes are 10 feet in width and the drive lane include the gutter section in the path of travel. Typical residential roads have 11 or 12-foot drive lanes plus the curb and gutter.
6. The plan includes parallel parking along the streets. If these streets are publicly dedicated and maintained the town should recognize snow removal will be challenging.

**Utilities:**

1. A network analysis should be provided for the proposed water system to assure adequate domestic pressure and fire flow.
2. The fire department should review the proposed fire hydrant locations.
3. The proposed sanitary sewer should be submitted to the ERWSD for review.
4. The soils in Minturn Road proved to be corrosive when tested for the water interconnect. Soils within the property should be tested for corrosivity to determine if cathodic protection is required.
5. Shallow utility providers (gas electric & communication) should review the proposed routing for service.

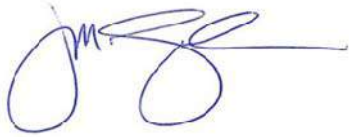
December 3, 2019  
Mr. Scot Hunn  
Town of Minturn  
Re: Minturn Railroad PUD  
Conceptual Plan Review  
Project No. 19-0064

**Survey:**

1. The boundary survey should include the adjoining Taylor Street and Minturn Road rights of way to assure contiguity.
2. The Topographical map included in the package is dated 1998 and a new survey should be included for design.
3. A current tile report should be provided.
4. We have a question regarding the status of the railroad ownership. Is it fee title or right-of-way? If the latter, then the underlying ground would be federally owned. A title report would clear that up.

Thank you for the opportunity to review this plan – we are excited to be a part of this project.

Sincerely,  
Inter-Mountain Engineering

A handwritten signature in blue ink, appearing to read 'Jeffery M. Spanel', with a stylized flourish extending to the right.

Jeffery M. Spanel PE

CC: Michelle Metteer; Michael Sawyer





## DESIGN REVIEW APPLICATION

**TOWN OF MINTURN PLANNING AND ZONING DEPARTMENT**  
P.O. Box 309 302 Pine Street Minturn, Colorado 81649-0309  
Phone: 970-827-5645 Fax: 970-827-5545 Email: [planner@minturn.org](mailto:planner@minturn.org)

### Project Name:

North Minturn

### Project Location

#### Street Address:

Parcel bound to east by Taylor Street and to west by Minturn Road, running north to approximately 300' north of Game Creek

#### Zoning:

Game Creek PUD Holding Zone

Parcel Number(s): part of parcel  
210326200017

### Application Request:

Conceptual approval for PUD proposing 114 "units" and to include associated streets, utilities and park spaces as provided on this application.

### Applicant:

#### Name:

Minturn Crossing, LLC representative: Gregory Sparhawk

#### Mailing Address:

PO Box 333, Minturn, CO 81645

Phone: 970-470-4945

Email: [gregs@gpsdesigns.com](mailto:gregs@gpsdesigns.com)

### Property Owner:

Name: Union Pacific Railroad, representative: Gregg Larsen

Mailing Address: 1400 Douglas Street, Stop 1640  
Omaha, NE 68179

Phone: 402-544-8552

Email: [galarsen@up.com](mailto:galarsen@up.com)

### Required Information:

#### Lot Size:

18.95 AC

#### Type of Residence (Single Family, ADU, Duplex)

Single Family, Multi-family  
Duplex & ADU at bldg permit application

#### # On-site Parking Spaces

per zoning, plus 80 on street spaces  
and 14 trailhead spaces

#### # of Stories:

N/A

#### Snow storage sq ft:

Proposed in park areas

#### Building Footprint sq ft:

N/A

#### Total sq ft Impervious Surface:

N/A

### Signature:

Fee Paid: \_\_\_\_\_

Date Received: \_\_\_\_\_

Planner: \_\_\_\_\_



November 18, 2019

Project Name: **Railroad PUD**  
Owner: Minturn Crossing, LLC  
Representative: Greg Sparhawk  
Legal Description: PART OF THE NW ¼, NW ¼, SECTION 26 TOWNSHIP 5 SOUTH, RANGE 81 WEST OF THE 6<sup>TH</sup> P.M. Please See Attached Exhibit A for additional.  
(18.95 AC) approx 825,462 sf lot  
Zoning: Game Creek – PUD Holding Zone

We are requesting a conceptual design review for the proposed subdivision a single parcel of land bordered by Taylor Street on the east and Minturn Road on the west. The parcel runs from the intersection of Minturn Rd and Taylor St toward the north approximately 300' north of Game Creek.

Currently this land is zoned as a PUD holding zone and therefore is required to go through the PUD process to secure entitlements (16-15-110\_2). We are proposing 90 residential lots ranging in size from 2,500sf up to 10,100sf. At the south end of the property around the townhomes, we are proposing four 6-unit multi-family buildings.

Zoning deviations are as follows:

Multi-family - requesting the allowance of 24 multi-family units with 10' setbacks on all sides.

Cottage lots - requesting allowance of 2,500sf lots with reduced setbacks.

Compact lots - requesting allowance of 4,000sf lots

Except for items listed above, we will maintain the character of the neighborhood with all other Game Creek zoning criteria remaining the same (includes Lot Coverage, Lot Impermeability, Building Height, Parking, Snow Storage).

As part of this project we are providing three pocket park areas, new streets with sidewalks and on street parking. The three parks will include formal parking for the Game Creek trail, a pea patch along Minturn Road, a central park connecting both Minturn Road and Taylor Street and a proposed "run" from Game Creek down to the multi-family portion on the project for hikers, and unofficially, skiers.

Additional parking will be provided on Taylor Street and on the main road within providing 80 parking spaces. We will be providing 4' sidewalks with concrete curb and gutter. Our proposed street section is a 20' wide travel lane with 8' parking lanes where provided. We are proposing sidewalk, curb and gutter and street parking on Taylor. Our current plan improves the Taylor street right of way by straightening it at a point that won't require any loss of land for the residents along Taylor that have built into the right of way. We are currently reviewing our plan with Eagle River Fire for their approval on our proposed standards (16-15-110\_12).

Because we are creating individual lots, we believe this will allow for a very diverse range of home designs. We will be providing design guidelines for this project that we believe will be able to be adopted by the town for their residential design codes. It will be based on the existing architecture around town and will be written so as to still allow for affordability but encourage uniqueness. We further plan to put requirements on these lots that they utilize xeriscaping and native species to minimize outdoor water consumption.

We are looking to provide significant investment to the town for Water infrastructure improvements and are working through details to secure a minimum of 114 taps for this project. We envision needing 46 taps for the initial phase of the project, although it is likely that some of these parcels will sell and will not be improved for a few years so the actual load on the system will not be as impactful. We intend to connect to the existing utilities on and around the site. It is our intent to begin construction in Spring of 2020 and have completed lots Spring 2021. (16-15-110\_6).

Phasing will likely include an initial infrastructure starting from south and working north. We expect to begin with the multi-family lots and 22 of the residential lots. A second phase will finish the remaining lots to the north (16-15-110\_11). Within the plan for 114 "units" we are proposing 20% of these to be deed restricted "locals only" housing. Half of those will have affordability requirements. While we are proposing these assets, we believe that by offering 16 cottage lots and smaller 4,000sf lots that we will be providing more attainable land for people to buy. Additionally, the standard 5,000sf lots will carry the same zoning allowance for duplex construction and the other lots (except for the cottage) will allow for ADU construction, furthering affordable living opportunities. The ADU's and any duplexes would be restricted to available taps at point of building permit, not part of the initial allocation/reservation of 114.

As part of this subdivision we will be relocating sewer lines, water lines, gas lines and moving overhead power lines underground. We are open to an HOA on the site, but the intention is that this is organic growth of the town and that the public spaces would be dedicated to the town at completion. We have also included additional impact analysis on services in this packet for review.

It is our intent that this project will protect the town from resort style development, insular limited design development, single-developer suburban type sprawl as well as inappropriately scaled development. We envision this project as simply an extension of the town. An increase in residents that will further enrich our downtown. This provides paced, sustained growth within the scale of our town and will create opportunities for many local builders and tradespeople. An initial economic impact analysis is attached here as Exhibit B. (16-15-110\_9).

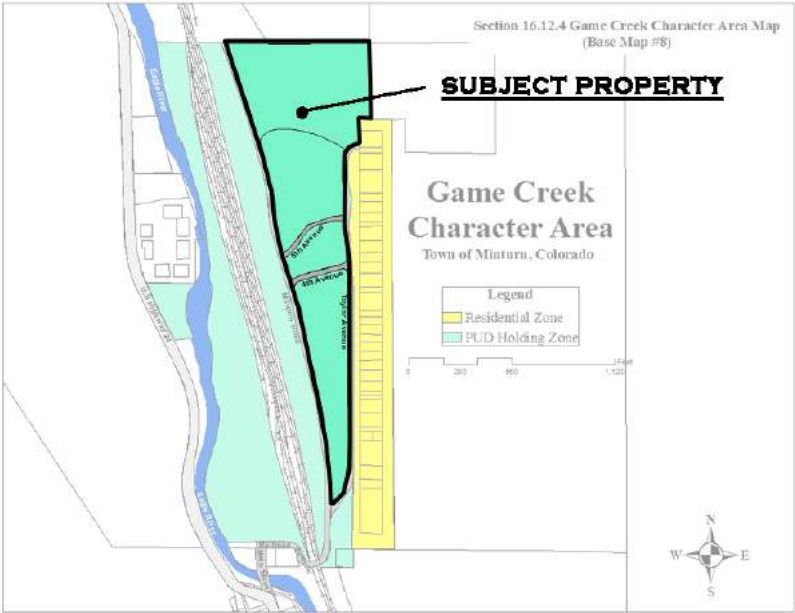
Thank you for your consideration.

Gregory Sparhawk  
**GPS Designs, llc**  
**Architecture + Planning**  
O . 970 470 4945  
C . 425 495 7241  
gregs@gpsdesigns.com

Location of Parcel.



Overview of South Town Character area and split zoning.....







November 18, 2019

Project Name: **Railroad PUD**  
Submittal: Environmental Impact Report 16-20-20

Environmental Impact Report:

***(1) By altering an ecological unit or land form, such as a ridgeline, saddle, draw, ravine, hillside, cliff, slope, creek, marsh, watercourse or other natural landform feature;***

WILL. As part of the development in order to create positive stormwater drainage and code compliant roadways we will be re-grading the site. A minor amount of site walls will be required and are proposed to be constructed of natural boulders where needed. We will be maintaining the required setback/buffer from Game Creek and are not planning to re-direct it.

***(2) By directly or indirectly affecting a wildlife habitat, feeding ground or nesting ground;***

WILL NOT. This vacant site is currently surrounded by roads and is frequently used by people walking and exercising their dogs. We have not seen evidence of nesting or feeding on the site.

***(3) By altering or removing native grasses, trees, shrubs or other vegetative cover;***

WILL. We will be removing grasses and trees on the existing site along with some bad soils on the site and are planning to replace trees at a factor of 2 to 1. We will also be regulating landscaping on the site to maintain native landscape species.

***(4) By affecting the appearance or character of a significant scenic area or resource, or involving buildings or other structures that are of a size, bulk or scale that would be in marked contrast to natural or existing cultural features;***

WILL NOT. This site falls between industrial railroad property and a developed residential corridor. Our development proposal maintains the character of Taylor Street by maintaining the same maximum height restrictions and sloping the homesites down and away from Taylor to help preserve some openness. The unkempt 'parking' along Taylor, the trailers and rest of the site will be cleaned up as part of this project.

***(5) By potentially resulting in rock fall, avalanche, landslide, siltation, settlement, flood or other landform change or hazard to health and safety;***

WILL NOT. We are not exacerbating any existing hazards. We are in the process of having a Natural Hazard Analysis done on the northern portion and will likely need some minor remediation at the rear of the large northern lots.

***(6) By discharging toxic or thermally abnormal substance or involving use of herbicides or pesticides, or emitting smoke, gas, steam, dust or other particulate matter;***

WILL NOT. We will maintain dirt and dust management throughout the infrastructure construction. Additional testing will be done prior to demolition of the trailers to ensure proper disposal of potential hazardous materials and soils.

***(7) By involving any process which results in odor that may be objectionable or damaging;***

WILL NOT. No odors will be produced by this project outside of normal residential development.

**(8) By requiring any waste treatment, cooling or settlement pond, or requiring transportation of solid or liquid wastes to a treatment or disposal site;**

WILL. This project will ultimately tie into the ERWSD system for residential waste. Stormwater will either be handled with a detention area, or a treatment vault that will be discharged to the Eagle River as is standard for storm water.

**(9) By discharging significant volumes of solid or liquid wastes;**

WILL NOT. This project will ultimately tie into the ERWSD system for residential waste.

**(10) By increasing the demand on existing or planned water supply, sewage disposal, storm drainage or other utility systems to a level which is likely to cause an adverse impact on the Town or the environment;**

WILL. We are working with the town to identify phasing for water availability to ensure that this proposal can be met with Town water supply. We are in preliminary discussions with ERWSD to confirm sewer capacity for this proposal. Other utilities can be found on, or adjacent to, the site and therefore will not create undue impact in their connection.

**(11) By involving any process which generates noise that may be offensive or damaging;**

WILL. This project will create construction noise and traffic to the surrounding community. We will generate allowed work hours in addition to the Town's noise ordinance.

**(12) By either displacing significant numbers of people or resulting in a significant increase in population;**

WILL. There are currently 6 occupied trailers which are in poor condition. These will be removed upon the tenants lease termination. The proposed project will increase the population significantly adding to our towns tax base, reducing water bills, increasing foot traffic to the downtown.

**(13) By preempting a site that is desirable for recreational uses or planned open space;**

WILL NOT. This site is planned as a PUD site and has seen many informal proposals of a much larger density and of more of a resort character. Our proposal is more in line with the surrounding neighborhood.

**(14) By altering local traffic patterns or causing an increase in traffic volume or transit service need;**

WILL NOT. This project may be the difference that ECO requires for increasing public transportation frequency to the downtown. This parcel is within easy walking distance of public transportation stops. Much of the traffic generated by this project will be split between Highway 24 and the County Road.

**(15) By being a part of a larger project that, at any future stage, may involve any of the impacts listed above.**

WILL NOT. This project is expected to provide manageable growth to town over a period of many years, but is not part of a larger project.

Thank you for your consideration.

Gregory Sparhawk  
**Minturn Crossing, LLC**

O . 970 470 4945  
C . 425 495 7241  
gregs@gpsdesigns.com



November 18, 2019

Project Name: **Railroad PUD**  
 Submittal: Preliminary Impact Analysis

Economic Impact:

EXHIBIT B				
<b>North Minturn</b>	<b>Railroad PUD economic impact</b>			11/18/19
number of lots	114			
avg home sf	2,000	assumption for calculations		
cost @ \$250/sf	\$500,000			
Initial PUD				
	cash in lieu	\$11,179	\$1,274,406	
	infrastructure improvement	\$250,000	\$250,000	
	transfer tax - initial sale	1%	\$95,000	
	additional fees	PUD	\$6,450	
				\$1,625,856
Vertical	tap fees	\$4,935	\$562,590	
	transfer tax - lot sales	1%	\$200,000	
	system improvement fee	\$5.11	\$1,165,080	
	building permit-nat avg	\$3,025	\$344,850	ICC \$122*1.4
	use tax	4%	\$1,140,000	
	additional fees	DRB	\$22,800	
				\$3,435,320
				<b>\$5,061,176</b>
Ongoing Property Tax	annual income on \$700k avg @ 114	25% of tax	\$102,600	
	when site is built out			
Additional community fees generated				
	Eagle River Fire	\$1,671	\$190,494	
	ERWSD sewer	\$3.86	\$880,080	

## **Continued.....**

In addition to the fiscal impacts listed above, we have also outlined expected service impacts below. With the planned 114 'units' we expect some duplexes and some ADU's will eventually be built out. As part of this assumption and taking into account the average of 2.6 people per household and also 80% ownership in town, we are expecting a full time increase in population of approximately 275 people.

### **WATER**

We have had meetings with the Town to discuss a roadmap forward for water availability. We are currently looking at a phasing plan that will accommodate the existing availability along with providing assistance to improve areas of the Towns water system and tracking where the additional water taps can be made available.

### **SEWER**

We have begun conversations with Eagle River Water and Sanitation District to discuss availability for this proposed project and evaluation of existing infrastructure.

### **PUBLIC WORKS**

We have met with the town to discuss the impact of our proposed project and are in discussions currently to ensure that the needs of the towns public works department are considered.

### **FIRE SAFETY**

We are in conversations with the Eagle River Fire District regarding appropriate access and hydrant locations along with the impact of the additional service in this area.

### **POLICE**

Public safety will continue to be handled through the Eagle County Sheriffs office through their contract with the Town of Minturn. We have not yet reached out to them, but will do so to ensure that these new homes will not impact their ability to serve the area.

### **SCHOOLS**

The NAHB lists that the average household has .6 children. That is approximately 55 children, or 3 kids per grade of school. We are planning to market this project locally and incentivize some of the smaller lots for locals housing. It is for this reason that we believe the majority of these children will be already enrolled in local schools and will not significantly increase class sizes or over burden the school district.

### **PARAMEDIC SERVICES**

These homes will be served by the Eagle County Paramedic Services. We have not yet had discussions with them regarding the impact of this project but will do so to ensure availability of service to this part of town.

Thank you for your consideration.

Gregory Sparhawk  
**Minturn Crossing, LLC**

O . 970 470 4945  
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gregs@gpsdesigns.com



## EXHIBIT A

### LEGAL DESCRIPTION

A parcel of land located in the NW 1/4 of the NW 1/4 of Section 26, Township 5 South, Range 81 West of the 6<sup>th</sup> Principal Meridian and more particularly described as follows:

Beginning at a point on the north line of said Section 26 whence the westerly 1/16 corner of Sections 23 and 26 bears S89°57'36"E 766.77 feet; thence along the north line of said Section 26 S89°57'36"E 676.36 feet; thence departing said north line and along the westerly line of Palmateer Parcel C and Parcel B recorded at Reception Number 200824176 and a Parcel recorded at Reception Number 225471 S00°54'59"E 582.25 feet; thence continuing along the southerly and easterly line of said parcel N89°05'00"E 20.00 feet; thence S00°55'00"E 11.78 feet to the westerly right-of-way line of Taylor Avenue per the document recorded at Reception Number 144697; thence the following twenty courses along said right-of-way line: 1) S61°43'41"W 0.56 feet; 2) thence 146.86 feet along the arc of a curve to the left, having a radius of 123.25 feet, a delta angle of 68°16'25", and a chord that bears S27°35'35"W 138.33 feet; 3) thence S06°32'44"E 191.80 feet; 4) thence 97.75 feet along the arc of a curve to the right, having a radius of 294.17 feet, a delta angle of 19°02'23", and a chord that bears S02°58'28"W 97.31 feet; 5) thence 136.62 feet along the arc of a curve to the left, having a radius of 315.79 feet, a delta angle of 24°47'17", and a chord that bears S00°06'00"W 135.56 feet; 6) thence S12°17'38"E 36.23 feet; 7) thence 36.82 feet along the arc of a curve to the right, having a radius of 237.18 feet, a delta angle of 8°53'37", and a chord that bears S07°50'50"E 36.78 feet; 8) thence S03°24'01"E 331.37 feet; 9) thence 56.70 feet along the arc of a curve to the right, having a radius of 354.36 feet, a delta angle of 9°10'03", and a chord that bears S01°04'30"W 56.64 feet; 10) thence S05°39'15"W 31.82 feet; 11) thence 61.97 feet along the arc of a curve to the left, having a radius of 613.32 feet, a delta angle of 5°47'21", and a chord that bears S02°45'35"W 61.94 feet; 12) thence S00°08'06"E 130.70 feet; 13) thence 51.69 feet along the arc of a curve to the left, having a radius of 600.87 feet, a delta angle of 4°55'44", and a chord that bears S02°35'58"E 51.67 feet; 14) thence S05°03'50"E 70.50 feet; 15) thence 38.39 feet along the arc of a curve to the right, having a radius of 483.44 feet, a delta angle of 4°33'00", and a chord that bears S02°47'20"E 38.38 feet; 16) thence S00°30'50"E 233.54 feet; 17) thence 39.30 feet along the arc of a curve to the right, having a radius of 1128.82 feet, a delta angle of 1°59'41", and a chord that bears S00°29'01"W 39.30 feet; 18) thence S01°28'51"W 104.95 feet; 19) thence 152.32 feet along the arc of a curve to the right, having a radius of 247.77 feet, a delta angle of 35°13'20", and a chord that bears S19°05'31"W 149.93 feet; 20) thence S36°42'11"W 48.35 feet; thence departing said right-of-way 211.61 feet along the arc of a curve to the left, having a radius of 2208.58 feet, a delta angle of 5°29'23", and a chord that bears N05°16'34"W 211.53 feet; thence N08°01'15"W 215.43 feet; thence 252.18 feet along the arc of a curve to the left, having a radius of 2013.41 feet, a delta angle of 7°10'35", and a chord that bears N11°36'33"W 252.02 feet; thence N15°11'50"W 538.46 feet; thence N14°53'24"W 239.29 feet; thence 127.08 feet along the arc of a curve to the right, having a radius of 800.55 feet, a delta angle of 9°05'42", and a chord that bears N11°48'34"W 126.94 feet; thence N07°15'43"W 164.66 feet; thence 143.34 feet along the arc of a curve to the left, having a radius of 763.58 feet, a delta angle of 10°45'21", and a chord that bears N12°38'24"W 143.13 feet; thence N18°01'03"W 324.55 feet; thence 60.43 feet along the arc of a curve to the left, having a radius of 2813.69 feet, a delta angle of 1°13'50", and a chord that bears N18°37'58"W 60.43 feet; thence N19°14'54"W 346.62 feet to the point of beginning, containing 18.95 acres, more or less.



# NORTH MINTURN PUD

LIASFJAWSKFN



Minturn Railroad PUD

site acreage 18.95Acres  
number of "units" 114

We believe that the plan we are proposing fits the vision of the community for the type of growth Minturn needs. This development provides a wide variety of land types, but maintains the existing bulk standards found throughout town. Small starter (or finisher) cottage lots provide a unique opportunity for many first buyers and empty nesters. Larger lots provide adequate space for a reasonably sized home and could also accomodate ADU's. The standard sized lots could further accomodate duplex homes when the towns infrastructure project is complete.

- This type of a project will allow for a gradual growth model.
- The scale of this project is appropriate for the town and does not burden the residents of Taylor
- The speed of the project will be gradual as lots are built-out and likely wouldn't be fully built out for at least five years.
- Creating design guidelines with the town will ensure that this growth fits with the character of town
- With minimal negative impact to town, the financial benefit to town is quite large.

Our intent with this project is to provide a natural growth scenario for the town. By creating a number of different types of lots we are offering the opportunity for holistic growth. Individuals will be able to purchase a lot that will accomodate a wide variety of housing options. In addition to this we are proposing a small amount of medium density multi-family adjacent to the current townhome project. These options would allow for someone to buy an affordable piece of land and build a small cottage, or a more expensive view lot and build their large home. Buyers will be regulated by a set of design guidelines that will be developed specifically for Minturn as a whole.... focussed on uniqueness and character.

- Per the PUD provisions:
- (1) provides for new technology and promotes innovative and efficient land use patterns.  
through the development of the guidelines we will implement the need for energy efficient fixtures and appliances along with restrictive landscape to further reduce the impact on our resources. Site layout is a continuance of the town.
  - (2) permits the integration of land uses and contributes to trails and pedestrian circulation.  
Along with much needed diversity in housing types, this project creates useable green space and enhances the existing informal game creek trailhead.
  - (3) preserves valued environments and natural resources and achieves a more desirable environment.  
While this space is currently undeveloped, its designation as a PUD overlay has always created the possibility of development. This proposal creates something identical in scale to what exists adjacent. This proposal will preserve this part of town as low density residential and preclude the impact that higher density residential and mixed use would create.
  - (4) Maintains or improves air and water quality  
This development will provide roughly \$3,300,000 toward water system improvements from water related fees alone.
  - (5) Provides for a wide range of housing opportunities  
We have included apartments, small lots, medium sized lots, large lots and the opportunity for ADU's
  - (6) Improves the overall design character and quality of new development  
Another benefit of this type of development is that every home can be unique and thereby avoid the modern day suburban, mcmansion aesthetic that we need to avoid.
  - (7) Permits the integration rather than separation of uses  
While we are proposing an "all residential" development, we feel strongly that this can help provide the critical mass that the downtown needs and does not take away from our existing retail core.
  - (8) establishes land use patterns that promote and expand opportunities for public transportation and trails for safe, efficient, compact street and utility networks that lower development and maintenance costs and conserve energy.  
This site plan proposes sidewalks, trails, efficient street and parking layouts. It will also provide more potential ridership opportunities for the ECO bus that may allow for more regular service in and out of town.
  - (9) Preserves valued environmental, historic or mineral resource lands and avoids development in natural hazard areas  
We are allowing for a stream buffer with less impact adjacent to it along with keeping development away from the upper hillside areas to the north.
  - (10) Maintains and enhances surface groundwater quality and quantity.  
While this site is currently undeveloped, we will be doing a decent amount of clean-up on the site removing potentially hazardous materials that do currently leach into the ground. With landscape restrictions we will be limiting outdoor water use while focusing on landscaping that also does not consume large amounts of water.
  - (11) provides applicants the opportunity to contribute to the towns multi-use trail system; to provide and maintain access to public lands and rivers  
We seek to formalize an area for the trailhead of Game Creek and the Minturn Mile.
  - (12) Establishes incentives for applicants to encourage the provision of long-term affordable housing  
In addition to the creation of 16 cottage lots, 24 multi-family units and numerous potential ADU's, we are also proposing 20% deed restricted locals only" housing, with half of those as further deed restricted affordable units.
  - (13) is consistent with the purposes and goals of the community plan and land use regulations.  
This development is being proposed as an extension of the town. the only difference, and the need of a PUD, is to provide much wider and diverse housing opportunities.

COVER & NOTES	A01
ZONING OVERVIEW	A02
SITE OVERVIEW - NORTH	A03
SITE OVERVIEW - SOUTH	A04
CONTEXT IMAGES	A05
PARCEL LAYOUT - NORTH	A06
PARCEL LAYOUT - SOUTH	A07
HOUSING EXAMPLES	A08
AMENITY SPACES	A09
CONCEPTUAL GRADING - NORTH	A10
CONCEPTUAL GRADING - SOUTH	A11
ROADS & TRAILS - NORTH	A12
ROADS & TRAILS - SOUTH	A13
UTILITIES - NORTH	A14
UTILITIES - SOUTH	A15



ARCHITECTURE

301 Boulder St, #333  
Minturn CO 81645

Minturn Railroad PUD  
Minturn, Colorado 81645

PROJECT  
Minturn PUD  
PROJECT NO.  
18\_MRRpud-0001

ISSUE  
11 December 2019

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COVER

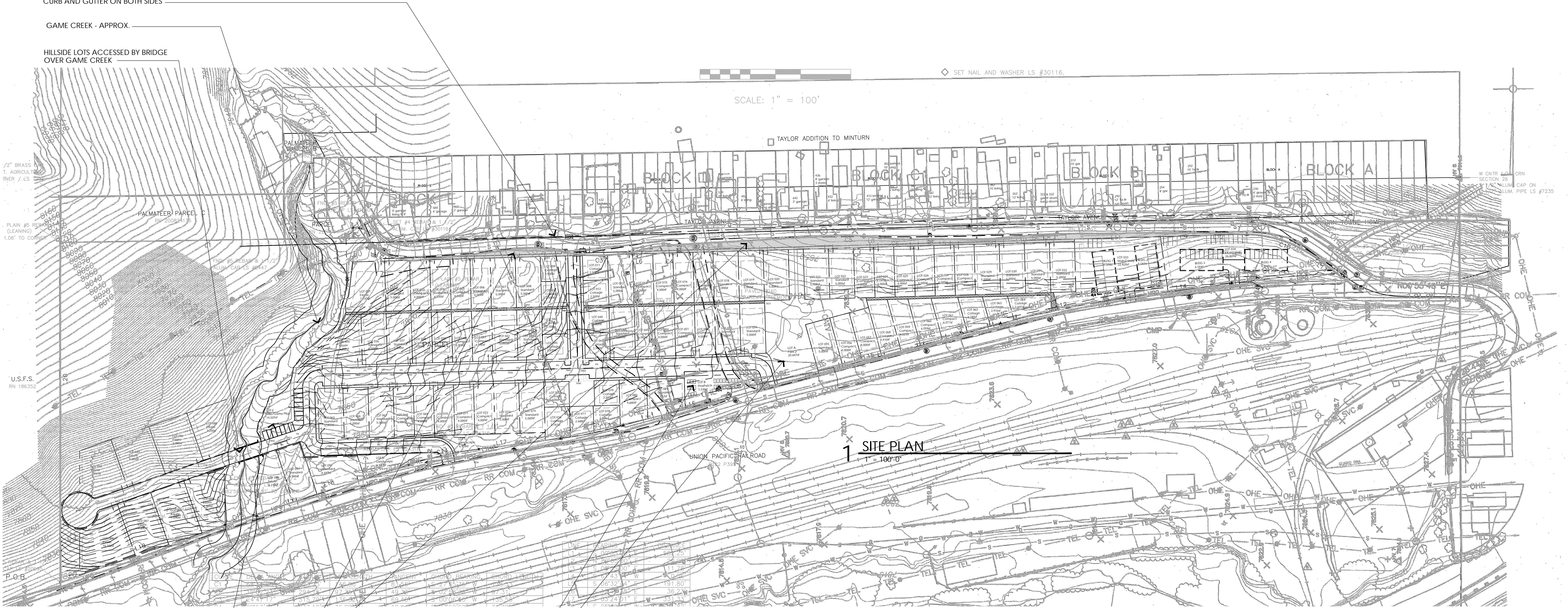
A01



TAYLOR FUTURE EAST BORDER, PLANNED R.O.W.  
PROVIDES FOR STREET PARKING ON WEST SIDE,  
CURB AND GUTTER ON BOTH SIDES

GAME CREEK - APPROX.

HILLSIDE LOTS ACCESSED BY BRIDGE  
OVER GAME CREEK



1 SITE PLAN  
1" = 100'-0"

MINTURN MILE/GAME CREEK  
PARKING TO RELIEVE TAYLOR

AREA TO BE DEDICATED TO TOWN, PROVIDE  
CURB/GUTTER AND SIDEWALK AT NEW LOTS

PUBLIC PARK AREAS IN ADDITION TO  
TRAIL HEAD AMENITY

UNIT TYPE SUMMARY

Standard	5,000sf	29
Compact	4,000sf	34
Cottage	2,500sf	16
Estate	>6,000sf	11
Multi-Family		24
		114 Total Units

proposing 20% deed restricted to include:

- 10% locals housing
- 10% both locals housing and affordable

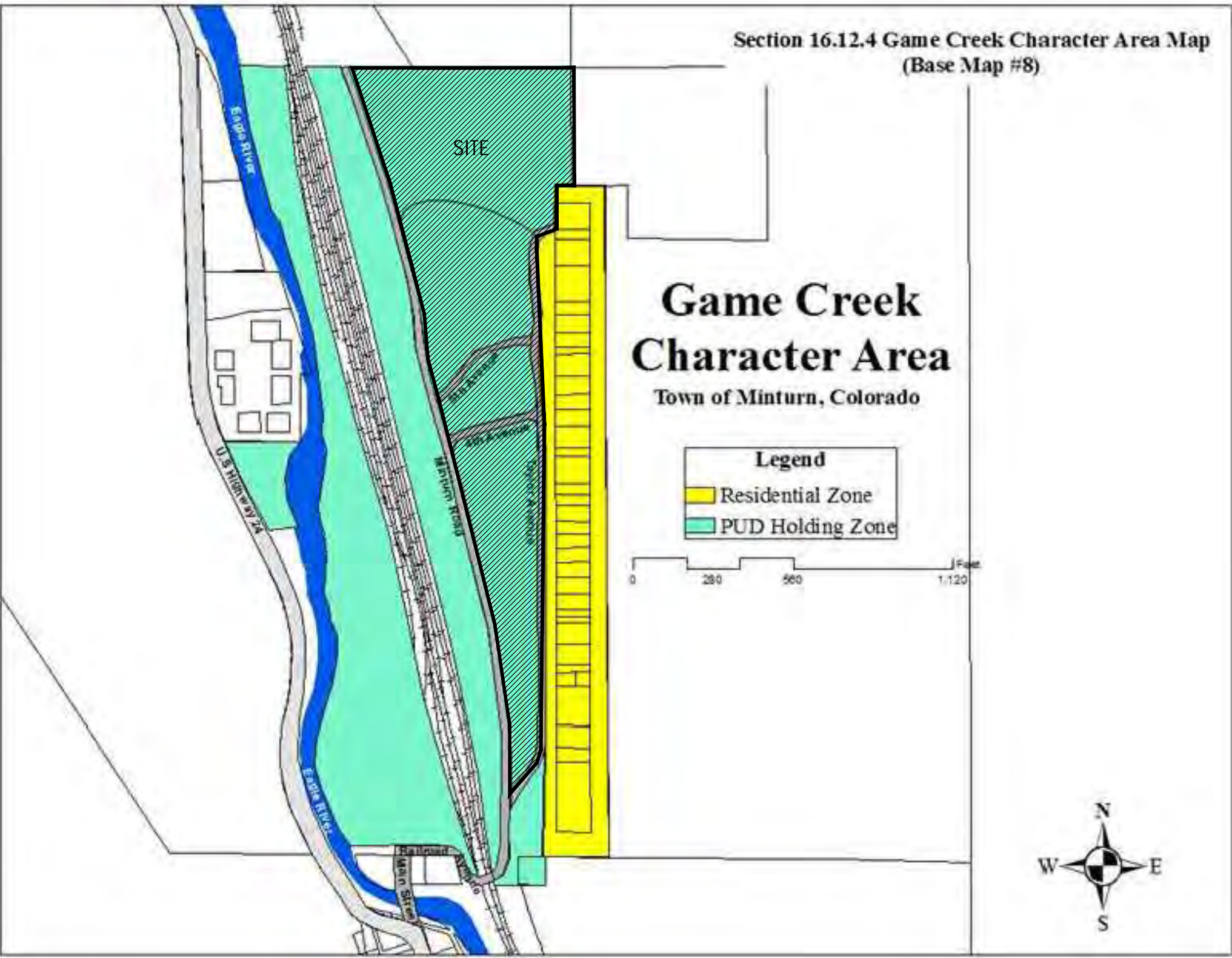
CODE ANALYSIS (deviations are in Bold)

		MINIMUM LOT SIZE	MAX LOT COVERAGE	MAX IMPERVIOUS	SIDE SETBACKS	FRONT SETBACK	REAR SETBACK	MAXIMUM HEIGHT
EXISTING GAME CREEK ZONE		5,000sf	40%	50%	5'	20'	10'	28'
PROPOSED PUD	Estate <sup>1</sup>	6,000sf	40%	50%	5'	20'	10'	28'
	Standard <sup>2</sup>	5,000sf	40%	50%	5'	20'	10'	28'
	Compact <sup>1</sup>	4,000sf	40%	50%	5'	20'	10'	28'
	Cottage	2,500sf	40%	50%	5'	10'	5'	28'
	Multi-Family	10,000sf	40%	50%	10'	10'	10'	28'

-JUSTIFICATION FOR THE SMALLER LOT SIZES IS TO ENCOURAGE SMALLER, MORE AFFORDABLE HOMES.

1 - ESTATE LOTS AND COMPACT LOTS ALLOW FOR ADU'S IF AVAILABILITY ALLOWS AT BUILDING PERMIT

2 - STANDARD LOTS ALLOW FOR DUPLEX CONSTRUCTION IF AVAILABILITY ALLOWS AT BUILDING PERMIT



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Minturn CO 81645

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Minturn, Colorado 81645

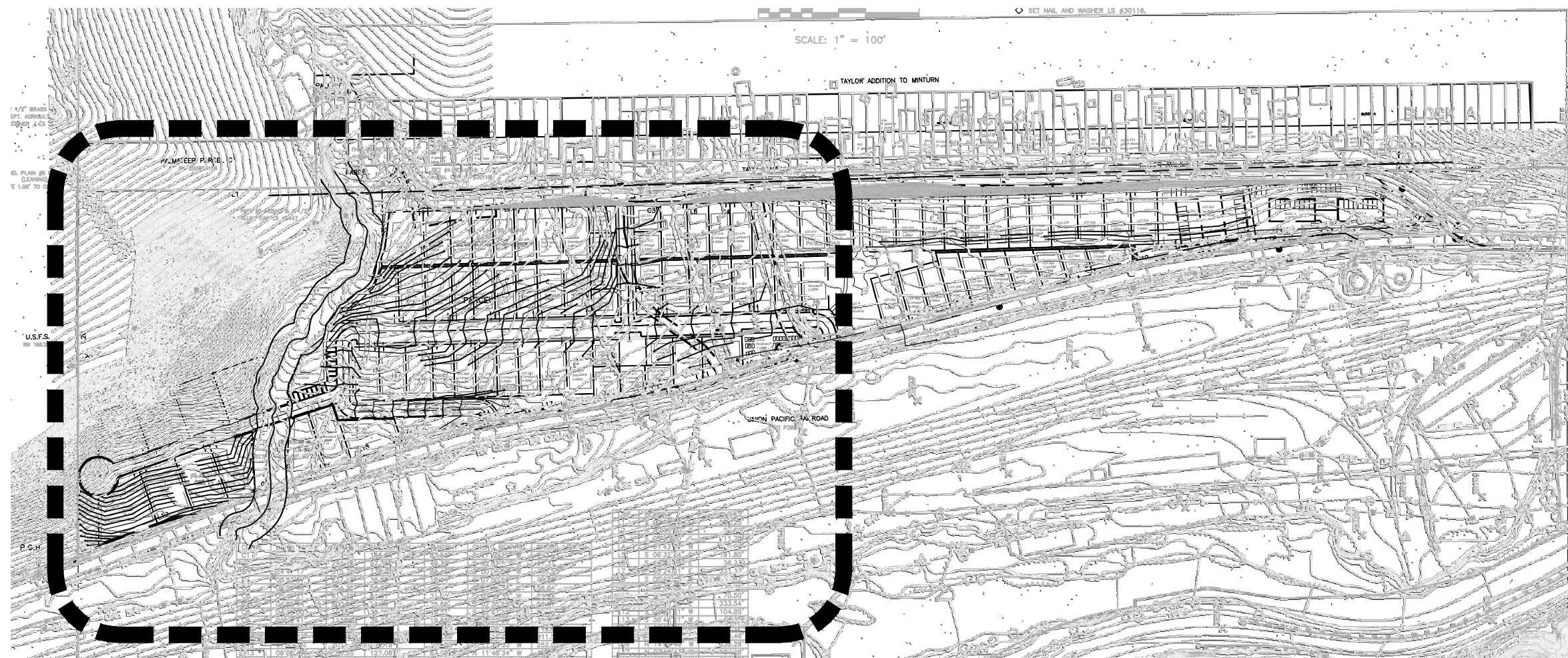
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ZONING  
OVERVIEW

A02





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Minturn CO 81645

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11 December 2019  
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SITE  
OVERVIEW

A03

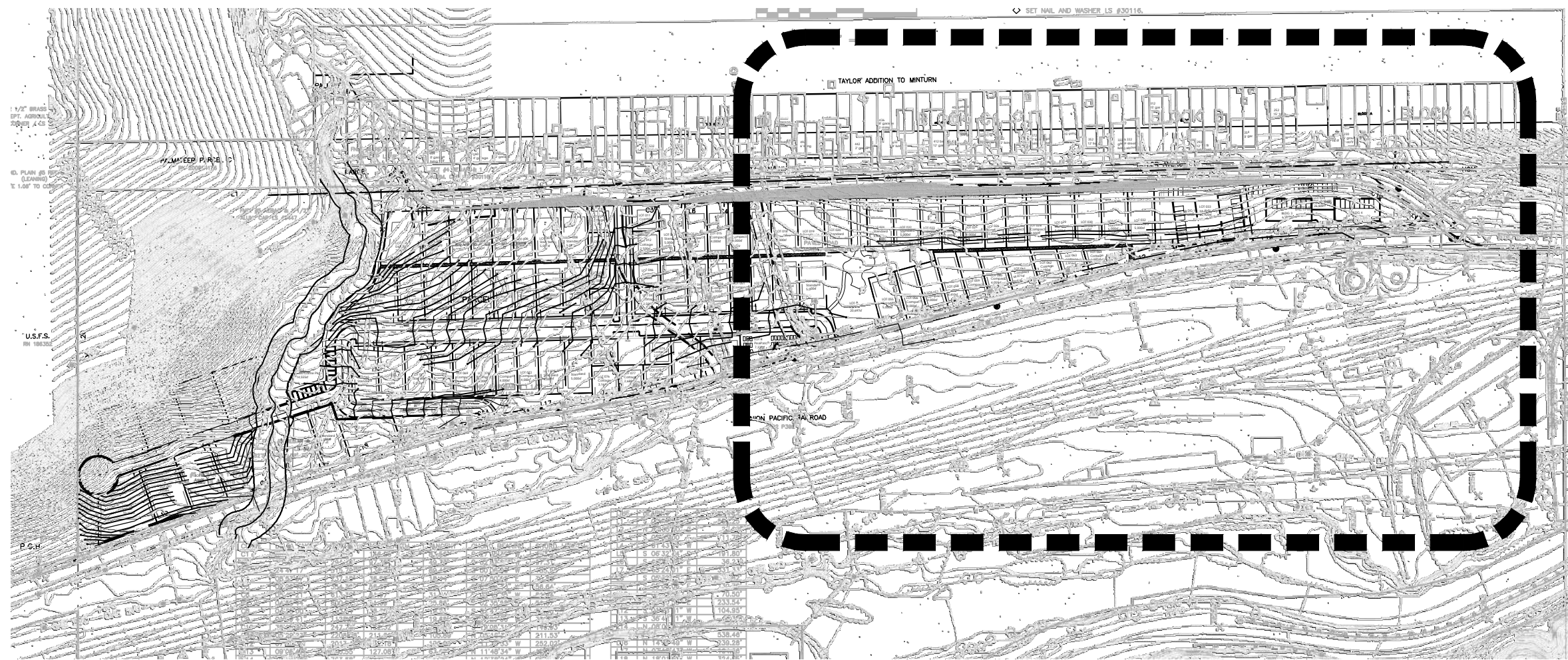
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1 SITE PLAN - NORTH

1" = 50'-0"





ARCHITECTURE

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1 SITE PLAN - SOUTH  
1" = 50'-0"

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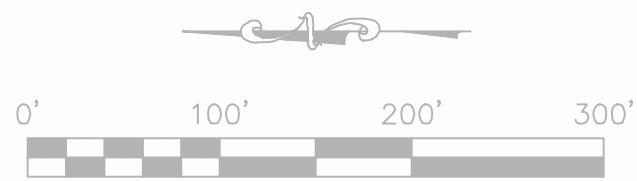
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ISSUE  
11 December 2019  
RELEASE  
Preliminary PUD

SITE  
OVERVIEW

A04



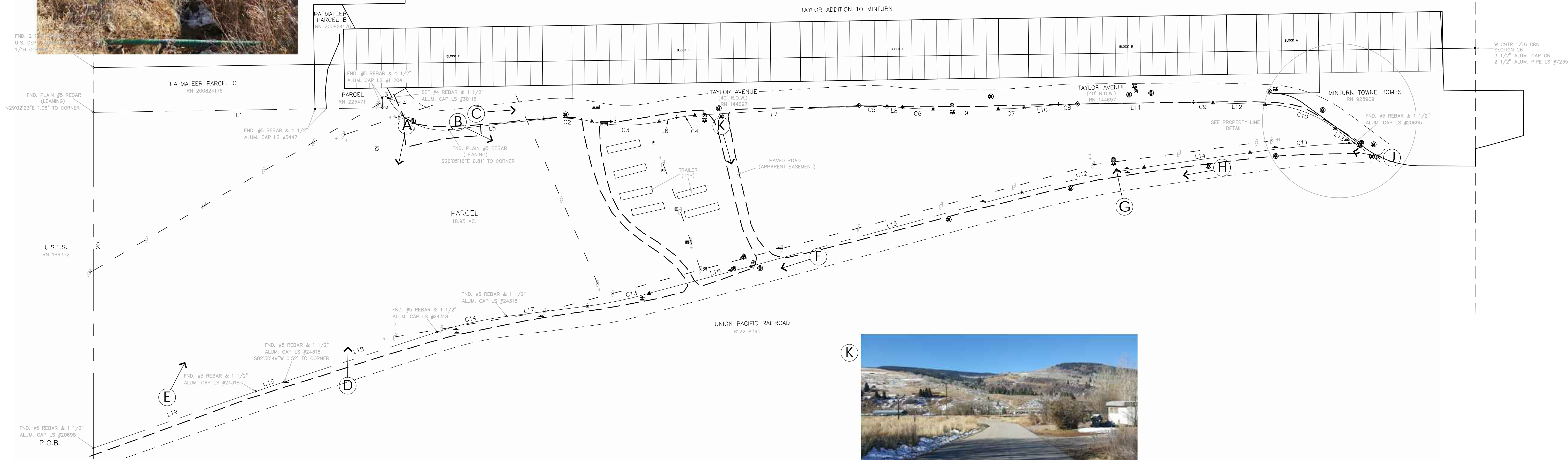


SCALE: 1" = 100'

- GAS LINE MARKER
- SANITARY SEWER MANHOLE
- SANITARY SEWER CLEANOUT
- STORM SEWER INLET
- CULVERT

NOTES:

- 1) DATE OF SURVEY: 7/2018
- 2) LAND TITLE GUARANTEE CO. POLICY NO. RND50050645-2 DATED 5/25/2018 WAS RELIED UPON FOR ALL TITLE AND EASEMENT INFORMATION.
- 3) NOTICE: ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT, MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF THE CERTIFICATION SHOWN HEREON.
- 4) BASIS OF PROPERTY LINE LOCATION: MONUMENTS FOUND MARKING NW PARCEL 1 AND THE WEST CENTER 1/16 CORNER SECTION 26.
- 5) THE U.S. SURVEY FOOT IS THE LINEAL UNIT USED FOR THE DIMENSIONS ON THIS PLAT.
- 6) SET #4 REBAR & 1 1/2" ALUMINUM CAP LS #30116.  
 SET NAIL AND WASHER LS #30116.















TRADITIONAL HOMES AND COTTAGES



LIKELY TOO MODERN, BUT ALL STYLES WILL BE CONSIDERED IN DEVELOPMENT OF THE DESIGN GUIDELINES



OPTION FOR SLOPED LOT WITH LOW LEVEL GARAGE, BUT STILL PROVIDING A ONE AND HALF STORY MASSING



VARIETY OF HOME STYLES THAT COULD ADD TO ECCLECTIC NATURE OF TOWNS AESTHETIC



MINTURN HOMES THAT WILL INFORM GUIDELINES



HABITAT DUPLEXES . SIMILAR OPTION TO WHAT COULD BE PROVIDED





1. At the north end of the development we are providing formal parking for the Game Creek trail and Minturn Mile. This will be connected up to Taylor adjacent to the stream buffer in a crushed stone or mulch path. This area has also been designed to provide open space that can be used for snow storage in the winter months.



SMALL PARK SPACE TO ACCOMMODATE SNOW STORAGE IN THE WINTER

14 PARKING SPACES FOR USE BY GAME CREEK AND MINTURN MILE

5' WALKING PATH TO CONNECT TO TAYLOR FOR ACCESS TO TRAILS ALONG BUFFER

TURN-OFF FOR 5' PATH THAT EXTENDS MAJORITY OF LENGTH OF PROJECT AS CONNECTOR TO TOWN. PATH BORDERED BY SPLIT-RAIL FENCE AT REAR YARDS OF HOMES

LANDSCAPE AREA FOR USE AS SNOW STORAGE

5' PATH THAT EXTENDS MAJORITY OF LENGTH OF PROJECT AS CONNECTOR TO TOWN. PATH BORDERED BY SPLIT-RAIL FENCE AT REAR YARDS OF HOMES

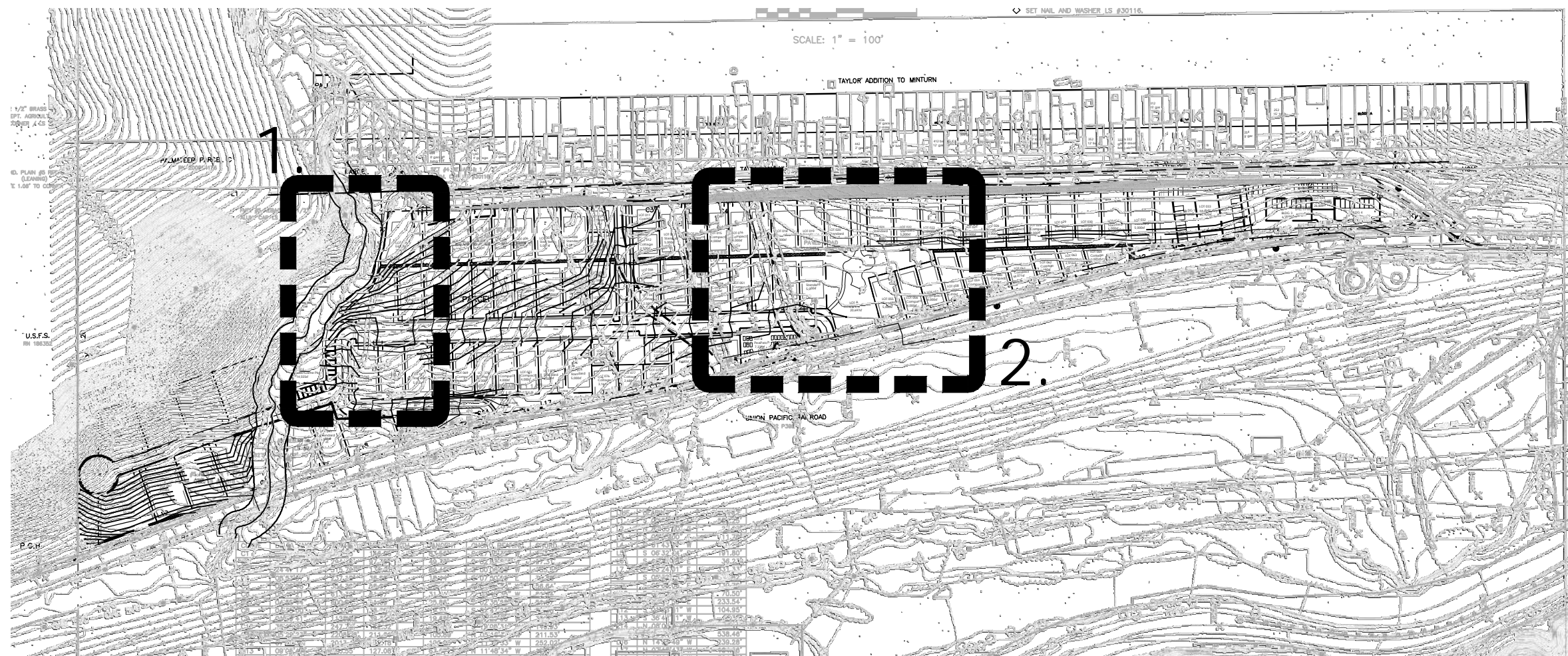
PEA PATCH COMMUNITY GARDEN AREA, WINTER SNOW STORAGE

COMMUNITY PARK AREA CONNECTING MINTURN ROAD AND TAYLOR AVE. POTENTIAL USES WILL BE DISCUSSED WITH COMMUNITY

5' PATH THAT EXTENDS MAJORITY OF LENGTH OF PROJECT AS CONNECTOR TO TOWN. PATH BORDERED BY SPLIT-RAIL FENCE AT REAR YARDS OF HOMES

2. Central to the project we have created a 1/2 Acre park that is accessible both from Taylor as well as Minturn Rd. During our public outreach we will be speaking with residents of Taylor to gather their input on what type of amenity might be desired there. Preliminary thoughts include a rock climbing park, skate park picnic facilities or a playground.

Additionally along Minturn Rd. we are proposing a large green space to be utilized as a Pea Patch in the summer months with potential for additional snow storage in the winter if needed.



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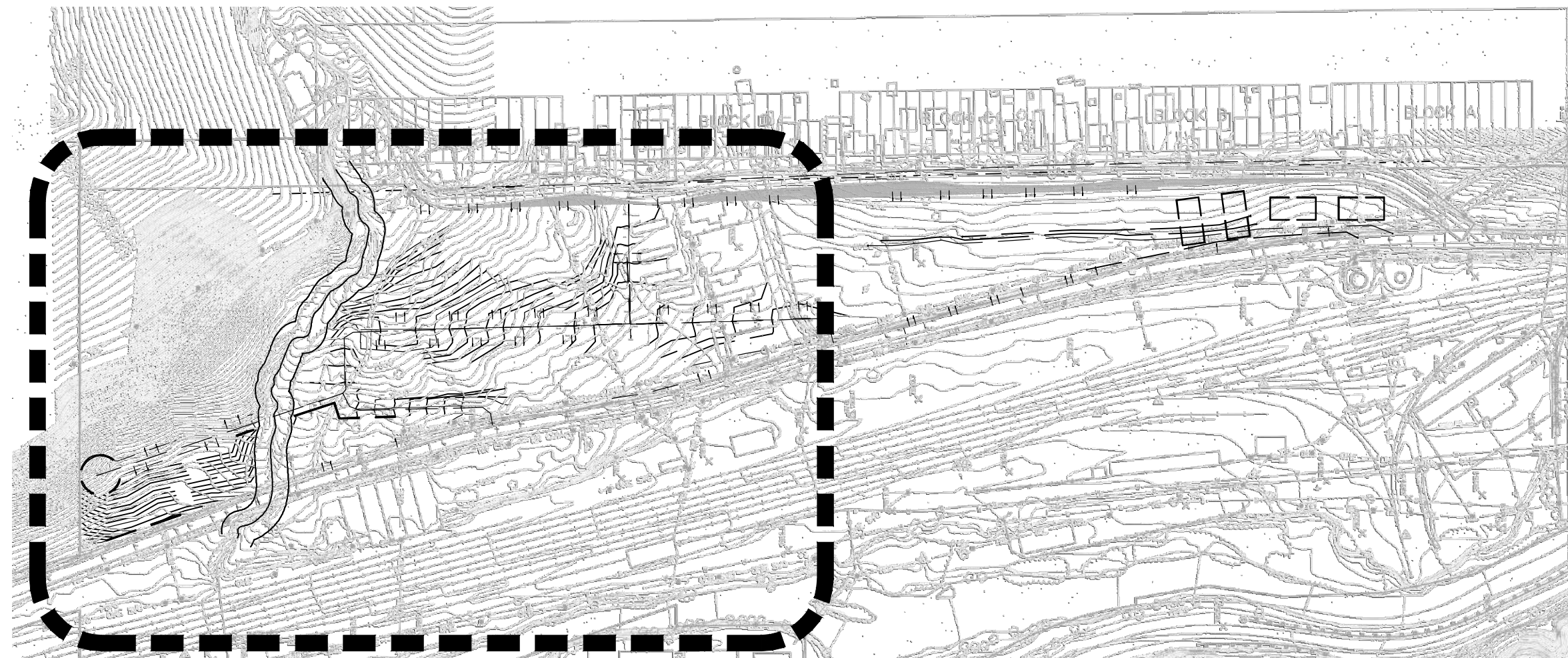
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AMENITY  
OVERVIEW

A09



NO REGRADING TO BE DONE AT CREEK BUFFER, ALONG  
MINTURN ROAD AND ALONG TAYLOR AVENUE



1 CONCEPTUAL GRADING PLAN - NORTH  
1" = 50'-0"



301 Boulder St, #333  
Minturn CO 81645

Minturn Railroad PUD  
Minturn, Colorado 81645

PROJECT  
Minturn PUD  
PROJECT NO.  
18\_MRRpud-000

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CONCEPT  
GRADING

A10





01 Boulder St, #333  
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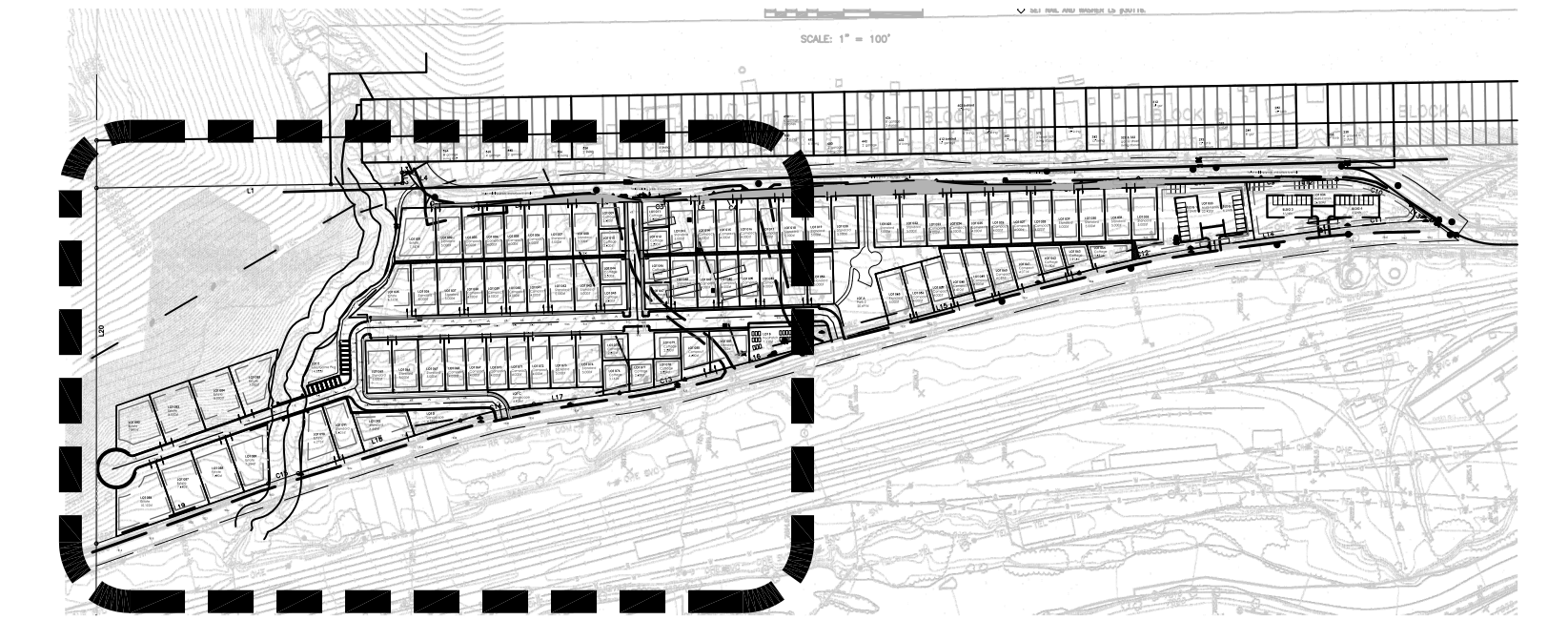
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Minturn PUD  
PROJECT NO.  
18\_MRRpud-0001

ISSUE  
11 December 2019

RELEASE  
Preliminary PUD

A11

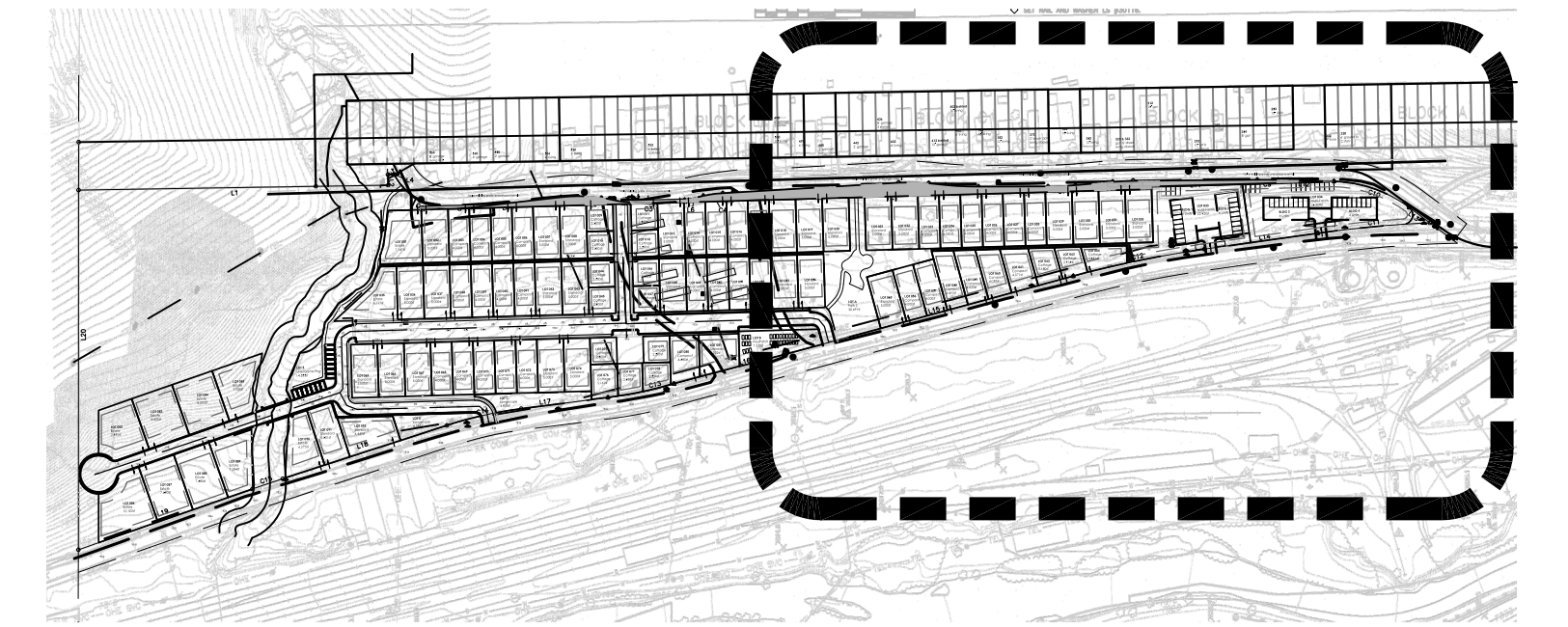




5' PATH CONNECTING NEW PARKING  
AREA TO TALLYOR TO SERVES EXISTING  
GAME CREEK & MILE USERS



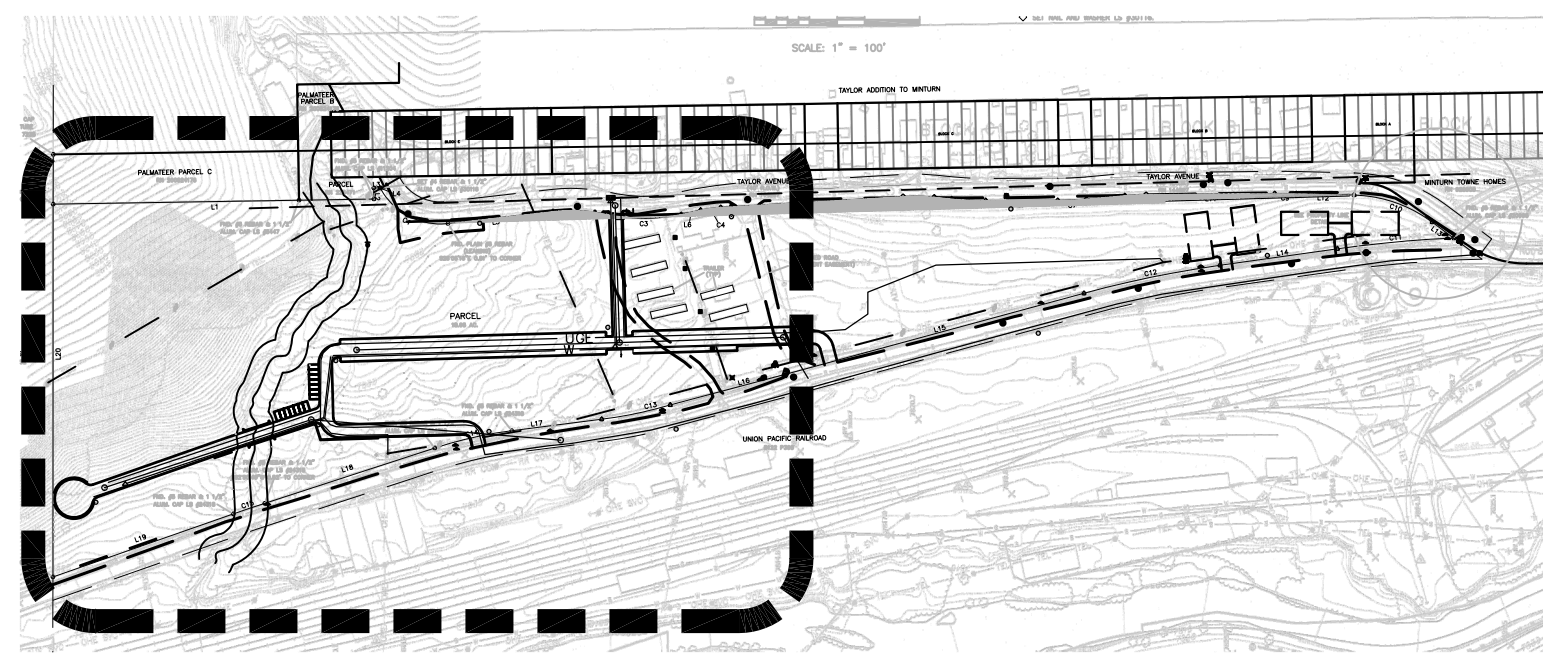
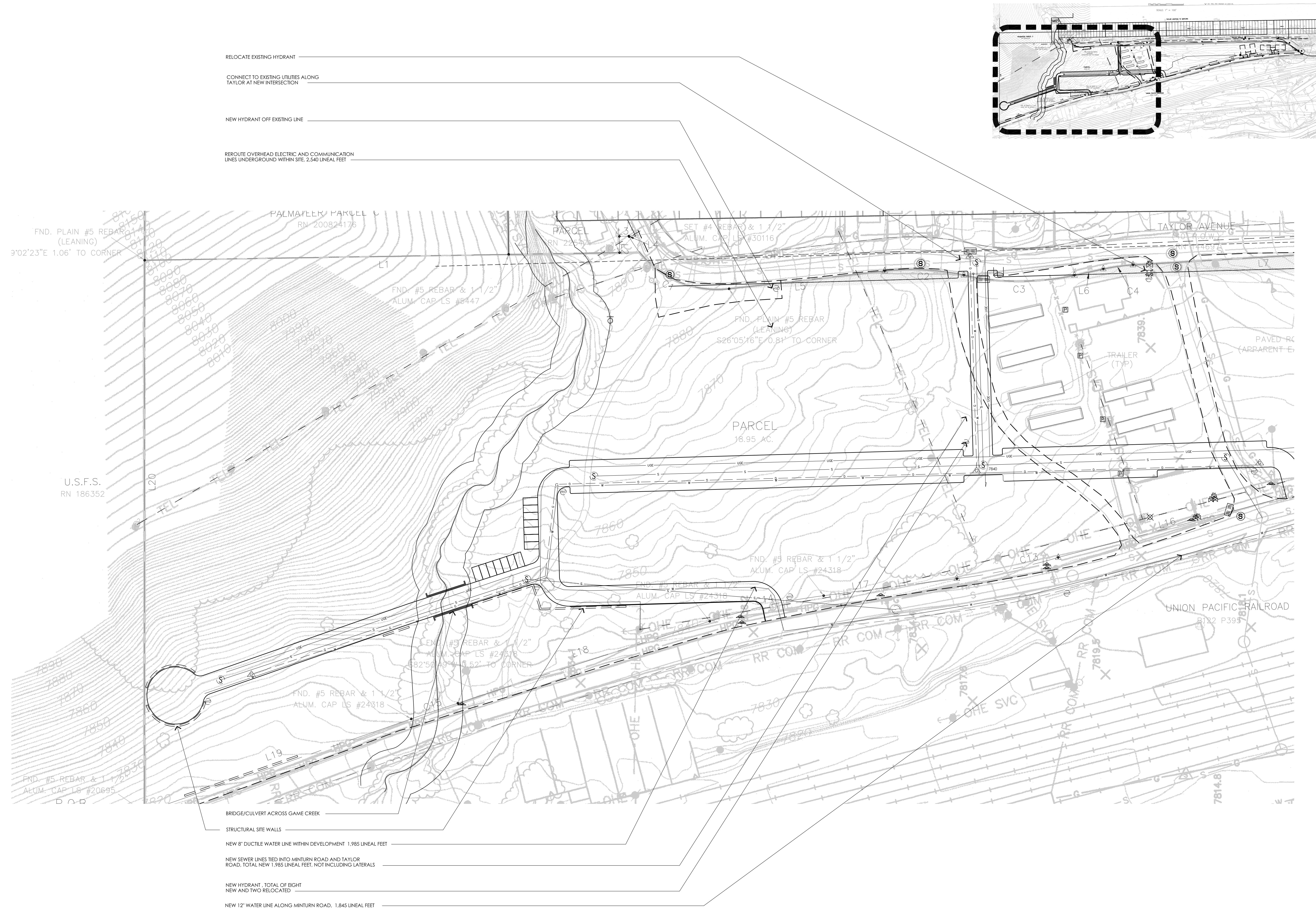




4' SIDEWALKS ALONG MAIN ROADS







ARCHITECTURE

301 Boulder St, #333  
Minturn CO 81645

**Minturn Railroad PUD**  
Minturn, Colorado 81645

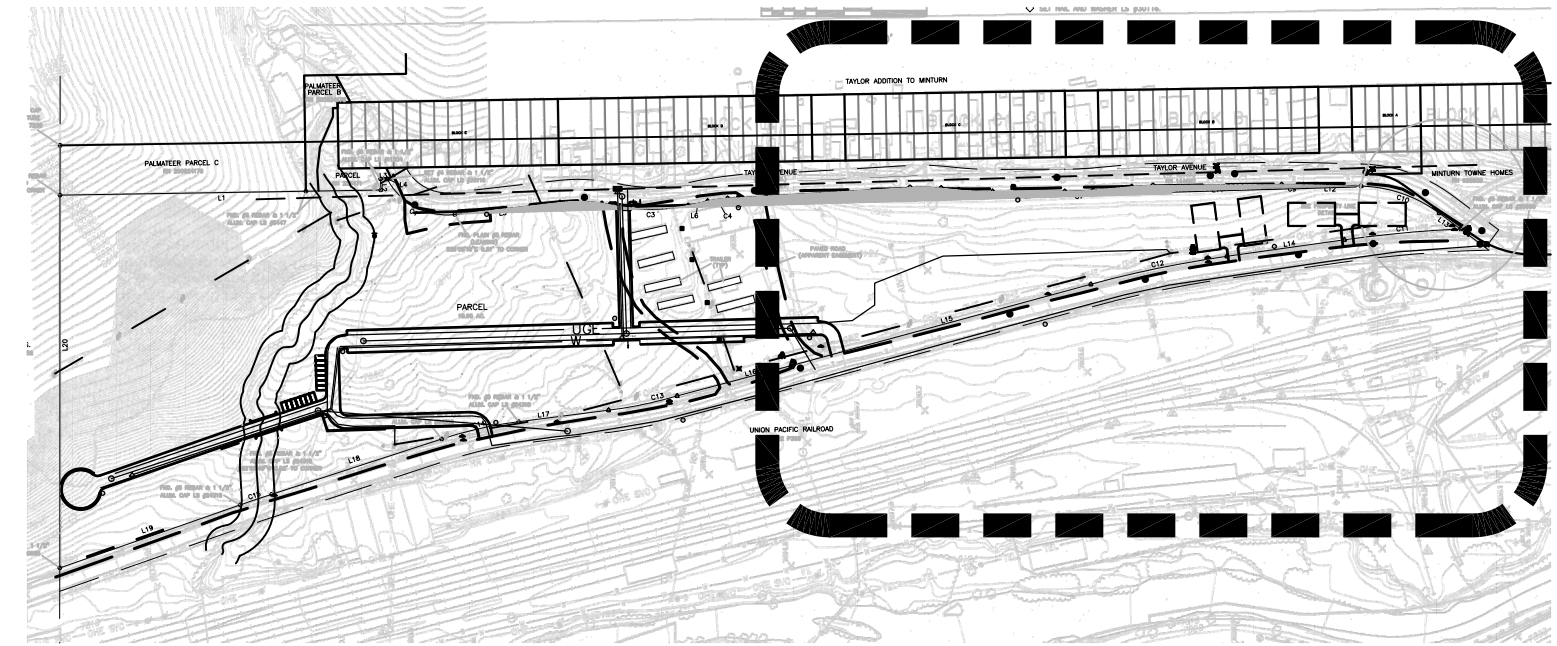
**PROJECT**  
Minturn PUD  
**PROJECT NO.**  
18\_MRRPUD-0001

**ISSUE**  
11 December 2019  
**RELEASE**  
Preliminary PUD

CONCEPT  
UTILITIES

A14





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18\_MRRpud-0001

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CONCEPT  
UTILITIES

A15

