

SECTION 2, DIVISION 3 OVERLAY DISTRICTS

2.15. Tier 2 Targeted Growth Areas (unincorporated)

A. Purpose. The Routt County Master Plan identifies areas where potential development is appropriate in the County to ensure efficient use of infrastructure and to protect more rural lands. Overlay Zoning Districts in Sections 2.16 – 2.18 to provide additional guidance for future growth in these areas and ensure alignment with the vision and goals of the Master Plan as well as applicable sub-area plans.

1. Tier 2 areas are located in unincorporated portions of Routt County adjacent to Steamboat Springs and Hayden, and in the unincorporated area of Stagecoach. These areas are subject to sub-area plans, are identified in the Master Plan and further detailed in Sections 2.16-2.18. These areas must have, or have the capacity for the development of:
 - a. Road access that can safely accommodate expected traffic flows,
 - b. Central water and sewer facilities that can accommodate planned growth, and
 - c. Physical features that will complement the type and intensity of planned growth.
2. Tier 2 areas are expected to provide development opportunities that are consistent with community character. These are areas intended to:
 - a. Provide opportunities for a mix of housing choices and diversity,
 - b. Allow for development that addresses an identified community need, and
 - c. Provide community amenities such as open space, trail access, recreation amenities.

B. Requirements.

1. Any development in a Tier 2 Area must have a County-approved sub area or community plan.
2. Any development in a Tier 2 Area must provide assurances that proposed utilities, services, and amenities can be delivered within an acceptable timeframe, as determined by Routt County during the applicable land use review.
3. Any use by right or permitted use in the underlying Zone District, is also permitted in a Tier 2 Overlay District so long as that use meets the dimensional requirements required in the applicable Overlay District.
4. The Dimensional Requirements identified in Sections 2.16 – 2.18 shall supersede those in the underlying Zone District.
5. Specific Performance Standards must be met for development in Tier 2 areas, as outlined below and in Section 2.16 – 2.18

C. Performance Standards. All proposed development in a Tier 2 area is required to comply with certain performance standards that ensure development is consistent with the goals and vision for the area, as articulated in the County Master Plan and applicable sub-area plans. The following performance standards apply to all Tier 2 areas. Additional standards that are unique to each overlay are included in Section 2.16 – 2.18.

1. All development shall provide a public benefit, consistent with the overall goals of the Master Plan. Examples of a public benefit include, but are not limited to, the following. The acceptability of a proposed public benefit shall be at the discretion of the applicable review body.
 - a. Deed restricted housing is provided in the development;
 - b. A mix of housing types that can meet a variety of identified housing needs in the area are included in the development;
 - c. Publicly accessible trail, open space, or recreational opportunities are provided within or adjacent to the development;
 - d. Critical wildlife habitat lands are conserved, with a focus on maintaining large contiguous areas rather than fragmented areas;
 - e. An important historic building or landscape is preserved and/or historically designated as part of the development; and
 - f. New public facilities that will benefit the users of the development are included, such as parking and transportation facilities, utilities, sidewalks, or any facilities identified in the Master Plan or sub-area plan.
2. The development can adequately be served by municipal services. Commitments to Serve are required to determine compliance with this standard.
3. Emergency services can be provided for the development. A meeting with the applicable district is required to determine compliance with this standard.
4. The development has basic infrastructure, including site access, water, sewer, and electricity. Where a municipal or special district system is available, the development is required to connect to that system. Commitment to Serve Letters from said municipalities and special districts are required to determine compliance with this standard.
5. The development will not impact critical ranching and agricultural lands that are currently in production. Comments from the CSU Extension will be required to determine compliance with this standard.
6. For development that is located adjacent to a municipality, future annexation is anticipated. The applicant must make a good faith effort to pursue annexation prior to making an application for the proposed development with Routt County. Proof of this effort, such as a copy of the petition for annexation and any specific findings, Resolutions, Ordinances, and meeting minutes, must be included in the application to the county.

7. The project also complies with the Overlay -specific Performance Standards outlined in Section 2.16 – 2.18.

D. Additional Tier 2 Areas. The general locations of Tier 2 Growth Areas are identified in Routt County. Additional Tier 2 areas can be designated through an amendment to the Routt County Master Plan.

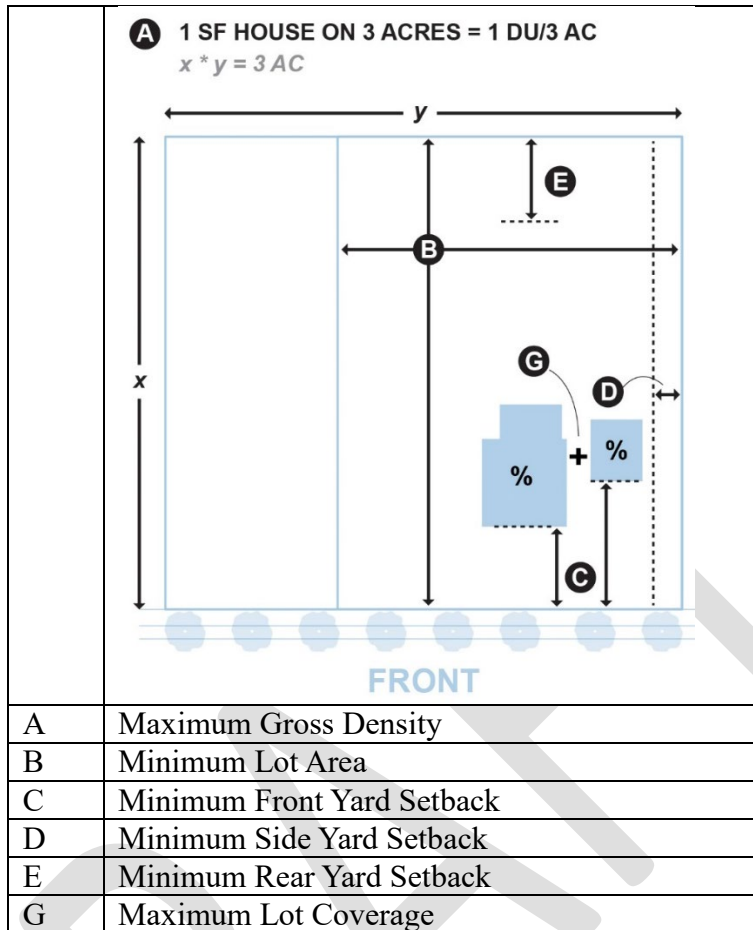
2.16. Hayden Area Tier 2 (HA)

Purpose. Certain unincorporated areas in Hayden’s Three-Mile Plan have been identified as a Tier 2 Targeted Unincorporated Growth Area in the Routt County Master Plan. The HA Overlay applies to unincorporated parcels south of Highway 40, north of the Haul Road, bounded by County Road 27 on the east and. [Note, map to be provided in final version]

In accordance with the Master Plan, the standards identified in Section 2.16 seek to encourage compatible development in areas adjacent to catalyst sites sub-area plan and areas that are prime recreational assets in order to promote infill, leverage existing service area boundaries, offer a more diverse housing mix, and encourage walkable and bikeable development adjacent to Hayden. Industrial uses to support existing key infrastructure are also appropriate in this area.

A. Dimensional Requirements. This section identifies the dimensional limitations and allowances for development in the HA Overlay. For all residential, industrial, and commercial uses, the following dimensional standards apply. Figure XX illustrates how these calculations are made.

Figure XX: Dimensional Requirements



1. Minimum Lot Area.

a. Residential:

- i. Developments that are not specifically identified within Appendix F 3 Mile Plan of the Hayden Forward Master Plan and assigned future land uses shall require a minimum of 6,000 square feet per dwelling unit. Developments with this minimum shall have CSCS.
- ii. For developments within a quarter mile walking distance to municipal boundaries or community services, shall require a minimum of 4,000 square feet per dwelling unit providing a minimum of 1 and up to 7 units per acre.
- iii. Secondary Dwelling Units are allowed on all residential lots and are required to meet the requirements in Section 2.38.

b. Commercial: No minimum lot area is required.

c. Industrial: No minimum lot area is required.

2. Minimum Lot Frontage. 40 feet.

3. Maximum Structure Height.

- a. Residential: 35 feet.
- b. Commercial: 35 feet.
- c. Industrial: 35 feet.

4. Minimum Setbacks.

- a. Single Family Residential: Front Setback 20 feet. Side setback 10 feet. Rear setback 10 feet.
- b. Duplex Residential: Front Setback 20 feet. Side setback 10 feet. Rear setback 10 feet. Building setbacks do not apply to common walls. CSCS required. Central Water system required.
- c. Commercial: Developments that are not specifically identified within The Hayden Forward Master Plan and assigned future land uses shall have no minimum front, side, or rear lot frontage except as required during site plan review
 - i. On lots 1.5 acres or larger, setbacks on all sides of the property shall be a minimum of 25 feet.
 - ii. For side and rear setbacks, a 15 foot setback is required if the property has contiguity to a residential zone district or property used solely for residential uses; alleys and roadways prevent contiguity in this case.
- d. Industrial: Front Setback 20 feet. Side setback 15 feet. Rear setback 20 feet.
 - i. Minimum setbacks are not applicable to public solar energy structures, according to Section 2.36, Standards for Production Facility, Renewable Energy and 2.39, Standards for Solar Energy Systems.

B. Permitted Uses. All permitted uses in the HA Overlay District, unless otherwise identified in Appendix F 3 Mile Plan of the Hayden Forward Master Plan, shall be subject to this section and specified uses in **Section X**, "Table of Uses for Overlay Districts."

- 1. Light Industrial Uses. The HA encourages light industrial uses, such as storage, warehousing, energy facilities, arts maker spaces, and the like.
- 2. Live/Work Uses. The HA encourages Live/Work land uses where residential dwelling units are located on the same parcel or in the same building as commercial or industrial uses.
- 3. Lodging. The HA encourages lodging / hotel uses to support the overall bedbase in proximity to the Hayden Airport.

C. Performance Standards. All proposed development in the HA Overlay District is required to comply with certain performance standards that ensure development is consistent with the goals and vision for the area, as articulated in the County Master Plan and applicable sub-area plans.

- 1. The project complies with the Performance Standards outlined in Section 2.15.C.

2. The project contemplates how transportation service, including the potential extension of transit to the Hayden area, will be integrated into the development. Land set-asides for future transit facilities can be included in the development.
3. When development is located adjacent to Highway 40, consideration must be given to ensuring safe access and crossing for vehicles and pedestrians. The application must identify how access is provided and how safe crossing is accommodated.
4. Development must not impact the Level of Service along Highway 40. A transportation report identifying the additional vehicles on Highway 40 is required, and mitigation measures shall be implemented if the Level of Service is anticipated to be reduced as a result of the development.
5. Development includes transportation facilities that provide legal access to the site.
6. Open Space corridors and views along Highway 40 are an important rural characteristic and should be preserved. Development shall be set back from the Highway to support views, and existing topography shall be integrated into the site plan to support these goals.
7. Development shall not preclude future expansions of existing industrial lands or the airport. The applicant must include a statement of understanding that these uses exist and may expand in the future.
8. Sidewalks and curb and gutter may be provided, but are not required.
9. Bicycle Parking. All commercial development shall provide bicycle parking equivalent to $\frac{1}{2}$ the number of required vehicular parking spaces. Such spaces shall be directly accessible from travel surfaces via a paved surface, be within visual distance from the main entrance of the building, and shall meet AASHTO design standards.
10. Connectivity and pedestrian access. Language used from SA. Pedestrian facilities are required in all developments through the provision of sidewalks or trail connections. Separation of pedestrian and bicycling improvements from vehicular traffic, through a landscape buffer or setback, are encouraged to support safe walking and biking opportunities. Trail facilities can be hard- or soft-surface.
11. Live-work units are encouraged in this overlay, but are not required.

2.17. Stagecoach Area Tier 2 (SA)

A. Purpose. Stagecoach has been identified as a Tier 2 Targeted Unincorporated Growth Area in the Routt County Master Plan. The SA Overlay District regulates growth in the Stagecoach area and is intended to implement the Stagecoach Community Plan and the Routt County Master Plan. The Overlay is divided into two areas – the north and the south. These are generally bounded by Stagecoach Reservoir on the north and

encompasses lands to the south along County Road 14 and County Road 16. [Note, map to be provided in final version]

1. In accordance with the Stagecoach Community Sub-Area Plan, the standards identified in Section 2.17 seek to:
 - a. Create a diverse, self-supportive community in a rural setting,
 - b. Create limited commercial development opportunities,
 - c. Implement recreational facilities and associated amenities,
 - d. Facilitate the provision of a diverse housing mix,
 - e. Create connectivity and pedestrian access,
 - f. Promote the infill of existing residential areas, and
 - g. Preserve open spaces, scenic views, and wildlife habitat.

B. Dimensional Requirements. This section identifies the dimensional limitations and allowances for residential, commercial, and outdoor recreation development in the SA Overlay. Requirements reflect geographic boundaries where higher densities are encouraged in the areas to the north and where higher densities may be appropriate to the south along County Road 16 when supported by the provision of utilities and services.

1. Minimum Lot Area.

a. Residential:

- i. Where land included in the boundaries of the Stagecoach area is not already platted, does not have a residential zoning, or is not indicated for higher densities or different uses in the Sub-Area Plan, the land should generally be limited to lots of 35 acres or larger. In general, these areas should be presented as LPS Exemptions, or subdivisions with lot sizes of 35 acres or larger.
- ii. For developments that are within the underlying County Low Density Residential District or are within the southern boundary of the overlay district, 10,000 square feet of lot area/Dwelling Unit is the minimum. Developments with this minimum shall have CSCS.
- iii. For developments within the High Density Residential District, or within the northern boundary of the overlay district, a minimum of 3,000 square feet of lot area/dwelling unit is allowed with a CSCS.
- iv. For Mountain Residential Estate (MRE) developments require a minimum of 5 acres. MRE developments allow for Onsite Water Treatment Systems (OWTS).

b. Commercial: No minimum lot area is required.

c. Outdoor Recreation: No minimum lot area is required.

2. Minimum Lot Frontage. 75 feet.

3. Maximum Structure Height.
 - a. Residential: Structures shall be no taller than 40 feet. Multi-family development structures shall be no taller than 50 feet.
 - b. Commercial: No maximum structure height required.
 - c. Outdoor Recreation: Structures shall be no taller than 50 feet.
 - i. Ski related infrastructure and associated uses will be reviewed when applications for such use are reviewed.

4. Minimum Setbacks.

- a. Low Density Residential District:
 - i. Front Setback 15 feet. Side setback 10 feet. Rear setback 15 feet.
 - ii. For Duplex Residential: Front Setback 15 feet. Side setback 10 feet. Rear setback 15 feet. Building setbacks do not apply to common walls.
 - iii. CSCS required. Central Water system required.
- b. High Density Residential: Front Setback 15 feet. Side setback 10 feet. Rear setback 15 feet.
- c. Mountain Residential Estate: Front Setback 50 feet. Side setback 50 feet. Rear setback 50 feet.
- d. Land Preservation Subdivision: Front Setback 50 feet. Side setback 50 feet. Rear setback 50 feet.
- e. Commercial: No minimum setback is required.
- f. Industrial: No minimum setback is required.
- g. Outdoor Recreation: No minimum setback is required.

C. Permitted Uses. All permitted uses in the SA Overlay District shall be subject to this section where additional uses are specified in Section X, "Table of Uses for Overlay Districts".

1. **Outdoor Recreation Uses.** The implementation of recreation-oriented development is anticipated in the Stagecoach Community Plan and is highly encouraged. The following outdoor recreation uses are permitted in Stagecoach, and are further articulated in Section X, Table of Uses for Overlay Districts.
 - a. Ski facilities, including downhill, uphill and Nordic skiing. This includes all required infrastructure related to skiing, including but not limited to, lift and gondola facilities, tow rope facilities, warming huts, equipment rental, short-term equipment lockers, and signage typical of a ski area. This also includes all maintenance requirements, including snow cat operations to groom, avalanche mitigation, and the like.
 - b. Golf courses and associated facilities. This includes driving ranges, putting and chipping pitches, equipment rental, short-term equipment lockers, and signage typical of a golf course.

- c. Rentals or tours with motorized modes of transport for guests. This includes snowmobiles, snowcats, ATVs, helicopters, and the like. Motorized transport is only permitted on private property, or public lands with proper permitting. Using said equipment on County Roads is prohibited.
 - d. Recreational Facilities, Outdoor. These are publicly accessible facilities that are located outside, including trails, parks, and open spaces. These facilities are located primarily outdoors, but may have accessory structures to provide shade or comfort, as may be approved through the review process.
 - e. Parks and recreation lands. These are lands dedicated to outdoor activity. Which may or may not include athletic fields.
 - f. Fishing. These are areas under water and adjacent to water where people can fish.
 - g. Accessory uses, such as limited commercial spaces and storage, are permitted when associated with an Outdoor Recreation Use.
2. **Residential Uses.** The SA encourages additional residential density throughout Stagecoach. Potential unit types that would support additional density include duplex, triplex, townhome, and apartment development. **Secondary Dwelling Units are allowed per Section 2.38.**
 3. **Neighborhood Commercial.** Small town center/retail neighborhood node. The SA permits commercial type uses and services such as a community retail market, office space, gas station and daycare center that would support the community as it grows. The SA supports the development of an area that can meet the criteria for a single neighborhood node for commercial uses.

D. Performance Standards. All proposed development in the SA Overlay District is required to comply with certain performance standards that ensure development is consistent with the goals and vision for the area, as articulated in the County Master Plan and the Stagecoach Community Plan.

1. The project complies with the Performance Standards outlined in Section 2.15.C.
2. Pedestrian facilities are required in all developments through the provision of sidewalks or trail connections. Separation of pedestrian and bicycling improvements from vehicular traffic, through a landscape buffer or setback, are encouraged to support safe walking and biking opportunities. Trail facilities can be hard- or soft-surface.
3. All applications must agree to participate in current and future special districts to ensure provision of services is coordinated within the Stagecoach community.
4. A commercial center is contemplated in the North portion of Stagecoach. Any development that proposes non-residential land uses shall contribute to the commercial vitality of Stagecoach. This shall be determined based on the proposed location of commercial uses, their general accessibility and availability

to the general public, and connectivity to pedestrian facilities to enable the broader Stagecoach community to access the facilities.

5. Current Levels of Service on County Roads 16 and 14 must be maintained. A transportation report identifying the additional vehicles on the County Roads is required, and mitigation measures shall be implemented if the Level of Service is anticipated to be reduced as a result of the development.
6. Building and Site Plan Design for all new development in the North portion of Stagecoach shall meet the following standards. A specific architectural style is not prescribed by these standards, but care must be taken to ensure new development is consistent with the mountain character of Stagecoach, such as the use of pitched roofs, natural materials, and native landscaping.
 - a. Building Placement. All development should respond to the natural topography. Recontouring the land to create building sites is prohibited. The use of berming is prohibited, except when utilized as part of a larger on-site stormwater management system.
 - b. Build-to-Lines. All commercial, mixed-use and multi-family development shall be built within five (5) feet of the property's required setback line.
 - c. Vehicular Parking Areas. All parking areas shall be located behind the building. Access to parking areas shall be taken from the rear or side streets, when applicable.
 - d. Bicycle Parking. All commercial development shall provide bicycle parking equivalent to $\frac{1}{2}$ the number of required vehicular parking spaces. Such spaces shall be directly accessible from travel surfaces via a paved surface, be within visual distance from the main entrance of the building, and shall meet AASHTO design standards.
 - e. Public spaces. All developments shall include a public space, such as a plaza, seating area, or park. These should be open to the sky and accessible from the street.
 - f. Roofs. Pitched roofs are permitted. Flat roofs are prohibited, except where needed for utility and mechanical equipment.
 - g. Materials and Color. The use of earth-tones and natural materials is required. Examples include fire-treated wood, stone, and metal. Materials shall be non-reflective.
 - i. When material is applied to a building façade up to the building corner, it must wrap around the corner and extend a minimum of five (5) feet into the next façade.

- ii. Materials shall be applied true to their character. For instance, stucco is a non-load bearing material and shall not be located below a heavy material such as stone.

- h. Landscaping. Native materials shall be used in all landscaping, with a focus on materials and locations that create defensible space and minimize wildfire danger. Large irrigated lawn and garden areas are prohibited. The use of rain gardens is encouraged.

- i. Trash, Utility and Mechanical Areas. All trash, recycling, and utility areas shall be located behind the front-most façade of the building. All utility and mechanical equipment located on the roof or piercing the roof shall be setback from the front-most façade a distance equal to the height of the equipment, as measured from the point of attachment. A low wall, meeting manufacturer's specifications, shall be used to conceal roof equipment.

2.18. West Steamboat Area Tier 2 (WSA)

A. Purpose. West Steamboat Springs has been identified as a Tier 2 Targeted Unincorporated Growth Area in the Routt County Master Plan. The West Steamboat Area Tier 2 (WSA) Overlay District regulates growth in West Steamboat Springs to the west of existing City of Steamboat Springs municipal limits. This area consists of 2.5 miles west of the Steamboat Springs Airport extending west to the Steamboat II Subdivision, generally follows US Highway 40 to the south including Heritage Park Subdivision, the Hard Rock Open Space, the Christian Heritage School Site and additional areas as indicated on the Steamboat Springs Area Community Plan West Steamboat Springs Area Plan Context Map. [Note, map to be provided in final version]

1. In accordance with the West Steamboat Springs Area Plan, the standards identified in Section 2.18 seek to:
 - a. Encourage annexation into Steamboat Springs when annexation criteria are met,
 - b. Allow urban-level densities consistent with areas of West Steamboat Springs,
 - c. Ensure development has access to adequate infrastructure,
 - d. Ensure connectivity and pedestrian access,
 - e. Provide opportunities for alternate modes of transportation, and
 - f. Increase affordable housing through the provision of increased housing typologies including duplexes, triplexes, multi-family units and or mixed-use buildings.

B. Dimensional Requirements. For all commercial and industrial uses, the following dimensional standards apply. The requirements shall apply to all residential uses when not subject to a Planned Unit Development.

1. Minimum Lot Area.
 - a. Residential: Developments shall have a minimum lot size of 6,000 square feet per dwelling unit. Developments with this minimum shall have CSCS.
 - b. Commercial: No minimum lot area is required.
 - c. Industrial: No minimum lot area is required.
2. Minimum Lot Frontage. 30 feet minimum.
3. Maximum Structure Height. 40 feet.
4. Minimum Setbacks.
 - a. Single Family Residential:
 - i. Front Setback: Principal Building 15 feet minimum. Attached garage 20 feet minimum. Accessory Building 20 feet.
 - ii. Side setback Principal Building 10 feet minimum. Attached garage 10 feet minimum. Accessory Building 15 feet
 - iii. Rear setback: Principal Building 10 feet minimum. Attached garage 10 feet minimum. Accessory Building 5 feet.
 - b. Duplex Residential: Building setbacks do not apply to common walls. CSCS required. Central Water system required.
 - i. Front Setback: Principal Building 15 feet minimum. Attached garage 20 feet minimum. Accessory Building 20 feet.
 - ii. Side setback Principal Building 10 feet minimum. Attached garage 10 feet minimum. Accessory Building 15 feet
 - iii. Rear setback: Principal Building 10 feet minimum. Attached garage 10 feet minimum. Accessory Building 5 feet.
 - c. Neighborhood Commercial: Shall be determined during Site Plan Review. OR
 - i. Front Setback: Principal Building 10 feet minimum or 30 feet maximum. For properties with Highway 40 Frontage 30 feet minimum.
 - ii. Side setback Principal Building 10 feet minimum. Accessory Buildings 5 feet minimum.
 - iii. Rear setback: Principal Building 10 feet minimum. Accessory Building 5 feet minimum.
 - d. Industrial: Shall be determined during Site Plan Review.
 - i. Front Setback: Principal Building 15 feet minimum. Accessory Building 15 feet.
 - ii. Side setback: Principal Building 10 feet minimum. Accessory Building 10 feet.
 - iii. Rear setback: Principal Building 10 feet minimum. Accessory Building 10 feet.

C. Permitted Uses. All permitted uses in the WSA Overlay District are specified in Section X, "Table of Uses for Overlay Districts."

1. **Residential Uses.** The WSA encourages additional residential density throughout West Steamboat Springs. Potential unit types that would support additional density include duplex, triplex, townhome, and apartment development. **Secondary Dwelling Units are allowed per Section 2.38.**

D. Performance Standards. All proposed development in the WSA Overlay District is required to comply with certain performance standards that ensure development is consistent with the goals and vision for the area, as articulated in the County Master Plan and West Steamboat Springs Area Plan.

1. The project complies with the Performance Standards outlined in Section 2.15.C.
2. The project contemplates how transportation service, including transit, will be integrated into the development. Land set-asides for future transit facilities can be included in the development.
3. When development is located adjacent to Highway 40, consideration must be given to ensuring safe access and crossing for vehicles and pedestrians. The application must identify how access is provided and how safe crossing is accommodated.
4. Development shall not impact the Level of Service along Highway 40. A transportation report identifying the additional vehicles on Highway 40 is required, and mitigation measures shall be implemented if the Level of Service is anticipated to be reduced as a result of the development. S
5. Open Space corridors and views along Highway 40 are an important rural characteristic and should be preserved. Development shall be set back from the Highway to support views, and existing topography shall be integrated into the site plan to support these goals.
6. Sidewalks and curb and gutter shall be provided for all new development.
7. Pedestrian facilities are required in all developments through the provision of sidewalks or trail connections. Separation of pedestrian and bicycling improvements from vehicular traffic, through a landscape buffer or setback, are encouraged to support safe walking and biking opportunities. Trail facilities can be hard- or soft-surface.
8. Building and Site Plan Design for all new development in the WSA shall meet the following standards. A specific architectural style is not prescribed by these standards, but care must be taken to ensure new development is consistent with the character of West Steamboat, such as smaller block lengths, a mix of materials and roof forms.

- a. Building Placement. All development should respond to the natural topography. Recontouring the land to create building sites is prohibited. The use of berming is prohibited in all front yards and adjacent to public lands or rights-of-way.
- b. Build-to-Lines. All commercial, mixed-use and multi-family development shall be built within five (5) feet of the property's required setback line.
- c. Block Lengths. All commercial, mixed-use and multi-family development shall have blocks that are no longer than 300 linear feet in length.
- d. Vehicular and Parking Access.
 - i. All new residential development shall include alleys and parking areas / garages shall be provided from the alley.
 - ii. Parking areas for all commercial and mixed-use shall be located behind the building. Access to parking areas shall be taken from the rear or side streets, when applicable.
- e. Bicycle Parking. All commercial development shall provide bicycle parking equivalent to $\frac{1}{2}$ the number of required vehicular parking spaces. Such spaces shall be directly accessible from travel surfaces via a paved surface, be within visual distance from the main entrance of the building, and shall meet AASHTO design standards.
- f. Public spaces. All developments shall include a public space, such as a plaza, seating area, or park. These should be open to the sky and accessible from the street.
- g. Roofs. Pitched and flat roofs are permitted in WSA.
- h. Materials and Color. The use of earth-tones and natural materials is required. Examples include fire-treated wood, stone, and metal. Materials shall be non-reflective.
 - i. When material is applied to a building façade up to the building corner, it must wrap around the corner and extend a minimum of five (5) feet into the next façade.
 - ii. Materials shall be applied true to their character. For instance, stucco is a non-load bearing material and shall not be located below a heavy material such as stone.
- i. Landscaping. Native materials shall be used in all landscaping, with a focus on materials and locations that create defensible space and minimize wildfire danger. Large irrigated lawn and garden areas are prohibited. The use of rain gardens is encouraged.

- j. Trash, Utility and Mechanical Areas. All trash, recycling, and utility areas shall be located behind the front-most façade of the building. All utility and mechanical equipment located on the roof or piercing the roof shall be setback from the front-most façade a distance equal to the height of the equipment, as measured from the point of attachment. A low wall, meeting manufacturer's specifications, shall be used to conceal roof equipment.

2.19. Tier 3 Growth Area (T3GA)

A. Purpose. Unincorporated communities throughout the County have been identified as Tier 3 Small Established Communities in the Routt County Master Plan. Tier 3 areas are defined within the Routt County Master Plan as areas that have historically established development, limited infrastructure and which may accommodate future growth opportunities. [Note, map to be provided in final version]

1. Areas that have been identified as Tier 3 include Steamboat Lake, Hahn's Peak, Clark, Milner, Phippsburg, and Toponas, and. Development in these areas should be considered on a case-by-case basis contingent on compliance with adopted plans in the County and the ability to adequately provide infrastructure and services to accommodate the development.
2. An overlay district, the Tier 3 Growth Area (T3GA) Overlay District, has been created in response to Steamboat Lake, Phippsburg, Milner, Toponas, Hahn's Peak and Clark being identified as Tier 3 Growth Areas to provide additional guidance for future growth and ensure alignment with the Master Plan vision and goals.
3. The Tier 3 Growth Area (T3GA) Overlay District is a supplemental Zone District that overlays and regulates growth in unincorporated communities within the County that may be subject to dispersed development patterns and sprawl.
4. Any use by right, or permitted use in the underlying Zone District is also permitted in an T3GA Overlay District so long as that use meets the specific standards required in the T3GA Overlay District.
5. The T3GA Overlay District is designed to accommodate future growth in rural areas of the County through adequate protections taking into account provision of basic infrastructure, access to schools, emergency services, road maintenance, and impacts to prime agricultural lands.

B. Dimensional Requirements. All commercial and industrial uses must comply with the following dimensional standards. For residential uses, the following dimensional standards apply unless subject to Planned Unit Development, or historical platted lots subdivided before March 7, 1972. In Phippsburg, Milner and Hahns Peak the Planning Director may authorize reductions in dimensional requirements including

required front, side, or rear setbacks without a variance, provided proposed dimensions are generally consistent with existing buildings in the vicinity (3 lots in either direction). In no case will setbacks less than 5 feet be allowed under this provision.

1. Minimum Lot Area.

- a. Residential: Developments shall have a minimum lot size of 10,000 square feet per dwelling unit. Development in Phippsburg and Milner shall have a minimum lot size of 6,000 square feet.
- b. Commercial: 3,000 square feet.
- c. Industrial: No minimum lot area is required.

2. Minimum Lot Frontage. 75 feet.

3. Maximum Structure Height. 40 feet.

4. Minimum Setbacks.

- a. Single Family Residential: Front Setback 10 feet. Side setback 5 feet. Rear setback 10 feet.
- b. Commercial: Front Setback 10 feet. Side setback 10 feet. Rear setback 10 feet.
- c. Industrial: No minimum setback area is required.

C. Permitted Uses. All permitted uses in the T3GA Overlay District are specified in section X, "Table of Uses for Overlay Districts." The following specific use allowances and limitations apply to specific Tier 3 areas.

1. Limited Commercial uses are encouraged in Tier 3 areas. These are limited to Neighborhood Commercial which are intended to provide areas for low-intensity commercial uses, such as office and limited retail and service. This zone district is also intended to provide for vertical and horizontal mixed-use development that incorporates residential densities and forms compatible with permitted commercial uses. Commercial Neighborhood accommodates uses and development that are complementary to and compatible with the surrounding neighborhoods in terms of scale and intensity. Milner: In Milner, these uses should be located along Highway 40 or Main Street

- a. Clark: In Clark, these areas should be located along County Road 129.
- b. Hahn's Peak: In Hahn's Peak Village, these uses should be located along County Road 129 and Main Street
- c. Phippsburg: In Phippsburg, these uses should be located along Highway 131.
- d. Topanas: In Topanas, these uses should be located along Highway 131.

2. Residential uses are encouraged in all Tier 3 areas. Duplex, Triplex and single-family units are considered appropriate.

D. Performance Standards. All proposed development in a Tier 3 area is required to comply with certain performance standards that ensure development is consistent with the goals and vision for the area, as articulated in the County Master Plan. The following performance standards apply to all Tier 3 areas.

1. All development shall provide a public benefit, consistent with the overall goals of the Master Plan. Examples of a public benefit include, but are not limited to, the following. The acceptability of a proposed public benefit shall be at the discretion of the applicable review body.
 - a. Deed restricted housing is provided in the development;
 - b. A mix of housing types that can meet a variety of identified housing needs in the area are included in the development;
 - c. Publicly accessible trail, open space, or recreational opportunities are provided within or adjacent to the development;
 - d. Critical wildlife habitat lands are conserved, with a focus on maintaining large contiguous areas rather than fragmented areas;
 - e. An important historic building or landscape is preserved and/or historically designated as part of the development; and
 - f. New public facilities that will benefit the users of the development are included, such as parking and transportation facilities, utilities, or any facilities identified in the Master Plan or sub-area plan.
2. The development can adequately be served by emergency and/or County services. Will Serve Letters are required to determine compliance with this standard.
3. Development includes transportation facilities that provide legal access to the site. Roads may be paved or dirt.
4. The development has basic infrastructure, including site access, water, sewer, and electricity. Where a municipal or special district system is available, the development is required to connect to that system. Will Serve Letters from said municipalities and special districts are required to determine compliance with this standard.
5. Pedestrian facilities are included in all developments through the provision of sidewalks or trail connections. Sidewalks are not required, but a pedestrian connection is required. Trail facilities can be hard- or soft-surface. Separation of pedestrian improvements from vehicular traffic, through a landscape buffer or setback, are encouraged to support safe walking and biking opportunities.
6. The development will not impact critical ranching and agricultural lands that are currently in production. A referral to the CSU Extension will be required to determine compliance with this standard.
7. Development in Hahn's Peak is required to have gas and electric service.

Bicycle Parking. All commercial development shall provide bicycle parking equivalent to ½ the number of required vehicular parking spaces. Such spaces shall be directly accessible from travel surfaces via a paved surface, be within visual distance from the main entrance of the building, and shall meet AASHTO design standards.

2.20. Airport Overlay (AO)

A. Purpose. The Airport Overlay (AO) Zone District is a supplemental Zone District that overlays any standard zoning district.

1. The AO Zone District is designed to set standards for properties located on, adjacent to, and in the vicinity of the Yampa Valley Regional Airport and the Steamboat Springs Airport, in order to protect the health, welfare, safety and quality of life of the general public, property owners, airport operators, and aviation community. It is intended to:
 - a. Minimize the exposure of residential and other sensitive land uses to aircraft noise,
 - b. Avoid danger from aircraft accidents and reduce the possibility for such accidents,
 - c. Restrict incompatible land uses in proximity to and within airport influence areas, and
 - d. Minimize the potential negative impacts of structures and land uses on airport operations and navigable airspace per Federal Aviation Administration rules and regulations.
2. The degree of protection provided by this overlay Zone District is considered reasonable and prudent for land use regulatory purposes and is based on established parameters on control.
3. Establishment of this Zone District, however, does not imply that areas outside of the Zone District will be totally free from airport and aircraft related hazards nor that all hazards within the Zone District will be completely mitigated.
4. Establishment of this overlay Zone District shall not create a liability on the part of or cause any action against Routt County or any officer, employee or contractor thereof for any damages that may result directly or indirectly from reliance on the provisions contained herein.

B. Dimensional Requirements. All Dimensional Requirements of the underlying Zone District shall apply within the AO Overlay District. In addition, the following height requirements shall apply to all land and air space within the Overlay in order to address potential hazards to air navigation.

C. Permitted Uses. All permitted uses in the underlying Zone District are considered permitted within the overlay. Additional permitted uses in the AO Overlay District, are specified in section X, "Table of Uses for Overlay Districts."

D. General Standards. Given the potential sensitivity of development in areas proximate to the airport, the following general standards shall apply to all development in the Overlay.

1. **Surface Standards.** Surface limitations include areas above established surfaces, or imaginary surfaces, and in the clear zone, or runways, and are established to regulate the height of structures and natural objects in the vicinity of an airport or heliport. These surface limitations are set forth by the Federal Aviation Administration in the Federal Aviation Regulations, Part 77, and more specifically in the approved Airport Layout Plan for each airport which are hereby adopted by reference.
 - a. **Terrain Obstruction Areas** are lands within the AO Zone District where the existing ground elevation infringes upon any imaginary surface noted in Section 2.20.D.1. These areas have been mapped and included as special areas within the AO Zone District on the Routt County Zoning map. Submission of a Notice of Proposed Construction and Alteration (Form 7460-1), and subsequent approval from the Federal Aviation Administration shall be required prior to the issuance of any building permit within a Terrain Obstruction Area.
 - b. Submission of a Notice of Proposed Construction and Alteration (Form 7460-1), and subsequent approval from the Federal Aviation Administration may be required prior to the issuance of any building permit anywhere within the AO Zone District if the Planning Director determines there is reasonable cause to assume that the proposed construction may infringe on any imaginary surface as noted in Section 2.20.D.1.
 - c. Before any structure or natural object is permitted to be erected, altered, maintained or allowed to grow above the imaginary surfaces as noted in Section 2.20.D.1., a Notice of Construction or Alteration (Form 7460-1) shall be filed with the Federal Aviation Administration for a determination of hazardous or non-hazardous conditions and of effect on the airport rules and regulations. Approval of any such development shall not be granted until after receipt and consideration of the Federal Aviation Administration recommendation.
2. No use may create electrical interference with radio communication between an airport or heliport and aircraft or make it difficult for pilots to distinguish between airport or heliport lights and other lights, cause glare in the eyes of pilots using the airport or heliport, impair visibility in the vicinity of the airport or heliport or

otherwise endanger the taking off or the maneuvering of aircraft in the vicinity of the airport or heliport.

3. Land use patterns that separate airport related noise sources from residential and other noise-sensitive areas and that avoid danger to public health and safety or to property due to aircraft operations are encouraged.
4. Noise attenuation in building design shall be encouraged and may be required for structures located within the overlay.
5. In areas subject to flight hazards, uses such as schools, churches, hospitals and libraries are not encouraged. Open space, recreational and agricultural uses are encouraged in these areas.
6. An avigation easement may be required as a condition of approval of any land use change.
7. An avigation easement shall be required as a condition of approval of any residential subdivision that creates new Buildable Lots.
8. The owner of any non-conforming structure or object of natural growth is required to permit the installation, operation or maintenance thereon of such markers or lights as shall be deemed necessary by the Board of County Commissioners or any other appropriate authority to indicate to the operators of aircraft in the vicinity of the airport or heliport the presence of such non-conforming structures or objects of natural growth. Such markers and lights shall be installed, operated and maintained at the expense of the owners and/or operators of the airport.

2.21. Reserved for future overlay.

Sec XXX - Table of Uses for Overlay Districts

Table Notes - Use Codes:

R	Use permitted by right
M	Use permitted by Minor Use Permit
A	Use permitted by Administrative Permit
C	Use permitted by Conditional Use Permit
S	Use permitted by Special Use Permit
-	Use that is not permitted

Uses	HA	SA	WSA	T3GA	AO
Mortuaries	-	-	-	-	-
Offices, general	S	S	S	S	-
Personal Service Establishments entirely enclosed within a structure	C	C	C	C	-
Race track for motorized vehicles	-	-	-	-	-
Radio and TV studio	-	-	-	-	-
Retail establishments entirely enclosed within a structure	C	C	C	C	C
Retail establishments with outdoor storage and/or sales	S	S	S	S	S
Self-storage units/mini-warehouses	C	-	C	C	C
Industrial and Related Uses					
<i>Asphalt Plant</i>	-	-	-	-	S
<i>Concrete Plant</i>	-	-	-	-	S
Industrial	-	-	-	-	S
<i>Industrial, Light</i>	-	-	-	-	S
Milling and processing of lumber	-	-	-	-	S
Motor vehicle storage	-	-	S	-	S
Railroad	S	S	S	S	S
Public Facilities and Related Uses					
Airport – public	S	-	-	-	S
Auditoriums, theaters, recreation centers	S	S	S	-	-
Bus shelter	A	A	A	A	-
Bus, train, airline ticket offices, terminals	R	R	R	R	R
Cemeteries – private (family)	-	-	-	-	-
Cemeteries - public	S	S	S	-	-

<i>Churches or Religious Land Uses</i>	C	C	C	C	-
Day Care Center	S	S	S	-	-
Day Care Home	R	R	R	R	-
<i>Production Facility, Renewable Energy</i>	-	-	-	-	-
Public buildings	C	C	C	C	-
<i>Public Utilities – Major Facilities</i>	S	S	S		-
Public Utilities – Regional Distribution, aboveground	S	S	S	S	-
Public Utilities – Regional Distribution, underground	R	R	R	R	-
Public Utilities – Local Distribution and Service Lines, aboveground	-	-	-	-	-
Public Utilities – Local Distribution and Service Lines, underground	R	R	R	R	-
Schools	C	C	C	-	-
Senior centers and nursing homes	S	S	S	-	-
Solar Energy Systems	R	R	R	R	-
<i>Solid Waste Disposal Site</i>	C	-	-	-	-
<i>Solid Waste Transfer Site or Recycling station</i>	C	-	-	-	-
<i>Telecommunication Facilities – freestanding antennas and towers</i>	C	C	C	C	-
<i>Telecommunication Facilities – co-location on buildings or permitted towers</i>	M	M	M	M	-
Wildlife preserves	R	R	R	R	-
<i>Wind Generator <80 feet</i>	R	R	R	R	-
<i>Wind Generator >80 feet</i>	-	-	-	-	-
Miscellaneous and Related Uses					
Accessory uses and structures	R	R	R	R	
<i>Central Water or Sewage Treatment System – outside a County approved Special District</i>	S	S	S	S	-
<i>Central Water or Sewage Treatment System – within a County approved Special District</i>	R	R	R	R	
<i>Reservoirs, non-agricultural greater than 1 acre</i>	S	S	S		-
Safety Training Facility	-	-	-	-	-
Signs	M	M	M	M	-
Special Events	M	M	M	M	-
Outdoor Recreation					
Camping – private non-commercial	-	-	-	M	-

Camping, Extended, Private Non-Commercial	-	-	-	-	-
Camping – private commercial	-	-	-	-	-
Driving Ranges	-	S	-	-	-
Fishing – private non-commercial	R	R	R	R	-
Fishing – private commercial	-	C	-	-	-
Golf Courses	-	S	-	-	-
Parks and recreation lands not including athletic fields	R	R	R	R	-
Parks and recreation lands including athletic fields	C	C	C	C	-
Recreational Facilities, Indoor	C	C	C	C	-
Recreational Facilities, Outdoor - Urban	-	-	-	-	-
Recreational Facilities, Outdoor - Rural	M	R	R	M	-
Recreational Facilities, Outdoor – Rural with Overnight Accommodations	-	S	-	S	-
Rentals or tours with mechanized modes of transport of guests such as ATV, snowmobile, snowcat, motorcycle, helicopter, etc. or any tours or rentals that use County Roads	-	C	-	C	R
Ski Facilities, including downhill, uphill and nordic	C	C	C	C	-
Ski area and/or lift, tow or other type of special uphill transportation facilities, warming houses, sledding area	-	M	-	-	-
Sleigh/wagon rides	-	M	-	-	-