

**Town of Bayfield
Planning Commission Meeting
April 8, 2008**

Planning Commissioners Present: Joan Hanna (Chairperson), Rick Smith (Mayor), Bob McGraw

Planning Commissioners Absent: Carolyn Hull

Staff Present: Justin Clifton (Town Manager), Joe Crain (Town Planner), Jack McGroder (Intern), Marianne Jones (Deputy Town Clerk)

Town Board Members Present: Justin Talbot, Dan Ford

Media Present: Carole McWilliams – Pine River Times

The meeting was called to order @ 6:07 p.m. by Bob McGraw (Vice Chairperson).

Minutes: The approval of the minutes from the March 11th, 2008 Planning Commission Meeting were continued to the next meeting due to a lack of a quorum.

Public Input: No public input was offered, it was immediately closed.

Action Agenda Item #1: Review Of The Eastside Landowner Plan For Inclusion Into The Bayfield Comprehensive Plan
(Discussion On Intersections With Highway 160, Frontage Roads, Internal Circulations, Water Sewer, & Drainage)

Joe gave his staff presentation regarding highway intersections, arterial & frontage roads, & circulation. He explained that a new intersection at Highway 160 & Highway 160B (the Shell Station) is essential for any development east of the current Bayfield Town boundary. All of the properties that lie east of the current boundary need this intersection in order for any substantial development to occur.

The 160/160B intersection will serve the land to the north of Highway 160 & east of the current Town boundary. This intersection will also service properties to the south of Highway 160 @ 160B. There will need to be a frontage road running east & west connecting to Colorado Drive. This frontage road will provide commercial access to the Peeples, Bynum & Byrd properties. The State requires that the frontage road be at least 400 feet from the highway intersection. There will also need to be an arterial road which runs north & south that will serve as a "spine" through the eastside development. It will provide access to the Byrd, Fleming, Elder, & Roe properties. Additional streets will come off of the "spine" and serve the remaining properties. An internal circulation system will need to be developed in order for all properties to be accessed.

Joe mentioned that bicycle lanes should be considered on all arterial & collector streets as development occurs in order to facilitate an additional mode of travel.

Bob McGraw asked if the 400 feet recommendation is just a minimum requirement.

Joe answered that he thinks the arterial road should be at least a minimum of 400 feet.

The floor was then given to Brad Elder.

Brad stated that the size of the road will be decided when there is a better determination of what will be serviced by the road. This determination will be made by the traffic study report. The process will also determine where the accesses will need to be located. Those access points will be dedicated during the plan as it goes forward. They hope to have a land use plan in place for the Byrd property once the process is completed.

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Brad said that he is having a pre-meeting with CDOT to get a general idea of what their requirements are going to be for the project. This meeting will hopefully determine if an access control plan will need to be done on this area of Town. They are hoping to possibly seek private access using a parallel plan. This parallel plan will be folded into the final plan when it is completed. This type of process is much shorter than going through the access control plan process. He hopes to have the answers to all of these questions after the meeting with CDOT.

Brad mentioned that this type of plan will determine the size, nature, improvement requirements, etc for this intersection. It will also determine if signalization will be required. He stated that the Homestead intersection is going through the same type of process. It has also been discussed that it might be more cost effective to get all interested parties together and do a full corridor study (from the Homestead Intersection to the Shell Station Intersection). A study like this would be a benefit to everyone involved because it would be less expensive and a quicker process. The developers of the Homestead Subdivision are interested in this idea. Brad is going to discuss this further with them.

The size of the right of way for the intersection to the north will be determined by the traffic control report.

Brad stated that they are pushing for a commercial type intersection. They hope to have some medians and some monuments in that area. However, it would need to be a bigger size in order to accommodate these types of improvements. They want to make sure that they have the most access & right of ways needed for future growth so that the Town does not have to go back and try to gain them later on.

It was discussed that if the School District decides to build their new school on the Fleming property it might be a good idea to do an overpass/underpass pedestrian access at the new intersection. Brad hopes that if he can put together a good enough case for this type of improvement that he might be able to apply for a grant to help out with the costs.

Joe stated that Jim Horn with CDOT made it very clear that the new intersection will probably have to be signalized.

Brad said that he hopes to have a lot more information once he meets with CDOT.

It was mentioned that the plan for this intersection will need to take into consideration pedestrian and bicycle modes of transportation.

CDOT generally comes up with a couple of proposals of what they would like to see done and then the developer will decide which proposal they want to use and can afford.

Dan Ford (1600 Mountain View) mentioned that the map in the packet does not show the 300 feet right of way.

Brad explained that the map was done back when Brett Boyer was working with Oscar Byrd & the Abernathy's on a theoretical plan for the area. The design on the land use plan is 400 feet.

Brad stated that his goal right now is to maximize the area to create a nice setting. He wants to come up with a pleasing aesthetic look with the best technical solution also.

The meeting was then opened up for public comment.

Pat Vaughn (44441 Highway 160) stated that the traffic analysis will help determine the stacking distance and determine what the volume of stacking is going to be. He encouraged the Planning Commission to make sure that the Town acquires adequate right of way for potential future growth.

Joe asked Pat to discuss the potential intersection on his property.

Pat stated that this intersection is probably 20-40 years in the future. There's a valley where his driveway is located so the exact location of the intersection will have to be determined once the rest of the properties have been

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developed. They do not want to cut across the Martinez property and they want to make sure that movement runs through all of the properties. Pat explained that a lot of topography and vegetation will need to be dealt with in this area before any development can occur. They hope to figure out a way to provide service to these outlying properties using one major access point with some smaller points along the way.

Harry Goff (1824 East Lawn, Durango) asked about the dual application process with CDOT.

Joe answered that Brad & the Town will be meeting with CDOT to find out their criteria.

Harry mentioned that Highway 160 was constructed in this area as a bypass to go around Bayfield. However, Bayfield moved across the highway. At some point, this area of highway should probably be reclassified as a city street instead of a highway expressway so that the speed limits on this stretch can be addressed.

Brad responded that this is on list of things to be discussed with CDOT. CDOT has a list of criteria that must be met in order to downgrade the highway from its current designation of expressway.

Joe expressed that he thinks it will be difficult to downgrade the expressway designation.

Brad responded that he thinks that doing the entire corridor study could help with this particular problem because it would address these issues in more detail and give a more specific plan of what is proposed for this area.

Carole McWilliams expressed that the Town argued against the expressway designation but it was it given that title anyways. Technically the highway doesn't meet the code requirements for this type of designation but CDOT insisted that it was a bypass even though it doesn't meet all of their own set criteria. Carole encouraged the Town to fight to get this designation changed. She also mentioned that it might be a good idea for the Town to consider annexing the area of 160 from the Shell Station to the 8 Corners intersection so that the Town has more control of this area.

Harry Goff asked what the criteria are for the State to turn the control over to the local municipality.

Brad answered that there is some information in the code about when the local municipality can take over the issuance of access permits.

Joe responded that the municipality would have to go through the entire access control plan in order to achieve that sort of take over.

Joe then gave his staff report regarding water & sewer. He stated that water is available from a 12 inch water line running along the west Town boundary. Water will also be available from the north by connecting at the intersection with Dove Ranch Road. A 10 inch line has been stubbed out at the new water tank site. The Town is also building a tank on the Roe property this summer which will have an 8 inch line stubbed out. There is a stub out on the Byrd property for a 12 inch line. All of these lines will be looped to feed the entire east side area. However, the Town will need to stay on top of new water supply infrastructure. The water treatment plant will need a new filter & comprehensive water/sewer studies will need to be performed. The Town will need to make sure that there is adequate water storage & satisfactory water pressure for all the new developments. The Town will also need to do a study on water & sewer tap fees to make sure that current rates are sufficient enough to insure that new development pays its fair share in the financing of any future plant enlargements. In 2006, the Town Board adopted a policy that for each residential unit constructed, 1000 gallons of storage water is needed. The Town will need to make sure & collect the funds needed to add storage capacity as needed to meet this standard.

Sewer service will be provided by the new Waste Water Treatment Plant that will be constructed. The Town would prefer to have all gravity flow systems but mostly likely a sewer pump station will be needed in this area due to the terrain configurations.

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Brad explained that when the Sanitation District did the study for the new mechanical plant, they did look at this area and make some generic assumptions. He said that there are a few different options that could be used to transport the sewer.

It was asked if there will be enough water to supply this area.

Joe answered that the homeowners will have to dedicate their water rates when they annex.

Rick mentioned that the opportune time to run the sewer across the highway would be during the construction of the new intersection.

It was discussed that the Town will need to make sure and get adequate easements for water & sewer lines.

Joe then gave his staff presentation on storm water drainage. He stated that storm water drainage is a major component in developing land. It's incumbent that the Town develops an overall storm water drainage management plan. A regional approach & cooperation among property owners is encouraged in order to solve drainage on a regional basis rather than each developer attempting to retain their water on their own property. Restrictions by health agencies and environmental regulations will play a big role on how drainage from development is handled. New water quality standards are being requested by the Southern Ute Tribe that will impact water quality in the entire region so storm water drainage & containment in these new developments will need to be looked at in detail to make sure they meet all the requirements.

Rick stated that he thinks leaving the drainage plan up to the individual property owner would be a mistake. He thinks that the area needs to have a regional plan. He also thinks that it should incorporate both the north & south side of the highway. He wants to be sure that the water flowing into the river is filtered properly and is good quality.

Brad noted that by State Statute new developments cannot impact any existing improvements. He does feel that coming up with a regional plan will be more cost effective and will help out the problems on the south side of the highway.

Carole McWilliams asked if it would be a good idea to bring in someone from the Tribe & the State to get their input.

Justin answered that the Town is already networking with the Tribes environmental department regarding this item.

Cyndi Smart (1313 Kremer Drive) asked if there is a mandate that municipalities must develop a regional drainage plan.

She was answered that Bayfield is not large enough to be under that mandate. However, it's still a good idea to be looking at this issue now before reaching that population size.

Mike Deming (2049 County Road 526) stated that he thinks that the regional plan is the way to go. The drainage will most likely affect his property but he is going to want to see how this process proceeds. He hopes that the solution will be better than what has been constructed in the Sunrise Estates subdivision.

It was said that the Town needs to improve its standards regarding drainage. It's very important to have a very thorough discussion, revise the standards and make sure that there is some protection in place and means to enforce those standards.

Rick commented that the infrastructure needs to outlive all of the people on the Boards and be done in a way that does not impact and or cause problems for future residents.

Action Agenda Item #2: New/Unfinished Business

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Joe mentioned that there will be another meeting regarding the Eastside Development on April 22nd @ 6:00 p.m.

There will also be another meeting on April 29th @ 6:00 p.m. to discuss economic development.

The meeting was adjourned @ 7:45 p.m.

Approved:

Joan Hanna
Chairman

Marianne Jones
Deputy Town Clerk