

Upper Yampa Water Conservancy District
87-P-047

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 an accel/decel or a third lane is needed for traffic entering County Road 18 off of County Road 14. This study of road accesses shall be done after one year of use of the reservoir by the public.

Conceptual Planned Unit Development Plan

1. The Final P.U.D. Plan shall indicate location of all parking areas, trails, buildings, campsites, marinas and roads for the entire reservoir project.
2. The Conceptual P.U.D. Plan approval is subject to approval of the water and sewer system by the Colorado Department of Health.
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 location including traffic signage on U.S. Highway 131 that may be necessary.
8. Techniques for mitigating visual impact shall be submitted with the 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 Commission and the Board of County Commissioners.
11. A dust mitigation plan shall be developed for the park roads to be submitted at Final P.U.D. plan.
12. An alternate location for the boat ramp and swim beach, and for additional amenities should be studied.

THIS RESOLUTION is executed and effective this day of , 1987.

ATTEST:

BY THE BOARD OF COUNTY COMMISSIONERS

Draft

Kim Bonner, County Clerk

Paul A. Kenney, Chairman

RESOLUTION VOTE:

Paul A. Kenney: Aye Nay Absent Abstain
Robert A. Dorr: Aye Nay Absent Abstain
L. Dennis Fisher: Aye Nay Absent Abstain

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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.
11. A dust mitigation plan shall be developed for the park roads to be submitted at Final P.U.D. plan.
12. An alternate location for the boat ramp and swim beach, and additional amenities should be studied.

WHEREAS, the Board met with the petitioner and staff on May 19, 1987 to determine whether to review the approvals made by the Board in 1985 with regard to County Road 18, and the Board determined to leave the agreements unchanged;

WHEREAS, on May 26, 1987, the petition was rescheduled to June 2, 1987 due to a lack of a quorum of the Board;

WHEREAS, on June 2, 1987 the petition for Conceptual P.U.D. plan approval and vacation/relocation of County Road 18 as the campground entrance was taken off the table and the Board discussed the plan for the campground and access road, reviewed safety issues regarding County Road 14, discussed Planning Commission recommendations on the Conceptual P.U.D. plan, and received comments from the audience in favor of use of the north entrance as the primary access to the campground;

WHEREAS, Commissioner Dorr moved to approve the proposed north access to the campground from relocated County Road 18 as the primary access, and the south access from the existing County Road 18 as the secondary access with conditions as set forth below, which motion was seconded by Commissioner Kenney and approved unanimously by the Board;

WHEREAS, Commissioner Fisher moved to approve the Conceptual P.U.D. plan with conditions as set forth below, which motion was seconded by Commissioner Dorr and approved unanimously by the Board;

NOW, THEREFORE, BE IT RESOLVED THAT the Board approves the Zone Change from Agriculture/Forestry to Outdoor Recreation, Relocation/Vacation of County Road right-of-ways, Conceptual Planned Unit Development Plan, and Subdivision Exemption for Upper Yampa Water Conservancy District on the following land:

See metes and bounds description attached herein as **Exhibit "A"**

BE IT FURTHER RESOLVED THAT this resolution of approval is based upon the

Subdivision Exemption

1. Realignment and construction of the intersection of County Roads 16 and 212 as proposed.
2. Further review by the Planning Administrator, Planning Commission and the Board of County Commissioners of any change to the intersection to determine further effects that may occur to the exempted land.
3. (Finding of Fact) No additional building sites have been created by the exemption.
4. Filing of a final subdivision exemption plat with the Routt County Clerk and Recorder.

WHEREAS, the Board held a public hearing on the matter on April 14, 1987, notice of said hearing having been advertised according to law;

WHEREAS, the Board reviewed the Zone Change proposal and corrected the acreage involved pursuant to the petitioner's request, discussed the relocation of County Road 18 and the agreements made by the Board in 1985 regarding the width of the road, reviewed the realignment of the intersection of County Road 16 and 14, and discussed realignment of County Road 16 and 212 and the subdivision exemption necessary to accommodate the road realignment;

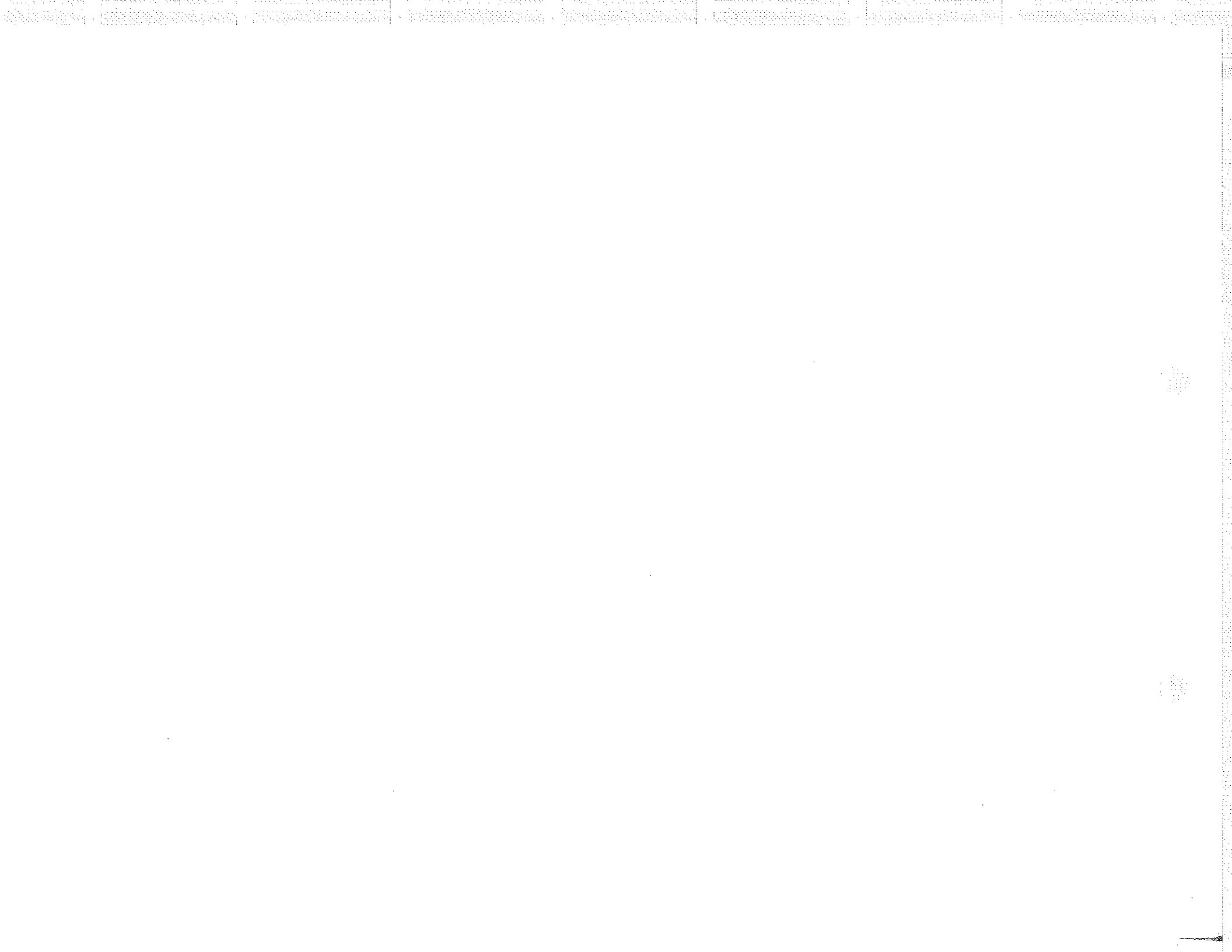
WHEREAS, Commissioner Fisher moved to approve the Zone Change from Agriculture/Forestry to Outdoor Recreation with conditions as set forth below, which motion was seconded by Commissioner Dorr and approved unanimously by the Board;

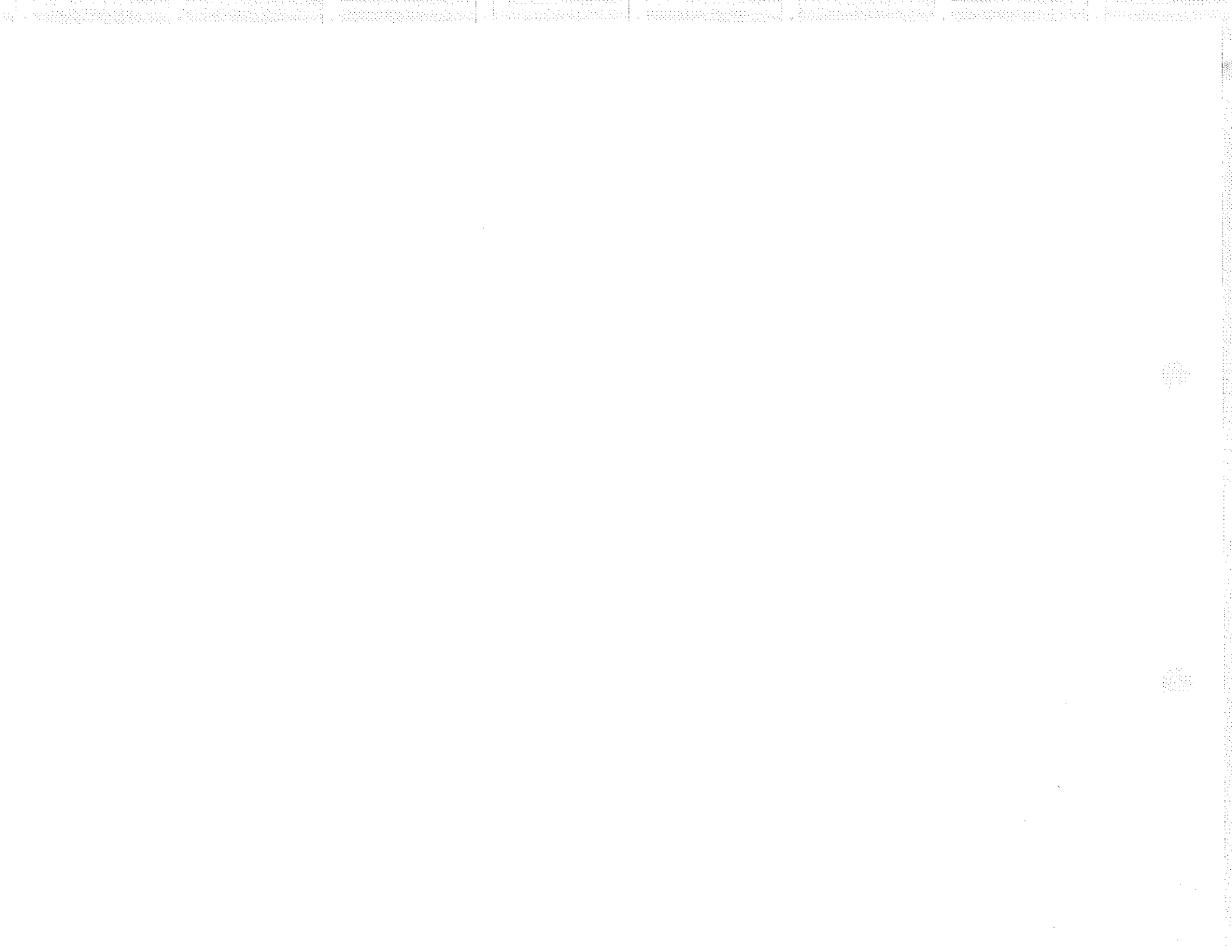
WHEREAS, Commissioner Dorr moved to approve the Vacation and Relocation of County Road 16 and 14 with conditions as set forth below, which motion was seconded by Commissioner Fisher and approved unanimously by the Board;

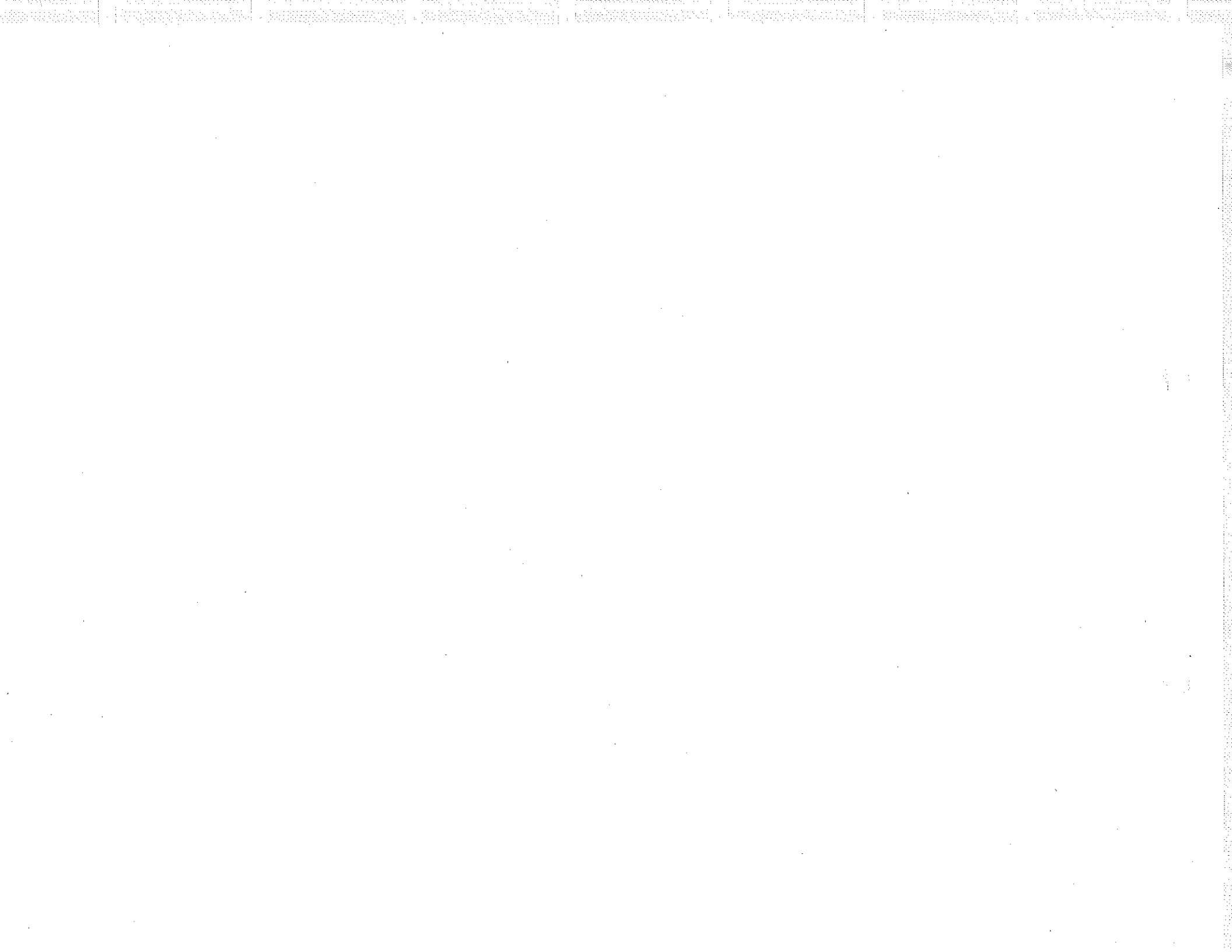
WHEREAS, Commissioner Dorr moved to table the relocation of the campground entrance (County Road 18) until May 26, 1987 at the request of the petitioner which motion was seconded by Commissioner Fisher and approved unanimously by the Board;

WHEREAS, Commissioner Dorr moved to approve the Vacation and Relocation of County Road 16 and 212 with conditions as set forth below, which motion was seconded by Commissioner Fisher and approved unanimously by the Board;

WHEREAS, Commissioner Fisher moved to approve the Subdivision Exemption with conditions as set forth below, which motion was seconded by Commissioner Dorr and approved unanimously by the Board;

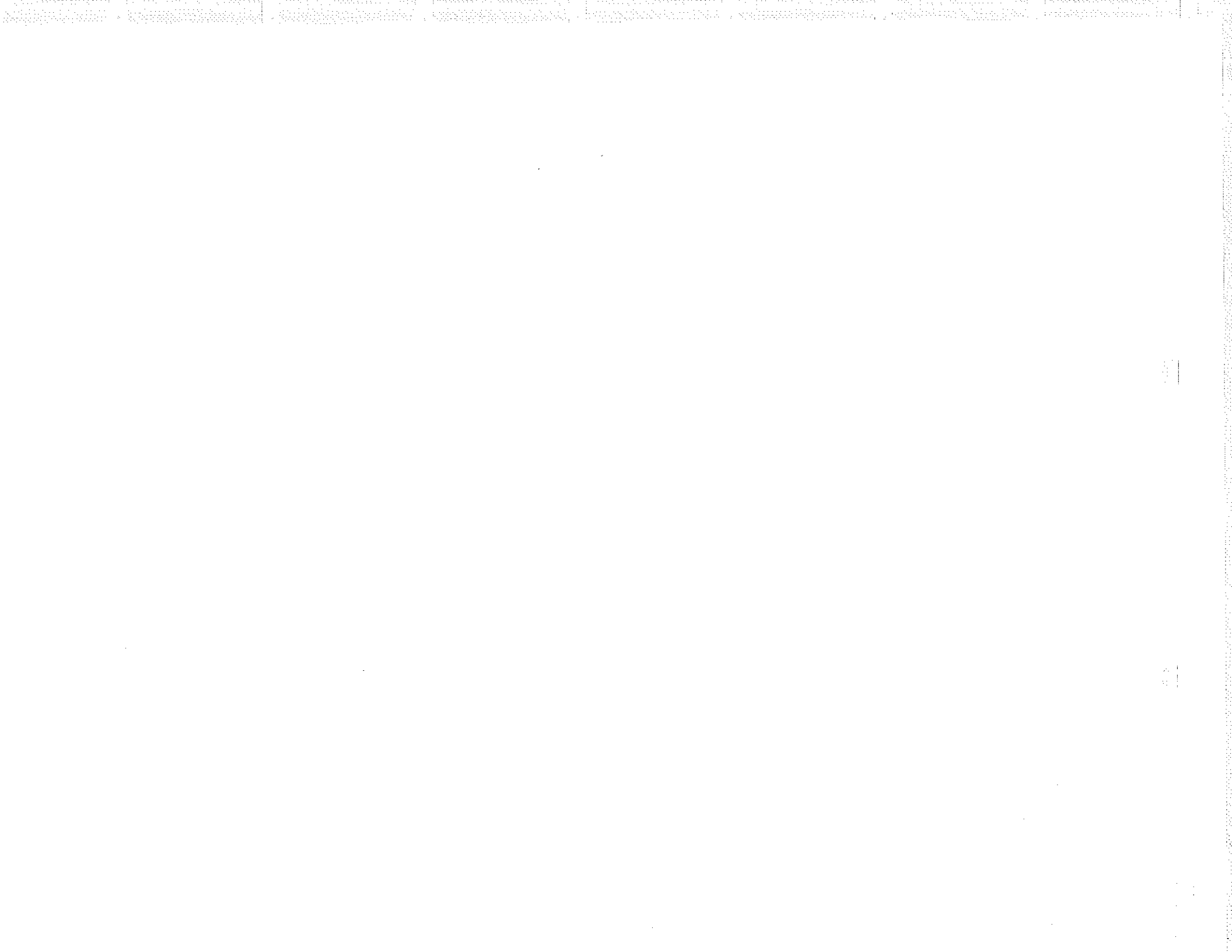


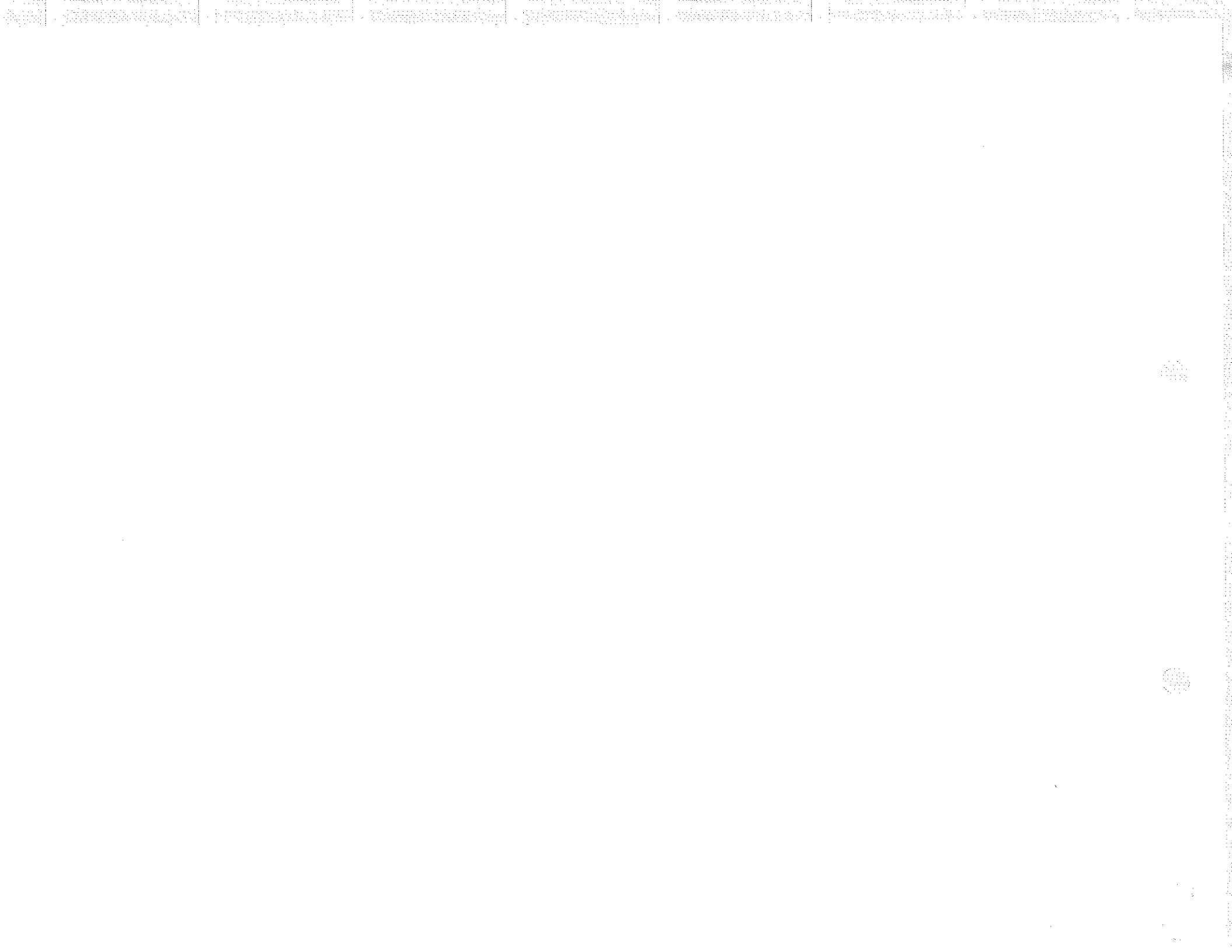


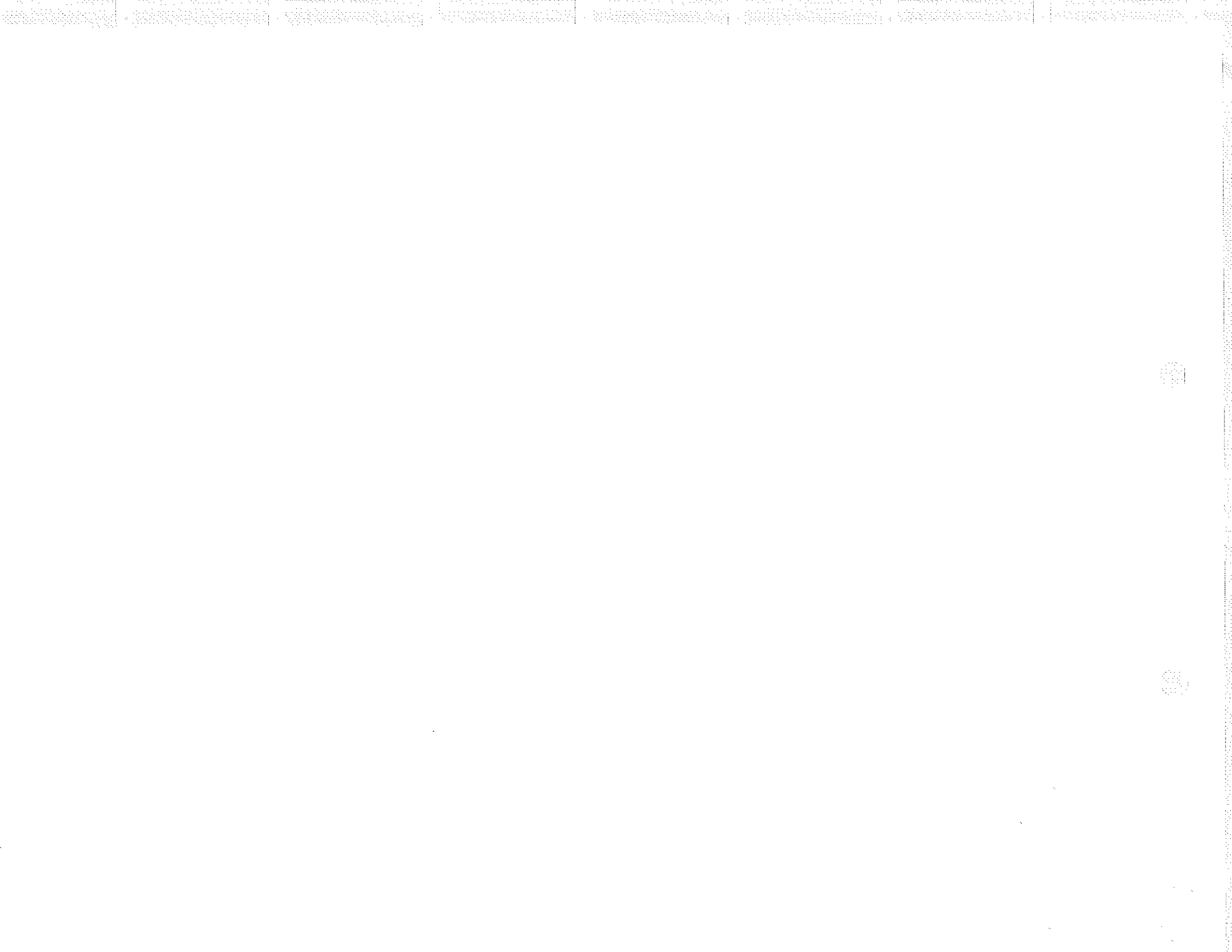


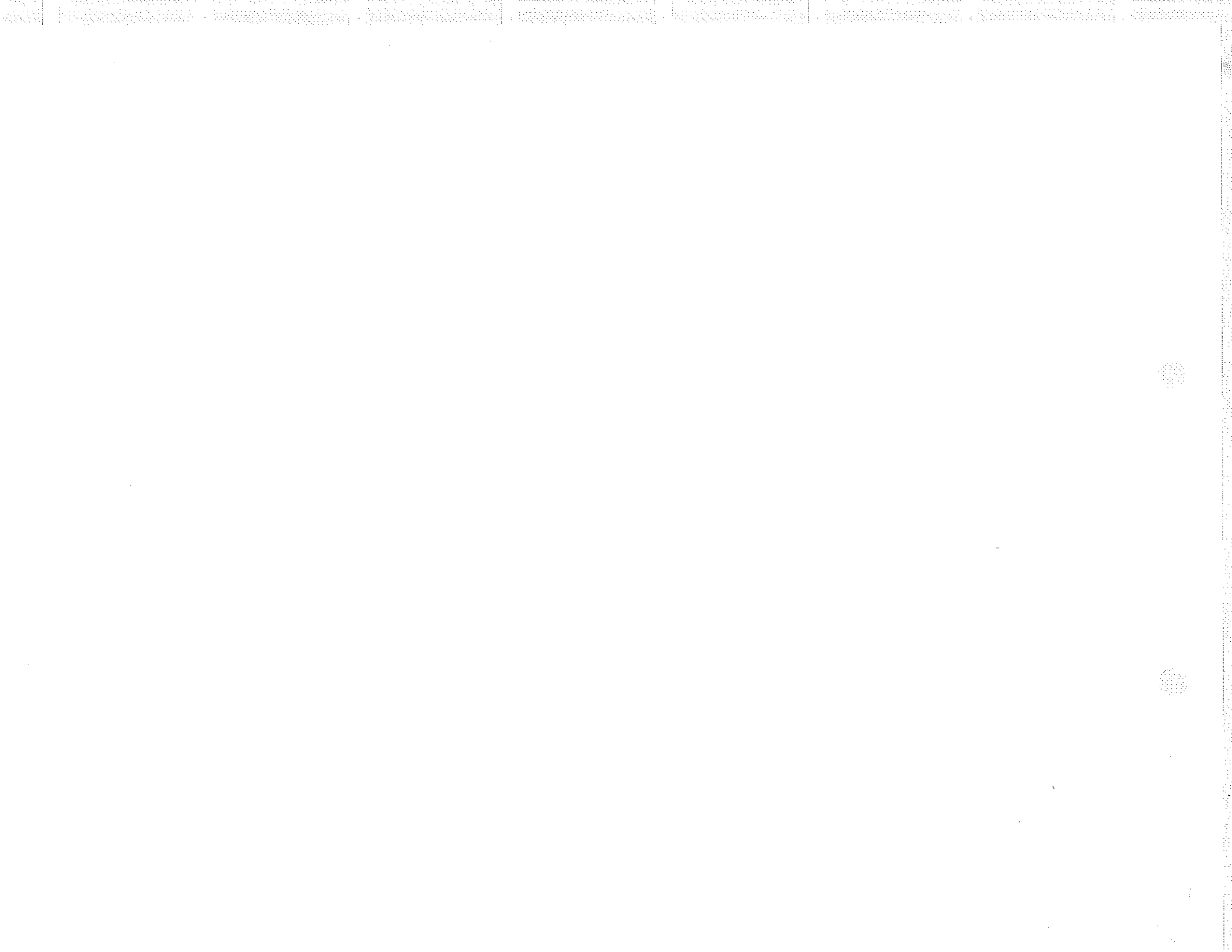
establish plant material. We anticipate the need for irrigation, adding topsoil, use of mature plant material, soil amendments in the planting areas and intensive maintenance the first two years to establish the landscape. These measures will represent a far more extensive landscape effort than the Division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

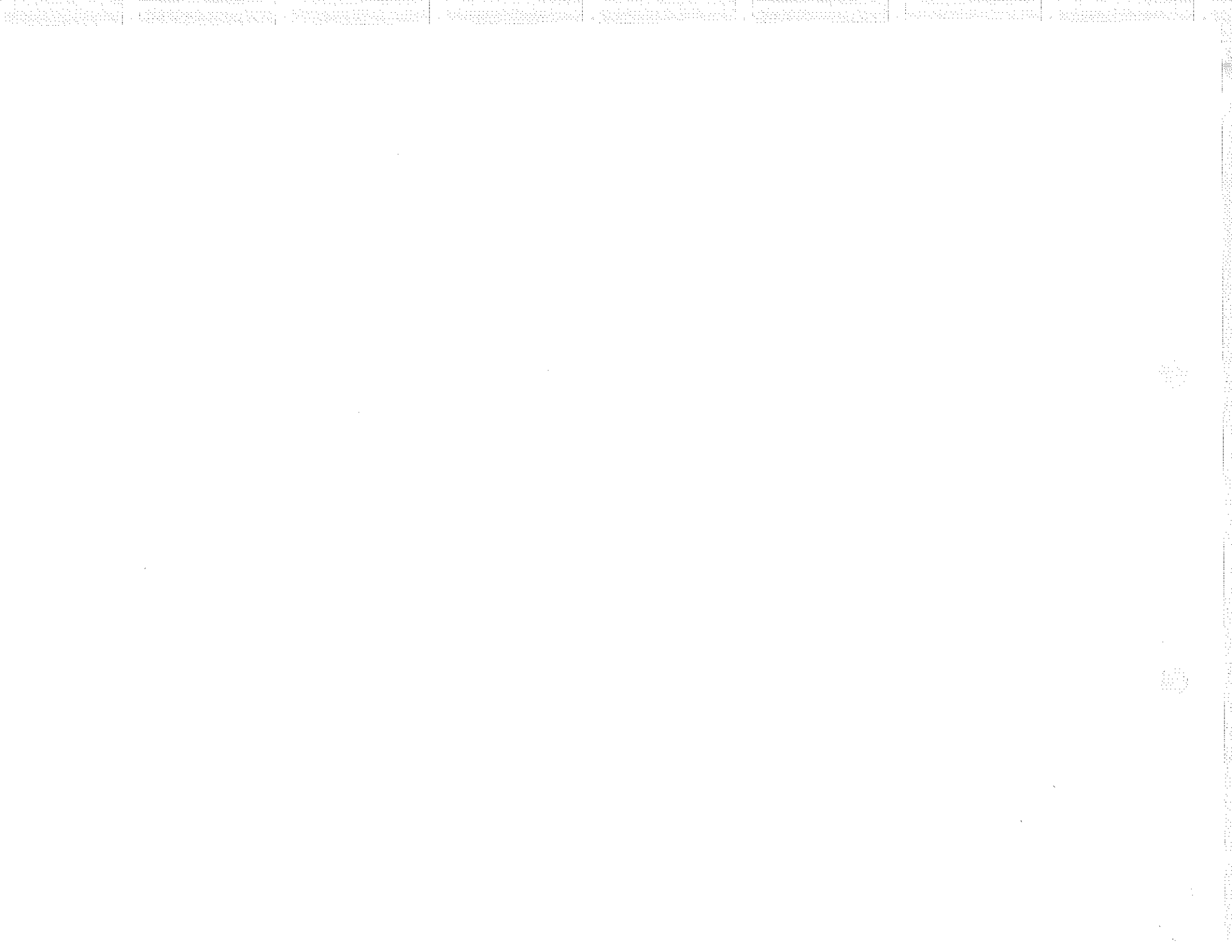
4. The Final grading plan is being prepared by Al Fox of Civil Design Consultants of Steamboat.
5. The park headquarters, support buildings and seasonal housing shall be designed using earthen tone colors. Preliminary construction plans will be provided to the county for approval.
6. The Division of 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,

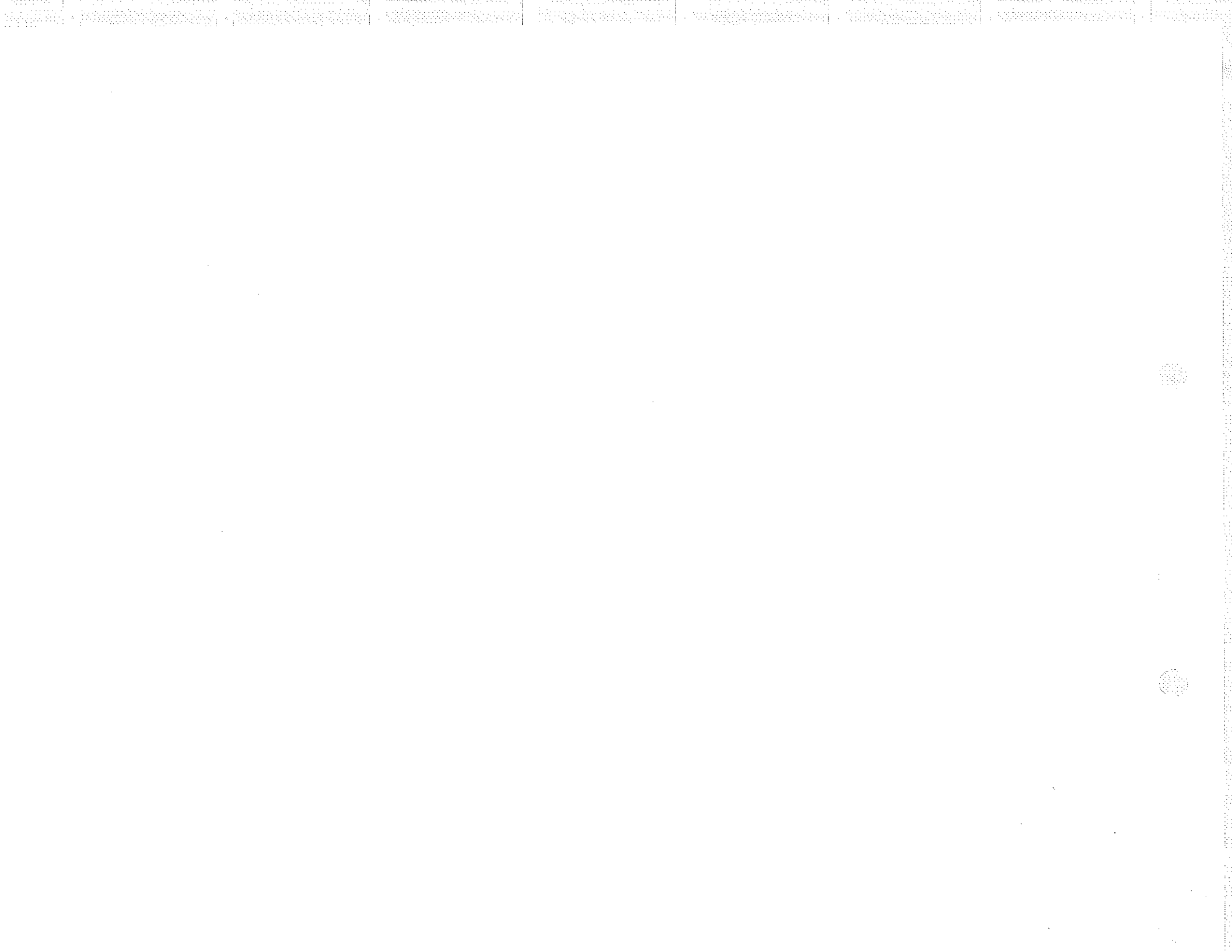


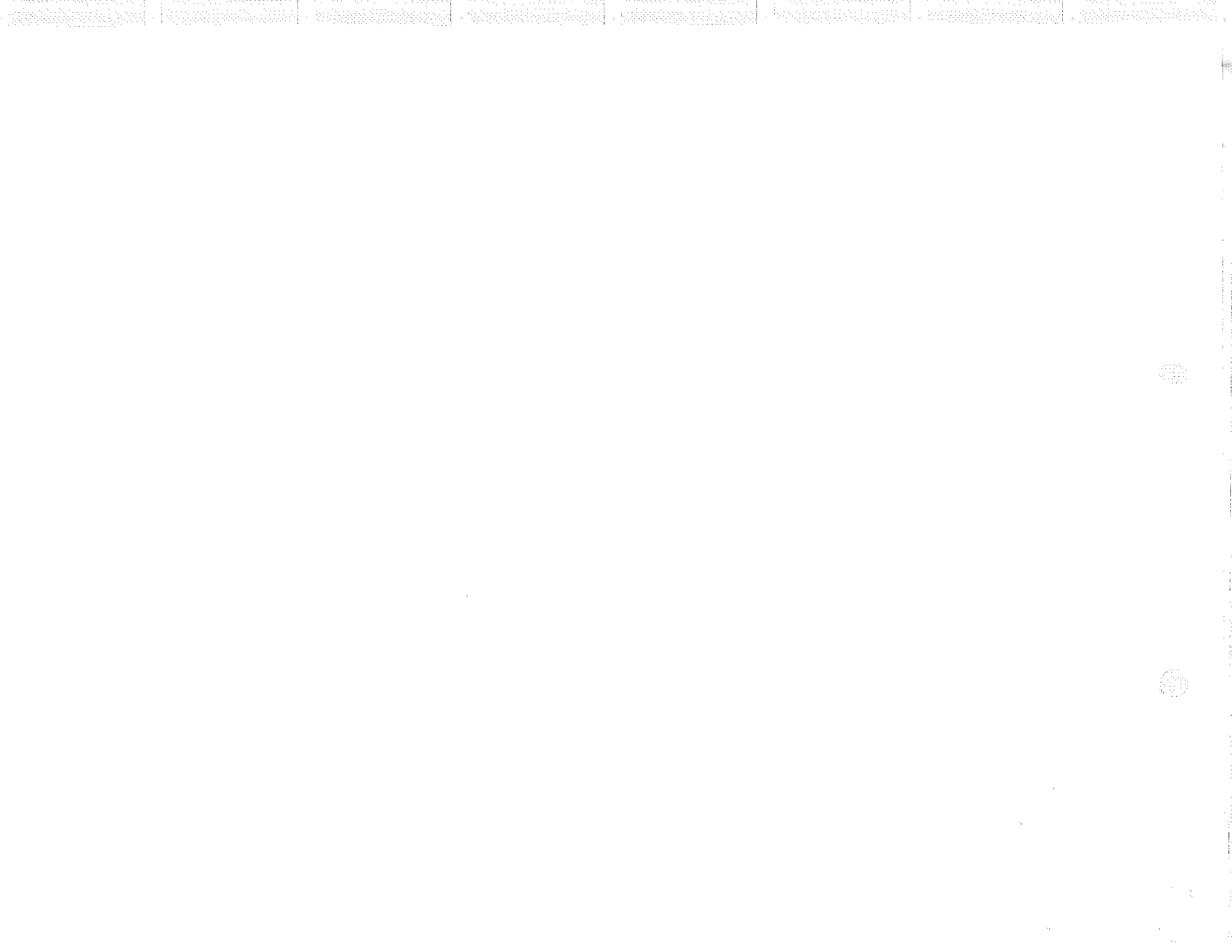


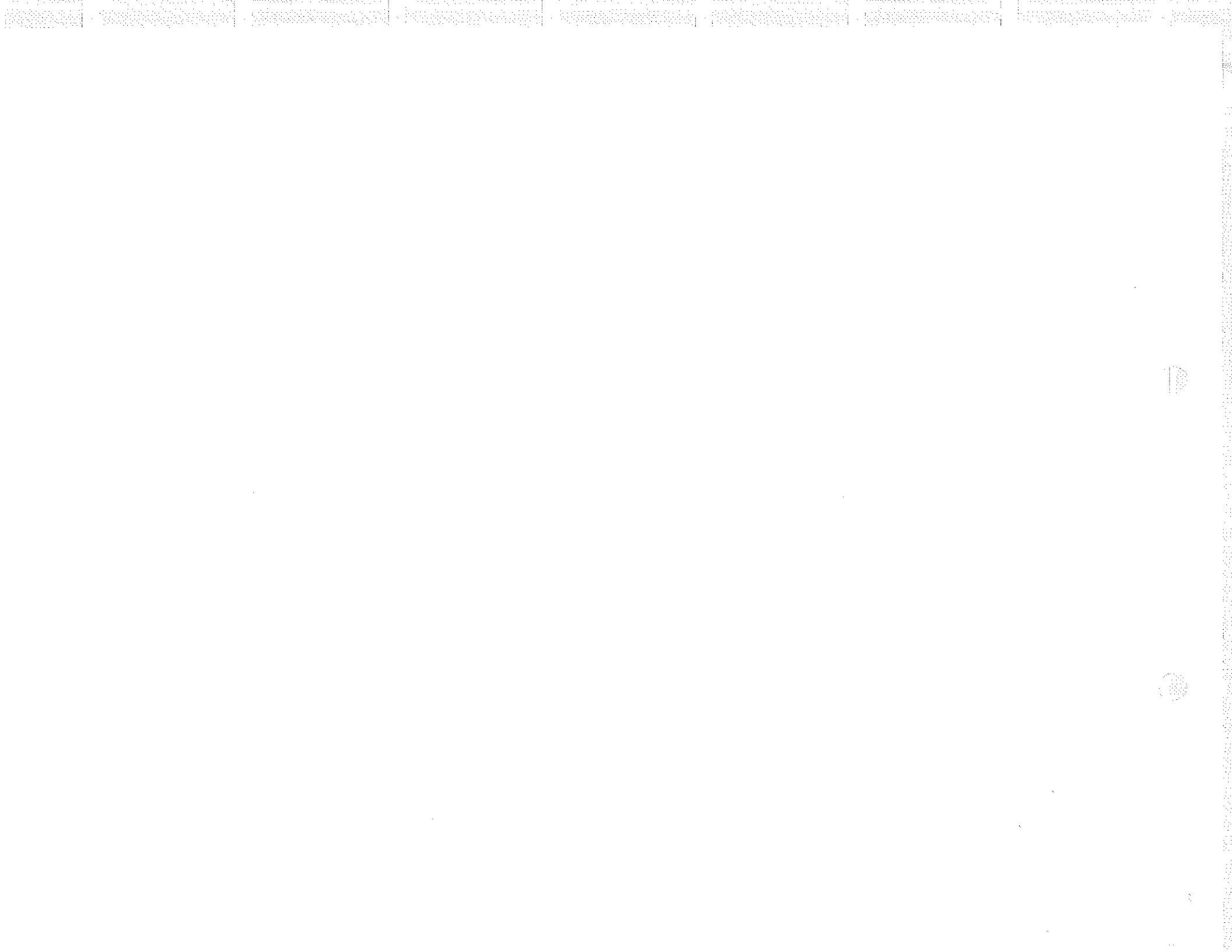




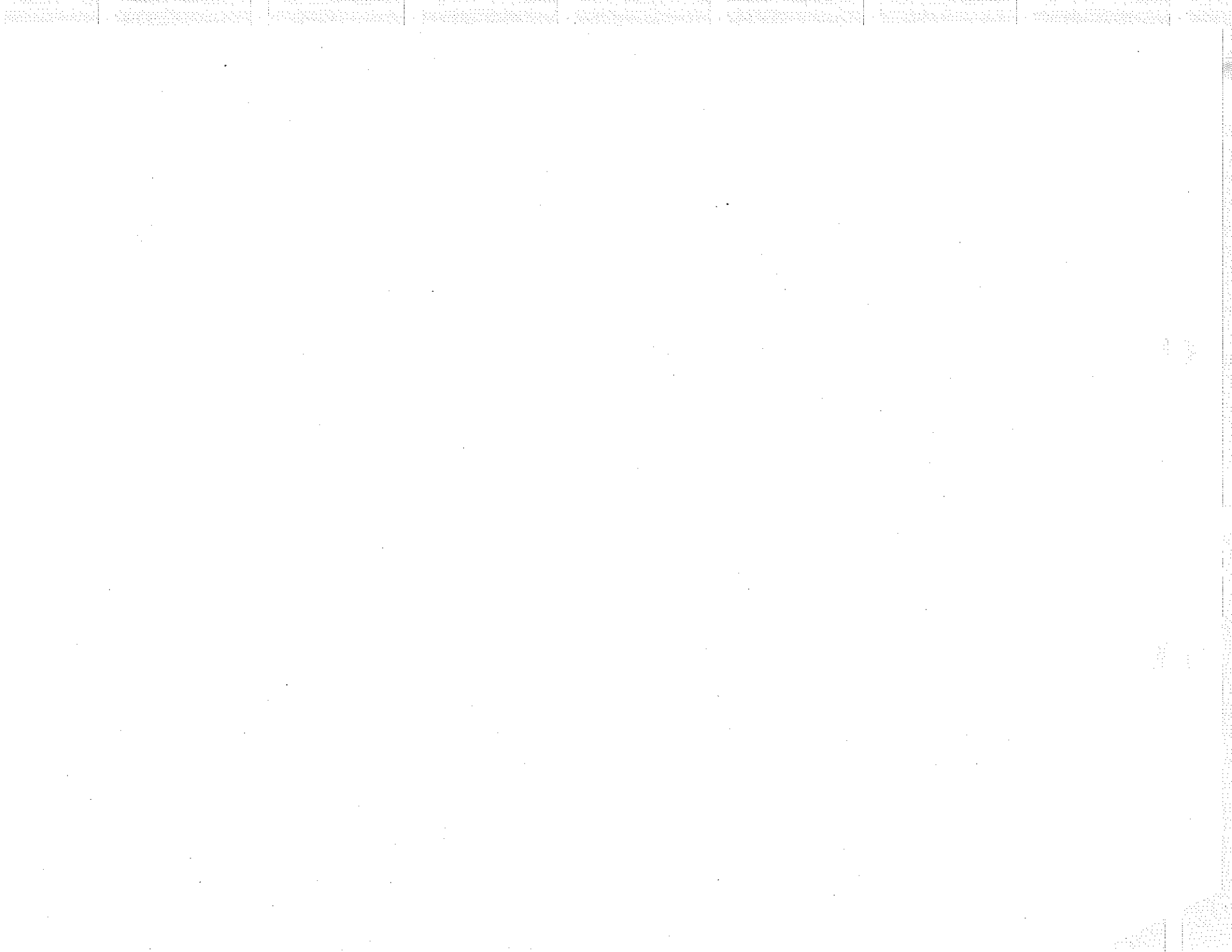


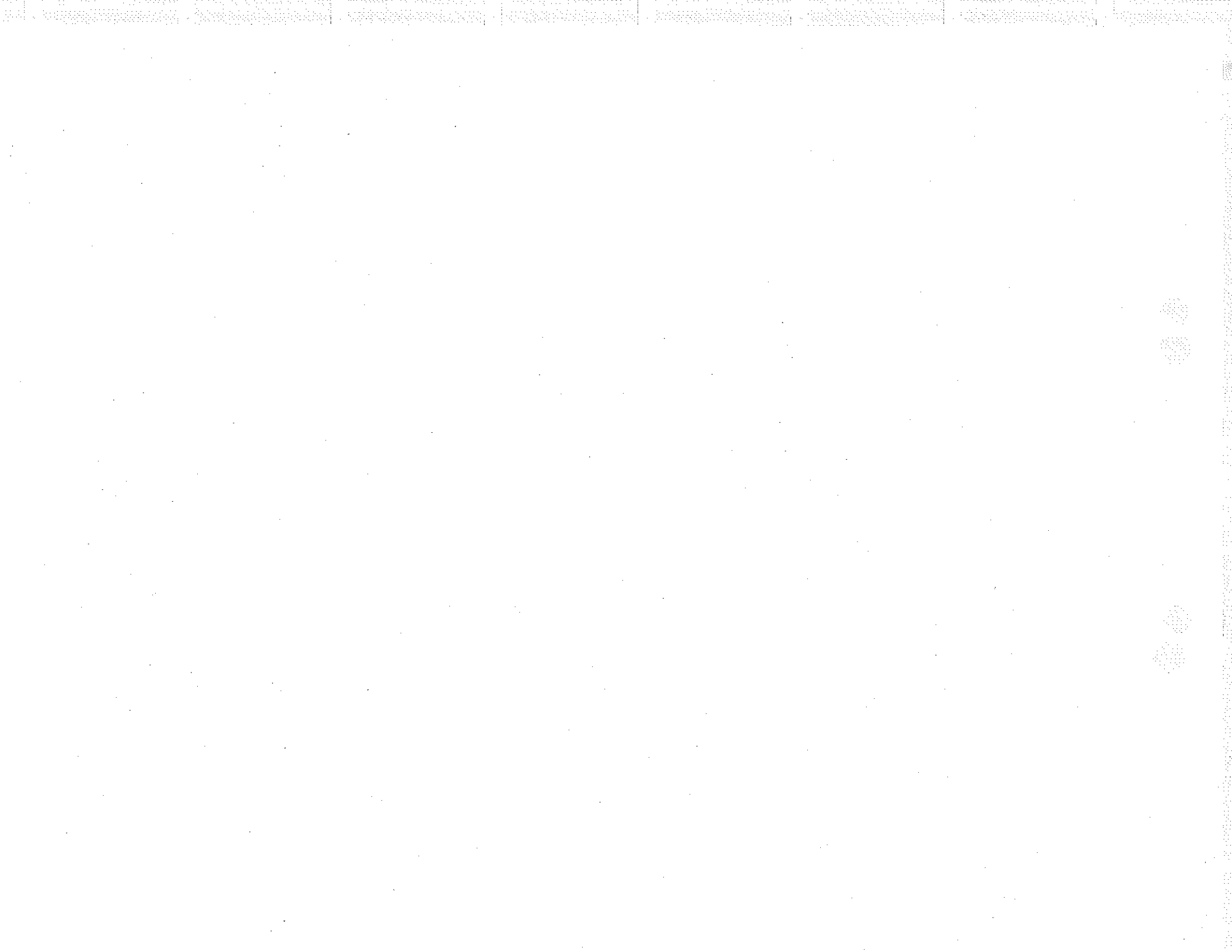














BUILDING PERMIT APPLICATION

ROUTT COUNTY REGIONAL BUILDING DEPT.

Applicant to complete numbered spaces

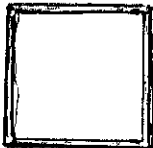
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<p style="text-align: center;">NOTICE</p> <p>SEPARATE PERMITS ARE REQUIRED FOR ELECTRICAL, PLUMBING, HEATING, VENTILATING OR AIR CONDITIONING. THIS PERMIT BECOMES NULL AND VOID IF WORK OR CONSTRUCTION AUTHORIZED IS NOT COMMENCED WITHIN 120 DAYS. OR IF CONSTRUCTION OR WORK IS SUSPENDED OR ABANDONED FOR A PERIOD OF 120 DAYS AT ANY TIME AFTER WORK IS COMMENCED. I HEREBY CERTIFY THAT I HAVE READ AND EXAMINED THIS APPLICATION AND KNOW THE SAME TO BE TRUE AND CORRECT. ALL PROVISIONS OF LAWS AND ORDINANCES GOVERNING THIS TYPE OF WORK WILL BE COMPLIED WITH WHETHER SPECIFIED HEREIN OR NOT. THE GRANTING OF A PERMIT DOES NOT PRESUME TO GIVE AUTHORITY TO VIOLATE OR CANCEL THE PROVISIONS OF ANY OTHER STATE OR LOCAL LAW REGULATING CONSTRUCTION OR THE PERFORMANCE OF CONSTRUCTION.</p> <p>SIGNATURE OF CONTRACTOR OR AUTHORIZED AGENT: <i>Keith W. Englebert</i> (DATE)</p> <p>SIGNATURE OF OWNER (IF OWNER BUILDER) (DATE)</p>																																																																																									
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MATCH TO SHEET 4

SHEET 5

PICNIC TABLES

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34'

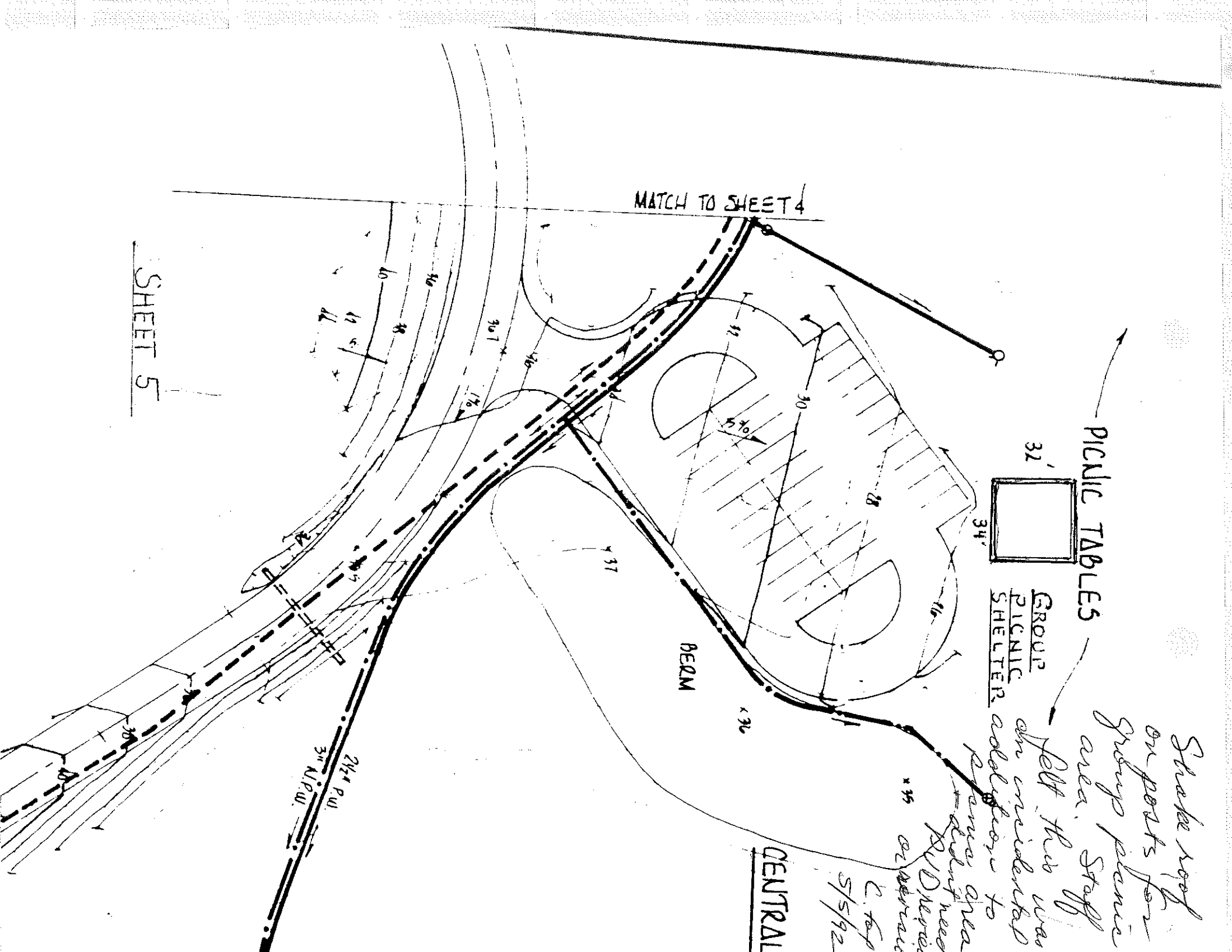
GROUP
PICNIC
SHELTER

BEAM

CENTRAL

C. TOP
5/5/92

Shake roof
on posts for
group picnic
area. Staff
felt this was
an incidental
addition to
picnic area
and not need
for D. H. H. H.
or otherwise



Sheriff Walsh explained that his department services are immense to non property owners. He felt a chart showing the numbers of employees versus budgets over the past ten years would be helpful. His budget has not increased but the demand for services has grown 20%. If budgets continue to decrease and services decrease, there is a strong possibility of legal suits which cost a lot of money. He felt that the County has held the line with the mill levy, and that the County is already at a bare bones situation.

Mrs. Barnett commented that the County is picking up the bill for a minimum wage area. City does not foot the bills for any of these employees. These people have needs that they cannot afford to have.

Sheriff Walsh requested that the Board hold the County Administrator's time open on their agenda for questions and assistance. He thinks that everyone is willing to work together.

Bob White felt that the County needs good public relations at this time, and emphasis should be put on services that are being offered by the County. It was felt that correlation should be shown of service users and property owners. Commissioner Fisher asked Mr. White if he would head a task force to collate this information.

Attorney Vanderploemen explained that the issue is two phased. 1. The effort to show where the money will go, and what will be exempt. This has to be determined prior to the resolution. The second phase will be to market the plan. The public must be shown why it is needed.

Commissioner Fisher explained that the Board will use Mrs. DuBord to monitor day by day activities.

Building Official Tom Pierce explained that he has been through both types of government, with and without a County Administrator. He felt the Board and staff were more informed without a County Administrator.

EN RE: AL FOX/SITE APPLICATION/STAGECOACH SEMI SYSTEM

Al Fox from D & D Consultants, Upper Yampa Conservancy District representative Phil Eggleston, Planning Director Steve Fry, Environmental Health Director Mike Zopf and Attorney Vanderploemen were present.

Steve Fry explained that a condition on the Upper Yampa Conservancy District's final P.U.D. was that a site application would be submitted to the State. This application needs the Board's signature.

Mr. Fox explained that the final authority lies with the State Health Department, and before they will approve the application all signatures must be obtained. The system is larger than what Mr. Zopf can approve since it included plans for a water sewage treatment facility and pump stations for the campgrounds.

There will be 2 vault toilets in the primitive walk in camp area, plus one that could be used during the winter months. There will be four flush toilet buildings, one with showers plus the trailer dump station.

The water to be used will be reservoir water with two systems. One will be potable and the other unpotable, which will be used for the toilets and the irrigation system. The water taps will tap off the treatment system with higher pressure. There will be one section of gravity sewer to the main pump system. The vault systems will be hauled off site. The headquarters building will go into a septic system and a leach field.

The system is designed at 100% occupancy for 11,000 gallons per day with sewage treatment designed at 9,000 gallons per day, over a week's time.

The Upper Yampa Conservancy District will own the system and the Colorado Division of Parks and Recreation will maintain it.

Commissioner Kenney moved that the Site Application be signed by the Chairman of the Board. Commissioner Dorr seconded the motion and commented that there was no one in the audience to address the issue. A vote was taken and was unanimous for approval.

EN RE: CHRIS HENSEN/AP WARRANTS

As Mrs. Hensen was not present, Mrs. DuBord presented the warrants for signature. No minutes were taken.

EN RE: HEATING IN DISTRICT I AND DISTRICT III SHOPS

There were questions from the Board about putting off installation of the heating systems in the shops. Mr. Pierce felt that one advantage of doing it now was the bid price. It might be higher if bid out during the summer when contractors are busy. He also felt there would be some advantage on gas consumption for the remainder of the winter. He felt the operational costs in Oak Creek will not be as low as at the District III shops since they are on propane instead of natural gas, however there should still be a payback.

Commissioner Kenney stated he did not have a problem with going ahead with the project since the Supervisors are aware of the situation. The other Board members agreed that the work should progress.

EN RE: HEATING CONTRACT/ASPEN GROVE MECHANICAL

Commissioner Dorr moved to sign a service agreement contract between Aspen Grove Mechanical and Routt County for the Courthouse and the Annex. Commissioner Kenney seconded the motion and noted that the County Attorney has reviewed the contract. A vote was taken and was unanimous in favor of the contract.

EN RE: RESOLUTION 88-007

February 16, 1988
Board of County Commissioners' Minutes

2/16/88 - BCC

Site Application Stagecoach Sewer System

All Low - 2 vault toilets
represented

4 - flush toilets
2 vaults

Main camp area - showers / flush toilet
changing inc
trailer dump station

4 trailers & dump need sewer.

Water - will be reservoir water
2 systems - portable & non port.
will be pumped to storage
tanks. Non port - using flush
toilets

HP - non-port will be treated &
be pumped to higher elev.
line throughout to toilets,
hydrants,

One gravity collection system
pump system → up over knot
into central system →
force main → treatment
plant in saddle area 70' above
reservoir, 400' away; not
visible.

~~4~~ 2 small pumps, 1 main
pump, 1 gravity feed.
3 cell lagoon; non-discharging
accumulated in 3rd lagoon,
pumped to land disposal or

2/16/88 - BCC

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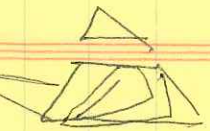
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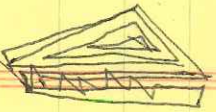
~~2~~ 2 small pumps, 1 main
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accumulated in 3rd lagoon,
pumped to land disposal or



Phil & E - Parks & Rec says for elect.
used in park.



At - wants to don't pay for operation.
will be subsidy from WCD &
State general fund.



Steve - recommendation of govt
- need rights - must comply w/ 2008 &
201

W- is non-discharging system.

Dennis - facilities are consistent for
w/ master plan / PID

Paul - moved to have Dennis
sign site application.

October 26, 1987

Mr. Steve Fry
Routt County Planning Administrator
PO Box 773749
Steamboat Springs, CO 80477



Re: Revisions to Stagecoach Plans

Dear Steve:

Enclosed are four drawings of Stagecoach park and parking areas showing revisions requested by the Planning Commission on August 6, 1987. I have reviewed all of these previously with you on a preliminary basis. Please let me know if the revisions are OK.

Sheet 5 - Recreation Area Grading: shows the outside turning radius in the Central Group Area Parking increased to 50 feet.

Sheet 6 - Recreation Area Grading: shows a revision to the West Day Use Parking layout and increases the outside turning radius to 50 feet. It also provides a cul de sac turn-around on the main road separate from the parking lot. This sheet also indicates revisions to the Headquarters road alignment and grade. The revised grade is now approximately 6.5%.

Sheet 7 - Entrances: shows the south entrance off of CR #14 shifted south approximately 75 feet from the previous alignment. (We still need to look at improving the curve on CR #14 north of this intersection in the near future.)

Sheet 1D - Parking Lots: shows the revisions to parking Lot #3 off CR #14 on the west end of the Reservoir.

We will be submitting additional drawings per the August 6 Planning Commission conditions as they are available.

Sincerely,

CIVIL DESIGN CONSULTANTS, INC.

Allen Fox
Allen Fox

AF/cjl

enclosure

cc: Phil Eggleston

ROUTT COUNTY REGIONAL PLANNING COMMISSION

MEMORANDUM

TO: Routt County Board of County Commissioners

FROM: Routt County Regional Planning Commission *SK*

RE: Stagecoach Reservoir / Gay Property

DATE: August 7, 1987

On August 6, 1987, Planning Commission reviewed the Final PUD Plan for the park improvements at Stagecoach Reservoir. During the meeting a concern was raised by adjacent property owners, Bob and Bill Gay, pertaining to the effect of the release of water from the reservoir on their ability to cross the river in the winter to feed cattle downstream from the dam.

The Gays feed cattle on their property immediately downstream from the dam site. They have historically crossed the river on the ice with their teams and sleds. They are concerned that the release of relatively warm water from the reservoir will not permit the ice to form, therefore they will be unable to gain access to the areas where they feed.

The Gays requested that Planning Commission address the problem by placing a condition on the approval of the Final P.U.D. Plan that if the ice does not form the Upper Yampa Conservancy District will provide a bridge to access the feeding area. Staff indicated that the P.U.D. review was not an appropriate forum to address a problem of this nature, and suggested that the Board of County Commissioners may be able to review the situation with the Gays and the Upper Yampa Conservancy District.

Planning Commission therefore voted unanimously to request that the Board of County Commissioners do whatever is possible to devise a solution to this potential problem between the Upper Yampa Conservancy District and the Gays.

MOTION: Mr. Williams offered a motion to recommend denial of the petition for a Minor Subdivision of Tract 10, Aspen Groves Subdivision, by Sandra K. Stevenson and Patricia A. Sandefur, based upon the following:

1. It is time to stop minor subdivisions in remote areas of the County.
2. The topography of the property is not conducive to stable home sites.

Mr. Rudeen seconded the motion.

VOTE:

Yes - 3 (Rudeen, Maddox, Williams)
No - 3 (Golub, Norris, Ralston)

The motion to recommend denial failed in a tie vote with the Chair voting.

DISCUSSION: Mr. Golub asked to go on record as agreeing with the concerns expressed in the discussion, but he wonders if this is the place to take that stand in view of the precedent that has been set in this subdivision. Mr. Rudeen responded that the precedent has not necessarily been set by Planning Commission but rather by the Board of County Commissioners after Planning Commission has recommended denial of previous requests. Mr. Maddox agreed that there has been a strong difference of philosophy between Planning Commission and previous Boards of County Commissioners. He noted that the Commission is not being inconsistent with previous actions in this area because Lifetime Communities had petitioned for 15 acre parcels in the Red Creek Subdivision in 1985, and following a recommended denial from Planning Commission, withdrew their request prior to the public hearing by the Board of County Commissioners.

UPPER YAMPA WATER CONSERVANCY DISTRICT - Final P.U.D.

This petition is for final Planned Unit Development approval of the campsites, swim beach, boat marinas, public trail, public parking and access points to Stagecoach Reservoir. The affected lands are generally located in portions of the NE4 Section 2, NW4 NW4 Section 1 Township 3 North, Range 85 West; SE4, SW4, NE4 Section 36 and SE4 SE4 Section 25 Township 4 North, Range 85 West; S2, NE4 Section 29, and S2, S2 NE4 Section 30, and N2, N2 S2 Section 31, and N2 SW4, NW4 Section 32 Township 4 North, Range 84 West of the 6th P.M. The property is zoned Outdoor Recreation.

Phil Eggleston represented the petition. He introduced Dennis Scheiwe, Division of Parks and Recreation Park Manager at Steamboat Lake who will also manage the Stagecoach Reservoir Park; Bob Carlson, chief planner for the Colorado Division of Parks; Bob Morris, Division of Parks Regional Park Manager; and C.S.U. summer student Teresa Gibbons. Al Fox of Civil Design Consultants, local engineers, was also present to assist with the presentation.

Mr. Eggleston updated the Commission with the progress of the reservoir. On July 29th, the sedimentation pond for river diversion and coffer-dam construction necessary to start the footers was started. The project is about two months behind schedule, for a number of reasons, but approvals from the Federal Energy Regulatory Commission, the Bureau of Reclamation, Army Corps of

Engineers, etc. have been obtained. He reported that the footers for the dam and the pen stock for delivering water into the power house below the dam are expected to be completed this year. The entire project is to be completed next year. The recreational area, the facilities in the park, the trail system around the shoreline, public accesses to the trail system, and the five parking lots must all be in place before filling of the reservoir. This requirement is tied to state monies acquired for the project. The budget for the park facilities is \$800,000 and the Division of Parks and Recreation will manage the amenities. If affordable, the District will install flush toilets, showers, etc. in the park. The park approval is necessary at this time in order to start the bid process for initial roadway construction. It is anticipated that the campground will open in mid-summer, 1989.

Staff Comments

Staff Planner Caryn Fox reviewed the extensive fact packet prepared by staff on this proposal. This review addressed compliance with the conditions of the approved Conceptual P.U.D. plan. Six of the twelve conditions have been complied with, five are questionable, and one has not been complied with (see fact sheet).

Major concerns by staff are:

- (1) Campground roads - The road accessing the campsites from the north has not been relocated to avoid crossing the top of the knoll. It drops at an 8% grade to the campsite access road. The Division of Parks does not want to move the road to the north, as suggested by Condition #6 of the Conceptual P.U.D. Plan approval, because the traffic would disturb campers in the area designated as Martin Creek Cove.
- (2) Turnaround areas - The parking areas for the headquarters and for the west and central day use areas contain loop roads of 20 foot radius curves, which may not be sufficient width to accommodate large motor homes.
- (3) Visual impact - Staff feels that the day use areas, swim beach and boat ramp could be re-located to minimize the visible road cut to access these amenities. For example, if the day use area, beach and boat ramp were placed along Martin Creek Cove, and if the 18 campsites in the north campground were moved to the southeast, the entire lower section of the access road (approximately 1,000 feet) could be eliminated and access would occur along the road now planned for the campsites in the north campground.

Planning Administrator Steve Fry reported that staff has been told that the north road must be located where it is because there are no alternatives for the location of the amenities. He noted that visual impact is a major concern to the present property owners in the area, and he feels that the park amenities could be designed to avoid the visual impact of having the road cross the knoll twice. The question for consideration is whether the visual impact concerns outweigh what the park officials feel are the best locations for the amenities on the site. In other areas of the park, Mr. Fry feels that changes in the design since review of the Conceptual P.U.D. has improved the visual impacts of the park from adjacent properties.

Comments by the State Division of Parks and Recreation

Bob Carlson of the Division of Parks said they found there are some distinct limitations, due to topography, on where the developments can occur. In the park design, they try to give people a variety of places where they can recreate; i.e. campers, boating, swimming, etc. The Martin Creek campsites give people an isolated area, away from the activity center, yet allow access to the shoreline. This type of area has been found to be very popular. Mr. Carlson said that topographic features were very significant in determining where the boat ramp and other amenities would be. Based on discussion about water and sewer and the possibility of flush toilets and showers, the most dense development was planned around the area of these potential services (the central area). Regarding the visual impact of the road crossing the knoll, Mr. Carlson said he would not say the road would not be visible, but he also believes this is an opportunity to use available mitigation methods for a steep road design; i.e. trying to give people a sense of presence by shaping contours and curving grades into the contours. He said there is an opportunity to do that here without any major cut and fill slope exposures. The Division of Parks feels the road cut can be sculpted in a manner that will not create a bad roadcut scar.

In respect to the design of the swimming beaches, Mr. Carlson said that some of the physical concerns are relevant to grade; for example, the State Health Department's standards call for 1:10 slopes, which they have accommodated in the designated swim beach area. They are also concerned about separating swimmers from hazardous traffic; i.e. boats.

In regard to the roadway design, Mr. Carlson said they have attempted to minimize the volume of traffic passing through the campground areas. Although the main entrance will be on the north, the optimal location for the Park Headquarters is near the south entrance. An entrance station containing information will be located at the north entrance. Most questions can be answered at that location.

Dennis Scheiwe is park manager at Steamboat Lake State Park and Pearl Lake Campground in north Routt County. He will also manage the Stagecoach State Park. He noted experience in observing people has helped identify concerns with the design. His observation is that the Martin Creek campground area will be one of the most popular amenities of the park. Because of safety concerns, Mr. Scheiwe advised that major traffic patterns should not be located near the campgrounds.

Comments from the Audience

Art Snoden, president of the Stagecoach Property Owners Association, representing 1500 property owners, asked the County to consider Stagecoach a valuable asset to the County in the future. He stated that visual impact is an important concern to them. The homeowners would like to see the headquarters and support facilities well landscaped and screened from view of the south shore lots. They would also like screening from the sights of vehicles in the parking areas and campsites. Mr. Snoden asked the Commission to help the homeowners improve the appearance of the Stagecoach area rather than allow increased visual impacts.

Al Saterdal, Mountain Air Company, made the following requests:

- (1) That the material storage yard at the headquarters building be screened;
- (2) That a minimum height be set for the trees proposed for the campsites on the south shore

(3) That berming and landscaping be located to minimize the visual impact.

He suggested the County should ask for a commitment from the developers on these items. Dennis Scheiwe said the Division of Parks would love to have trees and a lot of vegetation, but it is difficult to get things to grow in this area and they don't want to mis-represent the plan by saying there will be trees of a specified height by a certain time. Mr. Saterdal suggested another type of screening could be used; i.e. fencing to cut down the glare of heavy equipment and vehicles. Phil Eggleston said John Fletcher feels strongly about the use of trees, and Mr. Eggleston indicated they will plant 3 foot tall trees and will screen the parking area with vegetation. They have planned an irrigation system for the vegetation. Mr. Saterdal asked for a commitment to an alternative type of screening in case the trees don't grow. Mr. Eggleston gave confirmation that the District will put in the trees and will stand by their commitment to their survival. Art Snoden commented that the Stagecoach Homeowners have offered any trees the District may want out of the roadway locations. They are lodge pole pines from 1 foot to 10 feet tall.

Laguar Downs, representing the Eagles Nest Townhome owners, reiterated that the south shore campgrounds, headquarters, shop and facilities will be very visible from the Eagles Nest project because of the elevation of their townhomes. She also asked for screening and landscaping to minimize the visual impact.

Commissioner member Bob Golub asked the property owners in the audience to address the issue of visual impact of the park roadway that will cross the knoll, which has been addressed as a concern by staff but has not been mentioned by anyone in the audience. Art Snoden said he deleted it from his comments because it had already been addressed by staff. He supported staff's concern by saying that they would not like to have the road traverse the top of the knoll--not only because of the visual impact but also because of the dust that will be created by the traffic. Al Saterdal said he is generally pleased with the progress that has been made on this park plan, but eliminating one of the crossings across the knoll would be a good idea.

Planning Commission Questions (in boldface)

Could the park access road connect to the north campground road farther to the north? AL FOX OF CIVIL DESIGN CONSULTANTS explained that there could be one road across the knoll, but there would be grade constraints to deal with. By avoiding steep grades on approaches to parking areas and intersections, the road would get pushed too far to the south.

What is the distance between the north entrance and the south entrance? AL FOX: Slightly over one mile.

Were the original concerns raised in regard to using the southern access as the main entrance primarily vehicle count and dust? STEVE FRY: Yes, and the visual impact created by having that amount of traffic on that road.

Wasn't there a concern about closing the southern access and a desire to re-

operation for a period of time? FRY: Yes. At the Conceptual P.U.D. Plan review, I suggested that both entrances should be used as access for the general public to the park. The Division of Parks indicated that would be a management problem and the neighbors expressed concern about too much traffic on the southern portion. The result of Planning Commission's deliberation was that the southern entrance would be considered for emergency services and winter public access only, but if shown to be needed for year-round access, Planning Commission would reserve that option for future consideration.

What is the mileage on both of those roads to the fork? AL FOX: From the north, it is a little more than .5 mile, and from the south, it is a little more than that. DICK RUDEEN: If the dust becomes too much of a problem, they have the option of oiling the roadway. ROBERT RALSTON: It seems that if both accesses were used as entrances to the park it would cut the amount of traffic in one-half, rather than forcing everyone to use the same entrance. After people have visited the park one time, they are going to have a good idea of where they want to go and they will want to take the shortest route to get there. FRY: That was my feeling at the Conceptual Plan review but Planning Commission and the Board of County Commissioners agreed to look at that again at a later date, and I am not sure this is the appropriate time. BOB MORRIS, DIVISION OF PARKS: If there is a dust problem within the park, that is something we address through "operations." We have several funds we can go to; i.e., Highway User Tax Funds, for upgrading roads. It may not happen overnight but if there is a dust problem within the park, we generally can get some action on that. We can address the interior park roads only and not roads outside the park.

Will four parking spaces at the main entrance be enough? Is the ranger at that station likely to be using one of those spaces for his official vehicle? BOB MORRIS: Those sites turn over fairly fast. People stop to get the information they want but do not stay long. Generally, the worker is delivered to the station by a ranger, so frequently there is no service vehicle there.

As a camper, I have a concern about what I am going to be looking at across the reservoir from the campsite. What type of upkeep is being done in the residential area of Stagecoach? HERB HOLLEMON, MEMBER OF STAGECOACH ARCHITECTURAL CONTROL: Stagecoach lacked controls until an architectural control committee was organized. Improvements have been made and we are watching the goings on there. AL SATERDAL: I can guarantee you that as long as we are in a position to have control over our property (Mountain Air), controls will be enforced. I don't think we are asking anything from Parks that the current Board wouldn't impose on the property owners. DAGMAR DOWNS: I have managed Eagles Nest for five years and I believe we have improved our compound ten-fold in those five years. Our comments come from observation of other reservoirs in the State.

It seems we need to discuss the circulation pattern and having two roads coming down that knoll. I am having trouble visualizing what the impact of the road cuts will be. How much of the road cut will be visible from Southshore? AL FOX: Approximately 600 feet.

How important are flush toilets and hot showers? DENNIS SCHEIWE: Extremely important. The number one complaint by campers at Steamboat Lake is that these

important. The number one complaint by campers at Steamboat Lake is that these facilities are not available. The lack of those things will change the personality of the park. **Are we being asked to approve a plan without knowing if these facilities will someday be affordable?** SCHEIWE: We have heard from John Fletcher that he would like to put in these facilities. We are working with \$800,000 to develop this park and the entire project has to be done for that amount.

Do you anticipate a lot of windsurfers on this reservoir? SCHEIWE: Windsurfing has grown in popularity among the local people. We are seeing more of them than the hobie cat enthusiasts. **Do you see a conflict between them and the power boats?** SCHEIWE: We will do a zoning plan on the lake to avoid conflicts.

In regard to the 1:10 slope requirement in the swimming area, is that in the water? SCHEIWE: Yes. Also there is a requirement for flat ground on shore for beach use. There are 10 to 15 feet of fairly flat area before you get to the high water line, and as you go out into the water it gets flatter. The steep bank between the swimming area and the camping area will serve as a good buffer between the two activities.

Will there be a problem with emergency access to the beach because of the steep bank? SCHEIWE: We have discussed the route that would be used for emergency services and have determined that an emergency access could be developed from the boat ramp. **Can we assume that part of the plan is to develop that access?** SCHEIWE: I don't know that much will have to be done to do so because the Oak Creek ambulance is a four-wheel drive vehicle. However, that is something we will look at.

Will tent camping be restricted to the area designated as Walk In Campground? SCHEIWE: We haven't restricted any type of camping to any of the areas. The tent camper can camp in any of the campgrounds, but we are trying to establish a setup where tent campers will not have to be subjected to noises of the motorhomes.

Have you addressed trails for handicapped access? SCHEIWE: We try to make our parks accessible for everyone. We have a picnic table design that will accommodate handicapped people, and we may be using the ambulance access to the beach as a wheelchair access. Whenever there is a need, we try to respond to it. For example, we developed a trail and area at Steamboat Lake for two sailboaters who are in wheelchairs.

The plan shows a gate on County Road 18. Will this road be closed at times? EGLESTON: Yes, based on wildlife agreements. This road will also not be plowed during the winter months. Planning Commissioner Dick Rudeen asked how access from the other end of County Road 18 would be restricted, but no one was able to address that. One restriction will be no snow plowing in the winter months.

Further Staff Comments

Steve Fry addressed the turning radius for motorhomes at the Park Headquarters and the West Day Use Area. Al Fox said he had consulted an engineer for

Winnebago motor homes, and the design of those radii will be increased to accommodate the largest motorhome.

Steve Fry also addressed safety of the intersection design at the south entrance from County Road 14. He suggested a condition directing staff, the road department and the engineer to work with the petitioner on improving this south entrance intersection.

Caryn Fox stated the road leading into the headquarters building is at 8% grade. She is concerned that people pulling snowmobiles on trailers may not be able to negotiate the 8% grade and the turn around. If there is another station at the southern entrance (which will be the only winter entrance) there may not be need for snowmobilers to use the road to the headquarters building.

Another concern mentioned by Ms. Fox is foot trails to areas such as the swim beach from camping areas and parking areas. There are no trails designated on the plan. Mr. Scheiwe said they would rather study how the people will prefer to access these areas and then develop the trails rather than develop a trail system that may not be used. Planning Commissioner Gary Williams said he agreed that people will make their own trails.

In response to concerns raised by Mr. Saterdal, Steve Fry reported that staff and Al Fox have reviewed moving the location of parking area number 3 toward the bridge. The proposal was for a 25 car parking area. Al Fox is working on an alternative location that would lessen the visual impact to the properties across the road plus offer a future second access point into that area. Al Saterdal asked that the property owners be given an opportunity to review that alternative. He noted that this was a very sensitive subject when Mountain Air was negotiating land trades with the District. He asked that the parking be as far to the west and south as possible and bermed or screened from sight. He suggested doing a profile cross-section to be able to visualize it. Mr. Fry suggested that approval of this plan be contingent upon staff review of the alternative design, and he would ask for neighborhood input in that review. Mr. Scheiwe said he felt this parking lot will be necessary to keep the winter visitors from parking on the county road. He would anticipate it being used by ice fishermen. Phil Eggleston said the District will get a cross-section and will let Mr. Saterdal review it.

Mr. Fry reported that parking area number 4 will be located in a barrow area created by the new road. It will accommodate 12 vehicles. Parking area number 5 has 15 spaces. Al Fox said the comprehensive parking plan was not addressed until just recently and he is not sure if his firm or the firm designing the reservoir will be responsible for its design. According to Mr. Fry, parking area number 6 will be a staging area for the hydro-plant and the dam and is proposed for fisherman parking in the future. It will contain 25 parking spaces.

Planning Commission Comments

Bob Maddox feels the visual impact issues have been fairly well addressed in this hearing and they can be worked out. He would like a review one year after the park opens to monitor the development of the plan.

Dick Rudeen said he thinks there should be a one year review to give the adjacent property owners an opportunity to report back.

Gary Williams is personally opposed to berming the campsite areas leading to the lake, especially the southern ones. He has no problem with the berming around the toilets and sewer treatment plant, but he does not feel it is necessary to berm around the campgrounds.

Robert Ralston disagreed with Mr. Williams, saying that he feels the berms can be a pleasant amenity for the campers. He commented that this plan is far superior to the Conceptual P.U.D. plan reviewed earlier. Mr. Ralston feels two accesses into the park during the summer would be preferable. Regarding screening with trees, he suggested planting cottonwoods for faster growth and Russian olive trees in drought areas.

Audience Comment

Bill Gay said he and his parents have the only ranch that spans the river between Stagecoach and Catamount. The dam may cause water temperatures in the river that will not allow freezing of the water so that they can cross the river to their livestock. The Gays have experienced frazil ice problems in past years from the Catamount dam. Mr. Gay asked that a condition be added that the District will be responsible for providing them with access to their cattle if there is not ice in the river. Steve Fry said he did not think it would be appropriate to address that issue in this forum, but he suggested that Planning Commission could send a separate recommendation to the Board of County Commissioners to work with the Gays and the District on a mutual agreement in this regard.

MOTION: Mr. Williams offered a motion to approve the Final Planned Unit Development (P.U.D.) Plan presented by Upper Yampa Water Conservancy District for campsites, swim beach, boat marinas, public trail system, public parking areas and access points at Stagecoach Reservoir, subject to the following conditions:

1. The Final P.U.D. Plan approval is subject to approval of the water and sewer system by the Colorado Department of Health. The approved plan shall be submitted to planning staff.
2. The petitioner shall submit design plans for the hydroelectric plant and for all parking lots to planning staff prior to construction and as soon as they are available. Any concerns raised by staff may be cause for further Planning Commission review.
3. Drawings of types and locations of signs shall be submitted to planning staff and the Board of Adjustment, if necessary, for review and approval.
4. Final plans for the location of the southern campground entrance shall be reviewed by the petitioner and planning staff to determine the safest point of intersection.
5. Final plans for foot paths and handicapped access shall be submitted to planning staff.

6. Plans for the location and design of lights shall be submitted to planning staff for review. No lights shall be visible from the south shore or west shore residential areas.
7. There shall be a review of the parking areas and any concerns by adjacent property owners one year after the opening of the park. This review shall include possible increased berming and landscaping of the parking areas, screening, and further dust mitigation, if necessary.
8. Planning staff shall work with the petitioners and the Division of Parks to address the following:
 - a) Increase of radius on some turning areas
 - b) Improvement of the intersection design on the south road
 - c) Redesign of parking areas #3 and #5 to lessen the impact on adjacent property owners
 - d) The feasibility of lessening the 8% grade to the headquarters building.

Mr. Ralston seconded the motion.

CLARIFICATION: The concerns identified in #8 are to be addressed prior to the one year review.

VOTE: The motion to conditionally approve the Final P.U.D. plan carried unanimously with the Chair voting.

COMMENT: Mr. Eggleston told Bill Gay that the District will work with them on the bridge. Planning Commissioner Bob Golub suggested sending a message to the Board of County Commissioners in this regard.

MOTION: Mr. Golub offered a motion to ask the Board of County Commissioners to address the Gay's concern about being able to obtain access to their cattle year around. Mr. Rudeen seconded the motion.

VOTE: Motion carried unanimously with the Chair voting.

ADMINISTRATOR'S REPORT

Planning Administrator Steve Fry distributed a draft of the proposed changes to the Outdoor Recreation zone district for study by the Commission.

Meeting adjourned at 11:30 p.m.

Minutes by Jane Grogan

SUGGESTED PLAN REVISIONS TO THE STAGECOACH RESERVOIR
STATE PARK (PRELIMINARY DEVELOPMENT PLAN)

I. ENTRY TO THE STATE PARK FROM COUNTY ROAD NO. 14:

This plan suggests the elimination of the westerly entry, as it currently intersects with County Road No. 14, as the sole access to the proposed State Park. We are proposing that the main park access, during the peak summer use period, be relocated to the vicinity of the intersection of County Road No. 14 and Relocated County Road No. 18. Also, we are proposing that the slightly relocated westerly entry be used only for winter access and emergency access. We feel these changes are important for the following reasons:

- a) By bringing in the main park entry from the north, it can tie into the construction of the proposed relocated County Road No. 18, to be constructed in conjunction with the reservoir and dam construction.
- b) The north park entry will prevent the majority of car, motor home, camper, boat and trailer traffic from having to drive along the south shoreline, thus keeping to a minimum the vehicular visibility, noise, traffic, and dust impacts on the most attractive, visible, and usable shoreline of the park.
- c) The majority of traffic to and from the park on any given day will be generated from the boat launching, car/boat trailer parking, day use picnicking, group and swimming beach areas located on the east end of the park. A north entry will better separate this traffic from the most prime camp sites on the south shoreline and offer more immediate access to and from County Road No. 14 via the north entry.
- d) Winter parking areas should be conveniently accessible from County Road No. 14 via a restricted westerly entry. This entry would require less snow plowing in the winter months and would be primarily used by cross country skiers, snowmobilers, and ice-fishermen. This entry would be very close to the reservoir and could also allow access to an alternate or temporary Park Headquarters facility, as shown on the plan.

e) So that only one entry needs to be operated and supervised at all times, gates should be located at the two entries, as shown on the plan, in order to allow summer access at the north entry and winter access to a parking lot at the west entry.

f) We are showing Relocated County Road No. 18 intersecting with County Road No. 14 approximately 800 feet south of where it was originally proposed. We feel this alternate location would better tie into a park access, as well as be better aligned in terms of vehicular site distance, topography, and drainage course crossings. Extensive and expensive roadway work (600 to 800 lin. ft.) to the "hump" on County Road 14 would not need to be done if the intersection is moved south as suggested. Also, approximately 200 lin. ft. could be cut off the length of the relocated road from County Road 14 to the tip of the reservoir bay.

II. LOCATION OF CAMPSITES

This plan has attempted to increase the number of campsites located immediately adjacent to the reservoir, and improve the location and desirability of those campsites located away from the reservoir, but within reasonable walking distance to the main activity areas. These sites more removed from the reservoir would be afforded excellent views, morning sun, and protection from the wind. Also, this arrangement of campsites should greatly reduce lengthy roadways and leave the remainder of the higher ground open and flexible for needed future uses, as they arise. Water and sewer facilities for higher, more remote areas could not be readily served.

III. VISUAL ENHANCEMENT AND PROTECTION TO NEIGHBORING LANDS:

We feel it is extremely important, for the beautification and visual protection of the site and its neighbors, that tree planting and berming take place on the park site, where feasible. Not only will this enhance the park itself and create a more pleasant environment for its visitors, but it would help relieve the stark visual impact of barren ground covered with reflecting automobiles, campers, motorhomes, and boat trailers. One particular location with emphasis on tree planting and berming should be along the south shoreline adjacent to the

camping and group areas. These areas will be most visible from properties on the south side of the reservoir due to proximity and reflection of metallic and glass surfaces of various vehicles. Also, these park areas would be better protected from winds coming off the reservoir if tree planting and berms are introduced. Also, they would serve to buffer these uses from a potential shoreline pedestrian pathway.

IV.

INTERNAL ROADWAYS WITHIN THE STATE PARK:

Doug Rockne's park plan has attempted to minimize the amount of internal roadways in order to 1) reduce roadway construction costs; 2) make vehicular circulation more efficient; and 3) minimize visual clutter on the landscape.

In measuring the lineal footage of the roads on the Division of Parks' plan and Doug Rockne's plan, included were all interior roads, access drives to and through camping areas, loop drive around the perimeter of the car/trailer lot, boat ramp, access road to the Park Headquarters, and the loop drive around the group camping/day use area. Not included were car and car/trailer parking lots, camping slots and 2100 foot section of existing road to be retained along the south shoreline. The following is a comparison of the two roadway plans:

A. Doug Rockne's Plan:

total lineal footage of roads = 15,000 lineal feet

B. Division of Park's Plan:

total lineal footage of roads = 17,700 lineal feet
plus, an additional 1,150 feet of service drive from
Park Headquarters to the 17 campsites.

This results in a difference of 2,700 lin. ft. of roadway, at \$24.00/lin. ft. = \$64,800 savings. This does not include the 1,150 feet of service drive or the 600 to 800 lin. ft. of the "hump" on County Road No. 14 that would not have to be built, which could amount to at least another \$40,000, resulting in a total roadway savings of over \$100,000.

Not mentioned has been the potential savings in utility costs with less length of water and sewer lines.

V. SWIMMING BEACH:

The swimming beach should be located where shown for the following reasons:

- a) southern exposure, good views to lake
- b) excellent beach gradient
- c) proximity to day use areas
- d) safe distance from boat ramp/marina facilities
- e) centrally located to camping and parking

VI. DAY USE AREA:

This location offers more opportunities for park use than any other site in the park. It is a unique geographical feature with the peninsula offering the following:

- 1) a "hike-to" observation point over 100 feet above the high water line, allowing unobstructed views up and down the entire length of the reservoir, and;
- 2) a fairly flat usable "saddle" at the base of the point which is ideal for day use activities, offering views and easy access to either of the two sheltered coves. This peninsula is the focal point of the entire park and it is extremely important that it be accessible to all park visitors and be kept relatively undisturbed with the exception of perhaps some type of rustic observation shelter at the high point, beaches, picnic tables, and hiking trail.

VII. PARKING/TURNAROUND AT SOUTHWEST AREA OF THE PARK:

:

- A. It is nestled into a natural hollow adjacent to the existing road:
 - 1) minimizing grading
 - 2) visually unobtrusive to surrounding uses
- B. Offers turnaround capability for vehicles with or without trailer.
- C. Is in close proximity to the reservoir and winter access ramp.
- D. Affords minimal snow plowing and convenient winter access from County Road 14.

VIII.

HEADQUARTERS BUILDING

Advantages to alternate sites:

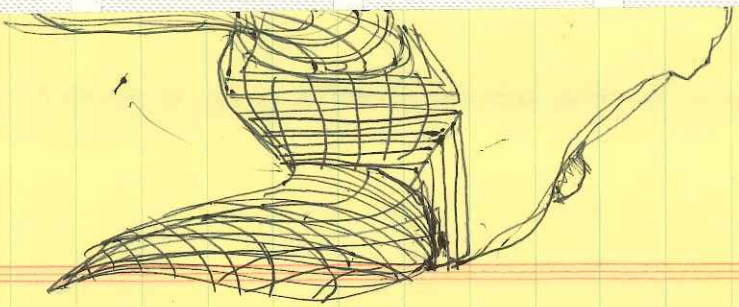
1) Southern Site -

- a. lake view
- b. close proximity to winter entrance
- c. southern exposure, minimal snow plowing
- d. accessible in summer but visually removed from main park activities, allowing concealment of maintenance yard storage and activities
- e. because of proximity to reservoir, utilities more easily accessible.

2) Northern Site -

- a. closer to main entry for better control and supervision of park visitors during busier summer months.
- b. although subject to snow accumulation, in close proximity to County Road 18 and convenient snow plowing.
- c. visually unobtrusive from lake side and park activity areas.

Applicable to each location, we would suggest investigation into the possible re-use of the existing log and frame structures, which are located in the valley and which will be inundated when the reservoir is being filled. These structures may have some use as a Park Headquarters building and/or indoor storage and maintenance.



- How will day users use morning? Best way. May have a 200 yard walk to drop boat off, then park on the opposite end of boat dock. The best yet reviewed details of the design, fire, etc. location of campsite, etc.
- Trail to beach - 29-40%
- no trail designated.
- Headquarters bldg will contain seasonal employee quarters.
- Steve feels the intersection of Eshuting CR 18 & CR 14 is still too close to the surge. Tells culvert was threshold.
- Steve if moved ~~any~~ ^{campground} ~~will area~~ up to where marina is, would eliminate 1000 ft of road cause could use road designated for campsite.
- Visual impacts could be better addressed if road were removed - location of campsite & day use has 8 constraints. The ~~new~~ location of the access road to a highly visible location.
- Berms will be graded to vary to add interest - will vary in height - will be topsoil & poles which will be shaped & seeded.
- Handcapped & Ped. trails to beach?

AP0's

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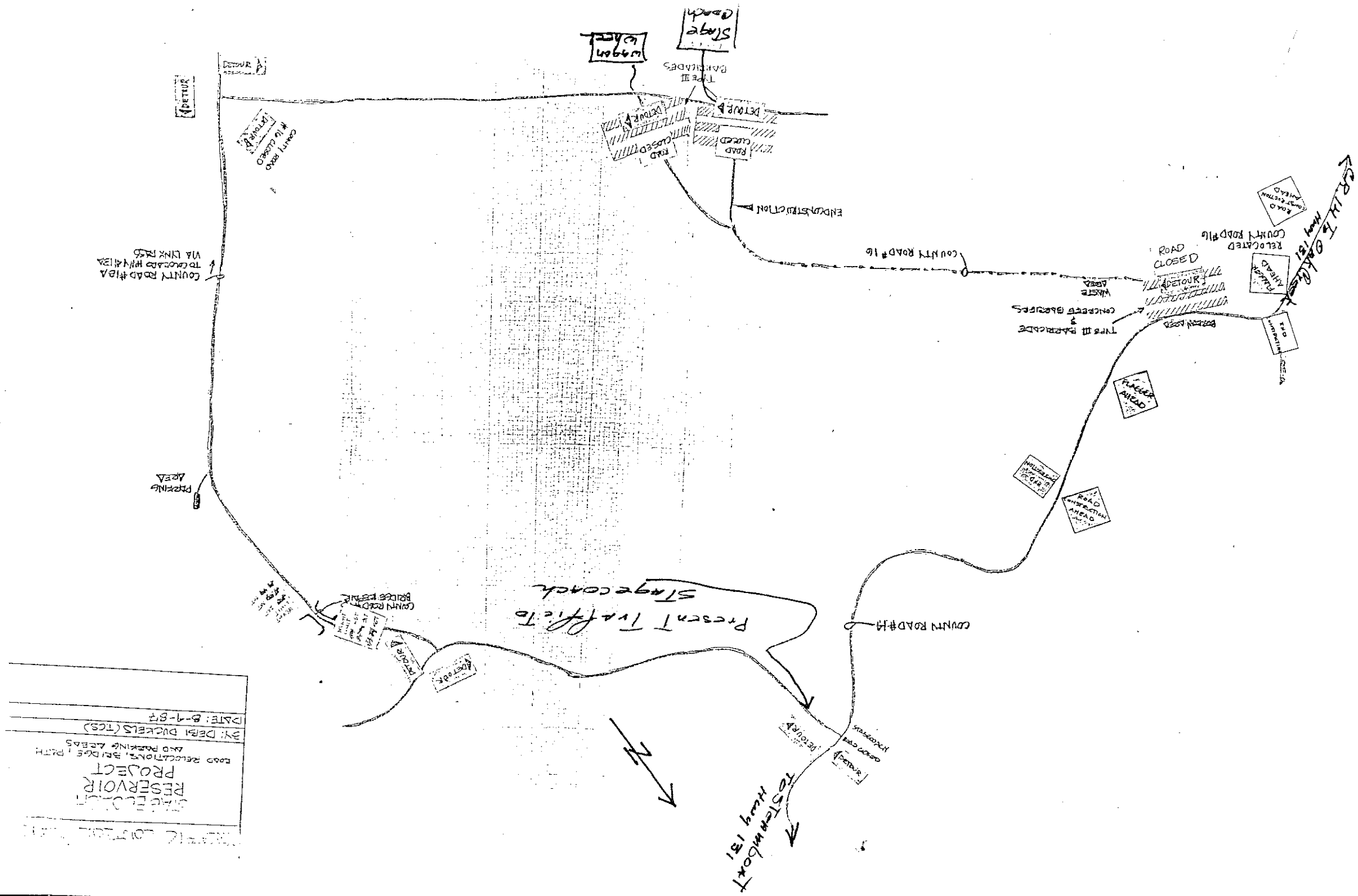
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Civil Design Consultants, Inc.

Engineers and Planners

P.O. Box 775167 • Steamboat Springs, Colorado 80477 • (303) 879-3022

July 23, 1987

Mr. Steve Fry
Routt County Planning Administrator
PO Box 773598
Steamboat Springs, CO 80477

Re: Stagecoach Reservoir Final PUD Plans

Dear Steve:

Enclosed herewith are 12 sets of plans for the Final PUD Submittal.

I would like to use this letter to provide additional information relative to the project and the 12 conditions of the conceptual PUD approval. Also attached is a copy of the letter from the Division of Parks relative to the major planning concerns.

I. Development Schedule

The project development status and schedule is as follows:

- A. Dam and Reservoir.
The construction contractor has begun work on the dam. Construction completion is expected in December of 1988. The reservoir should then begin to fill in the late fall of 1989. It may fill completely in one spring runoff period or may take 2 years depending on the amount of runoff.
- B. County road relocations, bridge, remote parking lots and south shore trail.
A notice to proceed will be given any day now. Construction of Road #16 and bridge should be completed in 1987. The remainder of the work will be completed by July 15, 1988.
- C. Campground Facilities.
Based on an approval of the final PUD Plans by the County in early August, we are hopeful that construction work on grading of roads and parking lots can begin in September of this year.

Final design and approval of sewer and water systems, other utilities, and other park details will be completed this winter. All construction should be completed in 1988 with perhaps only a few details left for the spring of 1989. The campground should open mid summer 1989.

II. Remote Parking Areas

There will be six remote parking areas scattered throughout the reservoir project that are not within the main campground area. These parking lots are shown on the overall reservoir plan.

Parking Lot #1, located at the end of County Road #18A on the south shore of the reservoir will contain 40 parking spaces. The design of this lot has previously been approved by the County as part of the road relocation design.

Parking Lot #2, located along the reconstructed portion of County Road #16 will contain 12 spaces. The design of this lot has previously been approved by the County as part of the road relocation design.

Parking Lot #3, located along County Road #14 at the west end of the reservoir will contain 25 parking spaces. The design of this lot has also been previously approved by the County as part of the road relocation design.

Parking Lot #4, located along County Road #18 north of the reservoir will contain 12 parking spaces. This lot location and size has just recently been established and has not had prior County approval. It will be located in a borrow area along County Road 18 and will be field designed as part of the restoration of the borrow area.

Parking Lot #5 is at the saddle above the north abutment of the dam. It will contain 15 parking spaces. It will be field designed and built as part of the Dam construction. It has not received specific prior approval by the County.

Parking Lot #6 will be below the Dam along the access road to the power house. It will contain a minimum of 25 parking spaces. This will be a staging area used by the contractor during Dam and Power house construction and will be left as a parking area upon completion. It has not received specific prior approval by the County.

III. Water and Sewer Facilities

Two options are available to the District for sewer and water facilities. The first option is the least expensive and involves no central sewer system. This option is based on use of standard Colorado Division of Parks vault toilets and no shower facilities. The second option consists of flush

toilets, showers and a central sewage collection and treatment system. This option is considerably more expensive than option #1.

The goal of the District is to provide option #2 if funds are available.

Some of the features of each option are as follows:

A. Option #1

1. Vault toilets.
2. At least one composting toilet with a sink and leach field disposal system for the grey water from the sink.
3. A potable water distribution system with yard hydrants at all camp areas, a supply line to the headquarters, and supply lines to a drip irrigation system for landscaping.
4. A buried water storage tank of approximately 5,000 gallons for reserve and fire fighting purposes. At least one 2" hydrant would be provided for filling a fire pumper truck.
5. A sewage leach field system for the headquarters area.

B. Option #2

1. Vault toilets in low use areas and flush toilets and showers in high use areas.
2. A sewage collection facility consisting of grinder pumps and small diameter force mains.
3. A sewage treatment facility consisting of a lagoon system located in the yard behind the headquarters area. This facility will be totally hidden from view behind the small knoll, existing pond dam and a berm constructed on the east. Sewage effluent will be disposed of by land application in the vicinity of the headquarters via a spray irrigation system. This will provide the ability to add additional landscape planting, probably seedling trees, in this area. About 3 to 5 acres would be spray irrigated.
4. A potable water distribution system with yard hydrants at all camp areas and supplies to all sinks and showers and the headquarters building.
5. A water treatment system for treating reservoir water located in the headquarters building.
6. A buried potable water storage tank of approximately 5,000 gallons for reserve and fire fighting purposes.
7. Very likely a separate non-potable water system for irrigation of landscaping and use for flush toilets. This would consist of pumped reservoir water. It would include additional storage of untreated water and at least one 2" hydrant for filling a fire pumper truck.

A final decision as to which option for sewer and water that will be selected is dependent on funds available. This decision should be made in the fall of 1987 once the campground budget is refined based on the final approved plans and the overall project budget and need for the contingency reserve funds is more certain. Additional options combining features of Option #1 and Option #2 may also be possible.

IV. Electric and Telephone Utilities

Telephones will be located at the entrance station, the marina concession, the central campground area, and the headquarters. Electrical service will be provided to the entrance building, the marina concession, all toilet buildings, the headquarters area and 5 area lights described in the attached letter from the Division of Parks. Electric service will also need to be supplied to sewage pumping stations if a central sewage system is provided. All electric and telephone lines will be underground.

Final utility location plans will be completed this winter once the final electric services demands are established.

V. Techniques for Mitigating Visual Impact and Landscaping Plans

The following techniques have been used to mitigate visual impact.

- A. The two central campground pull-through areas have been oriented in a north/south direction vs an east/west direction. This allows the areas to be constructed with very few, less visible cut and fill slopes. It also provides less total visual exposure from the south and allows the landscape planting at campsites to better screen campers (campers will be behind trees not between them.)
- B. A number of large berms have been added throughout the campground to screen facilities from view from the south shore.
- C. The number of tree plantings has been increased from approximately 200 (originally budgeted for) to 428 trees. These additional trees are added as follows:
 - The south campground campsites are provided with 4 trees per site vs the standard 2 trees per site.
 - A total of 12 tree clusters with 16 trees per cluster have been added to screen the boat ramp parking areas, central campground, central group area, and the west day use area.
 - A total of 10 additional trees will be planted at the headquarters area.

- D. The south campground has been reduced from 30 sites to 27 sites and has been clustered slightly more.
- E. The headquarters area is located closer to the center of the draw, a large berm and landscaping is provided to screen the facilities, and the storage yard and parking is located in the rear nearly completely out of site behind the knoll, berm, existing pond, dam and headquarters building.

VI. Structures

Several drawings of standard structures used by the Colorado Division of Parks have been included with the submittal. Actual structure design may vary slightly in roof design for snow, etc., but will probably be very close to the standards submitted.

No plan has been provided for the shelter building. This will very likely be an open timber structure about 25 feet square with a fire pit and will include a toilet facility.

VII. Master Sign Plan

Signage along county roads in the reservoir vicinity will be as follows:

1. A campground entrance location sign will be located at the turnoff from County Road #14 to County Road #18. A direction sign will also be provided to south shore facilities for visitors approaching from the north. Approach signs located approximately 500 feet each way of this intersection on County Road #14 will also be provided.
2. An entrance location sign will also be provided at the intersection of County Road #18 and the north campground entrance road. This sign will provide direction into the campground and to the damsite.
3. An entrance location sign will be provided at the south campground access during winter periods. During summer periods when the north entrance is open this sign will be removed and replaced with a "service drive only" sign.
4. A "parking" sign will be provided at the entrance to all of the 6 remote parking lot locations. A "south shore trail head" sign will be added at parking lot #1 at County Road #18A and parking lot #2 at County Road #16.
5. A direction sign will be provided at the intersection of County Road #14 and County Road #16 giving the direction to the north shore campground and south shore facilities.

6. Appropriate "No Parking" signs will be added along County Roads as the need arises during operation of the recreation area.

Signs will be in accordance with the Colorado Division of Highways standards used for recreation projects. Brown and white signs will be used.

If you have any further questions or need additional information, please let me know.

Sincerely,

CIVIL DESIGN CONSULTANTS, INC.

Allen Fry
Allen Fox

AF/cjl

enclosure: June 30, 1987 letter from Colorado Division of Parks and Outdoor Recreation

cc: Phil Eggleston, Upper Yampa Water Conservancy District
Bob Morris, Colorado Division of Parks and Outdoor Recreation
Dennis Scheiwe, Colorado Division of Parks and Outdoor Recreation
Bob Carlson, Colorado Division of Parks and Outdoor Recreation
Al Saterdal, Mountain Air Corporation
Art Fine, Stagecoach Property Owners' Association
Craig Florquist, Wagonwheel Townhouse Association
Jake Henry, Stagecoach Projects I & II Townhouse Association
Dagmar Downs, Eaglesnest Townhouse Association

For

STATE OF COLORADO

Division of Parks & Outdoor Recreation

1313 Sherman Street, Rm. 618
Denver, Colorado 80203
Phone (303) 866-3437



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

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. McCleam
Member

James M. Robb
Member

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,

Route County Planning Commission
June 30, 1987
page 3

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 Route 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 occasions 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,



for
Ron Holliday
Director

/cjo

III. Water and Sewer facilities

Two options are available to the District for sewer and water facilities. The first option is the least expensive and involves no central sewer system. This option is based on use of standard Colorado Division of Parks vault toilets and no shower facilities. The second option consists of flush toilets, showers and a central sewage collection and treatment system. This option is considerably more expensive than option #1.

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ROUTT COUNTY REGIONAL PLANNING COMMISSION

July 24, 1987

RE: Request before the Routt
County Regional Planning
Commission

Dear Adjacent Property Owner:

This is to advise you that the Routt County Regional Planning Commission has received a request for the petition cited below:

PETITIONER: Upper Yampa Water Conservancy District

PETITION: Final Planned Unit Development (PUD) overlay plan for 100 camp sites, swim beach, boat marinas, five mile public trail, four public parking areas and access points at the Stagecoach Reservoir.

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, S2NE4 Section 30; N2, N2S2 Section 31; N2SW4, NW4 Section 32 all of Township 4 North, Range 84 West, Routt County, Colorado

Mapping and a metes and bounds description is filed in the Routt County Planning Department.

This matter has been scheduled to go before the Routt County Regional Planning Commission on Thursday, August 6, 1987, at 7:30 p.m., in the Hearing Room of the Courthouse Annex, 136 6th Street (corner of 6th & Oak), Steamboat Springs, Colorado.

Your attendance and comments regarding this matter are welcome at the above meeting. Should you be unable to attend, your written comments will be equally received and acknowledged.

Sincerely,

ROUTT COUNTY REGIONAL
PLANNING COMMISSION

Steve Fry by C.F.

William S. Fry
Planning Administrator

cb