County Road 16 may bisect the property. The Engineer and Planning Staff have attempted to locate documentation that this section has been vacated and replaced by roads illustrated on the Meadowgreen plat. However, no evidence has been located that proves the road has ever been vacated.

Mr. Sharp explained that there is a 60 foot right-of-way with the lot boundary being the south portion of the ROW. Access to the north lot comes off to the Northeast. Mr. Sharp will convey easement to the Property Owners Association.

Mr. Moore was concerned that the road was vacated. He knew that it crossed a corner of his property.

Attorney Vanderbloemen felt that the road had been vacated, however, if it has not yet been vacated on record it still could be.

Mr. Fry explained that Lou Gabos had researched resolutions and Board minutes since 1978 and has not located any information that the road has been vacated. Mr. Sharp commented that if it was done with the Stagecoach subdivision it would have been done in 1971 or 1972.

Mr. Sharp said he would make it clear that the homeowners would get easement, but he would also make it clear that it is not usable because of the physical terrain of the property.

Commissioner Dorr moved to approve the subdivision exemption for Snokomo Lane, contingent upon the requirement that an access easement be made to allow access, and direct that further research be done to determine that the access to be conveyed to the property owners will be guaranteed, and will be done prior to final plat. Also, this exemption shall not become effective until a final plat is recordedwith the Routt County Clerk & Recorded. Said plat shall be recorded within 30 days of the date of approval of a resolution reflecting this action of the Board of County Commissioners.

Attorney Vanderbloemen explained to Mr. Moore, that if the road has been vacated, Mr. Sharp will provide access. If the road has not been vacated, there is access.

Mr. Fry asked, if the right-of-way has been vacated, how will access be allowed? Mr. Sharp replied that physically they will have to make a deal with Mr. Moore, or go around that point.

Mr. Fry stated, for the record, that Staff felt this request qualifies for an exemption because the parcel was divided by a county road.

A vote was taken, which was unanimous for the exemption.

EN RE: LLOYD HICKS AND DENNIS SCHEIWE/SNOWMOBILERS

Mr. Hicks and Mr. Scheiwe explained that snowmobile clubs are coming in from Wyoming and Nebraska and want to come into the Clark area. Since there is no access from Columbine to Clark and they would have to ride down RCR 129, they can not legally get to Clark. The snowmobile clubs can come down through Wyoming as far as Columbine without having to drive on a maintained roadway. Mr. Hicks stated that the Routt County Powder Cats Snowmobile Club is willing to sign the road and mark it. In most areas the snowmobiles can either stay in the barrow ditch or ride off road except for the stretch between the foot of Willow Creek Divide and Glen Eden.

Commissioner Dorr asked that the men contact County Engineer Lou Gabos and Road Supervisor Charles Hixon, and noted that there should be a public meeting regarding the issue.

Mr. Scheiwe explained that the snowmobilers will be able to use the old Ellis Trail but there is no alternative on Willow Creek. There are no services at Hahn's Peak this year and the closest food, lodging and gas are at Clark. For years, the Colorado snowmobile clubs have been going into Wyoming and now those people want to come this way. There are more and more clubs and snowmobilers coming into the area, and are helping with the economy. The feeling is they are going to come into the area anyway, and should be legalized. Snowmobiling is a growing recreation.

Mr. Hicks stated that there are two large groups coming in next month, one from Nebraska and one from Laramie, Wyo. The problem does need to be addressed before then.

Mr. Scheiwe explained that Jackson County is trying to establish an interstate trail from Wyoming into Colorado. The snowmobilers spend a lot of money and if they are treated well, they will return.

The Board directed that Mr. Hicks and Mr. Scheiwe contact Mr. Gabos and Mr. Hixon and return to the Road and Bridge meeting on February 16.

EN RE: CORRECTED ASSESSMENTS

The Board voted unanimously to approve a corrected assessment for Stephen L. Rummler, Tax Schedule 25 G640, Lot 1, Steamboat South Subdivision. Reason for correction was that evidence was presented during the 1987 protest period to support lower values of the 5 lots in Steamboat South Subdivision. A verbal agreement was made to adjust these values, however they were not changed in the computer system.

EN RE: UPPER YAMPA CONSERVANCY DISTRICT/DEEDS AND RESOLUTIONS

Staff Planner Caryn Fox, Attorney Vanderbloemen, Attorney Bob Weiss, Phil Eggleston, and Skidge M. were present.

Ms. Fox briefed the Board and explained that there were several resolutions from the Board's meeting with the Upper Yampa Conservancy District on their Zone Change, PUD, relocation of Roads for the Stagecoach dam project.

The Zone Change Resolution is ready for signature. The zoning was Agriculture/Forestry and has been changed to Outdoor Recreation. The legal description has been included with exhibits which include pictures and map.

Commissioner Dorr moved to sign and approve Resolution 87P047A for Zone Change from A/F to OR for the Upper Yampa Conservancy District. Commissioner Kenney seconded the motion which was approved unanimously.

Ms. Fox and Mr. Vanderbloemen explained that Resolution 87P047B is for the Relocation of public rights of way, and subdivision exemption. This includes the relocation of the intersection of RCR 16 and 14. Planning Commission wanted a centerline survey before the Board signed the resolution. The second was a relocation of intersection 16 and 212. The resolution met the 1987 conditions of finding a safer approach and centerline survey. The third is the subdivision exemption plat, to enable the relocation of RCR 16 and 212 right of way, which enlarges the adjacent lot 15 and created Lot 1 Filing II Meadowgreen. Resubdivision of lot 15 Filing II of Meadowgreen now has only lot 1.

Commissioner Kenney moved to sign resolution 87P047B for the Relocation of Public rights of Way and Subdivision Exemption, and to sign the acceptance of deeds pertaining to same. Commissioner Dorr seconded the motion which was approved unanimously.

Attorney Vanderbloemen recommended that the Board sign and approve the Final Plat striking out the statement of covenants, since there are no covenants.

Commissioner Kenney moved to sign and approve the final subdivision exemption plat. Commissioner Dorr seconded the motion which was approved unanimously.

Attorney Vanderbloemen noted for the record that Commissioner Fisher has signed the deeds that are to be attached to 87P047B and has also signed the final plat.

Resolution 87P047C Conceptual PUD for Relocation of RCR 18. This included the camp ground entrance, and reflects the conditions that Planning Commission recommended and the Board approved. Planning Commission recommended relocation of RCR 18, subject to further study, while the Board of County Commissioners disagreed and left that condition out. The deed for RCR 18 is attached as well as exhibit B. (map).

Commissioner Kenney moved to sign Resolution 87P047C Conceptual PUD and Relocation of RCR 18, and to also sign the deeds. Commissioner Dorr seconded the motion which was approved unanimously.

Attorney Vanderbloemen explained the deeds for right of way purposes and recommended acceptance of such deeds.

Commissioner Dorr moved to execute acceptance of deeds for right of way purposes on RCR 14. Commissioner Kenney seconded the motion which was unanimous.

Attorney Vanderbloemen explained that there were conditions on the 1985 resolution. He agrees with Mr. Saterdal that the access road is not necessarily where it is shown, and that by signing these resolutions the County is in no way saying that all conditions have been met.

Commissioner Dorr asked for clarification regarding Condition #5 of the 1985 resolution. He questioned that the County has the right to construct the road, but that the County does not have to construct it. Attorney Vanderbloemen agreed that the condition provided the County the right to relocate the roads if and when the County is interested.

No further business coming before the Board, same adjourned, sine die.

Kim Bonner, Clerk and Recorder

L. Dennis Fisher, Chairman
Board of County Commissioners

-no attached plan

STATE OF COLORADO

Division of Parks & Outdoor Recreation
1313 Sherman Street, Rm. 618
Denver, Colorado 80203
Phone (303) 866-3437

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Roy Romer
Governor

Ron G. Holliday
Director

Colorado Board of Parks and Outdoor Recreation

Hubert A. Farbes, Jr.
Chairman

Patricia D. Kelly
Secretary

Neil F. Cantwell
Member

Patricia B. McClearn
Member

James M. Robb
Member

June 30, 1987

Routt County Planning Commission
c/o Steve Fry County Planning Director
136 6th Street
P.O. Box 773749
Steamboat Springs, Colorado 80477

Dear Commission Members:

The purpose of this letter is to respond to the issues raised in your planning commission review of the Stagecoach project. We have incorporated our responses in a point by point fashion within this letter. We are hopeful that the information provided will lead to approval of the Stagecoach land use plan. The necessary detailed design for utilities, landscaping, grading and buildings will be provided for Routt County approval when completed.

1. The previously submitted plan indicates location of all parking areas, trails, buildings, camp sites, marinas and roads on the park tracts. The overall reservoir area map is being provided by the Upper Yampa Water Conservancy District and shows other parking lots.

2. Information on the sewage treatment and water system is under design, but is not totally completed at this time.

3. There will be five area lights at the park located as follows:
   (1) Park Entrance
   (2) Shop/Office Building
   (3) Boat Ramp
   (4) Beach Building and Restrooms
   (5) Marina

   Area lights will be 30' high with a downlight fixture. Each toilet will have a light above the doors on the building.

   The Division of Parks prefers to landscape all developments not only for visual screening benefits for our neighbors but also to enhance the recreational experience of park users. The Stagecoach site provides extremely difficult growth conditions to

establish plant material. We anticipate the need for irrigation, adding topsoil, use of mature plant material, soil amendments in the planting areas and intensive maintenance the first two years to establish the landscape. These measures will represent a far more extensive landscape effort than the Division usually includes in initial project development.

4. The Final grading plan is being prepared by Al Fox of Civil Design Consultants of Steamboat.

5. The park headquarters, support buildings and seasonal housing shall be designed using earthen tone colors. Preliminary construction plans will be provided to the county for approval.

6. The Division of Parks feels the location of the access road should be left as shown on the plan to minimize the disturbance of the developments located in Martin Creek Cove.

7. A highway sign will be placed approximately 500 yards east of the entrance to the park on the county road to alert people to the park entrance.

8. The Division proposes to minimize interruptions to the aesthetics by site grading, confining development to clusters and utilization of landscaping techniques. Natural land features will be utilized to screen the development where possible.

9. Fire fighting will be handled by the Oak Creek Fire Department. The park will have a fire plan that calls for hand held extinguishers to be placed in the entrance station, shop/office building and patrol vehicles. Water lines will be sized large enough to accommodate fighting of structural fires with hoses.

10. The final plan submitted does depict the campground entrance.

11. The Division of Parks will minimize the dust problems by posting the park roads at (25) twenty five mile per hour limits and enforcement of such limits.

12. Upon further review of the soils report and site topography the only logical location for the boat ramp and swim beach are the sites submitted on the attached plan. From a park management and design standpoint,

this is the only site that will work. We hope the information we have provided will assist in final approval of the land use plan for Stagecoach.

It is the intention of the Colorado Division of Parks and Outdoor Recreation to provide quality facilities for visitors and Routt County citizens to use and enjoy. As you know, the State Parks Division has modified the land use plan and its proposed facilities on several occassions based upon local input and concerns. We are hopeful that these numerous changes will lead to final adoption. Thank you for your assistance and cooperation in this matter.

Sincerely,

Mark Vazzani

Ron Holliday
for Director

/cjo

Since Don Valentine is in arrears on hangar lease and has subleased his hangar, Attorney Vanderbloemen is to draft a letter to Mr. Valentine.

Mr. Vanderbloemen was directed to review the Baldwin slide problem on RCR 56.

EN RE: UPPER YAMPA CONSERVANCY DISTRICT/CONCEPTUAL PUD PLAN AND VACATION AND RELOCATION OF ROAD RIGHTS-OF-WAY

Mr. and Mrs. Herb Holloman, Mr. Saterdal, Dagmar Downs, Phil Eggleston, Dennis Schiewe of Colorado Division of Parks and Outdoor Recreation, Al Fox from D & D Consultants, Planning Administrator Steve Fry, Staff Planner Caryn Fox, County Engineer Lou Gabos, Attorney John Vanderbloemen were present.

Caryn Fox briefed the Board on past meetings. The Planning Commission reviewed a zone change from Agriculture/Forestry to Outdoor Recreation. The Board approved the zone change for 1578 acres. 212 acres will be left in Agriculture. The petitioner, adjacent property owners, and the Colo. Division of Parks have had continuing discussion concerning the campground area and campground entrance. The campground itself will be managed by Colorado Department of Parks and Outdoor Recreation. At the Planning Commission meeting some concern was expressed regarding the campground entrance, and there was also discussion concerning the best location of a section of RCR 18, labeled from section D to E on the Stagecoach Reservoir Site Plan.

Ms. Fox explained that Planning Commission has questioned the method the Department of Parks will use for access and dust control. They had also questioned the location of the park headquarters building. Planning Commission had concerns with the safety of the park entrance, concerns with the relocation of RCR 18, and also concerns regarding the swimming beach, marina, and internal road locations.

Ms. Fox went on to say that the Board of County Commissioners met to discuss the relocation of RCR 18 on May 19, 1987. The Board's feeling was that this plan was approved in 1985, after public hearings, and they would be opposed to changing the 1985 approval for relocating the road. Planning Commission had recommended approval of the Conceptual PUD with 12 conditions. Planning Commission also recommended approval of the proposal for the primary entrance to be the north access and the secondary entrance to be the south access, subject to five conditions.

Steve Fry presented letters to be placed in the records from MountainAir, Eagles Nest and the Stagecoach Homeowners Association.

Mr. Eggleston told the Board that their present plan was a compromise plan prepared by the Department of Parks. The Upper Yampa Conservancy District is required to adhere to this plan, the District did agree to pay for a south entrance.

Al Saterdal, adjacent property owner around the reservoir requested that the Board give careful consideration to the importance of the park in connection to the land around the park. Mr. Saterdal commented that the reservoir and park could bring as much as $370,000 and some employment into Routt County. It will assist in the buildout of Stagecoach and make significant contributions to the area. His main concern is to maintain high quality, and he hopes that in the near future the Stagecoach ski area will reopen and there will be the need for other amenities. Mr. Saterdal has concerns about the south entrance and the location of the campsites, since they will be highly visible to the homeowners at Stagecoach.

Steve Fry commented that Planning Commission had recommended that more studies be done on RCR 18, however the Board had already decided that the relocation of RCR 18 will stay where it was approved in 1985. Al Fox of D & D stated a suggested compromise to the visual impact concerns of the neighbors was to lessen the curve radii of the relocated RCR 18, thereby reducing the amount of scarring visible from the lake and adjacent homesites. The Board took no action on this suggestion.

Commissioner Dorr moved to approve the primary entrance of the campground as the north access coming from the relocated County Road 18 as proposed and approve the secondary entrance to be the south access, subject to changes in wording in condition #2 and deleting #5 as recommended by Planning Commission. Commissioner Kenney seconded the motion. Commissioner Dorr commented the reason for deleting #5 was because of time involved to re-word the plans that have been made and the relocation of RCR 18 was approved in a 1985 resolution with a 20 foot driving surface. The vote was unanimous.

Colorado Department of Parks representative Dennis Schiewe told the Board that the Department and the District have proposed extensive landscaping and berming of the campground area.

Attorney Vanderbloemen explained that this is the Conceptual approval, and prior to the final approval there will be changes made.

Commissioner Fisher moved to approve the Conceptual PUD plan with the 12 conditions and amending Condition # 12 to read that the approval of the PUD plan is contingent upon approval of the water and sewage treatment system by the Colorado Department of Health. Commissioner Dorr seconded the motion. Attorney Vanderbloemen asked if the hydroelectric plant is part of this PUD plan. Mr. Fry answered it is in the Outdoor Recreational Zone. Commissioner Kenney asked if the condition dealing with the hydroelectric plant meant construction plans or with site plan only. Mr. Fry answered it meant site plan. The vote was taken and was unanimous for approval.

EN RE: DETOUR PLAN/ROUTT COUNTY ROAD 16

Present for this meeting were Phil Eggleston, Al Fox, and Engineer Assistant Paul Draper.

Al Fox has developed a detour plan for traffic on RCR 16. The road will be closed approximately two weeks to change the alignment and the intersection.

The bridge on RCR 18 is load posted for 5 ton. The contractor will beef up the bridge to 25 ton. Construction trucks can go that way, and the cost of repairs will be borne by the District. The Board

BCC - June 2, 1987

Upper Yampa Water Conservancy District

Phil Eggleston - plan is compromise brought about by meetings w/ adjacent prop owners, State Parks; ~~many~~ won't force swim beach to be moved unless dangerous

Bob - asked for Parks & Rec comments

Dennis Schieve - have studied swim beach location but as construction proceeds will address as needed.

Al Saterdal - Mtn Air Co:
Requests bd. to balance importance of park w/ total devel. in area. If get 250 cars/day on weekends, @ 3/car @ $10/person = $375,000/year. Buildout of Stagecoach is the primary contributor - @ 3 du's/year = $375,000. Are in favor of park; sense of giving park more than its due. Stagecoach is 11,500 acres & = # d.u's, but sewer plant could at least handle 2000 units. There are 2200 lots. Want to keep quality high in area. Will be >1000 acres around reservoir - need major

to spend $ on golf courses, ski area, marina etc. to make area attractive. If put a lot traffic on rd, coupled w/ existing building are negative impacts! On barren land, a Winnebago is very prominent from across lake.

Feels south entrance should be discouraged. Can investigate other methods of safety

- Caryn - read letters to BCC from Cafe, Pet.
- Steve showed the photo display to BD.

Dennis asked why northern campground road be extended to CR18.

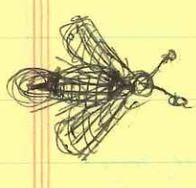
Steve - don't want to have all traffic thru ~~[illegible]~~ campsites.

Dennis - if road is moved east will have less impact.

Steve - if follow contours will be less visual impact. Petitioner has proposed extensive landscaping

Saterdal - want to be part of final plan. Major concern is opening of south access. In winter is not a prob.

John V - asked Steve if both items are to be considered.



TV. asked about cond #2 on winter only access

Steve - Staff identified concerns w/ safety on CR 14. We wanted County to be able to say there is safety hazard & we need second year-round access.
Would schedule County review one year after the reservoir is filled (1989 - 1990)

John - asked about cond # 5 - Steve explained D-E disc.

Dennis - approve as primary north access, secondary as south w/ conds
Reword. #2 County will review Southern after 1 year of use by public ...

Paul - includes #5?
Bob - no second.

Bob - approve same as Dennis w/ 1 - 4 w/ #2 reworded as above
Paul - 2nd
Disc: timing & plans made are reasons to remove #5. Has already stated concerns

with width of road, but agrees to leave it as decided in 1985.

VOTE: Aye 3

Concept. P.U.D. -

All For D & D - asked to chg #2 to be PUD is subject to final ~~plan~~ approval by Health Dept. Don't want to have to get plan approved by Health Dept. before Final County approval.

Bob - is wording clear on #5 & 6

Dennis Schieve - can work out relocation of access rd.

Bob D - asked about #11 - Phil doesn't have problem w/ dust control. Bob D - How can they bid it?

Phil - early next week will do soils testing - will identify areas for facilities, etc.

Dennis Schieve - agrees to study but wants ability to keep orig. if its best.

John V - there are expected to be refinements to final plan. Also that if each one is done would not be just a walk-through - is not automatic approval

MO: Dennis - approve Concept PUD plan w/ conds 1 - 12
amend #2 - PUD is approved subject to approval of Colo Dept of Health on ~~water + Sewer System.~~

Bob - 2nd

Disc: JAV asked about Hydrodec plant
Steve - letter in file stating further review of plant will not be required.

JAV - will staff review plant from design standpoint
Paul - asked if its clear that wording is for site + vis. impact
Phil - Yes.

file

R T COUNTY REGIONAL PLANNING CON SION

Minutes

May 14, 1987

The meeting of the Routt County Regional Planning Commission was called to order at 7:45 p.m. in the Hearing Room of the Courthouse Annex, 136 6th Street, Steamboat Springs, Colorado.

Planning Commission members answering roll call were Bob Golub, John Courtney, Robert Ralston, Luke Studer and Charlie Norris. Planning present were Steve Fry, Planning Administrator, Caryn Fox, Staff Planner, Jane Grogan, Administrative Assistant and Chris Brookshire, Secretary.

Motion

The floor was open for a motion to elect a temporary chairman in the absence of Chairman Bob Maddox and Vice Chairman Gary Williams. Luke Studer nominated Mr. Charlie Norris to serve as temporary chairman, John Courtney seconded the motion.

Vote

The motion to elect Charlie Norris as chairman for the meeting of May 14, 1987 carried unanimously with the Planning Commission members voting.

UPPER YAMPA CONSERVANCY DISTRICT - Conceptual P.U.D. and Vacation and Relocation of Road Rights-of-Way

This petition is related to the Stagecoach Reservoir project approved through the Bureau of Reclamation on September 18, 1986. The proposed construction will begin in 1987. Mr. Phil Eggelston represented the Upper Yampa Conservancy District.

On April 2, 1987, Planning Commission reviewed a zone change from Agriculture/Forestry and High Density Residential to Outdoor Recreation for 1800 acres; a relocation and vacation of the alignment of County Road 16 at the intersection of County Road 14; Conceptual P.U.D. plan and relocation of County Road 18 and 14. Planning Commission recommended approval of all of the above requests except the Conceptual P.U.D. Plan and Relocation of County Road 18 and 14 which were tabled until May 14, 1987 at the request of the petitioner. (See Minutes of April 2, 1987)

The Conceptual P.U.D. Plan and relocation of County Road 18 and 14 is proposed for the development of campgrounds, marinas and parking areas, and relocation of campground entrance to be located in a tract of land generally located in portions of the NE4 Section 2, NW4NW4 Section 1, Township 3 North, Range 85 West; SE4,SW4,NE4, Section 36 and SE4SE4 Section 25, Township 4 North, Range 85 West; S2,NE4 Section 29; S2, SW4NE4 Section 30; N2,N2S2 Section 31; N2SW4, NW4 Section 32 all of Township 4 North, Range 84 West. The campground and marina will be located along the northern boundary of the Stagecoach Reservoir between the existing County Road 18 and County Road 14 and the relocated County Road 18. The camp sites were designed by the Colorado Division of Parks and Outdoor Recreation. Most of the camp sites are proposed along the edge or within a few hundred feet of the reservoir. There will be one hundred campsites with an additional 20 remote sites planned.

Staff's factsheet indicates that the primary access (northern access) to the site will be from the relocated County Road 18. The access road cuts south across the face of the land and will create a scar across the ridge which will be visible from the lake. A second southern access is also planned for winter entry and for year around service and emergency access.

Mr. Eggelston stated that the Conservancy District has conducted meetings with the Colorado Division of Parks and Outdoor Recreation (CDP&OR) and South Shore Homeowners Association. The current plan presented to Planning Commission was designed by Bob Carlson, Division of Parks Planner in Denver, Colorado. This plan has been reviewed and approved by the Southshore Homeowners Association and Upper Yampa Water Conservancy District (UYWCD). This plan includes the 100 camping sites, water and sewer for the sites, swim beach, marina, and headquarters/maintenance building. The UYWCD is required to minimize the visual impact to the neighbors of South Shore Subdivision and other surrounding properties. The campsites along the south shore will be bermed and landscaped. A dual water system will be developed to maintain the landscaping.

Planning Commission Discussion

How many total campsites will be proposed on the south shore? Mr. Eggelston- There will be a total of 100 sites along the shore line which is required by CDP&OR and the sites will all be located along the north shore of the reservoir. The 100 sites do not have to be placed along the shore line. A primitive camping area has been discussed which will be available for people who want to backpack, or pack horses into the camping area. The campgrounds will be developed to fit in with the existing terrain.

Why are two entrances being proposed? Mr. Eggelston - Historically, from a management standpoint, it is easier to maintain a campground with one entrance/exit. The second entrance will be used for an emergency access which was suggested by the South Shore property owners and will be operational in the winter months.

Will the entrances be manned? Mr. Eggelston - Yes, I am presuming the entrances will be manned. The entrances are staffed by the CDP&OR, the UYWCD will pay for the entrance station.

Will a building be constructed at the southern entrance? Mr. Eggelston - It is the UYWCD's obligation to provide one station which will be located at the north entrance.

In the winter, the south entrance will be the only entrance? Mr. Eggelston- The south entrance will be the only entrance in the winter and I do not know if the CDP&OR will construct an entrance station or move the north entrance station to the winter entrance.

Why will the winter access only be the southern entrance and how with the entrance be used by emergency vehicles? Mr. Eggelston - Most of County Road 18, during the winter months, will be closed. The southern access is a shorter distance to plow and maintain in the winter months. The dust from traffic in the summer would be more of a visual impact if the southern entrance were to be

used.

Why is the headquarters not located at the north access with the entrance station? Mr. Eggelston - Visually, the headquarters will not be as apparent being built at the proposed southern location. The UYWCD is committed to paying for the project, but the layout and planning is being developed by the CDP&OR. The UYWCD has not interfered with the planning except as it related to the north entrance which is a committment to the Colorado Water Conservation Board, the State Legislature, Environmental Impact Statement and other agencies.

Have designated dates been established for the winter and summer opening and closures? Mr. Eggelston - This will relate to the Division of Wildlife elk wintering range dates. This may also relate to the CDP&OR regulations.

How will snowmobile use be controlled? Mr. Eggelston - The UYWCD will not be involved in the management plan of recreation. We are a water storage operation only.

When the access problems are solved, will the UYWCD manage only the water? Mr. Eggelston - This is correct, but we will be paying $30,000 a year for three years and $45,000 a year for eleven years to the Division of Wildlife, $9,000 a year for stocking the reservoir, and money will be paid to the Division of Wildlife.

Steve Fry informed Planning Commission that they could limit snowmobile use on the property as part of the P.U.D. plan due to the outdoor recreation zone, management of the park, and impact to wildlife. This same position could be taken to limit motorized boats on the reservior.

Phil Eggelston stated that he could return at Final P.U.D. with the CDP&OR and Division of Wildlife to discuss these concerns.

Will you clarify the dust situation from north access as compared to the south access? Mr. Eggelston - The south shore property owners did not want to have the south access open in the summer because of the dust.

Are there any plans for accel/decel lanes to be constructed at the north entrance of the park? Mr. Eggelston - The district is removing a "hump" to the north of the entrance to improve visibility of the turning vehicles and to prevent "stacking" of turning vehicles. The UYWCD is not budgeting for any turn lanes or accel/decel lanes.

Have any traffic count estimates been completed in this area? Mr. Eggelston stated that he did not know if any counts had been done. One of the agreements for the changing of the road is the restructure of the curve at Frank Stetson's corrals. This will be done, by agreement with UYWCD, by the County if there is a need.

Staff Comments

Caryn Fox pointed out to Planning Commission the new access to the camping areas. This access will create a scar and be visible across the lake and to

adjacent properties. Planning staff has studied alternative routes and feels there are different accesses to minimize this type of impact. Ms. Fox explained to Planning Commission that a major point of discussion will be the winter access as compared to the year around access on either the southern or northern park entries. Ms. Fox pointed out conditions to be applied to the entry accesses a per page 6 of the staff factsheet. She pointed out the grades and curves of County Road 14 adjacent to the reservoir between the two campground access proints and stated that there may be a safety concern at these entries. She explained that agreements had been reached with the County Commissioners in 1985 concerning these accesses and felt that these agreements could be looked at again by Planning Commission and the Board. In 1985, there was not substantial review on park entries or where the campgrounds would be located. A visual display of photographs of the proposed reservoir was submitted for Planning Commission to review. She stated that major concerns with the layout of the campsites and visibility concerns could be addressed at final plat.

Bob Golub asked for clarification of approvals of County Road 18 going through the wildlife preserve. Mr. Eggelston stated that the relocated County Road 18 will travel along the bottom of the wildlife preserve.

Was there any consideration to access the dam from the road that travels through South Shore Subdivision? Mr. Eggelston - It is my understanding that this idea was submitted to the Board of County Commissioners and it was rejected by the County. There was an estimate by the engineers for UYWCD for $400,000 to reconstruct the dam to allow traffic to cross over it.

How much will relocating the County Road 18 on the north side of the reservoir cost to construct? Mr. Eggelston did not know how much it would cost, but pointed out that the UYWCD has also paid for engineering.

Caryn Fox referred to the minutes of March 7, 1985 from the Planning Commission in which the roads and accesses surrounding the reservoir had been discussed. She read into the minutes statements from this meeting. Ms. Fox stated that at the Commissioners meetings most discussion concerned the width, grades, and technical aspects of the roads. The Commissioners were concerned with how the roads would be built more than where they would be located.

Steve Fry - What degree of research has been done to support the $400,000 statement of building access over the dam? Al Fox, D & D Consultants - The people who designed the dam, Woodward Clyde Consultants, and he estimated the figures. They are consistent with figures quoted three years ago.

Mr. Al Fox went on to clarify statements brought out earlier during the meeting. He presented Planning Commission with a map of the Stagecoach Reservoir area and stated that the south access was presented three months ago. When the roads were previously approved there was only the north access. He stated that there is approximately a 500 foot sight distance from County Road 14, before the intersection into the park. The access point is very easy to see. Mr. Fox has asked Mr. Bob Carlson, Division of Parks Planner, if the CDP&OR will require accel/decel lanes at this intersection into the Stagecoach Reservoir. Mr. Carlson stated that there is no need for turn lanes on a county road when the speed limit is only 40 m.p.h. Mr. Fox felt that this

intersection was safe.

Steve Fry - Will you address the shoulders at the intersection? Al Fox - The UYWCD will require three foot shoulders and the intersection will be filled from work done on the road.

How would a decision be made to require accel/decel lanes? Mr. Fox - A traffic study could be done. If you were to review a State Highway access code they do not specify accel/decel lanes when the speed limits are 40 mph or less.

Mr. Fox went on to the explain the road across the dam from South Shore Subdivision. He stated that it was concluded at the Commissioners Hearing that there was not a need for two accesses to the dam. At that time it was approximately $750,000 to construct a road to county specifications through South Shore and across the dam.

On the cuts of the land to construct the road, how successfully will the land be able to be revegetated on cuts of 1:1 and 1 1/2:1? Al Fox - The land will revegetate, but not as well as on flat slopes. Topsoil will be placed on the cuts to help in revegetation.

In reference to the adjoining BLM land which is proposed to be traded for Bob Adams land, will this be included in the wildlife conservation area? Mr. Eggelston - The UYWCD is required to effect this land trade so far as is it possible. This land is involved in the Bob Adams estate.

Will this land become private lands at a future date? Mr. Eggelston - It could take years, because of mortgages on the Bob Adams property. The mortgage holder will not allow the mortgage to be transferred to the BLM land and the estate of Bob Adams will not pay off the mortgage.

Will the EIS have to be revised to enable a private drive to travel through BLM land to a private subdivision? Mr. Eggelston - The EIS review has determined that John Fetcher cannot put the road across the dam. The money constraints would be far more deterrent than the EIS. The UYWCD is not financially able to put in the road across the dam. If the County would like to do this it would be a different subject.

Al Fox explained that to put a road over the dam would cause the problems of the road being on the north slope and receiving no sun. The dam, at this time, could accommodate a road approximately 22 feet wide. The road would be between guard rails and would be suitable for an access road. If the road were to be upgraded to County standards it would cost several hundred thousand dollars. The spillway would have to be bridged which is also a significant cost. The dam is sitting in a rock canyon and to enter the dam from the south would result in a rock excavation to get to the dam surface. Traveling to the dam from the north, the road would have to be reconstructed because of a sharp switchback turn; this would also result in a rock excavation. With all of these factors considered, the construction of this road is very expensive.

Steve Fry suggested to Planning Commission that if the road were in need of further study, the road issue could be separated from the parks plan.

Charlie Maddox stated that he felt the reservoir could be approved without having a newly constructed road.

Audience Comments

Joe Abel asked to clarify the access on the south side of the dam and over the dam.

Steve Fry stated there were three alternatives Planning Commission was reviewing (1) The neighbors has indicated that visual impact is a major concern. It is a prime concern to Routt County, that if this area is going to be a successful recreation/resort area, that we make this area more attractive so that more people will be drawn to the resort. (2) It appears that reducing the length of the relocated County Road 18 by 78% will result in a substantial savings in comparing the topography of the southern route (through South Shore) as to the northern route. The savings could be there especially since the roads into South Shore have been constructed since the first review. The scar of the road will be a permanent feature of the lake as will the campground and development at the south of the lake.

Joe Abel - Are you proposing to abandon the road from site "D" to site "E" (on the reservoir site plan)? Steve Fry - This abandonment could be an alternative and the road could be replaced through the South Shore.

Joe Abel - How would you access the remaining area? Steve Fry - It is not necessary to access this property and there is a pedestrian trail through this area.

Joe Abel - There is a road presently located in this area. Steve Fry stated that his road will be under water when the dam is completed.

Joe Abel felt that the scarring and noise levels could be taken care of by berming and landscaping with a massive amount of trees. The road through south shore will have to be brought up to county specifications. Steve Fry - The discussion concerning the road through south shore should be determined after it is decided if this a suitable alternative in physical terms. The neighbors will have to be willing to make a trade off of vehicular travel on their road, or a scar and traffic on the opposite side. The easiest way to take care of visual impact is not to create it.

Dennis Schiewe, Manager of Steamboat Lake Recreation Area - Mr. Schiewe informed Planning Commission that he would like to present a brief summary of questions that have been discussed during this meeting as follows: The CDP&OR was not given too many choices when designing the parks and campgrounds. The area proposed for a campground is a hostile area with only sagebrush covering. He explained that the reason for one entrance station is that it is cheaper to operate in respect to hiring for only one station as opposed to two stations. One access is easier to control and the tourist travelling into the area will receive personal attention at the station. The CDP&OR is not proposing a south entrance station during winter months. This access will be controlled with a self service entrance sign. The road is proposed to be plowed to the headquarters area so that the public may receive help if it is needed. The headquarters/maintenance building is being constructed on the south access

because it will be hidden from view. It is also needed for winter access as the area is to be plowed so that the public will have a place to park their vehicles and not have them pulling off the side of the county road creating a hazard.

Mr. Schiewe went on to explain that the roads will be a dust problem in the summer. The CDP&OR have requested that the UYWCD pave at least a portion of the road. There will be no campground on the south side of the reservoir, but a boat ramp is being proposed and possibly a parking lot and trail. Where the campgrounds are proposed to be located offers no protection from the sun and elements to the camper. It does have the advantage to getting the camper close to the lake. Summer and winter closure dates have not been discussed. The closures may depend on the weather, hunting seasons or winter elk range.

Mr. Schiewe explained that snowmobile tourists bring more money into the economy than most tourists. They are a powerful group having national and state lobbies. There will be a full time law enforcement officer stationed in the area who will deal with snowmobile violations. He suggested that instead of eliminating a use to provide a way for the use to occur without conflict. Power boaters that will use the reservoir will be controlled through noise detection equipment. Most of the newer motorboats are constructed with quieter engines. The CDP&OR has not developed a management/operations plan at this time, but a master plan has been developed. The management/operations plan will have to be submitted before the reservoir is to be filled, but they hope to have one developed by this summer. The CDP&OR anticipates, on a busy weekend, 200-300 vehicles per day entering the park with an average of three people per campsite. Some traffic will be day traffic using the reservoir to boat, picnic or swim. During weekdays the traffic will drop to 50 vehicles per day.

Mr. Schiewe suggested using the traffic as a positive impact instead of a negative one. Traffic means the tourists will be arriving and boosting the economy. Visitation estimates are 150,000 visitor activity days. He explained that the visual concerns surrounding the reservoir are already there. There is a gravel pit, a current county road, and the south shore line is proposed for future development. The CDP&OR has tried to consolidate as small area as possible for the park development to keep the visual impact small.

Caryn Fox questioned whether the estimate of 200-300 visits per day was based on visitations to Steamboat Lake. Mr. Schiewe stated that 200-300 visits is 25 percent lower than visits to Steamboat Lake. The CDP&OR does not anticipate as high a number of visits as Steamboat Lake and Pearl Lake. The reason for the lower figure is there are less campsites and the sites are not as desirable as those in Steamboat Lake.

Caryn Fox stated that in the county planning process for various proposals, there is a paving requirement for much lower traffic figures than those proposed for this development. If paving is not required, there is usually a requirement for a dust control plan using dust palliatives or other means of keeping the dust to a minimum. Ms. Fox felt there should be a dust control plan to address the of visitors expected in this area.

Mr. Schiewe - This is going to be a concern in the area and the CDP&OR has

suggested that the UYWCD pave the main access road. He would like to see the whole area paved, but there is a limitation to funding.

How quickly will the beach area drop into water too deep for children to play and will the boat ramp be too steep? Mr. Schiewe - A swim beach and boat ramp have many constraints pursutnat to State regulations. There is only one site for both the swim beach and boat ramp on the south shore. The swim beach has a very gradual slope until it reaches the high water level. An ideal boat ramp should have a 12 percent grade and the proposed ramp will meet this grade.

How does Pearl Lake accesses compare to this proposed development? Mr. Schiewe - Pearl Lake is a smaller area, but the boat ramp, campgrounds, picnic areas were built on approximately 200 acres which is a good comparison to what is proposed for the UYWCD. Pearl Lake has 40 campsites, one boat ramp, three parking areas and one access into the lake. There is no emergency exit, which could be a problem if there were a forest fire. Pearl Lake receives approximately 45,000 visitor activity days. The total number of vehicles on a busy weekend day is approximately 75.

Phil Eggelston - If a better location is found for the boat ramp or the swim beach, is the CDP&OR locked into keeping the current location? Mr. Schiewe- The CDP&OR has studied these locations very closely and have compared them with other camping areas in the state and we feel we have come up with the best locations for these sites.

Audience Comments

Al Saterdal, General Partner of MountainAir Company presented a topography map of the South Routt area. He felt that the real job opportunities and tax base for Routt County will come out of a permanent residential home community in and around Stagecoach. A perspective should be maintained as to the whole opportunity in Stagecoach and not just the park. The park, which is a good development, should not interfere will the long range plans of permanent residential development because it is a much bigger figure than the money generated by the reservoir. Mr. Saterdal felt the area had skiing, summer orientated amenities and enough private land to give this area ideal potential for development. Mr. Saterdal pointed out the visual drawbacks of having camper/trailers parked along the shoreline. He stated that Stagecoach is a unique area that needs tender loving care.

Joe Able stated a concern for campers in the area having to travel from the north access around the park to enter the Service Creek campground and the travel the Service Creek road will receive.

Has there been any discussion concerning the Service Creek road? Steve Fry- If there wasn't discussion then, it has been brought up recently by Commissioner Dorr who is concerned about the safety of the road through Service Creek

Dennis Schiewe stated that Service Creek campground will receive more tourists because people can camp there for no fee as compared to paying to camp at the reservoir. He stated that he believes the road between Service Creek campground and Stagecoach Reservoir cannot be closed because it is used by

private land owners.

Herb Holloman, Board member of the Stagecoach Property Owners Association - The plan has been reviewed by the Association and the general consensus is approval of the current plan. The only objection is the north and south entrance. The homeowners would like the north access to be the only access for the campers and tourists. The Stagecoach property owners have assessed themselves $30 per unit to help in the development of the dam.

Caryn Fox read into the minutes a letter from Eagles Nest Townhomes Owner's Association at Stagecoach signed by Bob Barrows, President.

Robert Ralston stated that during a recent site review of the development area, he felt that if the roads were more carefully worked into the contours and kept closer to the lakeshore it would reduce the visual impact of the park. He also stated that the park headquarters should be located at the park entrance to greet tourists as they arrive at the park.

Dennis Schiewe responded that the park headquarters was not designed as a contact station. The contact station would be the entrance station where public information would be available.

Planning Commission Comments

Bob Golub - There is a problem with scarring and visual effects around the lake. When the final plan is completed, there should be consideration for using the contours of the land to avoid scarring. The final plan should address the dust problem, especially during the high use periods. He has reservations concerning the Board of County Commissioners decision on building County Road 18 on the north side of the lake. He was interested in seeing a study of the costs, benefits, and disadvantages of locating the road on the opposite side of the lake and re-engineering the dam to accommodate access from the other side.

Luke Studer - There are concerns with how County Road 14 will function without turn-off lanes so there is room for turning traffic. A traffic study should be done to see if these lanes are needed. Visual impact should be kept at a minimum.

Bob Golub stated he also had a concern with County Road 14 and turn-off lanes for traffic. He would like to see an alternative plan in the event that additional lanes need to be addressed.

Robert Ralston - There are problems with the building and scarring of County Road 18. There is also no place along the north side for a parking lot and the CDP&OR should look for an alternate site for this lot. There has been a lot of work put into this plan and more time should be spent on site to eliminate visual impacts.

John Courtney - All of my concerns have been addressed by the previous Planning Commission members.

Charlie Norris stated that Planning Commission members have fully addressed his

concerns

MOTION

Luke Studer offered a motion to approve the primary entrance (north access) of the relocated County Road 18 as proposed and approve the secondary entrance (south access), subject to the following conditions:

1. The petitioner shall submit engineering details for all approved access points, and plans shall meet county specifications for sight distance, grades, intersection radius, etc.

2. If the southern access is chosen for winter-only public use and for year around emergency and service use, the county will review the situation after one year of use of the reservoir by the public, and if safety problems or concerns arise the county has the right to require that the southern access be opened to year around public use.

3. Final designs including centerline surveys shall be submitted to Planning staff for all approved public access roads.

4. Traffic studies and review shall be done to determine if accel/decel or a third lane is needed for traffic entering County Road 18 off of County Road 14. This study of accesses shall be done after one year of use of the reservoir by the public.

5. The proposed County Road 18 (points "D" to "E") shall be subject to further study and presented at Final P.U.D. Plan review with the intent of evaluating the access from "D" to "E" versus an alternate access through South Shore on the south side of the lake.

Robert Ralston seconded the motion.

Discussion

Phil Eggelston asked if it were legal to approve a motion of this nature on County Road 18 when the road already had an approved resolution from the Board of County Commissioners.

Steve Fry - The County Road 18 is within the park plan and P.U.D. plan and is subject to review by Planning Commission.

Al Fox stated a concern of approval of the park being conditioned upon approval of County Road 18.

Caryn Fox felt that the motion only gave flexibility for further review and study of County Road 18, and was not tied to the approval of the park plan.

Luke Studer stated that he felt the decision on County Road 18 should not be cast in concrete at this point. The possibilities for further review are still an option and the approval of accesses will help to proceed with further studies and review.

Phil Eggelston asked to clarify the establishment of the County Road 18 at points "D" and "E". He felt the park plan was not an established situation and could be worked with more than the county road. He stated that the UYWCD has spent money on reliance of the approval of that segment of road in 1985.

Caryn Fox explained that points "D & E" were established in an agreement resolution with the Board of County Commissioners which was finalized in 1985.

Luke Studer reiterated that his motion was to approve section "C and D" of County Road 18 as the premary park entrance, and to review section "D and E" of County Road 18 at the Final P.U.D. Plan hearing.

Steve Fry explained that Condition #5 of the first motion could be appropriated into the motion approve Conceptual P.U.D. park plan. It could be stated to say that further review of the alignment of County Road 18 from "D" to "E" should be addressed and a presentation made to Planning Commission at Final P.U.D. review evaluating the pros and cons of moving section "D and E" to the southern alignment.

VOTE

The motion to approve the primary and secondary accesses with the five conditions was unanimously approved.

MOTION

Robert Ralston offered a motion to approve the Conceptual P.U.D. plan with the following conditions:

1. The Final P.U.D. Plan shall indicate locations of all parking areas, trails, buildings, campsites, marinas and roads for the entire reservoir project.

2. Information on the sewage treatment and water systems shall be provided, and approvals from the Colorado Department of Health for the design of the systems shall be submitted prior to Final P.U.D. plan review.

3. Landscaping and lighting plans shall be submitted prior to Final P.U.D. Plan review.

4. Final grading plans for roads, campsites, public parking, and day use areas shall be submitted for Final P.U.D. Plan review.

5. Construction plans for the hydroelectric plant, park headquarters, employee housing units, and all other facilities and structures shall be submitted for the Final P.U.D. plan review.

6. The access road south to the campsite service roads shall be relocated behind the knoll so as to be less visible from the lake.

7. A signage master plan shall be submitted illustrating signage design and locations including highway traffic signage that may be necessary.

8. Techniques for mitigating visual impact shall be submitted with Final P.U.D. Plan.

9. Provisions for fire fighting shall be made prior to Final P.U.D. review.

10. The Final P.U.D. plan shall depict the campground entrance(s) as stipulated by motion of Planning and Board of County Commissioners.

John Courtney seconded the motion.

Discussion

Charlie Norris offered a friendly amendment to add number 11 as follows:

11. A dust mitigation plan shall be developed for the park roads to be submitted at Final P.U.D. plan.

Robert Ralston and Mr. Courtney accepted the amendment.

Steve Fry explained to Planning Commission that this approval is conceptual and if there are any concerns with the location of amenities it should be addressed at this time.

Robert Ralston offered a friendly amendment to add number 12 as follows:

12. An alternate location for the boat ramp and swim beach, and additional amenities should be studied.

Mr. Courtney accepted the amendment.

VOTE

The motion to approve the Conceptual P.U.D. with 12 conditions was unanimously approved.

ADMINISTRATORS REPORT

Del Herman was before Planning Commission to receive their comments on his property located west of the Steamboat Springs city limits on the north site of U.S. Highway 40. Mr. Herman is wanting to locate Steamboat CableVision on his property. A structure will have to be built to house their equipment and studio on the property and there is a problem with time constraints for the completion of the CableVision building and with meeting the advertising dates and scheduled meetings with Planning Commission.

Planning Commission felt that Mr. Herman should work something out with the Steamboat CableVision company and come back before the Planning Commission with the proper submittals.

The meeting was adjourned at 12:00 p.m.
Minutes by Chris Brookshire.

Routt County Regiona
Planning Commission
May 14, 1987

PETITIONER: Upper Yampa Conservancy District

PETITION: Conceptual Planned Unit Development for Campground, Marinas and Parking Areas and Relocation of Campground Entrance

LOCATION: A tract of land generally located in portions of the NE4, Section 2, NW4NW4 Section 1, Township 3 North, Range 85 West; SE4,SW4,NE4, Section 36 and SE4SE4 Section 25, Township 4 North, Range 85 West; S2,NE4 Section 29; S2, SWNE4 Section 30; N2,N2S2 Section 31; N2SW4,NW4 Section 32 all of Township 4 North, Range 84 West, Routt County, Colorado

Campground and marina: Located along the northern boundary of the Stagecoach Reservoir, between the existing County Road 18 and County Road 14 and the relocated County Road 18.

Parking areas:

a) East side of RCR 14, 2,000 feet north of RCR 14
b) 1,600 feet east on RCR 16
c) South Shore Subdivision, 1,200 north of RCR 18A

Future Marina:

3,200 feet east of the intersection of RCR 16 and RCR 12, north of the unimproved road through Meadowgreen Subdivision.

AREA: 1,578± acres

COMMISSIONERS HEARING DATE: May 26, 1987 @ 3:30 p.m.

STAFF CONTACT: Caryn Fox, Staff Planner

STAFF COMMENTS:

Background Information

1. On April 2, 1987, the Planning Commission reviewed a request by this petitioner for a zone change from Agriculture/Forestry (A/F) to Outdoor Recreation for a Conceptual Planned Unit Development Plan for campgrounds and marinas, and for sections of County Road 16, 212, and 18.

2. The petitioner requested that the Conceptual P.U.D. Plan and the relocation of the campground entrance be tabled until the Upper Yampa Water Conservancy District could develop more definite plans.

3. Planning Commission recommended approval of the zone change for A/F to Outdoor Recreation, and for the requested road relocations on RCR 16 and RCR 212. Planning Commission tabled the Conceptual P.U.D. Plan and the relocation of the campground entrance.

4. The Board of County Commissioners heard the request for the zone change and road relocations on April 14, 1987. The Upper Yampa Water Conservancy District also requested that the Conceptual P.U.D. plan and the relocation

of the campground entrance be tabled.

5. The Board of County Commissioners approved the Zone Change to Outdoor Recreation for the 100 foot easement surrounding the reservoir, the campground area, and for wildlife wintering range and waterfowl habitat areas, comprising of 1,578 acres. Originally the zone change request was for 1,800 acres, however, the Upper Yampa Water Conservancy District asked that 212 acres in the wildlife winter range be left A/F to prevent any future problems for cattle grazing rights (the Upper Yampa Water Conservancy District reserved grazing rights for 75 Animal Units per Month (AUM) on this parcel).

6. The Board of County Commissioners tabled their review of the Conceptual P.U.D. plan and the location of the campground entrance until May 26, 1987.

7. The petitioner has been negotiating with Mountain Air Company, which donated land for the project, and with other adjacent landowners to mitigate visual impacts of the reservoir project, including the park entrance, campgrounds, and parking areas. The original agreement with Mountain Air Company stated that visual impacts to adjoining landowners and surrounding private development lands will be considered.

Proposed P.U.D. Plan

1. The area proposed to be devoted to camping is located along the northern edge of the Stagecoach Reservoir. The area is bounded by the relocated RCR 18 to the north, RCR 14 to the west, and the high water line of the reservoir to the south and east. The plan has been developed by the Colorado Division of Parks and Outdoor Recreation.

2. Most of the camp sites are proposed along the edge or within a few hundred feet of the reservoir. Some remote camping is proposed along the hillside in the center of the parcel.

3. The campground area is basically a large knoll which drops off south toward the reservoir, at approximately a 5% grade where the campsites are proposed. The land drops steeply beyond the central campsites to the shoreline, at grades of approximately 20%.

4. One hundred campsites are shown, with an additional 20 remote sites planned.

5. Primary access to the site is shown to enter from the relocated RCR 18, (see attached map). The access road drops south for approximately 1,100 feet then veers east for 1,000 feet then south again for 800 feet. The road then divides, leading south to three looped campsite areas containing 38 spaces and to the park headquarters and seasonal employee housing located 600 feet north of the access road. The road also travels north for 2,500 feet from the division point, leading to 48 campsites, the boat

marina and boat ramp, convenience center, trailer dump site, day parking, a swim beach, and to 14 shoreline campsites at the northernmost point.

6. As proposed, the access road cuts south across the face of the knoll, and drops down over the top of the ridge to intersect the road leading to the campsites. The access road will create a scar across the ridge which will be visible from the lake.

7. A second access is also planned for winter entry, and for year around service and emergency access. This road will follow the existing RCR 18 for approximately 1,800 feet past the park headquarters entry road, then will be abandoned and or flooded for the balance of it's length. (More discussion on the access roads will follow in the section on relocation of the campground entrance).

8. A sewage system is planned to be located approximately 300 feet southeast of the park headquarters, behind a small knoll. The system will serve flush toilets at the campgrounds, the headquarters building and seasonal employee housing. There has been some discussion of recycling greywater into the flush toilets, then directing the effluent to the treatment system, however, any plan will be subject to approval by the Colorado Department of Health and the local Department of Environmental Health.

9. Lands outside the campground area proposed for development include parking areas on the eastern, southern and western edges of the reservoir, a future marina on the south side of the reservoir, and a pedestrian trail along the entire southern shoreline up to the dam. According to the petitioner a total of five overlooks must be provided to satisfy the agreement with the Department of Parks and Outdoor Recreation. In addition to the three parking areas already mentioned, two parking area will be developed, one below the dam and one along the relocated RCR 18.

10. A hydroelectric plant will be constructed below the dam. Access to the plant will be from RCR 18 to a newly constructed access road which will drop down to the river and follow it west for 2,000 feet. The construction details for the plant will be submitted with the Final P.U.D. Plan.

<u>Compliance with the Routt County Zoning Resolution</u>

Complied With	Not Complied With		
✓		I.	Is the P.U.D. consistent with the intent of the Master plan and the policies therein?
✓		II.	Is a minimum of 25% of the total site designated open space (this must be usable open space)?

Complied With	Not Complied With	
✓		III. Does the open space produce the maximum usefulness to the residents of the development for purposes of recreation and scenery, and to produce a feeling of openness?
✓		IV. Do all open areas have access from a public road, street or right-of-way?
✓		V. Is the P.U.D. designed to provide for mixed residential, commercial, recreational and educational facilities?
✓		VI. Are the buildings clustered so as to promote maximum open space and economy of development and variety in type, design and layout of buildings? **Most of the campsites will be visible from the lake. They are clustered into small groups and therefore should not present an obtrusive effect to those on or across the lake. If the sites were set further back up the hillside, the campers and trailers would be more visible from the lake and the South Shore Subdivision.**
	?	VII. Does the design provide for adequate, safe and convenient arrangements for pedestrian and vehicular circulation, off-street parking and loading space? **At the present time, all campsites will be served by a single access road entering from the north. The road will cut through a ridge and be visible from the lake. At the western edge of the park another access is proposed, however it will only be for emergency and service access. For the safety and convenience of the public, it may be desirable to have the road form a loop, with both access points open to the public. Additionally, it may be more aesthetically pleasing to have the access road run along the backside of the ridge, paralleling the northern shoreline campsites and intersecting the campsite access road at a point north of the marina parking area. This will avoid scarring of the ridgeline.**
	?	VII. Are lots and buildings so designed to provide adequate setbacks for access and fire protection to insure proper ventilation, light, air, snow melt, and to insure that the P.U.D. is compatible with other development in the area? (As a general guide, 20 feet between buildings is considered minimum) **There are no provisions for fire fighting shown at this time. This should be addressed during the Final P.U.D. review.**

The interior campsite access road will be approximately 20 feet wide. The campground road from the service entrance to the end is approximately one mile. Vegetation, i.e., grasses and brush shall be selected and located to minimize fire hazards.

Relocation of the Campground Entrance

1. As originally proposed the campground entrance will be located approximately 350 feet west of RCR 14 on the relocated RCR 18. The road will drop south approximately 2/3 mile over the knoll to intersect the campground service road. The existing RCR 18 was to be abandoned and reclaimed or flooded pursuant to a July, 1985 agreement with the Board of County Commissioners.

2. At the April 2, 1987, meeting the Upper Yampa Water Conservancy District had changed their proposal to have the campground entrance follow the existing RCR 18, with the intersection of RCR 14 and 18 to be relocated to the south to form a 90° angle and to avoid a curve at the bottom of a 9% grade on RCR 14. The campground road was to have formed a loop back to the existing RCR 18.

3. The adjacent landowner, Mountain Air Company, has indicated that the northern entrance, off of the relocated RCR 18, is the one they prefer for aesthetic reasons. The Department of Parks and Outdoor Recreation has indicated that they prefer the lower entrance point for the convenience of the travelling public. The Upper Yampa Conservancy District is attempting to find a solution to each parties concerns.

4. The petitioner along with the Department of Parks and Outdoor Recreation has presented a compromise which would use the northern entrance as the primary access and the southern entrance for winter only public access, and for year around service and emergency access. The county would provide the specifications for the access, and could reserve the right to open the road for year 'round use in the future if necessary.

5. Staff has analyzed and will present a verbal report regarding the grades, intersection, accessibility and safety of the potential park accesses. It appears, based upon the analysis that the southern access has safety advantages for the travelling public.

6. The safest and most convenient situation for the campers, who will most likely be using recreational vehicles, would be to form a loop between the southern and northern entrances, permitting the public the alternative of turning in at either entrance depending upon whether they're coming from the north or south along County Road 14.

7. The petitioner is requesting that the Planning Commission and Board of County Commissioners resolve this situation and has agreed to abide by the decision of the Board with regard to which entrance(s) to use.

Planning Commission and Board of County Commissioners Options

Vacation and Relocation of the Campground Entrance and RCR 18:

The Planning Commission and Board of County Commissioners have the following alternatives with regard to this proposal:

a) Approve the primary and secondary campground entrances as proposed.

b) Require the northern entrance to be used as the sole access point, adhering to the original agreement to abandon the existing RCR 18.

c) Require the main access to be from the existing RCR 18, with either a secondary or no access from the relocated RCR 18.

d) Require that both access roads be used for public ingress and egress year around.

e) Table the decision on the campground entrance for more information.

f) Deny the proposal and require the petitioner to propose different access point(s).

For any of the above approval options the following may be considered:

1. The petitioner shall submit engineering details for all approved access points, and plans shall meet county specifications for sight distance, grades, intersection radius, etc.

2. If the southern access is chosen for winter-only public use and for year around emergency and service use, the county will review the situation after one year of use of the reservoir by the public, and if safety problems or concerns arise the county has the right to require that the southern access be opened to year around public use.

3. Final designs including centerline surveys shall be submitted to Planning staff for all approved public access roads.

Conceptual P.U.D. Plan:

The Planning Commission and Board of County Commissioners have the following alternatives with regard to the proposed plan:

a) **Approve with or without conditions** if the plan complies with the Master Plan and the Routt County Zoning Resolution.

b) **Table** for more information.

c) **Deny** if the plan is not in conformance with the Routt County Zoning Resolution and Master Plan.

If the Planning Commission and Board of County Commissioners determines that the plan should be approved conditionally, the following conditions may be appropriate:

1. The Final P.U.D. Plan shall indicate locations of all parking areas, trails, buildings, campsites, marinas and roads for the entire reservoir project.

2. Information on the sewage treatment and water systems shall be provided, and approvals from the Colorado Department of Health for the design of the systems shall be submitted prior to Final P.U.D. plan review.

3. Landscaping and lighting plans shall be submitted prior to Final P.U.D. Plan review.

4. Final grading plans for roads, campsites, public parking, and day use areas shall be submitted for Final P.U.D. Plan review.

5. Construction plans for the hydroelectric plant, park headquarters, employee housing units, and all other facilities and structures shall be submitted for the Final P.U.D. plan review.

6. The access road south to the campsite service road shall be relocated behind the knoll so as to be less visible from the lake.

7. A signage master Plan shall be submitted illustrating signage design and locations including highway traffic signage that may be necessary.

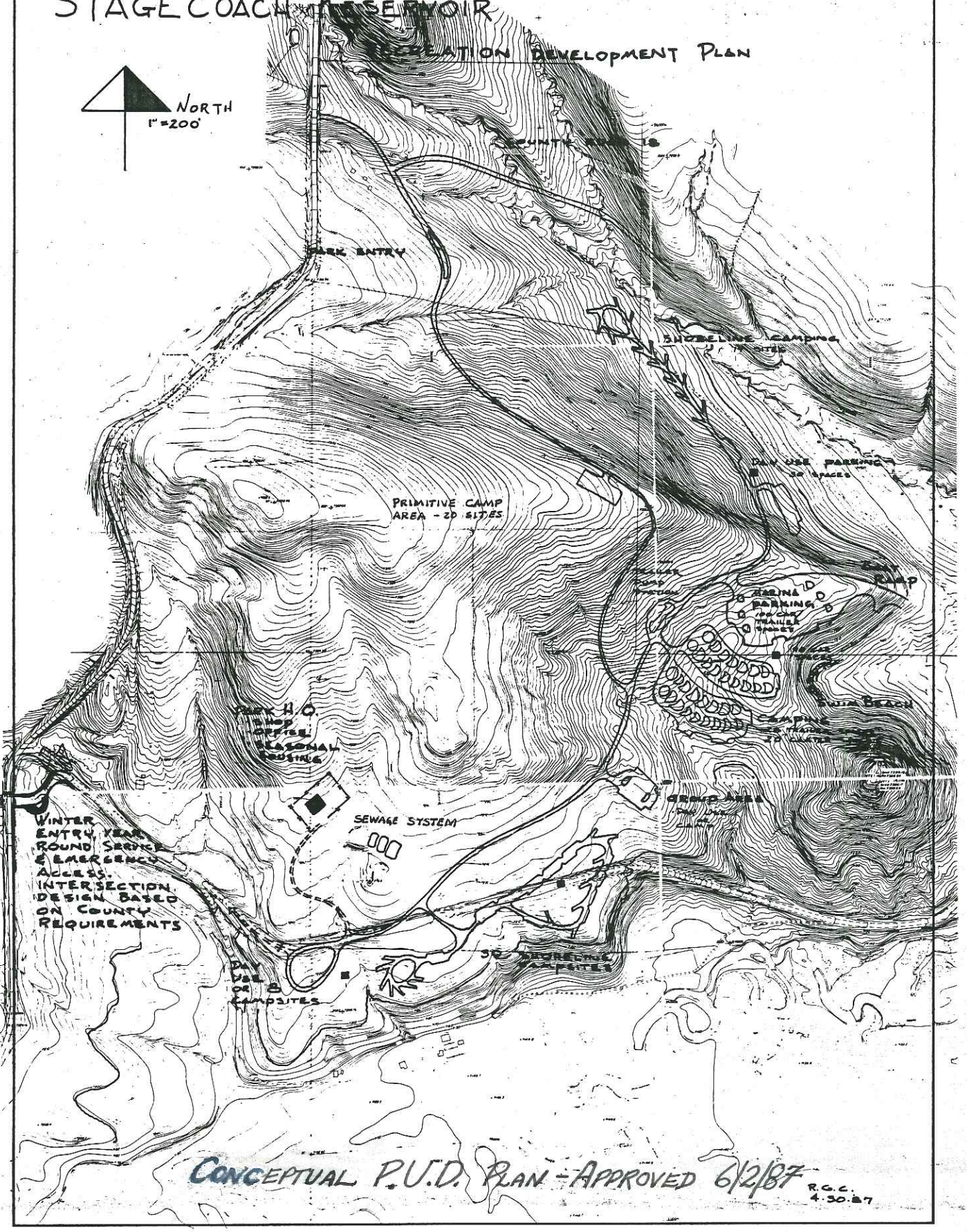
8. Techniques for mitigating visual impact shall be submitted with Final P.U.D. Plan.

9. Provisions for fire fighting shall be made prior to Final P.U.D. review.

10. The Final P.U.D. plan shall depict the campground entrance(s) as stipulated by motion of Planning and Board of County Commissioners.

STAGECOACH RESERVOIR

RECREATION DEVELOPMENT PLAN



CONCEPTUAL P.U.D. PLAN - APPROVED 6/2/87

R.G.C.
4.30.87

PROPOSED ROAD RELOCATION PLAN

STAGECOACH RESERVOIR

SHORELINE IS SHOWN AT NORMAL HIGH WATER ELEVATION 7200
MAXIMUM HIGH WATER (500-YEAR FLOOD) ELEVATION 7205

PROPOSED PARK & RECREATION AREA

PROPOSED PUBLIC MARINA (NORTH SHORE)

PROPOSED MARINA (SOUTH SHORE)

Relocated County Road 16

County Road 16

Wetlands

Commercial

Multi-Family

Golf Course

MEADOWGREEN

SOUTH SHORE

SKI SLOPE

SK LODGE

ELK WINTER RANGE

SPILLWAY ELEV. 7200

A B C D E F G H I J K

LEGEND

ROADS WHICH WILL EXIST UPON COMPLETION OF STAGECOACH RESERVOIR PROJECT

ROADS TO BE VACATED BY COUNTY FOR STAGECOACH RESERVOIR PROJECT

PROPOSED FUTURE ROADS (BY OTHERS)

PROPOSED RECONSTRUCTED ROADS AS PART OF STAGECOACH RESERVOIR PROJECT

A B PROPOSED COLLECTOR ROAD TYPE ROAD - ASPHALT - CR# 16

C D PROPOSED 30' WIDE COUNTY STANDARD ROAD - GRAVEL - CR#19

D E PROPOSED 18' - 20' WIDE LIMITED ACCESS ROAD - GRAVEL CR#18

D F PROPOSED PARK & RECREATION AREA ACCESS ROAD - GRAVEL

G PROPOSED CUL-DE-SAC CR#18A

N

SCALE 1" = 800'

FEB 29 1984

GARY E. GUINN

7200 EAST DRY CREEK ROAD
SUITE 1205
ENGLEWOOD, COLORADO 80112 (303) 740-8422

NOTE: INFORMATION REGARDING ROAD RELOCATION ADDED BY D & D CONSULTANTS, INC. FEB 1985

LAND OWNED BY

MOUNTAIN AIR CO.

COLO-UTE ELECTRIC ASSOC., INC.

UPPER YAMPA WATER CONSERVANCY DISTRICT

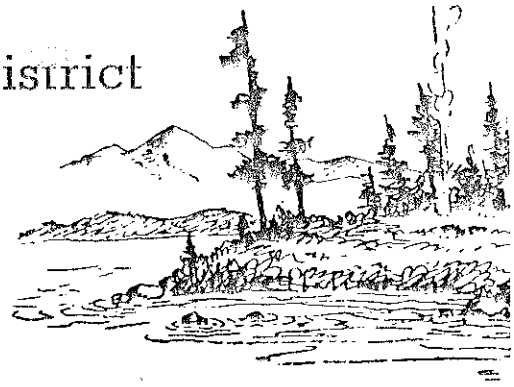
D & D CONSULTANTS

STAGECOACH RESERVOIR SITE PLAN

ACCESS TO STAGECOACH RESERVOIR CAMPGROUND / PARK

5.8.87 W.S.F
R.C.R.P.C.

Upper Yampa Water Conservancy District



April 27, 1987

Mr. Ron Holliday
Director, D.P.O.R.
1313 Sherman St. Rm 618
Denver, Colorado
80203

Dear Ron,

Enclosed is the plan of the Stagecoach Park as prepared by Al Fox. Al may be a frustrated park planner, I'm not sure but I do know that he is familiar with every foot of the area. His company is D & D Consulting Engineers who have designed the relocated c.r.18 as well as the c.r.16 bridge and road re-alignments in that area at the upper end of the reservoir.

Al is aware of the facilities that the District is responsible to build and is also the person who is designing the dual water supply and waste water treatment systems for the park.

Knowing that so much has been circulated the past few years relating to the North access he has designed a plan with that access precisely as has been advertised with the CWCB and the Senate Agriculture committee. He understands the needs of South Shore interests to view a screened park so far as is possible and has selected sites so as to minimize the visual impacts which are so important at this time.

I have been assured by Al Saterdal and Gary Guinn that they will accept the locations of the recreational facilities on the shore of the reservoir just so long as the access remains as originally contemplated to the North.

Please have Bob Carlson stay in touch with Al so that I will be able to deliver this agreed upon plan to the Routt County Planning Staff, Steve Fry, this Thursday, April 30. The hearing will be May 14, 1987 and should you wish to attend, you would be most welcome. It is my particular wish that the meeting on that day be unanimously in accord at least as far as the District, the Property Owners Association-Mountain Air and the Division is concerned.

The cost of this park will be less than either of the ones supplied by Parks or Mountain Air. The road is shorter, the berming and landscaping will be around the camp grounds on the shore line, paving will not be necessary, the sites are located on flat or nearly flat terrain, and interior roads have been eliminated to a great extent.

I appreciate your cooperation in this and I know that it will go along way to establish friendly relations with all of the Stagecoach neighbors.

Sincerely,

Paul Fylstra

cc: D&D
Saterdal,Guinn,Fine
Steve Fry

Phone: (303) 879-2424 Steamboat Springs, Colorado 80488-0339

be removed after mining operations are completed.

The Planning Commission recommended approval of Amendment to this Special Use Permit adding three Conditions to the original 6 conditions.

Commissioner Fisher asked if all the previous conditions had been met and it was agreed that they had. He inquired if this additional acreage added to this permit would mean the possibility of new jobs but Mr. Mills replied that unfortunately he did not believe there would be any new jobs created.

Commissioner Fisher offered a motion to approve the Amendment to SUP #85-085 as submitted by the Planning Staff with the addition of three the conditions approved by the Planning Commission. Commissioner Dorr seconded the motion and it was passed unanimously.

EN RE: COLO YAMPA COAL/TRANSFER SUP FROM GETTY MINERALS MARKETING

Present for the meeting were Mr. Rick Hughes and Mr. Rick Mills from Colorado Yampa Coal Co. and Staff Planner Caryn Fox.

The Petitioner is requesting transfer of six Special Use Permits from Getty Mineral Marketing to Cyprus Western Coal Company. Section 6.11 of the Routt County Zoning Resolution has been amended to allow transfers of Special or Conditional Use Permits by the Planning Administrator, however, the Planning Staff felt that with the number of permits and various conditions involved that it would be appropriate to have the Board of Commissioners review the transfer.

Caryn Fox indicated that the Petitioner has submitted a letter agreeing to comply with the conditions of the Special Use Permits and a Certificate of Insurance has also been submitted in lieu of prior bonding requirements. Certain conditions of these permits are now moot because of changes in State statute and the condition disallowing hauling on County Roads was superceded by an agreement dated August 23, 1983, which required Twenty Mile Coal to upgrade and asphalt CR 33 for coal haulage.

Commissioner Kenney asked for any further comments and Caryn Fox requested that if this transfer is approved that any further such transfers be handled by the Planning Administrator.

Commissioner Fisher offered a motion to approve the transfer of the six Special Use Permits removing the conditions regarding reclamation bonds and the condition regarding county roads as respects CR 33, which are that (1) the county be co-beneficiary of the State reclamation bond, (2) County roads shall not be used for coal hauling. The motion is based upon the letter from Cyprus Western Coal Company dated March 2, 1987 requesting the transfer. Commissioner Dorr seconded the motion which passed unanimously.

EN RE: UPPER YAMPA WATER CONSERVANCY DISTRICT/ZONE CHANGE/ROAD VACATION AND RELOCATION/REVISION TO RESOLUTION # 87-P-005

Present for the meeting were Mr. Phil Eggleston, Mr. Al Fox, Staff Planner Caryn Fox, and Planning Director Steve Fry.

Mr. Eggleston presented the Final Plat and revision of Resolution #87-P-005 The South Shore at Stagecoach.

Commissioner Fisher offered a motion to approve Resolution # 87-P-011 which is a revision of the above mentioned Resolution with a correction to conditions that the Plat be filed by May 1, 1987 and that conditions 1 and 2 on the original resolution have already been met. The resolution will be effective upon recording by the County Clerk. The motion was seconded by Commissioner Dorr and was passed unanimously.

The Petitioner is requesting a zone change from Agriculture/Forestry and High Density to Outdoor Recreation/Conceptual Planned Unit Development Plan, Vacation & Relocation of County Road Rights-of Way and a Subdivision Exemption. This land is approximately 1800 acres which includes land that will be under water plus a 100 foot easement, plus wildlife mitigation areas of the Stagecoach Reservoir.

The Conceptual P.U.D. plan, which was advertised to be heard today was tabled by Planning Commission at the request of the petitioner, so more detailed information can be submitted.

Commissioner Kenney asked why a rezoning would be preferable to a Specail Use Permit. Mr. Fry replied that the Outdoor Recreation zoning was a broader way to address this plan. The Petitioner is working with the State Park people now and all Parks in Routt County are zoned Outdoor Recreation which allows for more uses as a use by right. He also stated that the rezoning would not prohibit agricultural uses on any of this property. He added that the zone change does not have to be transferred as the zone change and PUD plan go with the land and the zone change is contingent upon approval of the final PUD plan within one year. Mr. Fry also stated that the Board has the option to review the zone change alone or may wait for the P.U.D. presentation.

Ms. Fox stated that the Planning Commission unanimously recommended approval of the Zone Change with the following conditions:

1. The zone change in contingent upon the filing and approval of the Final P.U.D. plan within one year.
2. The zone change is effective upon the development of the reservoir and recreational facilities as proposed by the Petitioner. Any changes in the location, type or number of facilities shall receive review and approval by the Planning Administrator, Planning Commission and the Board of County Commissioners, as necessary.

Commissioner Fisher offered a motion to approve the zone change based upon the above conditions and Commission Dorr Seconded the motion .

Commissioner Kenney asked for any further comments and Steve Fry added that the legal description will change and will be added in a metes and bounds description in the Resolution.

With no further comment the motion was passed unanimously.

Concerning the vacation and relocation of County Roads Commissioner Dorr wanted to go on record as opposing prior agreements where the relocation of a County Road is built to less than County specifications. He also indicated that he was concerned about County Road #18 being used as an access to the area after development is completed. Mr. Al Fox said he did not think County funds should be used to improve County Road #18 and stressed that County Road #14 should remain the main access to the recreation areas.

The Petitioner was requesting relocation and vacation of the alignment of county Road 16 at the intersection of County Road 14. Mr. Eggleston indicated that this realignment would move construction out of the wetland habitat with a slight shift to the south to allow a 6 foot wide foot path. The Road will meet the specifications and conditions originally approved by the Board on July 16, 1985 in Resolution #85-P-019.

The Planning Commission unanimously recommended approval of the relocation of the intersection of CR 16 and 14 with conditions.

Commissioner Dorr offered a motion after again stating his concern about building roads to less that County Specifications recommending approval of the proposed relocation and vacation of the alignment of County 16 at the intersection of County Road 14 subject to conditions approved by the Planning Commission. Commissioner Fisher seconded the motion which passed unanimously.

Commissioner Dorr moved to table consideration of the proposed revision of the campground entrance on CR 18 until consideration of the Conceptual P.U. D. plan on May 26, 1987. Commissioner Fisher seconded the motion which passed unanimously.

Concerning the vacation and relocation of County Road 16 and 212 the Petitioner is proposing to reconstruct the current 90 degree intersection of the two roads to a 523.4 radius which will increase safety and allow a 40 m.p.h. turn through the intersection.

Planning Commission unanimously recommended approval of the relocation and vacation of the road intersection above referenced, with conditions.

Commissioner Dorr offered a motion to approve the vacation and relocation of County Roads 16 and 212 as proposed with conditions recommended and approved by the Planning Commission. Commissioner Fisher seconded the motion and with no further discussion was passed unanimously.

In reference to the above vacation and relocation of County Roads #16 and #212 the Petitioner is requesting a Subdivision Exemption. In order to reconstruct the County Roads lands on either side of the existing roads will be re-subdivided and merged into the surrounding Mountain Air property. Caryn Fox indicated that all parties to the transaction are aware and in agreement to what is proposed. Steve Fry related that letters from the parties should be included in this agreement and the affected parties should be signators to the final plat.

Planning Commission normally does not review Subdivision Exemptions, however, as this is part of the relocation petition, they reviewed it and made findings of fact. Planning Commission recommended apprval of the Subdivision exemption with conditions.

Commissioner Fisher moved to approve the Subdivision Exemption contingent upon the conditions recommended by the Planning Commission. Commissioner Dorr seconded the motion.

Steve Fry indicated that the intent of this action would be that the exemption is not in effect until relocations of the County Roads are completed.

With no further comments the motion passed unanimously.

Commissioner Fisher offered a motion to table consideration of the Conceptual P.U.D plan until May 26, 1987 at a time to set by the Planning Department. Commissioner Dorr seconded the motion.

Paul directed the Planning Staff to insure that all concerned parties be contacted . With no further comments the motion passed unanimously.

EN RE: MIKE ZOPF/ENVIRONMENTAL HEALTH CONCERNS

Present for the meeting were Mr. Mike Zopf the Environment Health Director.

Mr. Zopf brought a letter for the Chairman's signature to be sent to Colorado Counties, Inc. relating Routt County's concern over the possibility of eliminating service currently provided by the State Health Department.

Mr. Zopf gave a short update concerning the Landfill situation and related that he had recently met with Mr. Fritz Haller from P and M Mine to discuss possible landfill sites. He will be meeting in Oak Creek on Monday, April 20, 1987 concerning the landfill. Commissioner Dorr indicated that would attend the meeting also.

Cleanup days throughout the County were discussed and Mr. Zopf recommended that the County again provide free dumping on these days for the various towns participating. The Board approved the recommendation and Mr. Zopf indicated that he would work with the different municipalities in scheduling the free dump days.

Mr. Zopf relayed information received from the State Health Department concerning the Regional Airport Water System. The State Health Department is requesting that the County perform quarterly water analysis. Mr. Zopf has contacted ACZ and the charges for such tests will be approximately $313.00 per quarter. This cost was not budgeted and Mr. Zopf was requesting Board approval to spend funds for this testing. The Board directed Mr. Zopf to continue monitoring the well and approved the expenditures for