

## APPENDIX H. POLICIES AND RECOMMENDATIONS FROM THE 2017 STAGECOACH COMMUNITY PLAN AND THE 2022 ROUTT COUNTY MASTER PLAN

Stagecoach Mountain Ranch

### 2017 Stage Coach Community Plan

The following are the specific recommendations from the 2017 Stagecoach Community Plan as they relate to the proposed SMR project.

The Future Land Use Plan recommends “Recreational Oriented Development” for both the proposed ski mountain site and the golf course site. (See attached map)

Recreation Oriented Development is defined as follows, and identifies process on implementation of this recommendation (emphasis added):

*An area where the recreational component such as but not limited to a ski area, marina or golf course is the central feature of the development for leisure activity that may include an array of amenities to support the overall use. This typically includes mixed-use development of residential and commercial type uses.*

The following are the specific sections of the plan that further describe the vision for Recreation Oriented Development:

#### 5.3.2 Recreation Oriented Development (ROD)

A ROD is a development in which a recreational component such as, but not limited to, a ski area, marina or golf course, is the central feature of the development. RODs may include an array of amenities to support the overall use. Typically, the supporting development would include mixed residential and commercial type uses. Properties identified as ROD are shown on the FLUM (Appendix H.)

A small ski area has been operating at Stagecoach since 1994 under a Special Use Permit issued by Routt County. Presently, ski operations involve only limited snowcat and vehicular access to skiing utilizing a road system. The ski area is not currently operating at its full approved intensity. This Plan anticipates that ski area operations may expand to accommodate more skiers, lift operations, and base facilities sized to meet the local and area demand. The details of any expansion of the facilities will be developed by the owner of the ski area property. If the development concept can meet the minimum standards described in Section 5.2, it could also serve as the neighborhood node at the location previously approved for the Stagecoach Marketplace. A future road could connect the site with the ski area. Any development or expansion of existing operations will be

subject to the issuance of appropriate permits by Routt County.

The existing marina located at the State Park along the northern shore of Stagecoach Reservoir is an important summer base for recreational activities for Routt County. A potential second marina, in conjunction with a golf course, was discussed in the 1999 Plan. The proposed location for the second marina was along the south shore of the reservoir. That development concept was dependent upon the success of the original vision, economy and land owner interest. Today that land use concept is no longer the preferred vision. However, should the current or future land owner choose to pursue this option, the community is supportive of a private or daily/user fee marina facility at this location as part of a new recreation oriented development with supportive commercial retail uses or other recreation based development. Likewise, although a golf course based recreation oriented development is no longer deemed feasible or desirable by the landowners of the property, development under the existing HDR zoning would be supported. In addition, a portion of the property could also serve as an alternate location for a neighborhood commercial retail node if the minimum standards described by section 5.2 can be met.

#### 5.3.2.1 Policy

- A. The ski area and associated support uses should be encouraged to expand operations to accommodate more skiers and better serve as a winter base of recreation for the Stagecoach area.
- B. Any proposal for a ROD that would serve as a winter/summer base for recreation in Stagecoach should be supported if the project is economically viable and consistent with this plan.
- C. Should a recreation based development not be feasible on either location designated as ROD on the FLUM, then the underlying zoning would apply, including high density residential development for areas so zoned.
- D. The most environmentally sound practices shall be implemented.
- E. Recreational amenities should be linked to each other and to the neighborhood node as development occurs.

F. New ROD projects should provide covered areas for maintenance equipment.

### 5.3.2.2 Actions

A. Support proposals to expand the capacity of the ski area through the addition of lift operations, base facilities, or skier support facilities if the proposals comply with all applicable Routt County land use and environmental regulations.

B. Approve a ROD with supporting recreational facilities along the south shore of the reservoir, provided the design and layout of the facility complies with all applicable Routt County land use and environmental regulations, and is coordinated with the Stagecoach State Park.

C. Encourage any potential golf course development to be designed in a manner that showcases as much of the open feeling of the meadow as possible, particularly along the edge of the reservoir. The design should also prioritize the views to and from the reservoir.

E. Monitor what types of units are built and how traffic levels change over time, so that development grows within the capacity constraints of the two-lane roads.

F. Amend the FLUM, as necessary, prior to processing any land use applications on property shown as ROD.

### 5.3.1 Hiking, Biking, and Nordic Ski Trails

As new development occurs, a coordinated effort by landowners, SPOA, other homeowners' associations (HOAs) and pertinent agencies should facilitate the extension of the existing trail system in a manner that will take advantage of some of the most dramatic views in Stagecoach.

#### 5.3.1.1 Policy

A. A system of non-motorized hike/bike/ski trails should be developed to link the various recreational amenities and open spaces in Stagecoach and beyond.

B. All trash containers, including dumpsters, shall be bear-resistant.

#### 5.3.1.2 Actions

A. Design and approve a system of connected trails that are open to the public; take advantage of the views of the north and south meadows, the reservoir, Young's Peak, Green Ridge, Woodchuck Mountain, and Blacktail Mountain.

B. Implement the most environmentally sound practices.

C. Design trails to link the recreation-oriented developments to the neighborhood marketplace and other amenities as they develop.

D. Develop a Stagecoach Trails Plan in conjunction with landowners, Stagecoach HOA's and pertinent agencies.

### 5.2 Neighborhood Marketplace

Conceptually, the small-town center model remains the same as described in the 1999 Plan, but rather than being the focal point of the community located near the base of the ski area, the concept preferred by the community would be more of a retail node or neighborhood marketplace. The neighborhood node could offer uses and services such as a community retail market, office space, gas station and daycare center that would support the community as it grows. The current plan also allows for more flexibility than the 1999 Plan regarding the location of the future marketplace. The neighborhood marketplace concept described by the community is derived from a previously approved application for a 9,800 sq. ft. two-story mixed-use building called the Stagecoach Marketplace. That application included a change of zone to PUD and was approved in 2005, but, as previously mentioned, was never developed. While the location remains a good candidate for a neighborhood marketplace, the lack of commercial zoning in other areas has limited the options for development. Therefore, it was suggested that the community plan update include more flexibility for retail development elsewhere provided that a project meets certain standards and is supported by the community plan. The overall vision of the Plan, however, does not support multiple commercial/retail developments fragmented throughout Stagecoach. Rather, it supports the development of an area that can meet the criteria for a single neighborhood node for commercial uses. The first project submitted to Routt County for review that can meet the standard criteria outlined below, and is consistent with all applicable plans and regulations, may be

approved. The Plan's concept, however, does not preclude a recreation-oriented development such as an expanded ski area or marina from having commercial uses and retail components. Such commercial uses would be considered accessory to recreation-oriented developments. Areas eligible for commercial use/mixed-use type development shall meet the following standards:

### 5.2.1 Standards

1. The development site shall be located in the North Area of Stagecoach. The North Area shall imply the areas that are served by the Metro District via the "lower" north loop. The development site shall be eligible to tie into the existing water and sewer systems and must satisfy any conditions necessary to obtain a commitment to serve agreement from the Metro District.
2. The site must have reasonable access to serve the development and be eligible to obtain an approved County access permit from CR 16, 212 or 18A. A traffic study may be required to determine if additional improvements to CRs are necessary.
3. There shall be adequate on-site parking to accommodate the use.

### 5.2.2 Policy

- A. A small, walkable neighborhood node with mix-uses and pedestrian meeting places should be developed in the North Area of Stagecoach. The location should have the ability to expand to support the community as it grows.
- B. The development shall be designed and located in a manner to support the nature and character of Stagecoach.
- C. Where development has already taken place, infill and adjacent development of the same type should fit in with the existing patterns of development.
- D. Screening, landscaping and/or exterior finishes and colors shall be compatible with the existing character of the site and adjacent properties. This shall be determined as part of the review process.
- E. All trash containers, including dumpsters, shall be bear resistant.

### 5.2.3 Actions

- A. Support proposals to develop a neighborhood marketplace with retail and commercial uses, as well as public facility sites, to support the community as it grows. A development proposal should generally be approved if it can meet the above-stated standards and comply with all applicable Routt County land use and environmental regulations.
- B. Organize the majority of retail and commercial development in the same area to support a small walkable neighborhood node, prevent sprawl, and avoid the dispersal of commercial and retail uses.
- C. Organize mixed-use development for multi-family residential and commercial uses within or on a network of small new roads connecting to CRs 16, 212 or 18A and the retail/commercial street that provides access to the neighborhood node.
- D. Develop a neighborhood node that supports the core values of the community.
- F. Require the use of bear-resistant trash containers as certified by the Interagency Grizzly Bear Committee (IGBC) in all newly approved retail, commercial and/or residential development. And, whenever possible, include bear-resistant centralized garbage storage locations in all newly approved retail, commercial and/or residential developments.

As new development occurs, a coordinated effort by landowners, SPOA, other homeowners' associations (HOAs) and pertinent agencies should facilitate the extension of the existing trail system in a manner that will take advantage of some of the most dramatic views in Stagecoach.

## 5.5 - Natural, Scenic and Environmentally Sensitive Areas

In general, future development should support the preservation of the natural environment. Commercial and public areas in Stagecoach should be designed sensitively, with respect for the existing landforms and the beauty of the area with particular focus on avoiding steep slopes and geological hazards, areas with high wildfire risks, critical wildlife habitat, and an emphasis on preserving and enhancing views.

### 5.5.1 Policies

- A. New construction should avoid the hazards associated with building on steep slopes and geologically unstable areas.
- B. New development should be designed in a manner to support the core values of Stagecoach.
- D. If possible, site grading and driveway cuts should be located to minimize visibility from CRs 16, 18A and 212. All cut or filled areas should be revegetated with native vegetation within one growing season.
- E. New development should be designed and constructed to avoid reductions in air and water quality wherever possible.
- F. New construction on slopes over 30% should not be approved, unless no other building site is available on the parcel, or unless building on an alternative site would violate other portions of this Plan.
- G. New improvements in critical wildlife habitat areas (as designated CPW) should not be approved, unless no other building site is available on the parcel, or unless building on an alternative site would violate other portions of this Plan. All property fencing should be of a type approved by the CPW to minimize risks to wildlife.
- H. New improvements should be located to minimize site grading, unless a site that would require more extensive grading would reduce visibility from Routt CRs 16, 18A and 212.
- I. New improvements should not be approved for sites within 50 feet of water bodies, unless no other building sites are available on the parcel, or unless building on an alternative building site would violate other portions of this Plan.
- J. New improvements for human occupancy should be located outside of designated severe wildfire hazard areas wherever possible, and should be designed to comply with the “Colorado State Forest Service Guidelines on Defensible Space.”
- K. New improvements should incorporate grass-lined swales between paved areas and nearby streams.

### 5.5.2 Actions

- A. Support implementation of skyline standards to reduce the interruption of scenic vistas by structures placed on skylines, and to minimize the scarring of hillsides. Discourage development on barren hillsides.
- B. New development should attempt to minimize detracting from the rural character and scenic vistas in Stagecoach.
- C. Inform Stagecoach landowners of the importance of preserving view corridors and of regulations requiring visual mitigation of proposed skylined structures.
- D. Encourage, through the County review process, the use of Wildlife Mitigation Plans approved by CPW.

## Section 5.6 – Housing

New housing developments should have a variety of housing types and various price points to help ensure a health and mixed income community.

### 5.6.1 Policies

- A. Stagecoach should provide a diversity of housing types that meet the needs of those who work in Stagecoach and in south Routt County.
- B. New multi-family developments should be located where there is existing central water and sewer or in areas that can be served by extending the existing infrastructure.
- C. House numbers or fire numbering systems shall be legible and plainly visible from the street or road in accordance with the Routt County addressing system.

### 5.6.2 Actions

- A. Support various types of residential housing such as duplexes, multi-family and single family to achieve diversity and affordability.
- B. r density housing in the North Area, ideally near the commercial node or rt of a ROD.

# 2016 DRAFT STAGECOACH COMMUNITY PLAN

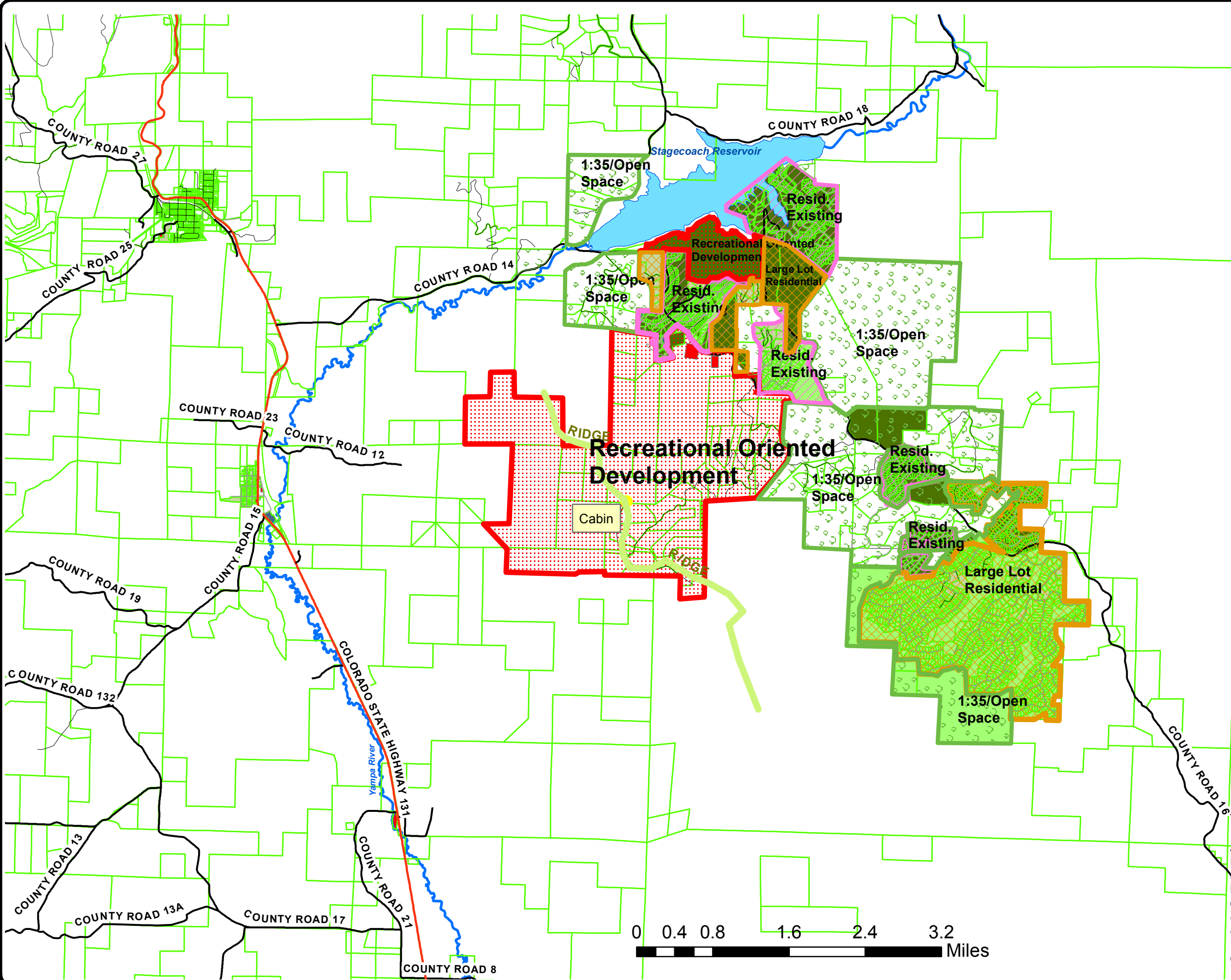
**Legend**

**BASEROADS  
SUBTYPE**

- Highways
- County Roads
- Private
- City
- USFS
- Parcels
- Major Waterbodies
- Rivers

**RouttCoZoning2011  
ZONE**

- AF - Agriculture and Forestry
- MRE - Mountain Residential
- GR - General Residential
- LDR - Low Density Residential
- HDR - High Density Residential
- C - Commercial
- PUD - Planned Unit Development



This map is for planning purposes only. It was prepared from publicly available information. Any other use or recompilation of the information is the sole responsibility of the user. This map should not be used to establish legal title, boundary lines, locations of improvements or utilities, or relied upon in any flight activity. Routt County expressly disclaims all liability regarding accuracy or completeness of this map.

This page left intentionally blank.

## 2022 Routt County Master Plan policies applicable to the SMR project.

The specific policies, organized by the chapter contained in the 2022 Routt County Master Plan, that are applicable to the proposed project.

### Growth, Land Use, and Infrastructure

- 4.1 Direct new growth and development to Tier 1, Tier 2, and Tier 3 Future Growth Areas, in that order and as defined in the Growth & Land Use Chapter.
- 4.2 Support infill development and redevelopment that is complementary to existing character and consistent with available resources to accommodate evolving community needs within the Future Growth Areas.
- 4.3 Promote development patterns that correspond with the natural topography and encourage the arrangement of uses and density patterns to support walkable and bikeable communities and neighborhoods.
- 4.4 Support needed housing, economic and infrastructure development to accommodate growth in Future Growth Areas as defined.
- 4.6 Support efforts to maintain Dark Skies and control light pollution.
- 4.9 Discourage development on ridges that result in sky lining.
- 4.7 Support the development of telecommunications and broadband infrastructure throughout the County.
- 4.10 Support the creation of public spaces for recreation adjacent to Tier 1 and Tier 2 Future Growth Areas in order to limit traffic, impacts to rural Routt County and wildlife, and to reduce human-wildlife conflict.

### Housing and Economy

- 6.2 Focus housing development within Tier 1 Municipalities and Tier 2 Targeted Growth Areas (West Steamboat, Stagecoach, and Hayden's 3-mile area).
- 6.3 Continue to prohibit short-term rentals in the unincorporated County outside of commercial zone districts.

6.5 Support a broad range of housing opportunities in Tier 1 Municipalities and Tier 2 Targeted Growth Areas. Integrate affordable and workforce housing into existing neighborhoods and communities, preferably close to civic/social amenities.

6.6 Encourage workforce and affordable housing to be integrated throughout new development rather than concentrated in one location or building.

6.7 Enable a range of housing and ownership types In Tier 1 Municipalities and Tier 2 Targeted Growth Areas to provide diverse housing stock and a spectrum of sales and rental prices. These options include rental apartments; ownership condominiums, townhomes, and single-family homes; and land-lease homeownership such as manufactured/ mobile homes and tiny homes.

6.8 Support the use of deed restrictions to create permanent affordability and access. Use both income-based deed restrictions and less restrictive resident-employee requirements depending on the specific project and housing types.

6.9 Provide density incentives such as the exclusion of deed restricted units in the calculation for the overall density for residential projects within Tier 1 Municipalities and Tier 2 Targeted Growth Areas.

6.11 Support the use of development agreements and other regulatory tools to ensure workforce housing needs are being met in new projects.

6.17 Encourage the design of complete communities that incorporate bicycle, pedestrian, transit access, and circulation elements, and include mixed use buildings and neighborhoods where appropriate.

### Mobility and Transportation

- 7.5 Encourage the use of non-motorized and public transit for recreational and local transportation needs and safety.
- 7.6 Require that new development proposals include provisions to create and improve links to trail systems both as an alternative to the automobile and for recreational use.

7.7 Encourage a pedestrian/bike system which connects retail areas, public facilities, recreational areas and neighborhoods that minimizes auto-truck-rail conflicts.

7.13 Ensure that roadway design is compatible with topography, soils, vegetation, geology, visual and other natural features and limitations.

### **Recreation and Tourism**

8.7 When considering recreational uses in rural areas, focus on maintaining the high quality of life of the County's residents.

8.9 Provide for open space within all new developments in order to protect and enhance the environment and the quality of life.

8.10 Ensure that usable open space is required for developments that provides active and passive recreational environments.

8.12 Support the creation of public spaces for recreation adjacent to Tier 1 and Tier 2 Future Growth Areas in order to limit traffic, impacts to rural Routt County and wildlife, and to reduce human-wildlife conflicts.

### **Open Space and Agriculture**

9.3 Discourage development that changes the rural character or historic agricultural uses and/or practices.

9.4 Preserve open space.

9.12 Noxious weeds must be controlled at the expense of the landowner.

9.13 Enforce the weed management program and educate new or unaware landowners or those that refuse to manage weeds.

9.17 Require usable open space and public space within all new developments in order to protect and enhance the environment and the quality of life.

### **Sustainability and Climate Action**

10.1 Support sustainable design and development practices that encourage use of low carbon and renewable energy in land use and development.

10.2 Support energy, water efficiency and conservation in land use in development.

10.5 Encourage new construction to be as energy efficient and sustainable as possible. (CAP ES1, ES2, ES3)

10.7 Implement CAP Waste Sector Strategies and Actions to incorporate policies into the land use framework.

### **Natural Resources and Energy**

11.2 Support water conservation practices to effectively manage water resources.

11.4 Include wildlife habitat and species information in land use and site plan decision making.

11.5 Encourage land use practices that will minimize conflicts between wildlife and human uses.

11.6 Consider impacts on wildlife before approving new recreational uses, residential developments, and other developments and permits.

11.7 Minimize the cumulative impacts of development on wildlife and wildlife habitat.

11.12 Discourage land uses that increase the potential for wildfires in high risk wildfire hazard areas.

11.15 Prohibit all development on slopes of 30% or greater. Development in steep draws or valleys, which tend to channel fire movement, is particularly dangerous and is also strongly discouraged.

11.17 Prohibit all construction and excavations on potential hazard areas including landslides, rockfall areas, unstable slopes, mudflows, and steep drainages.

### **Public Health and Equity**

12.1 Design healthy and complete neighborhoods where new and existing places have safe roads, gathering areas, and parks as well as access to jobs, commerce, transit, and public services.

12.2 Encourage development in Future Growth Areas that incorporates essential services (e.g. grocery, medical care, childcare).



12.3 Avoid and minimize displacement by continuing to support a variety of housing options and employment in Tier 1 and Tier 2 Future Growth Areas.

## 2022 Routt County Master Plan recommendations specifically related to Stagecoach Area.

### Future Land Use Framework (page 29)

Tier 2 Targeted Unincorporated Growth Areas are located outside municipalities, but are areas qualified for potential development if they meet the criteria as described in the following example:

Stagecoach is considered a Tier 2 Targeted Growth Area because it has an approved sub-area plan, platted lots, zoning appropriate for higher density development, and a special district to support infrastructure needs. To be considered a Tier 2 Targeted Growth Area, an area must have, or have the capacity for the development of, access that can safely accommodate expected traffic flows in and out of the area, central water and sewer facilities that can accommodate the planned growth, physical features that will complement the type and intensity of planned growth, and a County-approved sub-area or community plan.

Tier 2 Future Growth Areas shall provide the following:

- A mix of housing choices and diversity
- Development that addresses an identified community need
- Community amenities (open space, trail access, recreational amenities)
- Assurance that proposed utilities, services and amenities can be delivered within an acceptable time.

### Future Land Use Map (page 31)

The Future Land Use frameworks in the following adopted sub-area plans are carried through in this document:

- Stagecoach Community Plan (Attached)

### Housing Framework (page 37)

Routt County recognizes the need for additional housing supply. However, rural Routt County is not the appropriate place for suburban subdivisions. Also, the County is not

equipped to provide the infrastructure (water, sewer, utilities, and transportation) needed to make affordable and workforce housing financially feasible in unincorporated areas. Municipalities are the best places to locate housing because of their proximity to jobs, services, transportation, and their ability to provide municipal utilities. The community has expressed its continued support for directing new growth to Tier 1 Municipalities and Tier 2 Targeted Growth Areas. The most appropriate areas for growth are the Tier 1 Municipalities, followed by the Tier 2 Targeted Growth Areas (West Steamboat, Stagecoach, and Hayden's 3-mile area). Housing density is a key factor in making housing financially feasible, and the pattern of sparse rural development outside of Municipalities and Targeted Growth Areas does not support a significant quantity of affordable and workforce housing development. The creation of affordable and workforce housing should be consistent with the policies on development form and location in the Growth, Land Use & Infrastructure Chapter.

### Implementation Action Items

**Policy:** Focus housing development within Tier 1 Municipalities and Tier 2 Targeted Growth Areas (West Steamboat, Stagecoach, and Hayden's 3-mile area).

**Action:** Encourage housing in Stagecoach by exploring partnerships with landowners, funding incentives, and regulatory tools to encourage and facilitate higher density affordable and workforce housing in appropriate locations.

