



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 6TH 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).

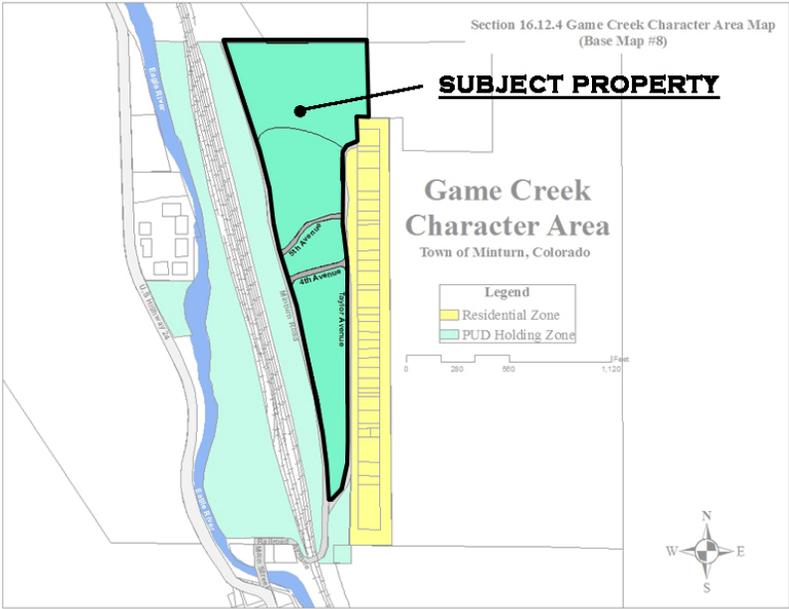
Thank you for your consideration.

Gregory Sparhawk
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Location of Parcel.



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





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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

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

Economic Impact:

EXHIBIT B				
North Minturn	Railroad PUD economic impact			11/18/19
number of lots	114			
avg home sf	2,000	assumption for		
cost @ \$250/sf	\$500,000	calculations		
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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
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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
				\$5,061,176
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Ongoing Property Tax	annual income on \$700k avg @ 114	25% of tax	\$102,600	
	when site is built out			
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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.

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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 6th 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.