



AGENDA

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

Wednesday, January 8, 2020

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

CHAIR – Lynn Teach

COMMISSION MEMBERS:

Jeff Armistead
Lauren Dickie
Burke Harrington
Jena Skinner

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

- 1. Minturn Municipal Code Chapter 16, Article 22 – Legal Non-Conforming Uses, Structures and Lots**

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**
 - December 11, 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** (Tabled from December 11th Meeting; To be Tabled to January 22nd Regular Meeting)
7. **Railroad Planned Unit Development Conceptual Review #2**

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

PROJECTS AND UPDATES

8. **Projects**
 - **None**
9. **Planning Director Report & Minor DRB Approvals by Director**
 - **None**
10. **Future Meetings**
 - January 22, 2020
 - February 5, 2020
11. **Adjournment**

Nonconformities: Dealing With Uses

by Mark White, AICP, Esq.



Nonconformities are a thorny issue when updating or administering zoning regulations. In most communities, there are uses or situations predating zoning or other land development regulations that do not conform to the current standards.

Nonconformities come in different categories. For example:

- A use that is no longer allowed in the zoning district is a “nonconforming use.”
- A recorded lot that no longer complies

with minimum lot area requirements is a nonconforming lot.

- A building that encroaches into a required yard or exceeds maximum building heights is a nonconforming structure.
- A development with insufficient parking or landscaping, or buildings that do not comply with current design standards, is a nonconforming situation.

Nonconformities are normally protected in zoning ordinances to varying degrees, but are not favored because they interfere with the implementation of plans and zoning regulations. As a result, communities have developed a variety of tools to control — or eliminate — nonconformities.

But what about nonconformities that are an asset to their locations? For example, a nonconforming grocery store in a residential zoning district could give residents the ability to walk to the store. A nonconforming restaurant in an industrial district could give employees a place to eat lunch. What if the store or restaurant wants to expand or change its operations? How can a community allow these uses to exist without impairing neighborhood character, or without taking up land needed for industrial uses?

This article focuses on the issue of nonconforming uses. Most land use decisions deal with nonconforming uses, and there are well-established tools to control or eliminate the uses. However, the article also addresses ways to accommodate nonconformities — or to avoid the issue altogether — in ways that respect planning policies and neighborhood character.

Tools that Control Nonconforming Uses

The law assumes that nonconforming uses are a necessary evil. Communities must recognize them, but can keep them from getting out of control. If a community is happy with its zoning districts and wants them fully implemented, it can control or eliminate nonconforming uses by –

- Prohibiting their expansion,
- Providing that any change in the use must conform to the new district regulations,
- Providing that, if the use changes, it can never change back to the nonconforming use, or
- Specifying that the nonconforming use is terminated if it is abandoned (for example, ceasing operations for one year or knocking down the building) or destroyed by natural causes (such as a fire, flood, or similar involuntary conditions).

Communities can also get more aggressive, adopting tools to proactively terminate nonconforming uses. These include:

- **Amortization requirements**, which provide that the use must end within a given time period after it becomes nonconforming — for example, within one year after it is no longer allowed in the district, and
- **Certification or registration requirements**, which require the owner to register the use within a given time period after it becomes nonconforming, or cease operations. This requirement gives property owners a written verification that their nonconformity is protected. At the same, when the deadline to register expires, planners have a way to tell where, and the degree to which, nonconformities exist at given locations. This provides useful information when considering regulatory changes, such as changing the zoning map or removing uses from a district.

These more aggressive tools are not allowed in some states. For example, Missouri considers amortization a taking of property. However, Missouri does allow communities to require registration, and also puts a heavy burden of proof on property owners to document when their nonconforming uses were established and that they were lawful when established. Consult with your municipal attorney about your state's enabling laws and judicial decisions.



Tools that Accommodate Nonconforming Uses

Even if your state law allows an aggressive approach to terminating nonconforming uses, is that a good idea? An aggressive approach can face stiff political resistance, and can eliminate some uses that, while not complying with the letter of zoning district regulations, are a benefit to the neighborhood or even consistent with plan policies.

What's more, some of the traditional approaches to nonconforming uses may create a perverse incentive for the use to stay. For example, a provision that a nonconforming use cannot revert back if the use is changed to a conforming use may discourage a property owner from bringing their property into compliance with the zoning district regulations. This is because they are giving up a right that that cannot get back. If the property owner is free to restore the nonconformity, they need not fear that coming into compliance with the zoning terminates their existing rights.

If your community wants a more flexible approach to nonconformities, there are several ways to accommodate them. One is to continue to characterize such uses as nonconforming, but allow them to continue or expand. This is based on the theory (described by Michael Brough in American Planning Association's 1985 model *Unified Development Ordinance*) that "nonconforming uses do not fade away — they simply become more run-down and shabby looking." Allowing them to continue enables the business or development to continue to invest in property maintenance, and provide jobs, goods, and services to the neighborhood.

Solutions that recognize, but accommodate, nonconformities include:

- Allowing the use to expand with a variance from the Board of Zoning Adjustment.

This provides some community oversight, but also requires proof of hardship. This test is usually difficult to meet, and focuses the case on economic rather than planning issues.

- Allowing the use to expand with discretionary review, such as a special exception (typically approved by the Board of Zoning Adjustment) or a conditional or special use permit.

As with variances, this provides community oversight, and is tied more directly to comprehensive planning and neighborhood issues. The downside is that it can be expensive for

the applicant, uncertain for the applicant and neighbors, and take up valuable staff and decision maker time.

- Providing that nonconforming uses are treated as conforming for purposes of continuance or expansion, while providing for the termination of the nonconforming use if it is changed (to another kind of use), abandoned, or destroyed and not rebuilt during a given time period.

This allows the nonconforming use to remain economically viable. However, if it discontinues — and neighbors make investments without knowing about the prior nonconformity — those investments are protected. In addition, the party who owns the nonconformity has advance notice that they cannot leave the nonconformity dormant for an indefinite time period.

- Setting out clear rules about the degree of expansion.

Zoning regulations can provide clear, numeric limits for the expansion of nonconformities, and zoning administrators can approve the expansion without requiring a hearing before the board of zoning adjustment, planning commission, or elected officials. To work well, the rules should be clear, and the community should consider tailoring them to given nonconforming uses that implement plan policies. Examples may include small commercial uses that provide services to residential neighborhoods, multi-family units that provide housing opportunities, social service uses, and similar categories.

The downside of each of these approaches is that the use continues its nonconforming status. This can become an issue with lenders, who are usually reluctant to extending financing to businesses that are defined as illegal by local ordinance.

Tools that Can “Circumvent” the Nonconforming Use Question

There are also ways by which a community can avoid defining uses no longer allowed in the district as conforming, while ensuring that they comply with local planning policies. This approach — what you might call tools that circumvent the nonconforming use question — includes:

- Spot zoning, which places the use in a zone that allows it.

There are clear disadvantages to this approach. While spot zoning is not usually per se illegal, it does expose the zoning map to litigation and, perhaps, resolution of the matter by judges rather than by planners. However, clear planning policies that recognize that benefits of non-residential uses in residential neighborhoods, for example, are typically respected by the courts. For example, as far back as 1943 the Utah Supreme Court upheld a Salt Lake City zoning map that provided small commercial “utility zones” in residential zoning districts, recognizing that close

access to these goods and services was a legitimate public purpose (*Marshall v. Salt Lake City*, 105 Utah 111, 141 P.2d 704 (Utah 1943)).¹

- Defining preexisting uses as conforming.

For example, in a single-family district, townhouses that were in place before a given date could be defined as a permitted use. This allows those uses to continue, or expand, at their existing location. However, it does prohibit their establishment in other parts of the district.

- Establishing rules that allow a given number of uses, or spacing of uses, in a district.

This would simply recognize the existence of uses that are not typically allowed in the district, but ensure that they do not proliferate in a way that undermines the district's character. For example, a community could provide that up to two corner grocers are allowed in a residential district, limit them to one per block, or provide that they must be spaced at least 400 feet apart. This would limit the number of corner grocers and avoid the establishment of a de facto commercial district, while giving neighborhoods access to food and necessities in nearby, perhaps walkable, locations.

Summing Up:

Nonconforming uses are a sticky wicket in zoning regulations. They can undermine plan implementation, and perpetuate uses that are incompatible with neighborhood character. However, planners are increasingly recognizing that in certain situations they can be assets for a neighborhood. With modern comprehensive plans recognizing “smart growth” and “sustainable” principles such as walkable streets and neighborhoods with a rich fabric of uses, communities may want to rethink the traditional approach to nonconformities.

Mark White is an attorney and urban planner whose practice emphasizes drafting zoning, subdivision and land development codes. He has completed over 150 development code updates, zoning regulations, and comprehensive plan/smart growth implementation projects for local governments in 36 states.

White has also published over 22 books and articles on planning issues, including the American Planning Association's model land development code. He is a member of the North Carolina and Missouri Bars, AICP, and the American Planning Association. White holds a JD and Master of Regional Planning from the University of North Carolina at Chapel Hill.

Notes:

1. Another possible disadvantage is that, once the district is applied, the property becomes eligible for any use in the district. While the existing use (such as a corner store) might provide a neighborhood asset, other uses in the district (such as a large car dealership) might not. Communities can deal with this by writing caveats to avoid compatibility issues — such as not allowing dealerships within a given districts from residential district boundaries. However, for many commercial districts, this is a legitimate concern.



OFFICIAL MINUTES

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 - Resigned

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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 6:30 p.m.

- Roll Call

Those present at roll call: Lynn T., Burke H., Jena S., Lauren D., and Jeff A.

Note: Greg S. has resigned from the Planning Commission effective 12/10/19.

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 Lauren D., to approve the agenda as presented. Motion passed 5-0.

Note: Greg S. has resigned from the Planning Commission effective 12/10/19.

3. Approval of Minutes

- November 13, 2019

Motion by Lauren D., second by Jeff A., to approve the minutes of November 13, 2019 as amended. Motion passed 5-0.

Note: Greg S. has resigned from the Planning Commission effective 12/10/19.

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

Larry Stone, 152 Main St. There is a historic tour and he and Jane have opened the Nelson House. Thanks to Kelly Tunes expertise and craftsmanship it has been revitalized. There will also be a station at Lynn T.'s store. At Lot #7 there is a large driveway that can be used for hosting a food truck during the summer months.

5. Planning Commission Comments

Jeff A. wanted to encourage getting food trucks in Minturn. Lynn T. thanked everyone for their work on the Market and wanted to remind people that there is a concert on Saturday.

DESIGN REVIEW AND LAND USE PUBLIC HEARINGS

6. 232 Main – Bloodworth Addition Final Review

Recommendation: Approval

Jeff A. has recused himself due to the fact that his sister and brother-in-law live next door and have contention with the plans.

The Bloodworth's have been in contact with the Town about this plan for about a year. They came with a conceptual in August and were given the green light. It was determined that they did not need a variance. There have been conversations with the Town Attorney about allowing this. They have not changed much to what was presented in August except for that which was asked by the Planning Commission. They have addressed snow storage, parking, and material breakup. They need to address trash storage and drainage.

Zac Stevens Architect, Vail. The fence has been relocated to allow more than enough

space for two parking spaces. Still have drainage swales in the 5 ft setback. They will most likely be including a dry well. They are working with a client at Hann and Hann for landscaping. There will be small pockets of perennial beds. There are three areas dedicated to snow storage. They are coordinating demolition plans with KRM Construction. They have been addressing issues with adding to the non-conforming structure and trying to be respectful of the neighbors. There is adequate clearance so as not to disturb neighboring properties. There will be a continuous bar style snow guard. Concerning elevations: treatment of existing stove flue which needs to be extended to enclose it and breaking up the façade of 15 ft or less. The existing cabin is to remain but will receive new siding and a new metal roof. They will begin to address the surface drainage of the patio slope down to the rear of the site. They will be introducing some boulder drips for the retaining wall.

Scot H. stated that a letter was submitted by Jenn and Joe Bianchi, the next-door neighbors.

Joe Bianchi, 222 Main St. They are in favor of the remodel and like the design. They think the 5 ft. setback needs to be implemented on the part of the house that is being demolished not just the addition. Mr. Bianci stated that the Non-conforming Uses and Structures part of the code, Sec. 16-22-30 states that:

Except as specifically provided in this Section, no person may engage in any activity that causes an increase in the extent of nonconformity of a nonconforming situation. In particular, physical alteration of structures or the placement of new structures on open land is unlawful if such activity results in:

- 1. An increase in the total amount of space devoted to a nonconforming use; or*
- 2. Greater nonconformity with respect to dimensional restrictions, such as setback requirements, height limitation or density requirements, or other requirements such as parking requirements.*

The plans seem to double the square footage that is nonconforming. The Repair Maintenance and Reconstruction part of the code, Sec. 16-22-40 states:

- a. Major renovation or rebuild , defined herein as work estimated to cost more than fifty percent (50%) of the valuation of the structure to be renovated, must be renovated or replaced by conforming with current zoning and building codes, and will definitely require a building permit.*
- b. All major renovations, as defined in Subsection (a) above, must conform with Design Review Standards and shall mitigate potential safety issues as may be identified by the Design Review Board prior to commencing work. Potential safety issues include safety personnel access, snow shedding, fire and clear vision area.*

Mr. Bianci continued that if more than 50% of the current value of the house is renovated, then the building needs to be brought into conformance. Not doing so would set the wrong precedent for renovations. Why have this part of the town code if the

Town will not enforce it?

Greg Sparhawk, 245 Pine St. He has no connection to the property. He also has concern with the precedent it sets. The northern elevation of the project creates a fairly tall, solid wall against that property line. He wondered how those projects would relate to the context of neighbors.

Lauren D. asked why the staff felt like it was not exacerbating the non-conformity.

Scot H. stated that the issues concerns a non-conforming structure not a non-conforming *use*. The existing structure is 1 ft from the property line. He and the Planning Commission have reviewed similar situations three times in the recent past. He has had conversations with the Town Attorney Mike Sawyer, not just about our code, but also about case law. If the limitation is a horizontal setback then as long as they don't go further into the setback, but straight up, then that is allowable. We need to clarify in the code based on case law and to discuss with the Town Attorney whether this section still makes sense when taken into consideration with Sec. 16-22-40.

Jena S. asked if they were removing the entirety of a section of building not just adding a second story.

Zac Stevens, Architect, Vail. The current structure cannot support the second story, so they are removing sections of the first floor selectively, but not anticipating demolishing the whole foundation or first floor.

Jena S. asked for clarification: if they are removing the entire building then don't they have to come into conformance?

Scot H: Yes. However, staff has reviewed the conceptual proposal and final plans based on statements from the Applicant that they would not be removing the entire structure.

Burke H. asked if we need to consult Mike about interpretations of the code and how we enforce it. He agreed that major renovation or rebuild that increases building height and a lot of mass needs to be looked at. There is a reason for the setbacks. The more mass and height increase, the more impact you have to your neighbor the closer you are. Something has to be altered, you shouldn't be able to put that much mass, that close to your neighbor, if it's nonconforming.

Lynn T. asked if we need to talk to Mike Sawyer, Town Attorney about what happens if they do find that the foundation has to be changed.

Burke H. stated that if they do scrape a lot then they have to adhere to the new rules.

Lynn T. stated that the Planning Commission and Town Staff should look at whether there is a percentage threshold allowing demolition. Could someone leave a corner of the building in place and thus have not moved away from the setback?

Lauren D. stated that we should talk to Mike Sawyer, Town Attorney about the foundation and the two conflicting sections of the code.

Nathan Parrish, 232 Main. They are trying to maintain the historical character of the property on the North Side. They don't want to cut off the neighbor's sunlight. They want to work with and not against.

Jena S. asked if they could tier the second floor.

Mr. Parrish said that they do have preliminary plans showing how that could be accomplished. They really tried to minimize any impacts to the neighbors.

Lauren D. acknowledged that this process and decision is frustrating, but the Planning Commission's job is to apply the code fairly. So, the Planning Commission appreciates the patience as they make a decision that is good for the Town.

Karl Kruger, 362 Taylor. When a design element is a big blank wall, it is a big blank wall; its difficult to hide. He has never designed a building that close to the property line. You can't have any openings in a less than 5 ft. setback. He has never heard anyone in the valley allow anyone to build above or to the side of a non-conforming structure.

Zac Stevens, Architect, Vail. IBC and Fire Code allow for a provisional opening for sprinklers.

Motion by Lauren D., second by Jena S., to table the review of Final Plans until January 8th with the request to confer with Mike Sawyer, Town Attorney about the points made and specific code provisions. Motion passed 5-0.

7. Railroad Planned Unit Development Conceptual Review

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

Greg Sparhawk has resigned from the Planning Commission effective 12/10/19 due to the conflict of interest this project presents.

Scot H. introduced the topic. This is a conceptual review for the Railroad Planned Unit Development (PUD). There is no action required of the Planning Commission at this time. They need to consider whether it, at a high level, matches up with community policies. This is a good thing that the Town allows this type of conceptual review to happen; it is uncommon and does not generally happen in other jurisdictions in Eagle County. It allows discussion and feedback without any formal actions.

This is a residential oriented PUD, and there are no commercial units. It is an 18.95-acre parcel. Currently proposed there are 114 dwelling units. 90 single family lots and 1 multifamily lot with four six-unit apartment buildings. This development could allow

duplex units and accessory apartments, which is in line with Taylor Ave. What is being proposed right now is parks and open space, a community garden, trail head parking, and improvements to Taylor Ave. and Minturn Rd. Union Pacific Railroad owns the road right now. Currently there are trail improvements and alignments that the Town has worked with Eagle County on for some time and which currently bisect the property. This will be an issue to resolve and collaborate on in the future.

The subject property is labeled as a PUD Holding Zone which allows the Town great scrutiny on what happens on the property. There are no existing uses today, just a blanket, overlay holding zone.

“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” – Sec. 16-12-10

Scot H. suggested that the Code (Game Creek Character Area text) states that the Planning Commission should not just focus on this particular parcel, but everything down to the Eagle River. They should consider what might be appropriate as an extension of Old Town. Scot H. reminded the Commission that the Planning Commission and Town staff recently reviewed and approved several Conditional Use Permits to regulate the storage and screening on the railroad property.

A PUD allows a developer to propose standards different than existing zoning. They can protect environmental or sensitive lands. It allows for creative vision for streets, the provision of affordable housing, clustering of buildings, etc.

The next step, a Preliminary Plan, is when the developer develops detailed studies, engineered designs and when the Town spends a lot more time focusing on the details. The developer should take feedback from the Conceptual Development Review to refine the Preliminary Plan. Vested rights happen after the Preliminary Plan for a certain number of units and any other details that are part of the zoning. Also, the Preliminary Plan is when the developer will present a PUD Guide, as well as HOA documents such as covenants that will be reviewed. It is also the time when the Town will require preliminary subdivision plats, and preliminary engineering for roads, utilities and other public and private improvements for the purpose of developing cost estimates and phasing plans so that the Town can enter into an agreement to hammer out who pays for what and to what standards.

The Concept Plan appears to address numerous policy goals balancing residential

growth, the character of the Town, and the scale of the development. It is thoughtful in design, layout, and context to the existing Taylor Ave. It appears to integrate transportation improvements and may contribute to the Town's trail system. It considers existing conditions on Taylor Ave. and existing parking on the street, as well as Minturn Rd., which is an easement under the control of the Union Pacific Railroad. The preliminary alignments for the regional Eco-Trail have it coming through the western part of the parcel impacting about 23 lots rendering them undevelopable.

There are two main access points to the parcel and so there is concern with traffic at peak hours. Detailed traffic impact analysis and studies would be needed. It appears to provide a wide range of housing options which is in line with the 2019 Housing Plan adopted in August. It allows for deed restrictions for locals only housing or for units to be price capped. The Town has very few options to incentivize local housing, and so we can commend the developer for putting that in there.

Issues to be addressed (not exhaustive):

- Traffic impacts
- Roadway and regional trail improvements
- On-street parking, plowing and snow storage
- Protection of Game Creek and new trailhead parking
- Park areas and open space.

Suggested topics for the Planning Commission:

- Overall conformance with submittal requirements.
- Benefits or advantages of the PUD vs development of the property as a conventional subdivision
- Overall appropriateness of the range, locations and types of residential, commercial and/or mixed-uses
- Compatibility and conformance with community master plan documents
- Aspects of the proposal needing refinement and/or further study

Jeff Spanel, the Town's Civil Engineer, provided a letter setting the stage for what he will be looking at.

Greg Sparhawk, 245 Pine St, Architect for this Development. In the past week has tried to go door to door to get people's feedback and to try to answer questions. He moved here in 2000 but had to move away because he couldn't afford to live here. He bounced through Seattle and Washington D.C. until he became successful enough to move back.

The goal is to provide a lot for people but let them develop their own house to better showcase their character. This has the potential to be an extension of the Town. It is zoned as a PUD which means that anyone can come in with a plan, and the potential of what could possibly be done there is frightening. He tried to use the existing zoning and character of Taylor Ave. for this development. The bulk of the lots are 4000-5000 sq. ft. which allows for duplexes and accessory apartments. There are 114 units proposed, with

the potential of 188 units if the lots are built out to the maximum number of dwelling units allowed. Across all the lots the basic zoning parameters are the same. With a smaller lot it forces a smaller home which makes it more attainable. There will be 20% deed restricted, locals only housing, and half of that is to be attainable. In talks with Kim Bell Williams, Eagle County Housing Director, and Habitat for Humanity there is potential for more.

The Town Design Guidelines are lacking and thus they will be developing some for the PUD that, hopefully, the Town can then adopt if it so wishes for other neighborhoods. There are 80 on-street parking spaces, which comes out to 2 spaces per 3 units. Taylor Ave. will not get any smaller. If the south side lots were built out to their full potential, then there would be 77 units. Because this is land being sold to individuals it allows the town to grow organically. The cottage lots allow for entry level homes. This allows for all ranges of people to move in and stay. The site itself slopes down away from Taylor Ave. The heights are restricted. It is a solution that provides much needed infrastructure and improvements to that part of town while generating a lot of revenue for Minturn as a whole.

Anthony Martinez, 232 Taylor Ave. His wife's family has been here since 1976, and everyone is scared of change. He would like to see some sort of wildlife study. Deer go through his yard ever since the Minturn Townhomes came in. Snow pushing is also a concern. A new road, staging so that you don't smell the diesel, would be nice.

Kelly Macaperty, 472 Main St. She asked where are we getting water for this new development.

Mr. Sparhawk said that with the recent water study and capital improvement plan that was done, the Town is going with an option that addresses the loss within the system. Talking with our engineers with the phasing and infrastructure improvements, the water will be available.

Nathan Lacross, 322 Taylor Ave and a business at 1040 Main St. The most important trait, voted by the Town, was the small-town atmosphere. He believes this is too dense to keep that. He would like to see more snow storage areas and drainage. He does not like the ski area illustrated, it should be open space. If you were to buy two lots, you should not have to have two water taps. This would minimize the amount of structures and impact on our water supply.

Rob Gosiewski, 560 Taylor Ave. He is sad to see the meadow go, but if someone buys it then it has to go. He appreciates that it will be sold lot by lot allowing for slower building. He believes that the first drawing is drawn to see how many units can fit in this space. The developer will start with the maximum number and be talked down a little bit by the Town and the citizens. The density does allow for smaller more affordable homes. There is one more stop sign than everyone is used to, and thus it would take more time. He would like to see more parks, as well as keep 4th Ave. how it is, and maybe add a 5th Ave. The more streets the better. It is good that County Rd. is looking to get improvements. The Game Creek trailhead has 14 parking spots, but that isn't

enough. By the new trailhead, Game Creek does overflow quite a bit in the spring. It would need to be regraded to get the trail above and keep the water flowing. There is tons of snow storage over there too. If there are lots there it will create a bit of an issue to access those as the snow piles up. There is a lot of wind that blows there so there are large snow drifts. Density is the big issue.

Karl Krueger, 362 Taylor Ave. He thinks there needs to be a break in the street coming down Taylor Ave. midway through. He has rented out his house there since 2004. When the Townhomes went in, there were issues. There is more property on Taylor Ave. than shown in the drawings. He needs to know how many parking spaces per house there are. Eagle County has been getting away from the parking that we used to require. You can't really tell how many parking spaces there are per lot.

Mr. Sparhawk pointed out that any development that comes in has to go through the DRB process and comply with the zoning.

Mr. Krueger likes the lot by lot sale. It should have vertical lines as streets. He does not know that anyone benefits from east facing garages. It might be better for solar access, and clearing up congestions, with vertical lines of access.

David Clapp, 392 Taylor Ave. His main concern is the density. The 4 six-plexes and the cottage lots add more density. If they are all sold individually how long will the project be going on? Will there be construction for 25 years?

Greg S. the garage will be on the second level with the main floor being a walk out.

Mr. Clapp's other concern was drainage. His property has a culvert which directs water into that property. What would happen to that water once everything is built?

Mr. Sparhawk stated that there would be a facility on site that treats storm water and then directs it into the river.

Trent Schaffler, Minturn Townhomes. Within the lot he used to live on he had a 3000 sq. ft. house with a 2-car detached garage. Is Minturn a rural community or a metropolitan city? One thing that surprises him is the lack of garages. What are the current issues in the town today and are we fixing those issues or just bringing those over to this development? If the land for the rest of the railroad parcel comes to sale will this be continued over there? Is this water feasible for this particular size while taking into consideration other pieces of land that might come for sale? Is this where we want the town to be?

Larry Stone, 152 Main St. His main point is Economic viability. There are not enough workers because there is not enough housing. We need a critical mass of people to support those workers if we want to enjoy the amenities of a small town with coffee shops and nice restaurants. This could be a boon by bringing in some new people.

Woody Woodruff, 344 Eagle St. His main concern is egress to the property. To get there you either need to come up by the Saloon or through the County Rd. It would be most beneficial to direct most people to the County Rd. Maybe take the highest density and put it to the North end of the property to direct more people to the County Rd. Looking

at the houses on the East side of the property, there is no direct way to get to your house. It pushes people into the wrong place. He recommended that the developer work on getting the egress to the lots more directly rather than pushing people into Town.

Kelly Toon, 531 Main St. He disagreed with Woody. Keeping the higher density closer to Town allows people to walk into Town. He would like to see 4th street kept because it works well, and would like to see people encouraged to use the County Rd. He would like to see the developer work with the county to make improvements to it. He would like to see a beltway through the property emphasizing the Minturn Mile ski-way. Something that is easy and not going through people's yards. Something delineated to keep people from skiing through people's yards. He doesn't buy that it is too dense. He would like to see villages of tiny homes. Anything to keep it 100% local rather than 2nd homeowners is good. Every business owner has a hard time keeping employees and this would help.

Kathy North, 282 Taylor Ave. She asked Mr. Sparhawk if he could talk a little more on how the view will be impacted from Taylor Ave.

Mr. Sparhawk said that everything to the west does fall off. The houses will appear to be 1.5 story homes from Taylor Ave., but there are sections where Taylor Ave. is flatter, and the houses will be their full 2.5 stories.

David North, 282 Taylor Ave. He thought that 2.5 stories in front of the house is obtrusive.

Kaily Gimmel, Berkshire Hathaway. She is representing two potential buyers looking in the Town. There hasn't been affordable housing in the valley until Miller Ranch. We are pushing a lot of our people out. Having deed restriction is incredible. The one thing both clients brought up was height restrictions, and that they shouldn't be able to build unless they have some form of garage.

Darren Tucholke, 530 Taylor Ave. He has lived on Taylor Ave. for over 20 years. He pointed out that the images of Taylor Ave. on Mr. Sparhawk's drawings are 20 years old. He thinks this is a positive situation for the Town. It is good that a local guy is looking at it and this is an asset. It's great to see greenery. You should require sprinkler systems for two years so that anything that is planted is guaranteed growth. There should be very stringent requirements for aesthetic improvements on the outside. He believes that the developer is here to make money. He asked: Do you know who he is? What is his financial backing? Has he had any lawsuits in prior developments? Has he developed projects within this town? Has he worked with our planner? Has he worked with our town attorney? We should know who's involved here. He is the one that built the Minturn Townhomes that were built on the street. That is as big a deal as making sure that people have trees, grass, and shrubs. There should be parking and required square footage of garages. Every single property needs to have adequate parking for those that live there and their guests. We have an opportunity to get cars onto private property. We have a storage issue in this town. We don't need to consider affordability. People don't move to a resort area without money. If we load the property with cheap

housing, then it will be filled with crackheads. There are a lot of kids on Taylor Ave. and we don't need more problems. Getting people in from Highway 24 onto the County Rd. is a good idea. What is the developer going to give us? We need to make this neighborhood the gem of Minturn. We need to watch out though. We don't need to have an extension of Old Town because Taylor Ave. is different. It needs to be an extension of Taylor Ave. People need to plant trees and shrubs. He wants to see ponds, skating rinks, and soccer fields. The kids are the most important. If we don't get our hands on this deal it could go bad. We should keep the standards high for quality of building and aesthetics. If you don't have money, then you don't end up in a resort. We need a nice Taylor St., decent drainage, and stuff for the kids, and to keep a close eye on these people.

Sidney Harrington 532 Taylor. She is not familiar with the Snow Storage code for a PUD.

Scot H. said that currently it is 5% of the parking area.

Greg S. it would be around 20% but will look into that more. Have started conversations with Arnold Martinez, Minturn public works supervisor, about what all would be necessary.

Mrs. Harrington said that there is no snow storage right now. The developer needs to come up with a plan to bring loaders in to get snow out. The lack of garages in this community is well known. She thinks having more garage space and less on-street parking would only be beneficial.

Trent Schaffler, Minturn Townhomes. Right now, there are 27 units in the Townhomes and 20 of the units are lived in full time. There are 4 units for sale, and short-term rentals cannot happen until the people that buy them live there for 2 years. He is representing Michael Gottino at 110 Taylor Ave. Mr. Gottino wants to express concern relating to traffic patterns. There is a very hazardous corner/S-turn. If you aren't driving appropriately for the conditions, then you slide into the parked cars. It is a very icy spot and adding all of the new traffic will cause bottlenecks. Is there any proposal to straighten that out? In the summer there is the Minturn Market that parks right outside of Mr. Gottino's house. There will be a problem with the south end no matter what you do.

Anthony Martinez, 232 Taylor Ave. He asked what the cost of the lots would be.

Mr. Sparhawk said that the 5000 sq. ft. lot on Taylor Ave. sold for \$305,000 last year so these would be comparable to that with the smaller lots being less.

Colleen Gosiewski, 560 Taylor Ave. She loves the open space and the animals that run through there. The animals really only have that space. The only other corridor is near the shooting range which is not ideal. She works at one of the hospitals in the valley. None of her coworkers could afford the deed restricted homes put in at Vail. They entered into the lottery but ended up having to pull out.

Mr. Sparhawk said that the 20% will be spread out equally through the lot sizes.

Ms. Gosiewski asked where the ski run is.

Mr. Sparhawk said that it is through the middle of the property with the parking

directed to Game Creek trailhead parking.

Ms. Gosiewski pointed out that mountain biking is a huge thing that happens and so should have some accommodation with that. She asked if there were any considerations for Solar or green building.

Mr. Sparhawk said that within the design guidelines, yes there will be.

Zac Hovey, 532 Taylor Ave. His concern is the on-street parking and trying to move people in from the north road. Something needs to happen for those that come over that bridge. There have been numerous rear-ended accidents. He likes the fact that the lots are sold individually, but it is a high-density deal.

Darren Tucholke, 530 Taylor Ave. He would like to see 4th Ave. stay where it is. He would rather see more vertical streets in between Taylor Ave. and Minturn Rd. than the T that is proposed. Taylor Ave. could wrap around the property too maybe.

Planning Commission Comments

Lauren D. thanked Mr. Sparhawk for his time, and the hard work he has done. She lives in the Minturn Townhomes, but she acknowledged that she has to be objective and decide what is good for the Town. If we want the town to grow and prosper and be more sustainable then we need to allow some growth and have people coming in and living here our way. She likes the idea of the individual lots for sale. She believes that the Town will need to analyze traffic patterns that are most efficient and safe within that space. She has snow storage concerns. She would like to know where the snow that currently goes in that meadow will end up when this development gets built.

Jeff A. thanks Mr. Sparhawk and echoes everything Lauren D. said. Snow storage is a very big deal. Historic patterns of using other people's property to push snow onto is challenging and when a new lot gets developed it has to be considered. Any new streets, Taylor Ave. itself, and this development, we have to figure out where all this snow goes. He is interested in all of the added traffic to the County rd. He assumes that the county maintains that road currently, and with the increased traffic it will change that road. What is the capacity of the old bridge? Traffic pattern at both ends is very important. He does not share the sentiment that the small lot size is there just to maximize density. He sees the doomsday of what could happen with this property. If someone wanted to come in and maximize this property they very well could, there is only so much the Planning Commission can tell people what to do with their property. Sooner or later we will have to settle on something. He thinks we are on the right path. It's not that different than other density in town.

Lynn T. said that when she opened the packet and saw 114 units she wasn't too worried, but with ADUs and duplexes increasing that number to 188, that means that around 700 people will be living there. Is there a way that percentages of the lots can have ADUs? Could we have the 5000 sq. ft. lots have either ADUs or duplexes and not allow the 4000 sq. ft. lots to do that which would keep that number of units down? She asked what is to keep a developer from coming in and buying up a block of lots.

Mr. Sparhawk said that they have been approached by a couple of developers and

have told them that none of the lots can be next to each other and will probably impose a limit and where those lots need to be located.

Lynn T. said that discussion of the size of the ADUs needs to be had. Also, maybe a community center or public restrooms.

Jena S. said that the change is going to be dramatic and radical. We are losing tons of money every day because the Town cannot support everything that people need (like banks and grocery stores) and people have to go elsewhere in the valley. She likes the various lot sizes and the proposed density. She wants to protect parking numbers. County Rd.'s most likely traffic patterns are heading out of town during peak hours. Right now the Railroad Ave. is on private property. She thinks that corner needs to be improved. Cul-de-sacs are inefficient and she would like to see the proposed one at the North end of the lot looped back to County Rd., or at least a pedestrian access to County Rd. There is a movement to open the train to move grain to California and because they paved over the tracks there will have to be something done there. Maybe at the same time the road can be improved. She believes that people in the business of development have the right to make money. She would appreciate a couple of more cut-throughs from Taylor Ave. to County Rd. She was pleased with the opportunity for Solar. She is worried about vacancies in the commercial district due to not being able to keep people in hired. She appreciates the smaller homes which will be more affordable. She believes the concept plan to be sufficient in detail. She requested that even if you can't do road cut-throughs, then at least pedestrian connections with a couple that are ADA compliant.

Burke H. thanks Mr. Sparhawk. He would like to address traffic. He supports integrating existing 4th Avenue alignment. Concerning parks, maybe one big park that is a little more functional for a field rather than 3 smaller parks. Builder blocks (allowing builders/developers to purchase blocks of lots) need to be regulated. He also thinks that public restrooms are a good idea. He believes that 14 parking spots at the trailhead is not sufficient. If an ADU option is available, then the people will put it in. We have to go into this assuming that the ADU is going in. It might be a good thing because of workforce housing, but we need to consider it with parking. It's good to have street parking if we need it. For the designated deed restricted lots, are they picked from all three lot types? Typically do those lots sell for less?

Mr. Sparhawk said that 20% of the lots will be deed restricted and will be split evenly among the lot types and spread throughout the development. Half of those lots will be affordable and have a cap on them of 4%. The 10% solely deed restricted will not have a cap on it.

Burke H. stated that right now when you turn in front of the Saloon, that road is on the International Building property. Minturn Townhomes is on the road. The International Building can't fill the building with tenants because there is not enough parking. He suggests that when you turn around the Saloon the road should go straight across to fix all of the problems. The gas line that runs through the property needs to be addressed.

Mr. Sparhawk said that all of the current utilities will be relocated.

Burke H. commented on access to Minturn Rd. turning left coming from the forest service side. He has been hit from behind there. There needs to be a turnoff point. He has concerns about the developer and there needs to be a close eye kept. The developer

is Jim Comerford. Burke H. is glad that Mr. Sparhawk is on this project.

Mr. Sparhawk said that he wasn't approached with this project, he approached a number of people looking for equity. What he is proposing is what is going to get done with flat land. He's had good experience with the developer on the few projects he has worked with him on. He appreciates everybody's input both positive and negative. In order to pay for everything that needs to happen or was suggested, the density cannot be reduced much. The goal is to find the balance.

Jena S. would like to see an improved park with playground equipment. Burke H. agreed. Jena S. thinks a small building with a meeting space inside and with locker space around the outside for storage could be a good idea.

Jeff A. asked about the 20% deed restriction, and if 10% of that 20% is affordable. Does that include the ADUs?

Mr. Sparhawk said it is by lot so if an ADU is built on a deed restricted or affordable lot, it must also be deed restricted or affordable. It is 20% deed restriction and half of that is affordable, so 50% of the 20% or 10% of the whole project.

Jena S. asked if we could make the transfer fee 1.25% rather than 1% to give the town more equity.

Scot H. pointed out that our existing density on Taylor Ave. is 6-7 units per acre and if Taylor Ave. was built out to its full potential then the density would be 11-12 units per acre. For this proposed development, taking the current proposed 114 units the density would be about 6 units per acre, and if every lot that could built a duplex or an ADU leaving the development with 188 potential units then the density is about 10 units per acre. Either way the density is the same or less than that of Taylor Ave.

Scot H. addressed comments by the Commission regarding what might happen in the future if this proposal is not approved. He reminded the Commission that the Town has a Community Plan and thus not just anything can be built. The Town staff is behind this project due, in part, to its apparent conformance with Community Plan goals and policies. Staff's job is to facilitate this discussion. One of the main concerns staff has at this time is Railroad Ave. That road can't accommodate the increased traffic. The Town is in talks with Eagle County and the Union Pacific Railroad about Minturn Road and Railroad Ave. There needs to be talks about offsite improvements being partly the developer's responsibility. Jeff Spanel, Town Engineering consultant, will be involved about what he thinks needs to happen.

Mr. Sparhawk asked what the next step forward would be.

Scot H. said that if the Planning Commission feels that it is at the point where this can move forward to preliminary plan then the Planning Commission directs Scot H. to direct the developers to move forward with the Preliminary Plan.

Lynn T. would like to see one more conceptual review.

Mr. Sparhawk would like it to be on January 8th, the next Planning Commission meeting.

Burke H. also wants another conceptual review.

Jeff A. thinks that there is a lot of revision to be considered.

Jena S. thinks that he is in a unique position where he can take the comments and make good decisions, but a lot of the answers that he needs are technical and cannot be answered until he starts spending the money that is usually attributed to a Preliminary Plan rather than a Conceptual Plan.

Mr. Sparhawk acknowledged that obviously nothing will make everyone happy,

Scot H. said he might not be able to address things until the very detailed preliminary plan, in line with what Jena S. said.

Mr. Sparhawk asked if he could move towards a preliminary plan but have a presentation that details the conceptual progress.

Scot H. asked if we need to have requirements.

Motion by Burke H., second by Lauren D., to have a second conceptual review for the Railroad PUD project on January 8th. Motion passed 5-0.

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

Motion by Lauren D., second by Jeff A., to adjourn the meeting of December 11, 2019 at 10:15.
Motion passed 5-0.

Note: Greg Sparhawk has resigned from the Planning Commission effective 12/10/19.

Lynn Teach, Commission Chair

ATTEST:

Scot Hunn, Planning Director

Scot Hunn

From: Kristi Bloodworth <kristi@mybrightfuture.org>
Sent: Friday, January 03, 2020 10:40 AM
To: Scot Hunn; Scot Hunn
Cc: nparrish@allmntntech.com; Zachary Stevens (zac@movematter.com)
Subject: January 8th meeting

Hi Scot,

Thank you for taking the time to speak with us this morning regarding the status of our application and how we move forward. Given that you are proposing a work session in advance of the regular Planning Commission meeting on the 8th to address code issues that might apply to our project, we would request that you table our application until the January 22nd meeting, in hopes that we will have a clearer direction of how to proceed after seeing how the work session goes.

Kristi L. Bloodworth
Staff Attorney
Bright Future Foundation
PO Box 2558
Avon, CO 81620
[970-763-7213](tel:970-763-7213)

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January 3, 2019

Project Name: **Railroad PUD**
Owner: Minturn Crossing, LLC
Representative: Greg Sparhawk

This letter is to serve as a brief summary of changes since the initial Concept level review.

The basic intent of the project has remained the same, but we have made a number of changes to address public input from both the Planning Commission meeting as well as the Town Council Meeting. Much of the Commissioner and Council input was in line with the public comments. We will continue to develop the plan to address as many of the ideas and concerns that were shared.

We developed an additional plan for the Council meeting so that the attending public could see some of the updates that we were working on from the Planning Commission meeting.

These included:

- current lot survey information is now shown
- an additional page illustrating density has been included
- 5th street now continues straight through the property
- we have added another connection through the property at 4th street.
- our density increased from 114 to 117, but many of these units were added as cottage lots and therefore the maximum buildout (duplex and ADU units) dropped from 188 to 181.
- we kept the multi-family units to the south of the project as this is the closest to the downtown.
- the ski-trail has been identified and increased to a 10' width from a 5' width.
- the Game Creek trail has been extended and shifted to the Minturn Road. Some of the interest in this was to alleviate traffic impacts. This parking area is at the base of an open space that continues up to Taylor.
- a pathway has been included in the far North end of the project from Grant to County Rd.
- we are showing a re-alignment of the ECO trail that we are currently working with UPRR to come to an agreement on
- this plan shows a potential moving of the S-curve. We are going to continue to work with UPRR to see what we can do here as well.
- parking has been added at the central park areas.
- we currently show a structure at the parking area. We are going to look into whether or not we can add restrooms and a community room/area here.
- parking for the game creek trail area has been increased.

Thank you for your consideration.

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

NORTH MINTURN PUD



Minturn Railroad PUD

site acreage 18.95Acres
number of "units" 117

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.
- We will create design guidelines to ensure that this growth and aesthetic fit within the existing character of town.
- With minimal negative impact to town, the financial benefit to town is quite large.

Our intent with this project is to not only avoid large scale resort development on this parcel and avoid suburban spec-home growth, but to provide a natural growth scenario that matches 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 accommodate 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 within easy walking distance to downtown. These options will 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 based on 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
PROJECT AND DENSITY OVERVIEW	A01b
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
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CONCEPTUAL GRADING - NORTH	A10
CONCEPTUAL GRADING - SOUTH	A11
ROADS & TRAILS - NORTH	A12
ROADS & TRAILS - SOUTH	A13
UTILITIES - NORTH	A14
UTILITIES - SOUTH	A15



301 Boulder St, #333
Minturn CO 81645

Minturn Railroad PUD
Minturn, Colorado 81645

PROJECT
Minturn PUD
PROJECT NO.
18_MRRpud-0001

ISSUE
8 January 2020
RELEASE
Concept PUD - PC - 2

COVER

A01

NORTH MINTURN PUD

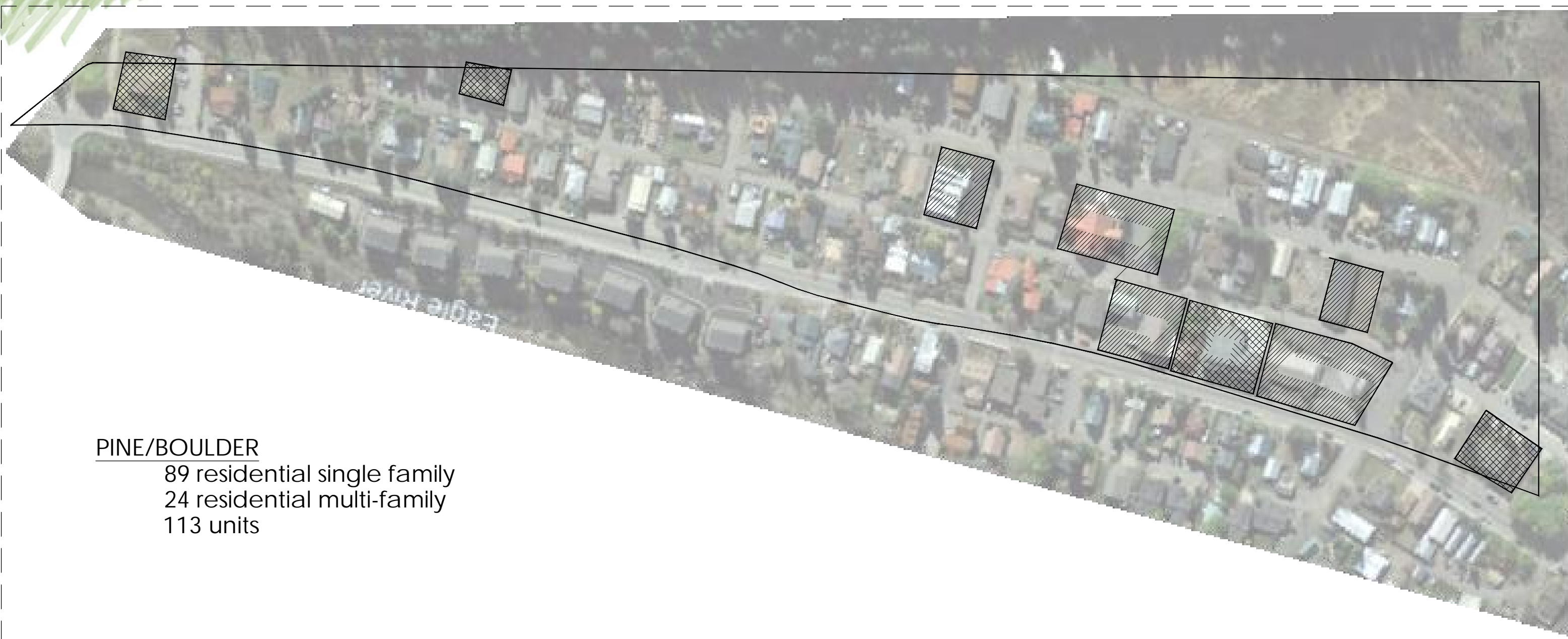


1 SITE PLAN
nts

PC Meeting - Dec 11

PC Meeting - Jan 8

Density	114 Units - 188 total		117 Units - 181 total	
Parks	- Pea Patch	7,350sf	Pea Patch	11,250sf
	- Game Creek	14,550sf	Game Creek	51,960sf
	- Central Park	20,697sf	Playground/Ice	16,520sf
	- Hike/Ski path	6' w/ split rail fence	10' w/ split rail fence	
	- 14 parking spaces		29 spaces (plus 6)	
			possible community building/restroom	
Zoning	same as existing EXCEPT: -cottage lots - 10' front setback -multifamily - 10' perimeter setback			
Roadways	proposing on street parking along Taylor and on main internal street driveway access to cottage cluster 33 on street spaces on Taylor (n.i. multifamily area) 22 on street spaces along Ice House Ave 5 Cottage Guest spaces 8 Park spaces (central) 21 Park spaces (Game Creek) total of 89 on street parking spaces			
Snow	added internal snow storage area and multiple areas on Taylor			



PINE/BOULDER
89 residential single family
24 residential multi-family
113 units



TAYLOR
West Taylor : max developed - 31 lots and 24 apartments
East Taylor : max developed - 41 lots and 27 townhomes - EXISTING

GPS
DESIGNS
ARCHITECTURE
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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



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	27
Compact	4,000sf	35
Cottage	2,500sf	23
Estate	>6,000sf	8
Multi-Family		24
		117 Total Units

proposing 20% deed restricted to include:

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

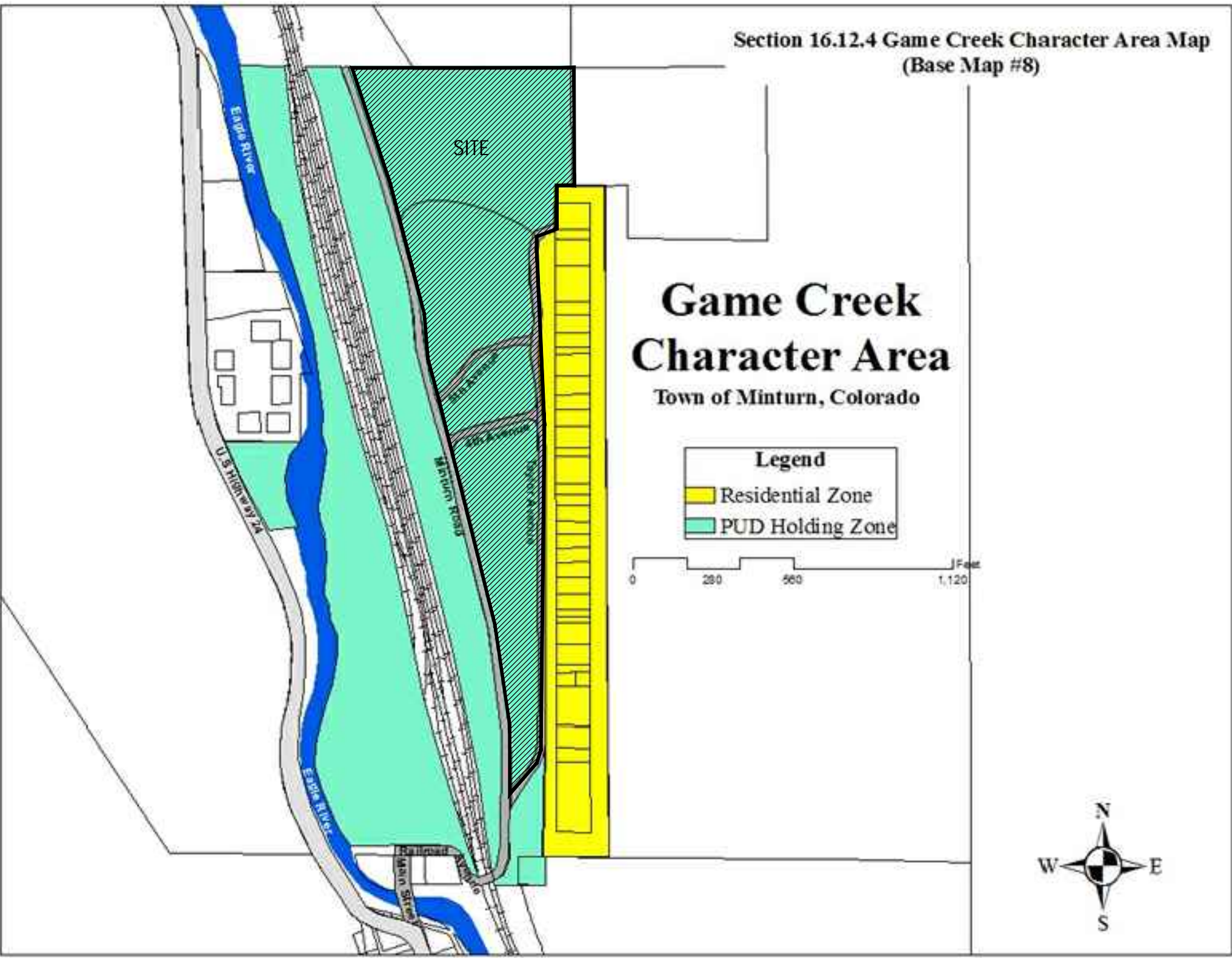
CODE ANALYSIS (deviations are in Bold)

		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 ¹	6,000sf	40%	50%	5'	20'	10'	28'
	Standard ²	5,000sf	40%	50%	5'	20'	10'	28'
	Compact ¹	4,000sf	40%	50%	5'	20'	10'	28'
	Cottage	2,500sf	40%	50%	5'	10'	5'	24'
	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



301 Boulder St, #333
Minturn CO 81645

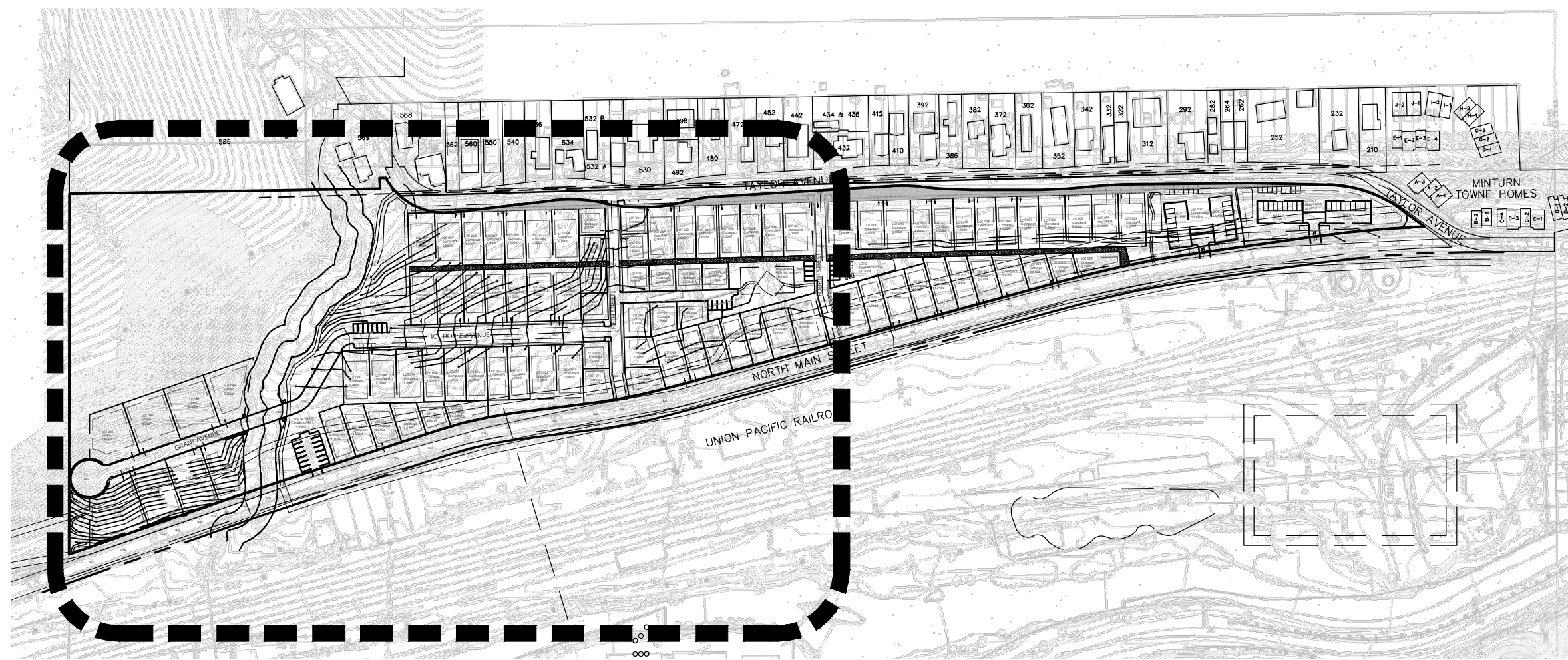
Minturn Railroad PUD
Minturn, Colorado 81645

PROJECT
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ZONING
OVERVIEW

A02



301 Boulder St, #333
Minturn CO 81645

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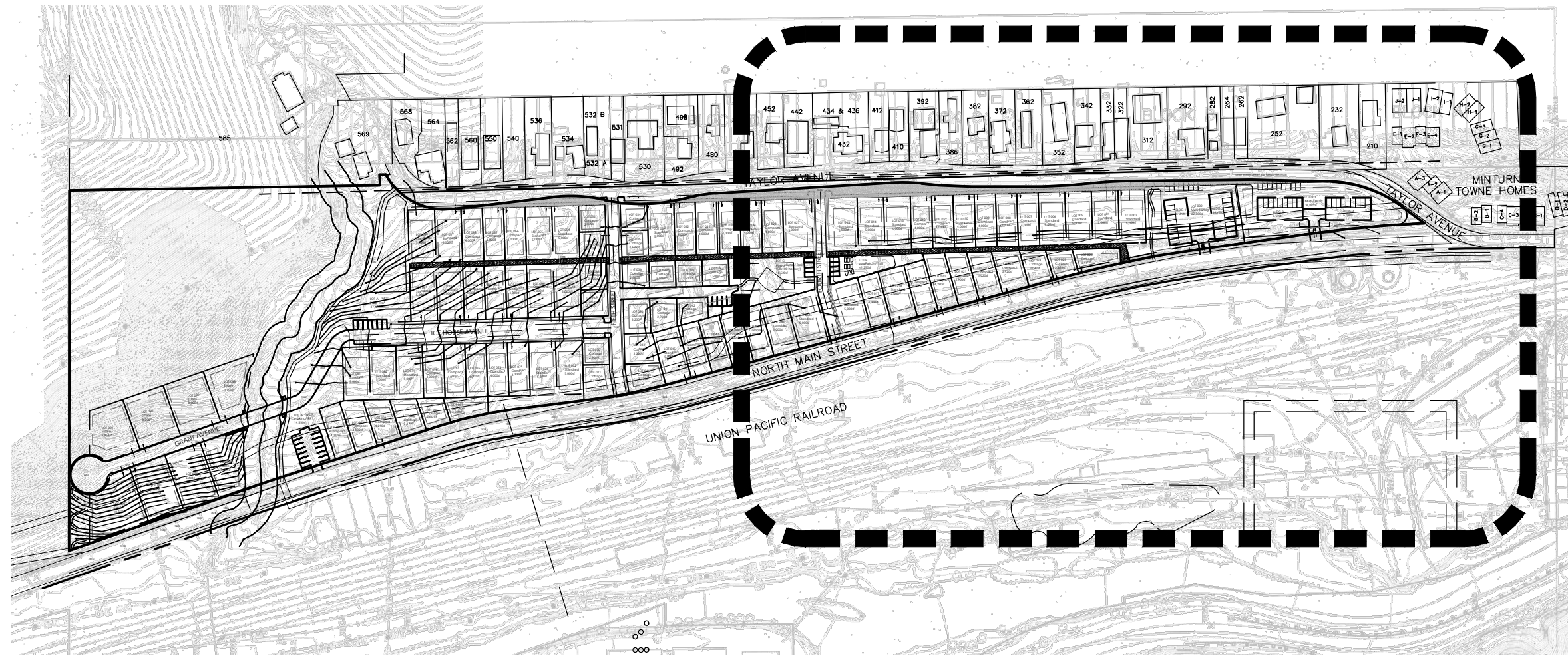
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SITE
OVERVIEW

A03



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



301 Boulder St, #333
Minturn CO 81645



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

Minturn Railroad PUD
Minturn, Colorado 81645

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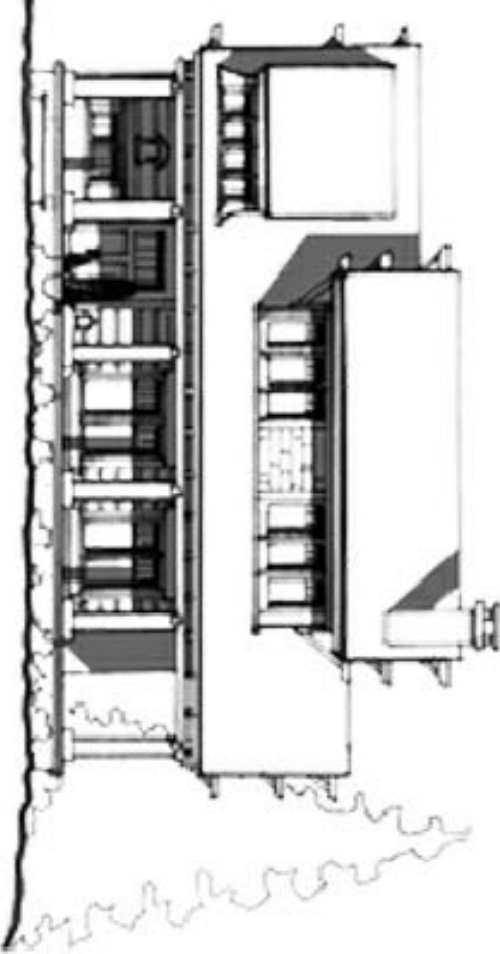
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SITE
OVERVIEW

A04



TRADITIONAL HOMES AND COTTAGES



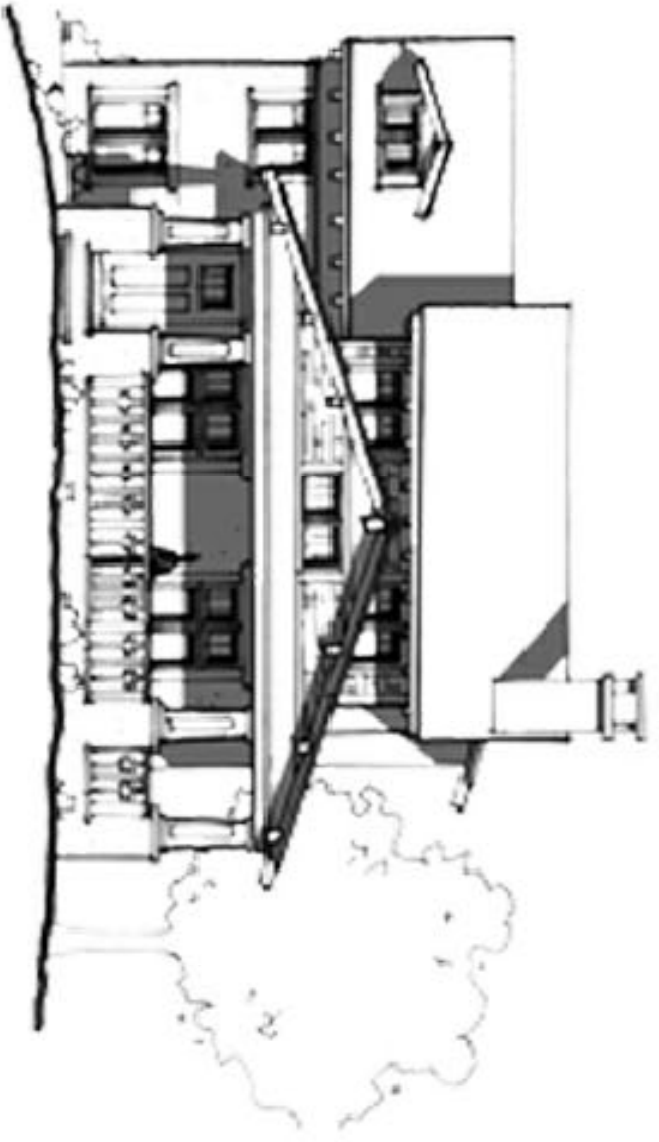
LIKELY TOO MODERN, BUT ALL STYLES WILL BE CONSIDERED IN DEVELOPMENT OF THE DESIGN GUIDELINES



VARIETY OF HOME STYLES THAT COULD ADD TO ECLECTIC NATURE OF TOWN'S AESTHETIC



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

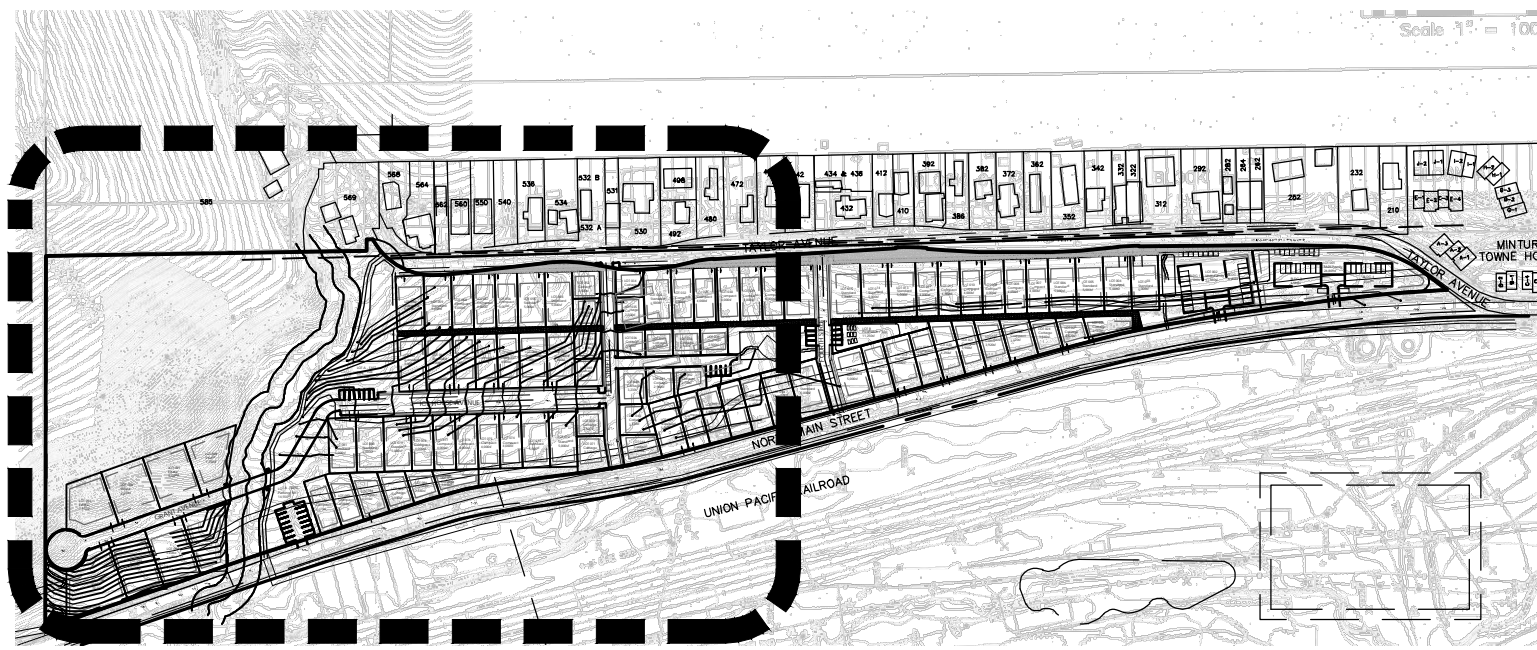
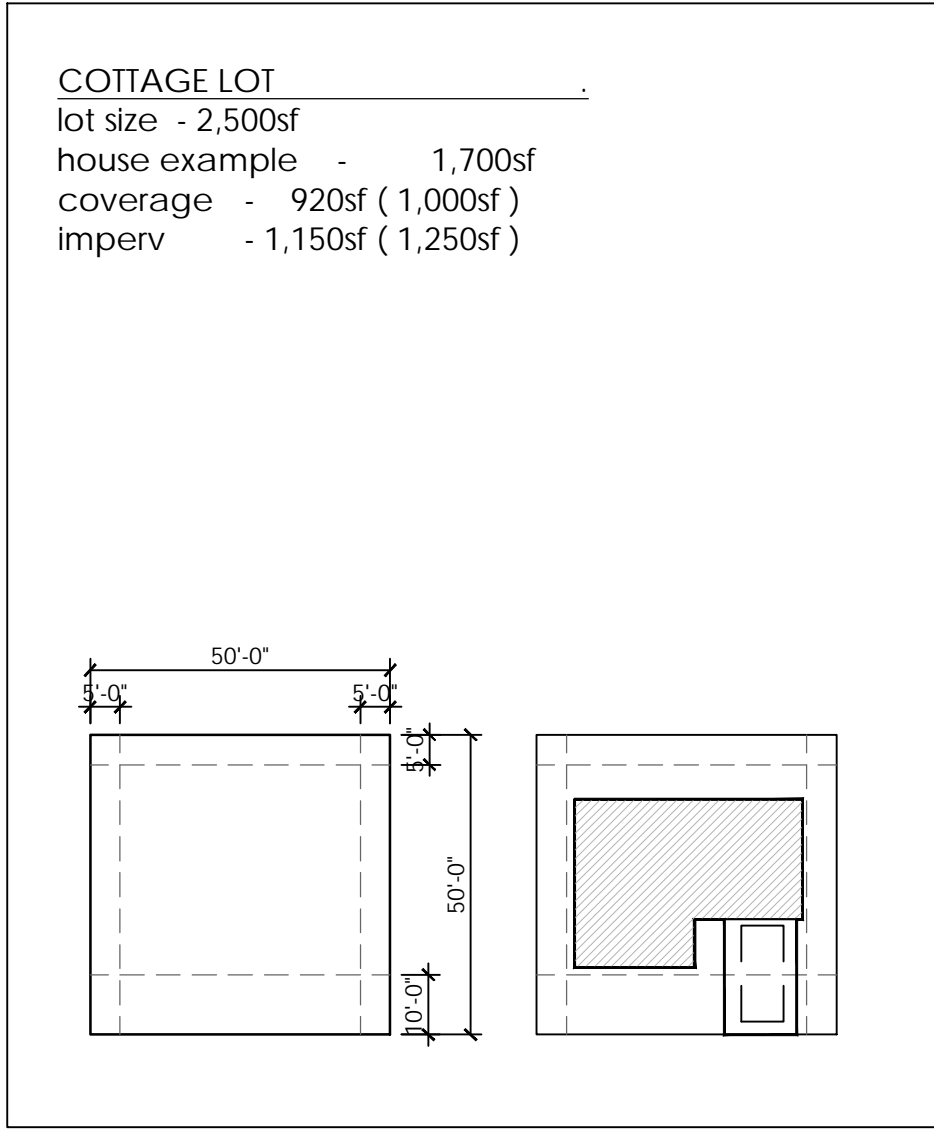
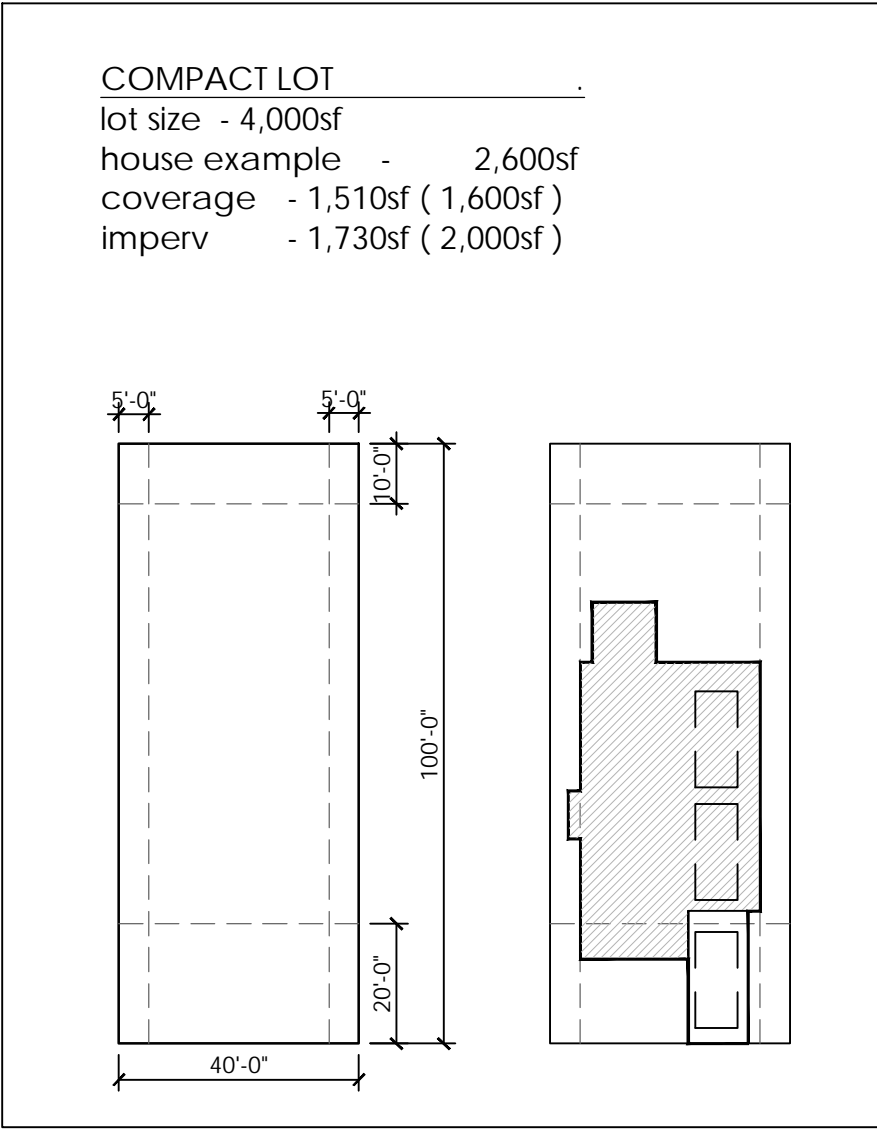
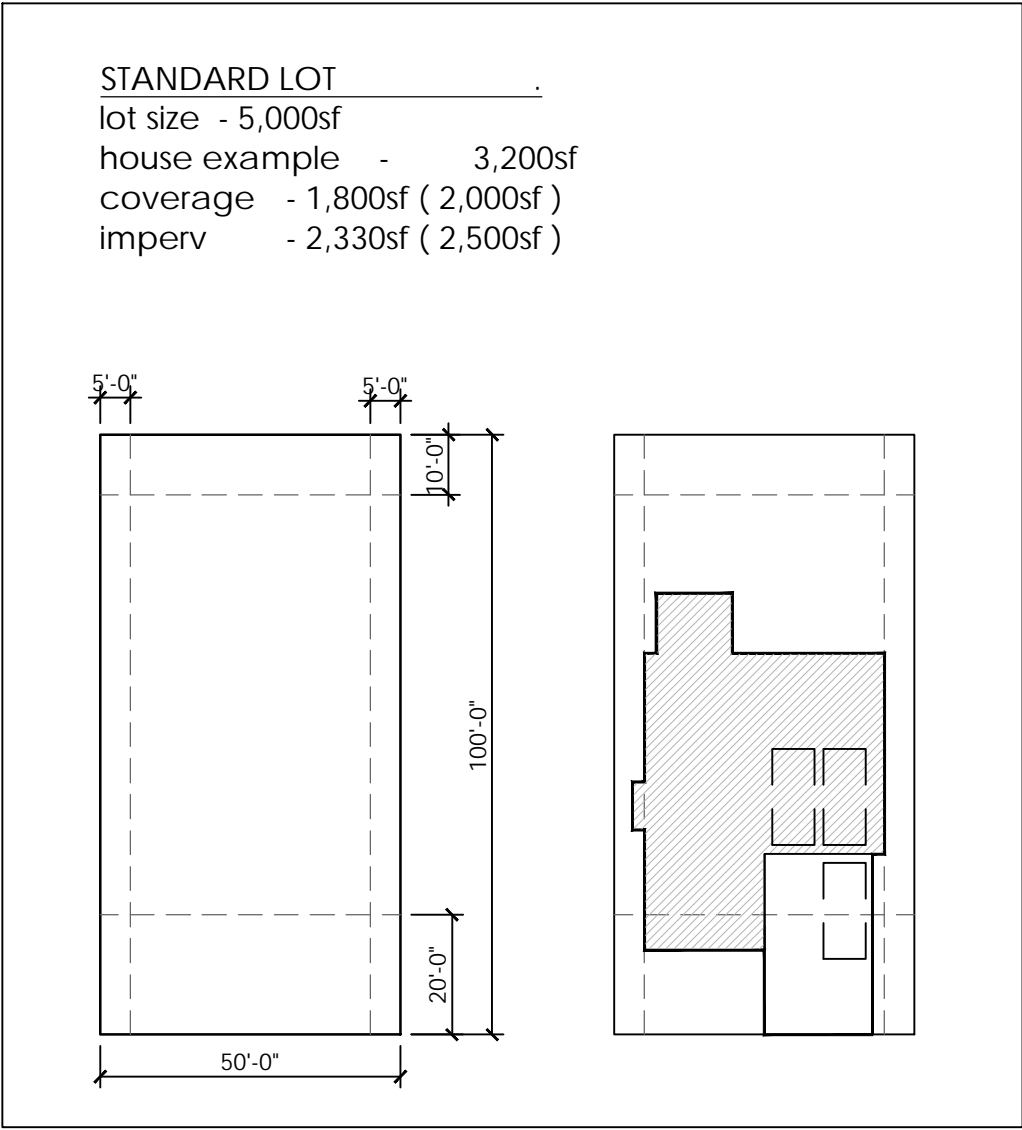
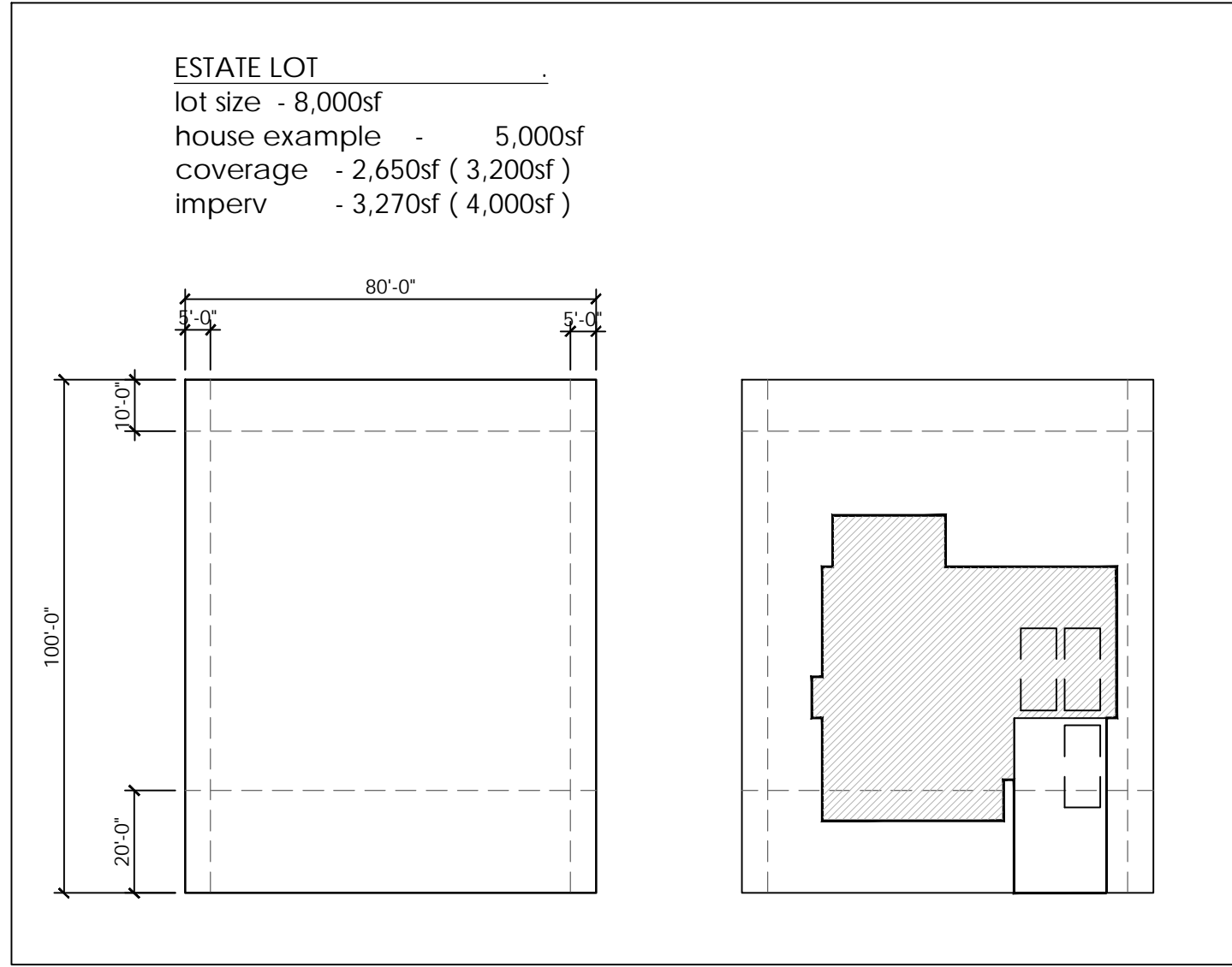


HABITATDIAPERIES, SIMILAR OPTION TO WHAT COULD BE PROVIDED

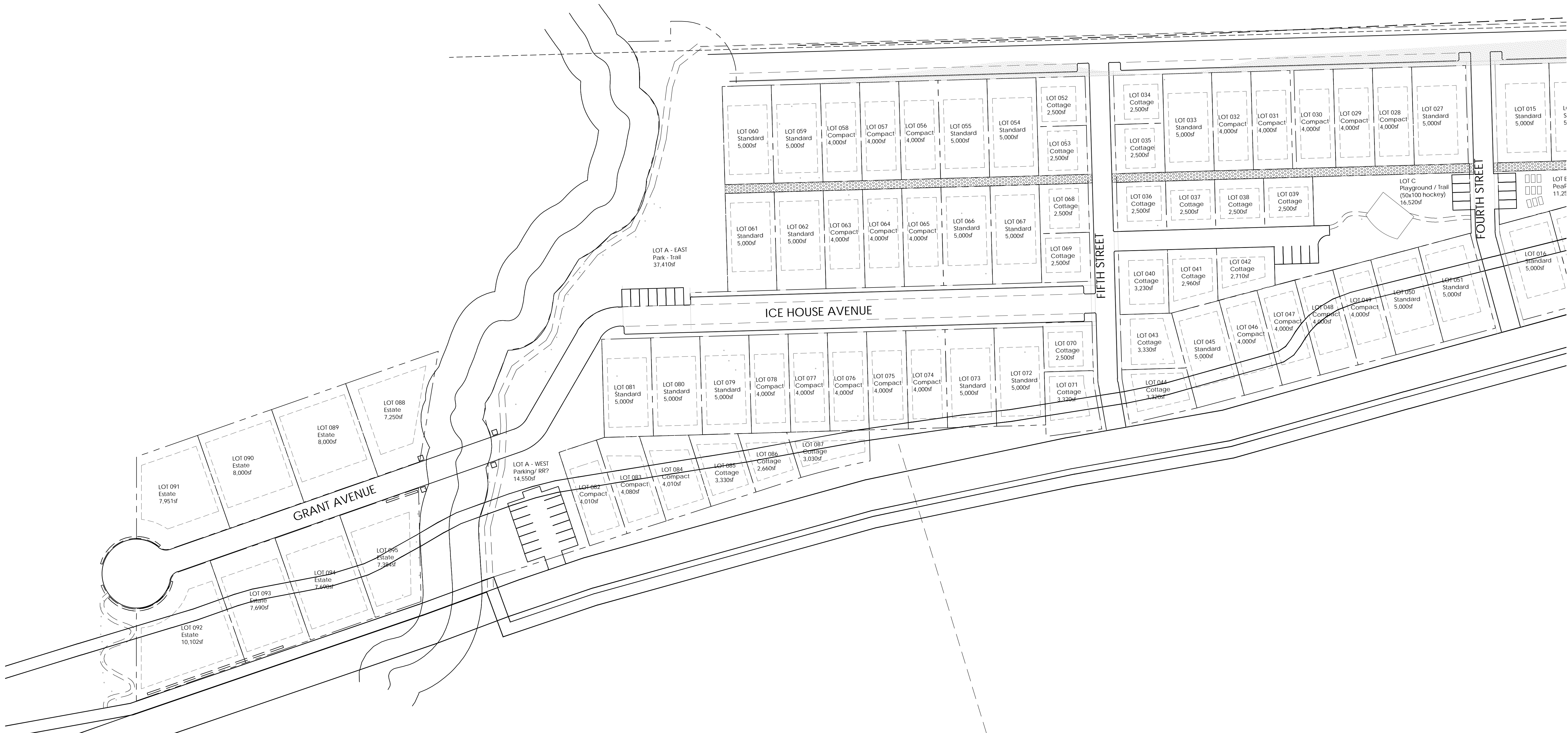


MINTURN HOMES THAT WILL INFORM GUIDELINES





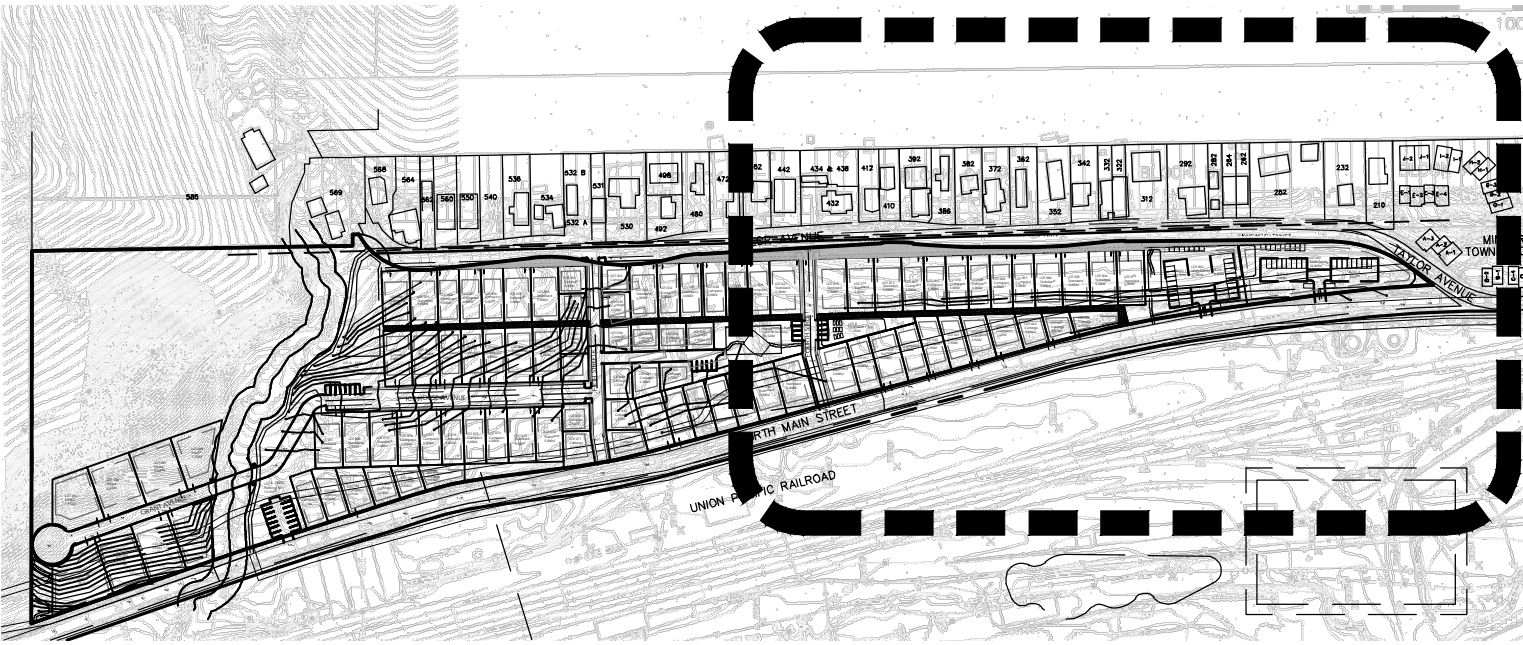
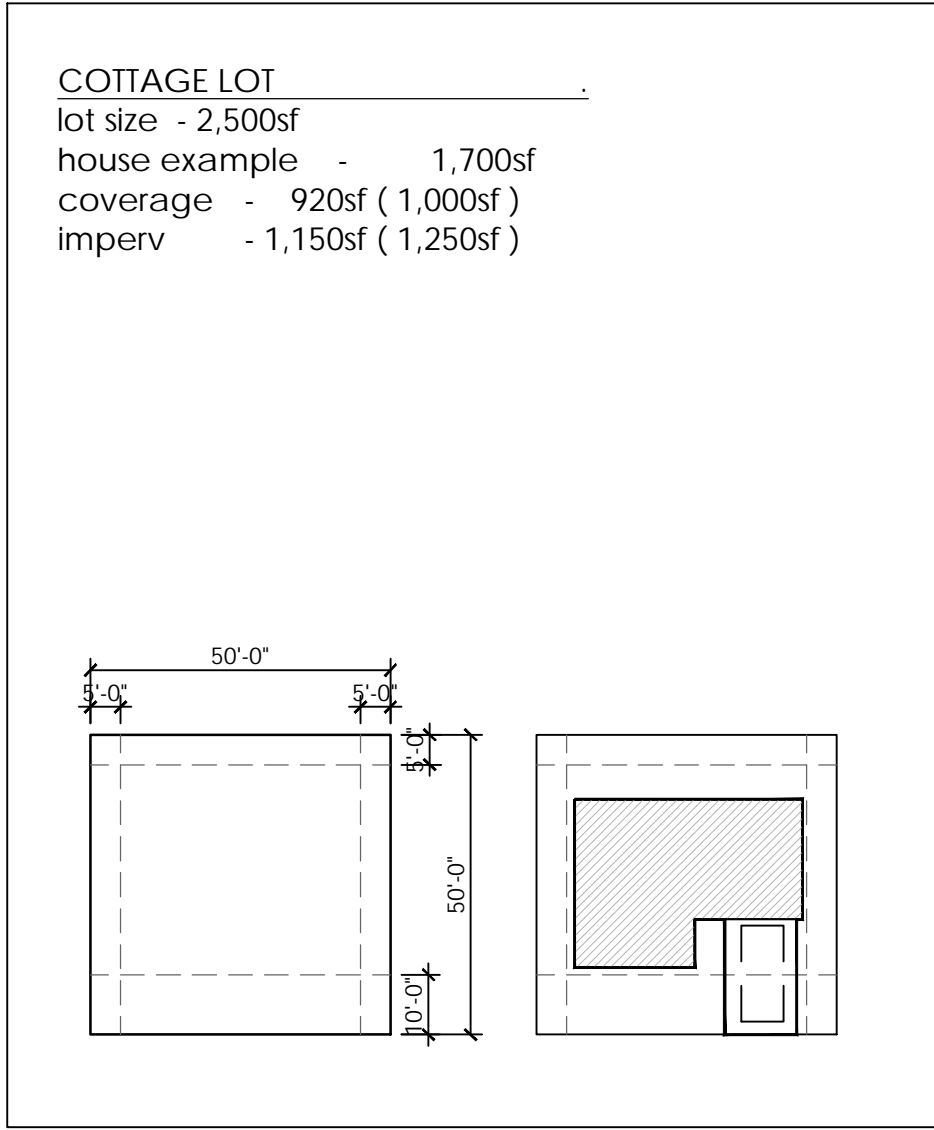
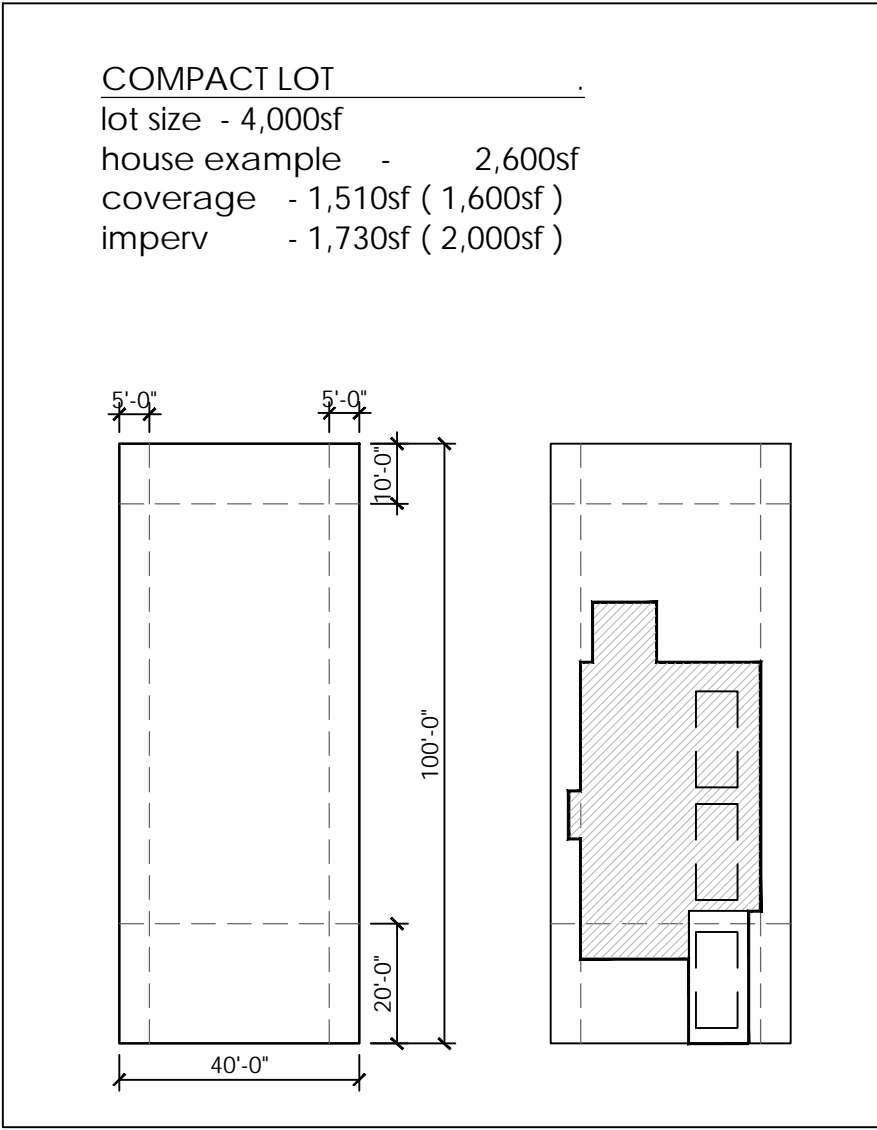
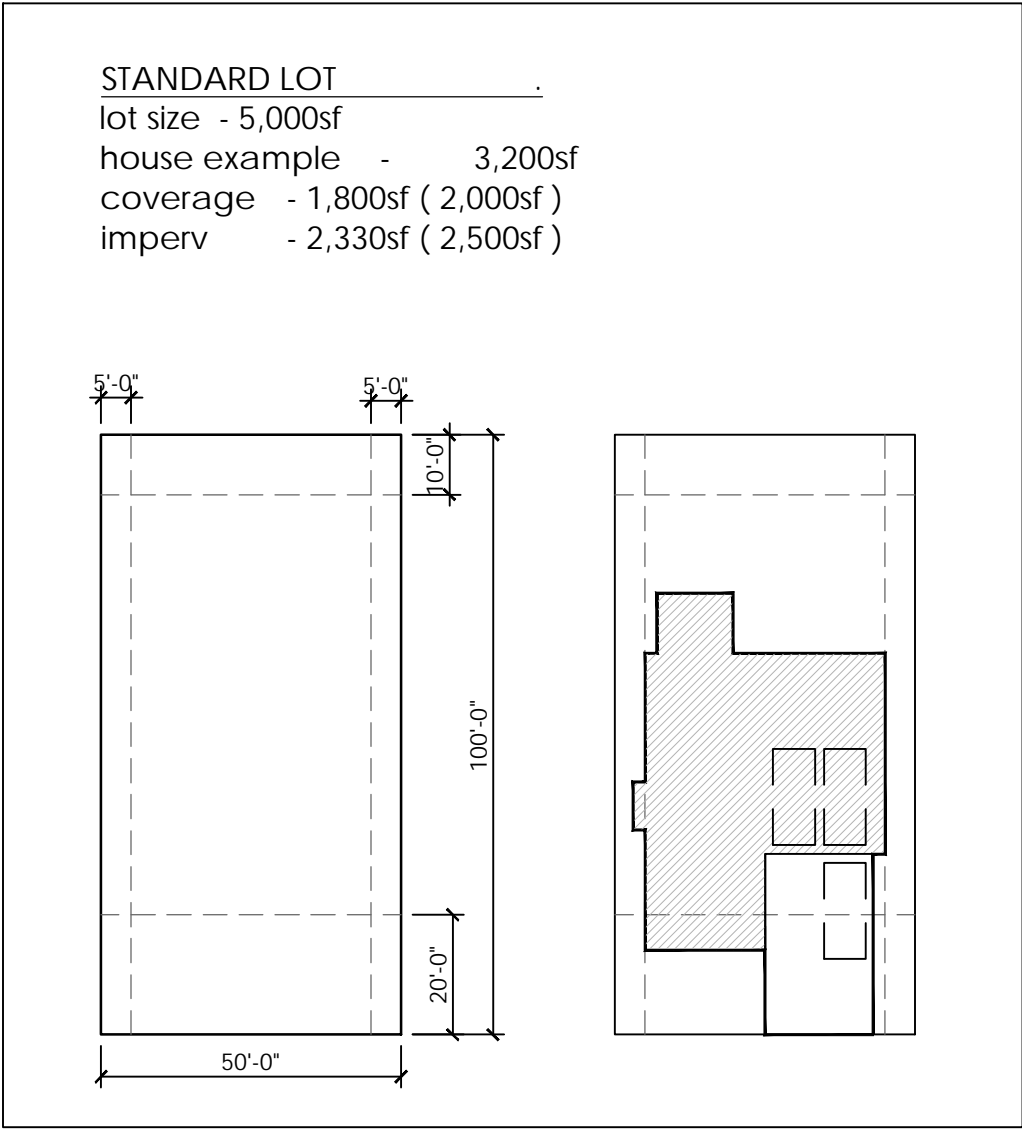
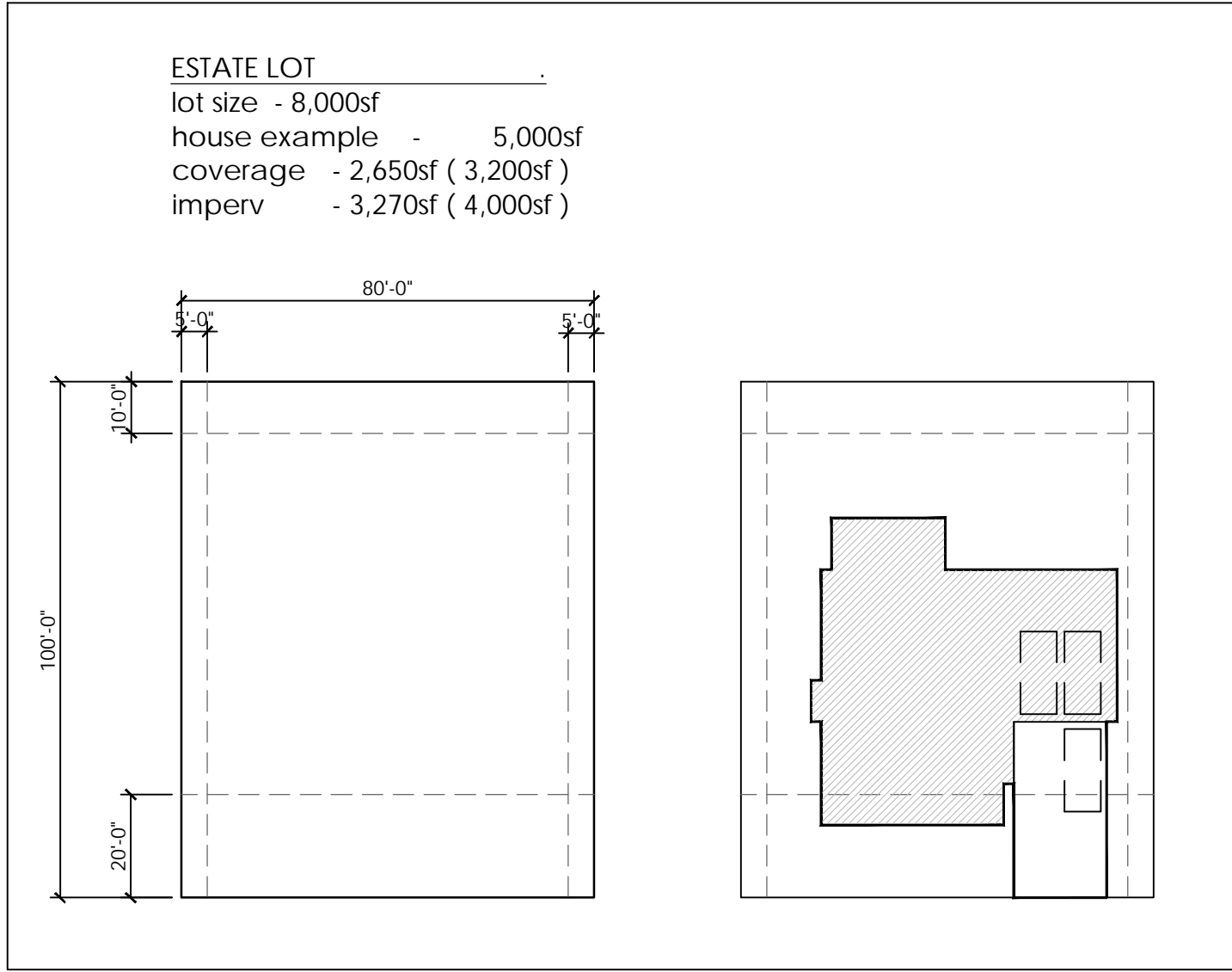
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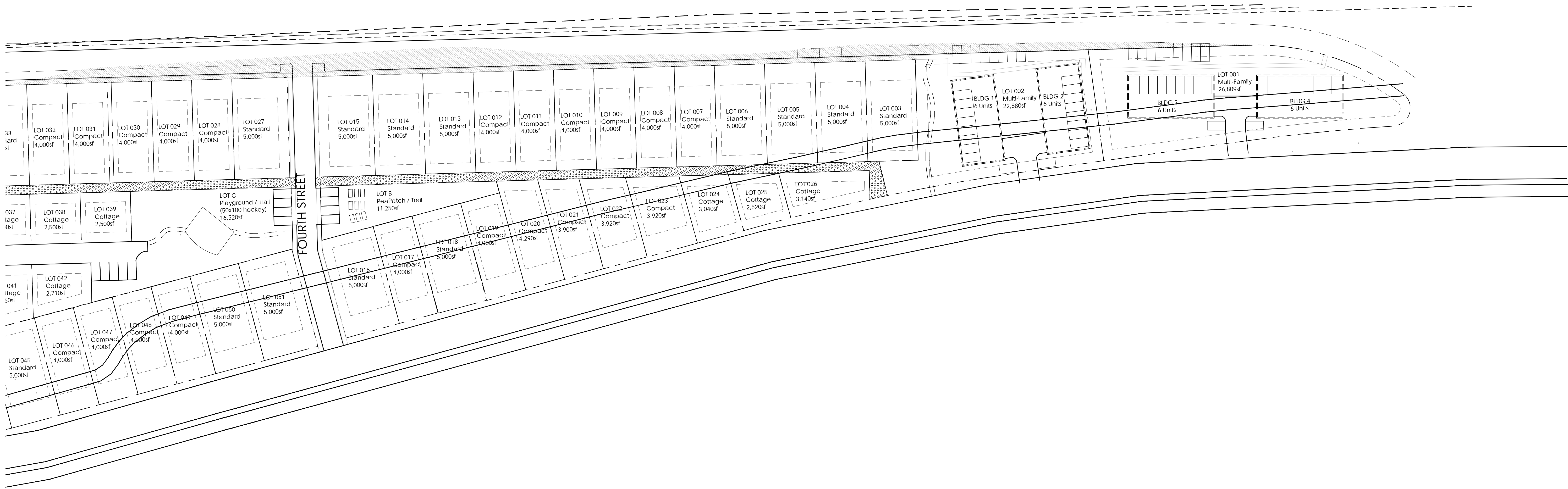
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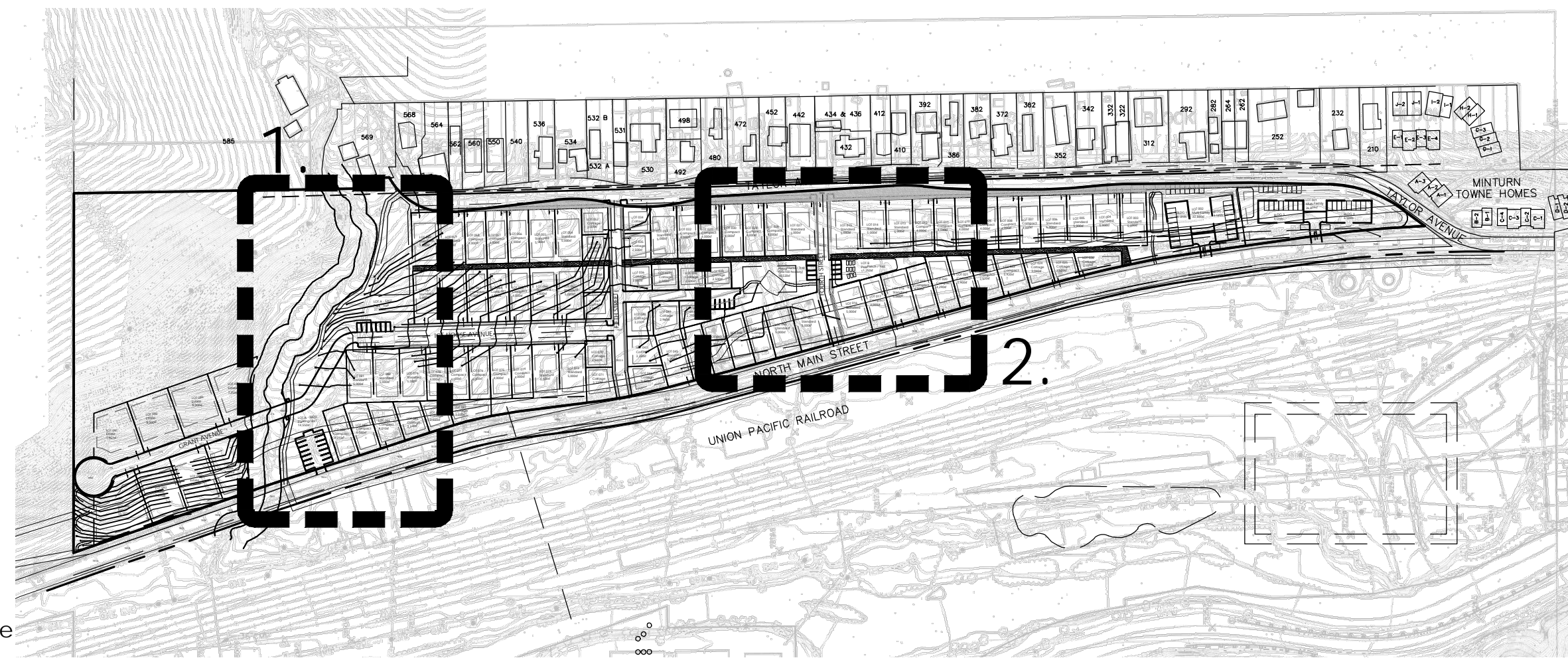
This site plan illustrates the layout of the Ice House development. The plan includes several lots with their respective areas and types:

- LOT 088 Estate**: 7,250sf
- LOT 095 Estate**: 7,384sf
- LOT 060 Standard**: 5,000sf
- LOT 059 Standard**: 5,000sf
- LOT 061 Standard**: 5,000sf
- LOT 062 Standard**: 5,000sf
- LOT 081 Standard**: 5,000sf
- LOT 080 Standard**: 5,000sf
- LOT 079 Standard**: 5,000sf
- LOT 078 Compact**: 4,000sf
- LOT 077 Compact**: 4,000sf
- LOT 082 Compact**: 4,010sf
- LOT 083 Compact**: 4,080sf
- LOT 084 Compact**: 4,010sf
- LOT 085 Cottage**: 3,330sf
- LOT 086 Cottage**: 2,660sf
- LOT 087 Cottage**: 3,030sf
- LOT A - WEST Parking/ RR?**: 14,550sf
- LOT A - EAST Park - Trail**: 37,410sf

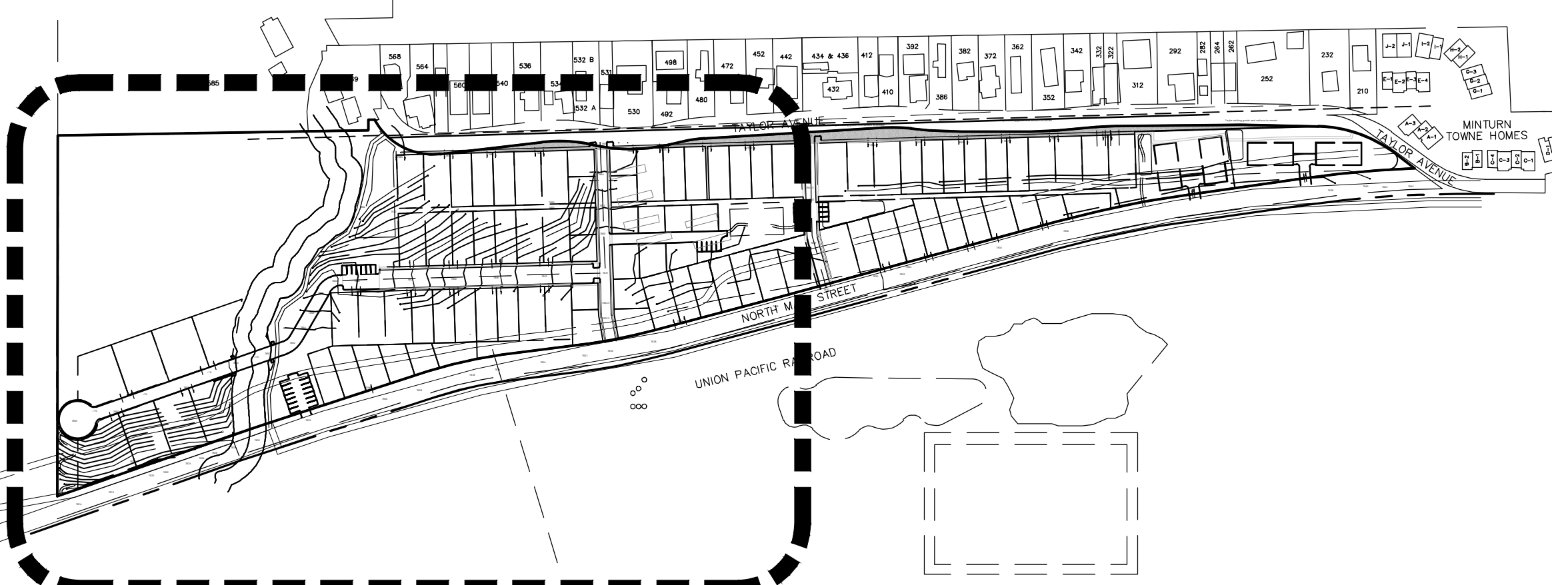
The plan also shows a creek flowing through the site, a trail, and a parking area. The street layout includes "ICE HOUSE" and "LOT 088". The plan is dated "2012" and includes a north arrow.

LANDSCAPE AREA FOR USE AS SNOW STORAGE

PEA PATCH COMMUNITY GARDEN AREA,
WINTER SNOW STORAGE _____
10' PATH THAT EXTENDS MAJORITY OF LENGTH OF
PROJECT AS CONNECTOR TO TOWN.
PATH BORDERED BY SPLIT-RAIL FENCE AT REAR
YARDS OF HOMES _____



MINTURN ROAD AND ALONG TAYLOR AVENUE —————



1 CONCEPTUAL GRADING PLAN - NORTH

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18 December 2019

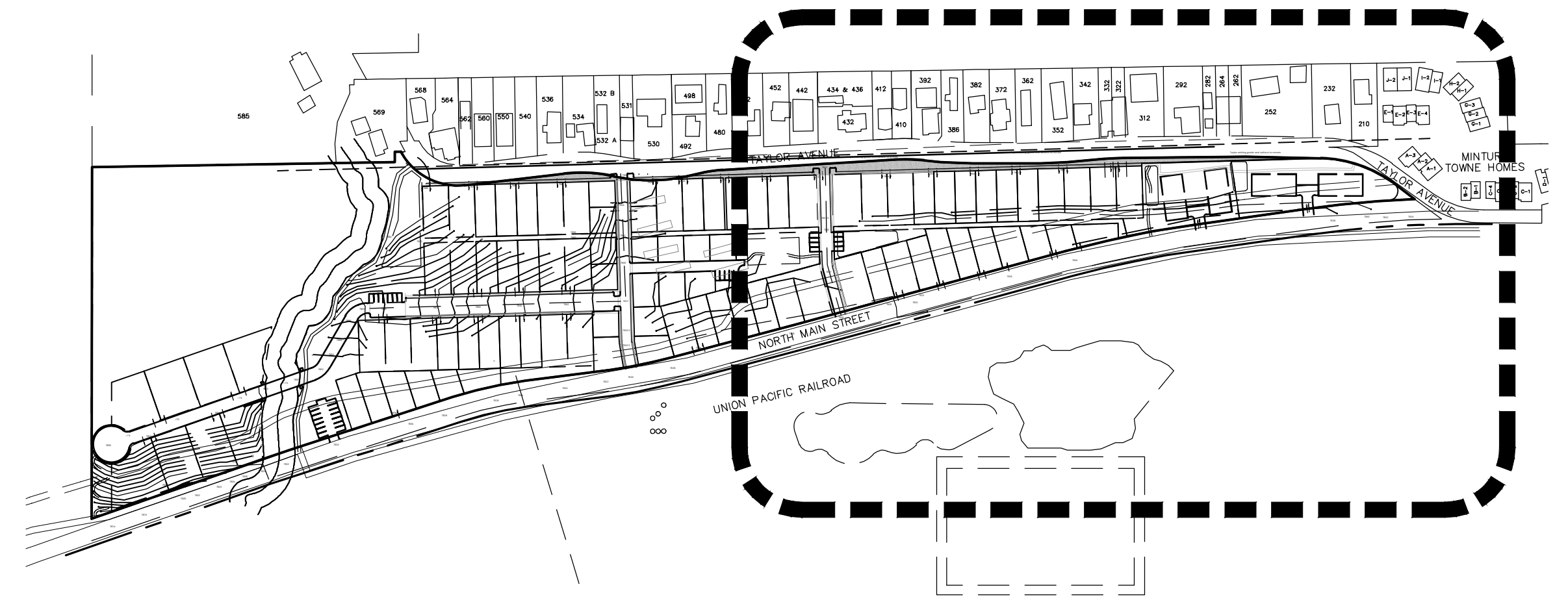
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Concept PUD - TC

CONCEPT
GRADING

A10

NO REGRADING TO BE DONE ALONG MINTURN
ROAD AND ALONG TAYLOR AVENUE



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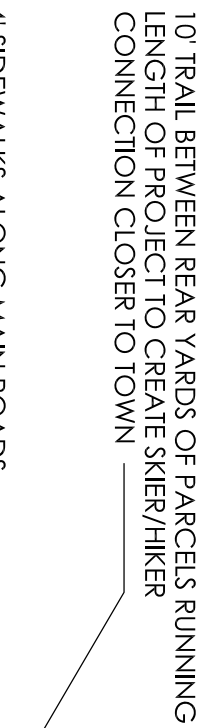
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CONCEPT
GRADING

A11



GRANT AVE, FIFTH STREET & FOURTH STREET

5TH PATH CONNECTING NEW PARKING AREA TO TAYLOR TO SERVES EXISTING GAME CREEK & MILE USERS

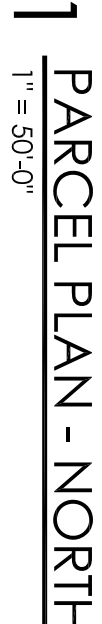
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ROADS & TRAILS

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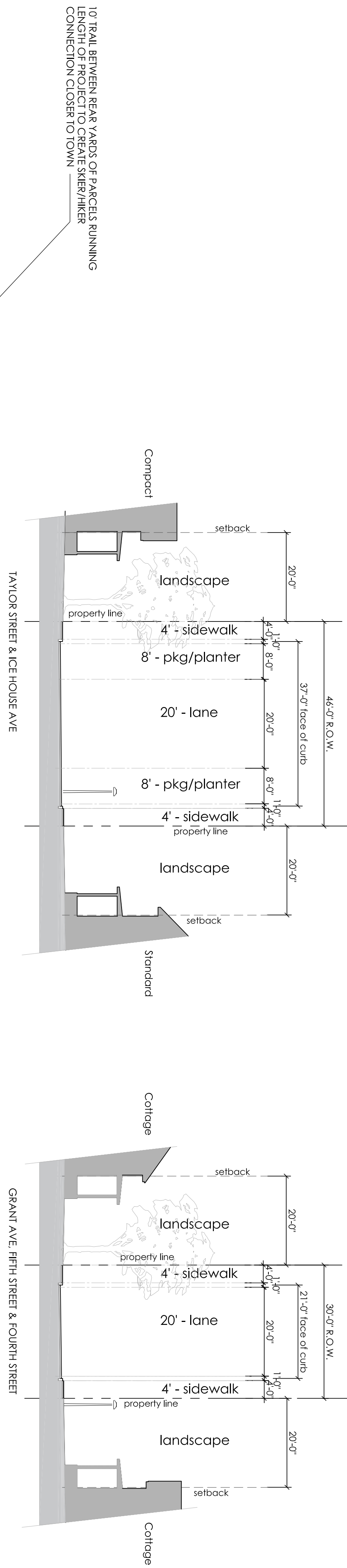
ROADS & TRAILS

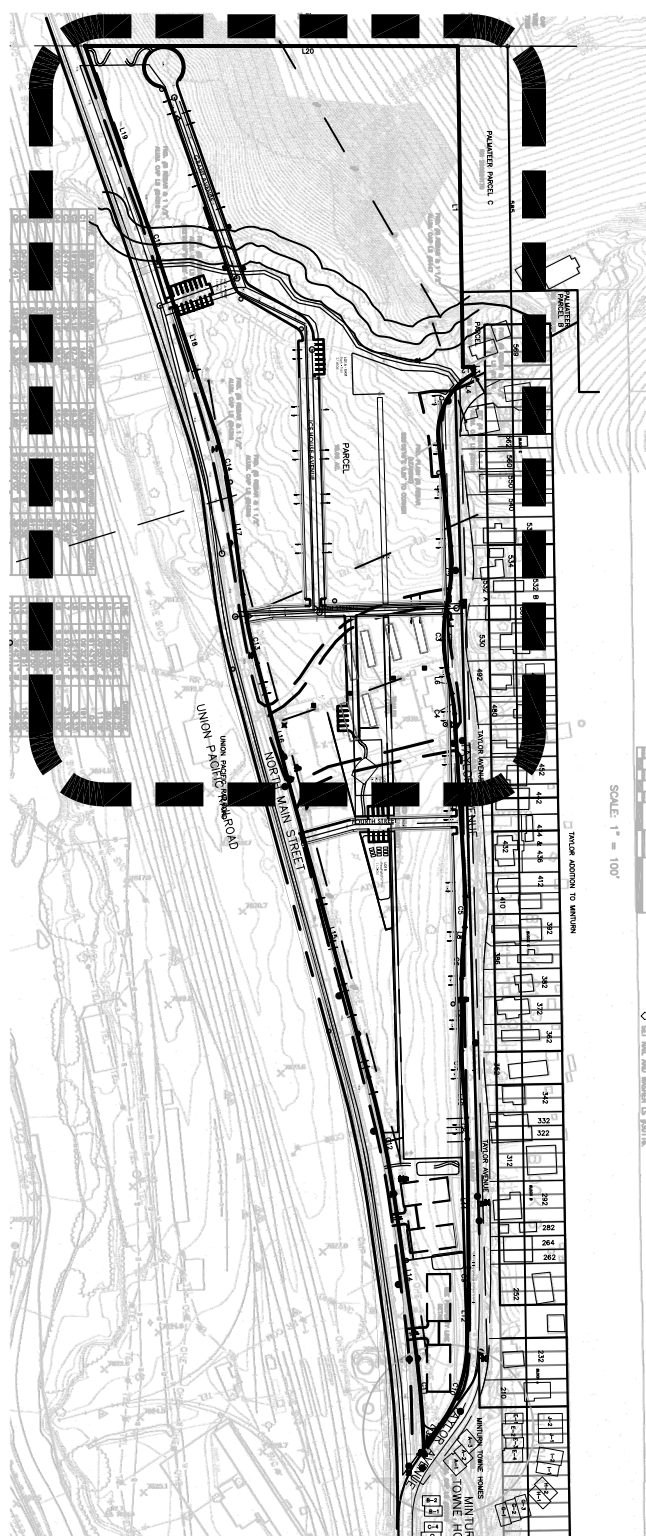
A13

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





RELOCATE EXISTING HYDRANT
CONNECT TO EXISTING UTILITIES ALONG
TAYLOR AT NEW INTERSECTION

NEW HYDRANT OFF EXISTING LINE

REROUTE OVERHEAD ELECTRIC AND COMMUNICATION
LINES UNDERGROUND WITHIN SITE 2,500 LINEAL FEET



LINE	BEARING	DISTANCE
L1	S 00°55'00" E	587.25'
L2	N 80°05'00" E	20.00'
L3	S 00°55'00" E	11.78'
L4	S 61°43'18" W	57.05'

STRUCTURAL SITE WALLS
NEW 8" DUCTILE WATER LINE WITHIN DEVELOPMENT 1,985 LINEAL FEET
NEW SEWER LINES TIED INTO MOUNTAIN ROAD AND TAYLOR
ROAD TOTAL NEW 1,985 LINEAL FEET, NOT INCLUDING INTERVALS
NEW HYDRANT TOTAL OF EIGHT
NEW AND TWO RELOCATED
NEW WATER LINE ALONG MOUNTAIN ROAD, 1,845 LINEAL FEET

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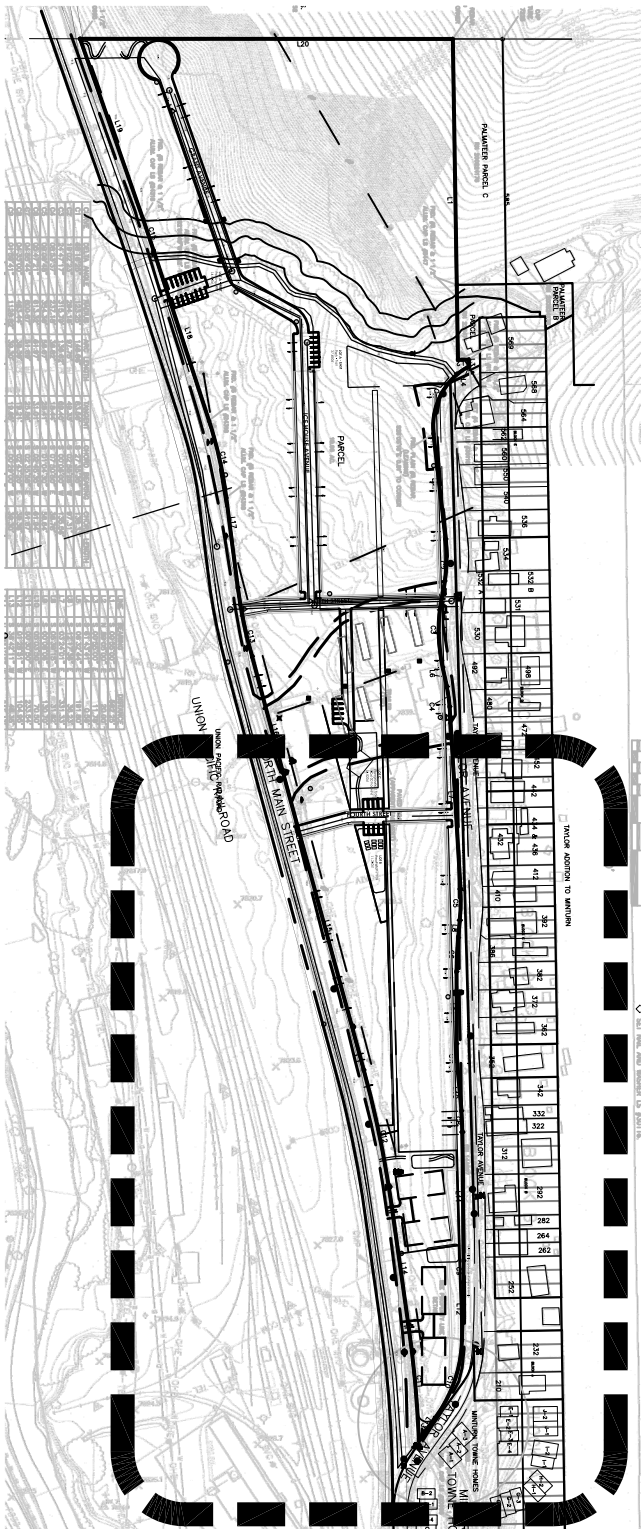
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CONCEPT
UTILITIES

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RELOCATE EXISTING HYDRANT

RELOCATE OVERHEAD ELECTRIC AND COMMUNICATION LINES UNDERGROUND WITHIN SITE 2,500 LINEAL FEET DOES NOT INCLUDE LATERALS



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CONCEPT
UTILITIES

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