



Express

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Winter 2012

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Created by: Ann Holmes



Renata Burgess, wife of General Manager Ken Burgess, models SPOA's new utility sled that will pull the trail compactor purchased last year to groom Nordic Trails in Stagecoach.

Nordic Trail Preparation Awaits Snow

By Tonja Elkins

We are eagerly waiting for sufficient snow to start compacting. Our newly acquired snowmobile, a Skandic SWT (Super Wide Track) utility sled, is designed for hauling compactors and groomers more slowly for a better trail. The Skyhitch trail remains the same four miles as last year although active consideration is being given to expanding it. See the map on page 2 for the location of the existing trail and parking area.

We are anxious to start a Nordic Club in Stagecoach for social gatherings, assistance with trail maintenance and helping with potential race competitions. The Nordic trail is located off of RCR 16 at the Skyhitch Subdivision. From RCR16 turn right onto Hock Eye Way and left at Stirrup to the parking lot. Look for the trailhead sign. If interested please contact Tonja Elkins at 736-8410 or Ken Burgess at 736-1036.

State Park Update

The Stagecoach State Park is introducing a new Nordic trail in January of 2012. Six miles of groomed trail will cover a portion of land and ice and will include classic Nordic tracks. This trail may be accessed from the marina, the parking lot off of RCR 14, the parking lot off of RCR 16 and also from the Morrison Cove parking area.

Free snowshoe rentals for kids and adults are available at the park office for hiking the scenic overlook trails. A daily or annual Colorado Park Pass is required to access the park. Leashed pets are welcome. For more information, please contact the park at 736-2436 or visit www.parks.state.co.us for current conditions and trail maps. Thank you to the Stagecoach Property Owners Association and to Friends of Stagecoach State Park for their role in making this trail possible.

Nordic Trails (continued)



Friends of Stagecoach State Park Needs Your Help

The Friends of Stagecoach is looking for volunteers to partner with the park for recreational, educational and preservation activities in the park. The first year for the nonprofit group Friends of Stagecoach was met with success.

Friends managed to hold two concerts at the beach in the summer time and also assisted the Park in starting its Nordic trail program. Thank you to SPOA for your role as well as those of you who sent in your donations. Also a big thank you to Craig and Kimi at the Park for working with the Friends Group and for being so open to the many ideas Friends has thrown their way. Friends meets at 6 p.m. the second Wednesday of every month at the Stagecoach Firehouse. However, the January meeting will be Wednesday, January 18 at 6 p.m., at the park office. For more information, contact Tonja Elkins at 736-8410.

CODERED: If you have a land line then you can be reached by Routt County Communications for emergencies via their Reverse 911 system. However, if you only have a cell phone, you can register that line on the Routt County website. Go to www.co.routt.co.us, select "Communications" on the left menu, and then click on the link "Click here to enroll."

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President's Message

By Tom Watts

Winter in Stagecoach can be wonderful. When the sun comes out after a heavy snowfall, the valley is spectacular. Last winter SPOA developed a series of connected Nordic ski trails in the Skyhitch subdivision. This year we have a new grooming sled [snowmobile] and are thinking about extending the trail system. If you are a seasoned cross-country skier or even if you have never tried the sport but would like to learn, you should consider a trip to Stagecoach to try the Skyhitch trails. There is simply no experience like gliding through the pine forests on a cold, clear, sunny day.

Winter is also the season for ice fishing and dog sleds. There is always a contingent of local mushers racing their sleds on the weekends on the Elk Run trail around the reservoir. This year we have something new. SPOA and the State Park had planned to jointly sponsor a competitive dog sled race at the park, but so far there hasn't been enough snow. Originally set for January 7-8, the race has been postponed until later this winter when there is more snow. The local mushers will be joined by teams from throughout Colorado for a major two-day race. Should be lots of fun. There are plans for a sledding hill for the kids and plenty of food and drink. We can always use additional volunteers, so if you would like to help, call SPOA director Kimi Lehman. We'll keep you posted when the new date is set.

Winter can also be a challenge. There are those days when your generator dies and you have to drive to Craig to get a loaner and the visibility is five feet and you end up driving off the road and into a snow covered ditch only two hundred yards from your house. But those days don't come often and no one leaves home without a tow strap and an emergency pack. If you end up in the ditch, you dig out as best you can and call your spouse or your friend or [last resort] a tow company, or you do what I did last winter and wait for the Routt County snowplow to come by and yank your front wheels back on the road.

I have seen a fair number of cars go off the road at Stagecoach and I can think of only one time that I saw a driver pass by a stranded car and fail to stop and offer help. People help because they know that other sources of help [spouse, police, tow company] may be a long time coming. Yet, when it comes to certain types of issues or problems, even the self-reliant residents of Stagecoach sometimes fall into the trap of thinking that it is someone else's responsibility to fix the problem. And generally, the bigger the problem, the greater the tendency to expect someone else to fix it.

As I mentioned in the last Newsletter, one of the biggest problems we are facing at Stagecoach is the lack of infrastructure for the southern subdivisions. Complaining about what the County or the Sanitation District should be doing to facilitate construction of infrastructure will not get building permits issued to lot owners. So, the "Roads Committee" [Art Fine, Tony Stich, Tom Watts, and Robert Skorkowsky] has been working diligently to try to find a way to build roads in the southern subdivisions. Without Routt County standard roads, no building permits can be issued: You can get a permit to drill a well and put in a vault to hold effluent. But unless Chuck Wisecup's fire trucks can get to your lot, you will never get a building permit.

The first focus of the Roads Committee was on legal issues, like road ownership and obligations to maintain roads. The legal questions have now largely been answered and we are moving on to try to determine cost and select which roads will provide the greatest

return on investment. SPOA has also, as of the last board meeting, re-positioned the Association money reserves so that more of the reserves can be used for road building. The next step will be to contact specific lot owners to discuss construction of roads in front of their lots.

To facilitate development in the southern subdivisions, SPOA has also taken the lead in attempts to update the Stagecoach Master Plan. The Master Plan is important because it is used by Routt County to make zoning decisions about Stagecoach. An example would be the regulations concerning the consolidation of lots. The current Master Plan favors the consolidation of smaller lots in the southern subdivisions into five acre parcels [with a five acre lot, an owner can install an individual waste water system, rather than a vault]. However, there are limits on which lots can be counted for consolidation purposes. SPOA would like to see the Master Plan changed to allow a greater number of lots to be included for consolidation. Although the County began the update process, it ran out of money before the process was completed. SPOA has now committed funds to finish the update. More importantly, SPOA has agreed to spearhead the update process and get other "stake-holders" involved. Don Alpert, the past SPOA president, will be leading this effort.

As you read through the articles in this Newsletter, you will see that we have many irons in the fire. We can always use help. If you would like to get involved, contact me and I will put you to work. You can contact me by email at tomwatts@hawaii.rr.com, or 808-524-0330, ext. 3.

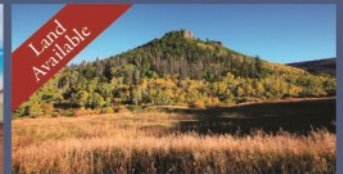
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Real Estate Corner

By Stephanie Fairchild

The following information comes from the Steamboat Springs MLS, reported from September 1 to November 30, 2011.

Vacant Land

There were three vacant land sales, and three that are currently under contract (sales are pending).

The sales closed at \$25,000 in the Neighborhoods at Young's Peak, \$4,200 in Sky Hitch IV & \$6,500 in Meadowgreen.

The pending sales are a listing in Overland for \$6,500; a listing in Morningside for \$4,200 and the Song Mountain property (meets and bounds legal description with almost 2,000 acres) for \$5,500,000 – sale prices aren't disclosed until closing.

Residential

Residential sales activity was not as brisk as the past six months but is still active with 10 sales and six under contract. Distressed sales are still impacting the local Stagecoach market heavily.

Distressed sales are either short sales (the seller owes more on the mortgage than the property is worth) or bank-owned properties (the seller stopped making payments to the bank and it was foreclosed. Also known as REO property, bank owned homes are often times missing appliances &/or in need of repair.)

The sales were split evenly between townhomes and single family homes. Three Stagecoach Townhomes sold from \$59,700 - \$75,000; two Eagles Nest townhomes for \$110,000 & \$110,000; two homes in Red Hawk Village – one for \$194,000 and the other for \$195,000; a home in Middle Creek Village for \$310,000; a home in Coyote Run for \$387,500; and a home in Meadowgreen for \$419,575.

There are also six sales currently under contract to close (known as "pending"). They include three Stagecoach Townhomes priced from \$55,000 to \$74,000. The single family homes are located in Red Hawk Village, South Shore and Meadowgreen with asking prices from \$129,000 to \$299,000.

All real estate is local and each subdivision in Stagecoach is unique. Stay tuned for next quarter's Stagecoach real estate update in the Stagecoach Express Newsletter.

Finance Committee Notes

By Ken Jones, Finance Committee

SPOA Board Consolidates Funds for improved Management and Leverage

One of the many subjects considered by the SPOA board members during the October 15 board meeting included the three non-restricted funds.

From 1989 to 2002 and during the years 2005 and 2006, a portion of collected dues was allocated to the three funds labeled (1) Major Project (2) Subdivision and (3) Architectural Control.

There are no restrictions as to the use of these funds which are basically general ledger account balances, discretionary in nature. The board approved a motion made to consolidate these three funds (g/l accounts) into one fund (g/l account) simply labeled "Subdivision Funds." Combining these three accounts into one enables the SPOA board to make more of a difference in the application of these funds.

Manager's Report

By Ken Burgess

TIGER Grant

Once again the County had applied for what is known as a TIGER Grant—a large government award for major road projects, but the county was not successful. In the past the County has spent significant funds to secure rights-of-way and continues to press for funds to rebuild County Road 14 between the Stagecoach Reservoir and the northern intersection with CO131. This would greatly ease travel to and from Steamboat.

Slash Burning

Last month SPOA helped fund the burning of large slash piles and unused stacks of timber in the Horseback area. Earlier many residents took advantage of these otherwise unusable logs to replenish their supply of firewood for the winter. Future logging will provide more opportunities for gathering firewood and we will keep you advised of when and where this is available. Separately, the community log splitter received a great deal of use this fall - we had to finally replace the engine - and we anticipate that demand will come earlier next year. Do not wait too long to make reservations next summer. Rent remains \$10 per day for maintenance. Fuel is not provided.

Snowmobiles

As we begin to prepare our Nordic trails it is important to remind residents that the operation of motorized vehicles, including snowmobiles, is not allowed on either private property or the common areas of Stagecoach.

Parking

We have received requests to identify areas where resident cars may be parked for the purpose of car pooling. There are few adequate possibilities but we will be investigating them. Comments to me are welcome at 736-1036 or gmspoa@zirkel.us.

Covenant Corner

By Sue Kimes, SPOA board member

Architectural Review Committee Excludes Greenhouses from Ancillary Building Restriction

At the last board meeting the head of the ARC, Frank Murphy, proposed new verbiage to the covenants regarding ancillary buildings. The proposed language was:

"All permanent residences are allowed to have one detached shed/greenhouse/gazebo with maximum square footage of 120 square feet and to not exceed 12 feet in height. Said structure is subject to ACC approval but does not constitute an ancillary building. Appropriate set-backs, easements and variances apply as well."

This language was approved by the board to help clarify and simplify Article V, Sec. a of the covenants which states in part: "All porches, storage areas, garden houses, etc. must be *attached* to said dwelling house and be constructed so as to constitute one building only except that one ancillary building in keeping with the overall architecture or scheme of the dwelling will be permitted provided that it is included both as to design and location on a plan submitted to the Committee."

In plain English this means that a homeowner can have a *detached* garage AND a greenhouse or shed on their property. This was seen as a much more practical approach to detached structures within the subdivisions. If you have any questions regarding the covenants or building approval requirements feel free to contact myself or Ken Burgess at (970)736-1036.

Approved Minutes of October 15, 2011, Board Meeting

The Directors of the Stagecoach Property Owners Association (SPOA) met on Saturday, October 15, 2011, at the Stagecoach Fire Station for their regularly scheduled quarterly meeting.

Directors Present: Tom Watts (President), Stephanie Fairchild (Vice President), Frank Murphy, Art Fine, Robert Skorkowsky, Sue Kimes (Treasurer), Kimi Lehman, Tonja Elkins, and Ann Holmes (Secretary).

Staff Present: Ken Burgess (General Manager)

Also Present: Ken Jones (Finance Committee), Tony Stitch (Roads Committee and ACC)

Tom Watts called the meeting to order at 9:00 a.m.

July 30, 2011 Minutes

Motion: Ann moved to approve minutes with corrections. Ann asked to add the names of board members (all current members plus Ken Jones and Amy Kopischke) with correct spellings. Sue seconded. The motion carried.

Ratification of \$400 Culvert Repair on Hock-Eye

Motion: Ann moved to ratify the email meeting. Tonja seconded, and the motion carried.

Ratification of Vote to Enter into Contract with Native Excavating for South Shore Project

Motion: Ann moved to ratify the action taken by the directors at the email meeting. Tanya seconded and the motion carried.

New Business

Report and Proposed Action for Southern Subdivision

Roads – Art Fine reported from the Roads Committee. The Roads Committee is 1) looking into improvements at Horseback and Morningside, 2) focusing on improvements in subdivisions other than Blackhorse One and Two, 3) hoping to consolidate southern subdivisions into the master plan, 4) improving the level of cooperation needed for building permits in 5-acre lots, 5) concentrating on trunk roads and not small roads, 6) combining road building with tree clearing activity by approaching groups of owners to help finance construction of those roads and then adopt a special assessment for the entire membership.

Ann asked if a special assessment would provide for maintenance of existing roads. Robert responded that the capital is needed for the southern subdivisions at this point. Ken Burgess commented that this could add to the momentum in all of Stagecoach. Sue added that it is important to remember that lots were priced differently based on the fact that some of these additional expenses would be required for certain lots.

Report and Proposed Action for Logging Southern

Subdivisions – Robert referred to his handout and thanked Ken Burgess for spearheading the grant. The basic idea is to focus on potential fire ignition sources and maintenance for roads to allow safe egress. There is another grant through the Colorado State forest service that Fire Chief Wisecup has obtained. Robert recommends simply notifying members through the web site when firewood can be obtained through the logging process and these logs will be picked up by those who want them. The priority on roads would be for roads with houses. The fieldwork for the contracts and the contracts themselves will take time and work. Tom added that SPOA could draft a contract that could be included in the RFP. Robert noted that using local contractors might require hiring someone to oversee the project for safety. Robert spoke about possibly partnering with YVEA and the county. Ken Burgess noted Robert's approach is to go down the roads and reach into private lots to avoid damage to private lots. Robert, working with Chuck Wisecup, noted that the approach would be one of notification that clearing is happening on private lots and not a request for approval by lot-owners. Robert is still working through details and logistics.

Discussion: Ann asked that SPOA organize public relations for

this project, especially regarding firewood pick-up spots. Tony asked about limbing the trees for the firewood. Robert confirmed that the trees would be limbed. Tom asked about field verification. He asked that SPOA hire local contractors to do the field verification to guarantee that some funds would be put back into the community. The pre-work includes GPS maps, field verification and marking the trees for removal. Robert addressed questions about timing. He would like to put out the RFP this winter so work can begin when the snow melts in the spring. The field verification needs to be done this fall.

Report and Proposed Action for 2011-12 Operation of

Nordic Trails – Tonja reported that Amy would not be available to assist with this project this year. Tonja then made a presentation on the Nordic Trails. The issues are three-fold: 1) it is hard to locate the trailhead, 2) the grooming needs to be more consistent, and 3) parking is a challenge. Tonja recommends spending money on signage and parking, maintenance for the snowmobile, grooming and spring mowing. The total expenditure requested is \$8,600 - \$8,900.

Discussion: Robert noted that a trail benefits those who have a house and live here. He is concerned about using general funds that do not benefit all members (i.e. those landowners who don't live here). Tonja responded that creating recreation facilities helps build community and encourages people to live here. Tom added that these trails help connect residents to the southern subdivisions. Robert responded that there have been no capital or infrastructure improvements in too long. He is concerned about balance. Ken Jones said that the Nordic Trail was a way to do something within SPOA's financial means to get people to want to live here. Ann asked about applying for a grant but Ken noted that there is nothing available at the moment.

Report on a Snowmobile/Sled for Grooming – Tom reported that Ken Burgess has identified a utility sled to replace the recreational vehicle that was used last year. The price is approximately \$11,000 for a single, wide track vehicle. The state park is also looking for a utility sled. Tom Watts proposes that SPOA donate the money for the sled to the Friends of Stagecoach who would in turn buy the sled. The Friends then would donate the sled to the park under five conditions: 1) the sled is available to SPOA for grooming trails, 2) the park is responsible for maintenance, 3) the park would provide a trailer for transport, 4) the park could possibly pay for gas, and 5) the first year SPOA would pay for labor but after the first year the parks would divide the labor costs. Bottom line, the cost would be divided equally between SPOA and the park over the life of the sled. Tonja spoke with Mike Roach and they have identified only 2 vehicles that could do the job. Ultimately SPOA would need a CAT. Tonja also noted that an additional six miles of State Park trail would be added to the Nordic trail system in Stagecoach as part of the deal.

Report and Proposed Action for Support of Park/SPOA

Winter Events – Kimi reported on a proposed dog sled race in the park. There has been interest from 15 teams already. January 7 & 8, 2012, are the proposed dates. She presented the proposed course and event spaces. Kimi hopes that SPOA would sponsor the event and pay for help—approximately \$1,500 for grooming, snowplowing, etc. Compared to other dog sled races, Stagecoach has unique viewing facilities. Robert asked about the benefit to members. There was discussion about what other activities were possible (i.e. sledding) to get more people to attend. Kimi added that funds would go through The Friends of Stagecoach. Tom wants to make sure SPOA gets the PR benefit of sponsorship.

ACC (Architectural Control Committee)

Frank reported on proposed new verbiage to the covenants regarding ancillary buildings. The proposed language is:

October Minutes (continued)

“All permanent residences are allowed to have one detached shed/greenhouse/gazebo with maximum square footage of 120 square feet and to not exceed 12 feet in height. Said structure is subject to ACC approval but does not constitute an ancillary building. Appropriate set-backs, easements and variances apply as well.”

Motion: Ann made a motion to add the ancillary policy to the ACC policy. Tonja seconded the motion. Robert questioned why SPOA would limit the policy to permanent residences only. Ken Burgess noted that having a house is key to the integrity of the neighborhood; otherwise there would be sheds on vacant land. He recommended having a separate policy for vacant land. Tom noted that approving this motion does not preclude passing additional policies or changing this policy in the future. Ann called the question. The motion passed with one nay vote from Robert.

Southern Subdivision Roads

Tom noted that SPOA needs help from the county and therefore needs to amend the master plan for Stagecoach. Tom reported that Don Alpert would agree to spearhead the amendment to the master plan. Don is a past president of SPOA. Tom has spoken with Chad Phillips, Routt County Planning Director, who is interested in hiring an outside consultant to address the southern subdivisions, specifically consolidation. Tom will be requesting that SPOA approve up to \$10,000 towards this process if this amendment process proceeds. The benefit of updating the Stagecoach Master Plan is that it gives Stagecoach owners a chance to provide input on what is important to them. The county commissioners rely on this document when they make decisions relating to the Stagecoach area, so having old information is not helpful. For example, the original Stagecoach master plan talks about the old ski area being a large part of the community when in fact it is privately owned and has not been operational in decades. Also, there is only 1 area identified for commercial use in the original Stagecoach master plan (which is also privately owned) so being able to modify that could help to someday finally bring a store or gas station to the area.

Budget & Finance

Tom referred to the budget for fiscal year ending 8/31/12. Ken Jones then discussed the budget ending 8/31/2011. Despite the increase in dues, the collection is flat. Ken also noted being under budget in income by \$5K and over budget in spending by about \$9K but still a surplus of \$17K. SPOA is finally recovering a bit from legal expenses.

Ken Jones then spoke of the 2012 budget. The form of the budget is being changed slightly to identify operating expenses and non-operating expenses. Everyone was asked to review the line items and ask questions. Ann asked about contract labor expense and Ken explained that it is secretarial support. Tom addressed questions on where operating expenses were split from non-operating expenses. Stephanie asked to decrease the annual meeting expense but Sue cautioned that it is the one opportunity for all members to gather. Robert is concerned that the operating expenses seem high for an organization of this size. Robert also expressed his concern about the perceived disproportionate expense paid for areas where people have homes and not going towards capital improvements on the southern subdivisions. Ken noted the cost savings realized by distributing the newsletter electronically.

Motion: Art motioned to decrease the directors' fees to \$50 per meeting with expenses excluded effective today. Robert seconded and the motion carried.

Motion: Stephanie moved to change the catering item for the annual meeting line item from \$2,600 to \$1,500. Robert seconded.

Ken Burgess reported that about 75 people attended this year's meeting. It was recommended that a brunch be provided instead of breakfast and lunch. Another option is for breakfast and snacks. Ann seconded the motion and the motion carried.

Motion: Sue made a motion to approve an operating budget for the 2011-2012 fiscal year at \$87,280. Ann seconded and the motion passed.

Ken Jones reviewed the subdivision funds. The board members discussed the advantages of combining these subdivision funds into one SPOA subdivision fund for better management of the funds. Ken Burgess added that the major advantage to consolidating these accounts is for SPOA to make a difference with these funds. Robert would like a prioritized plan for the use of these funds.

Motion: Ann moved that the “major project funds, subdivision funds and architectural control funds” be consolidated into one “Subdivision Fund.” Art seconded. The motion carried.

Repaying the Operating Budget — Ken Jones noted that there is a 36K negative variance in the subdivision fund. However, this variance will be reduced by \$24K at 2011 fiscal year-end. In order to pay for any special project items discussed earlier (i.e. Nordic Trail), the money will have to come out of the newly created subdivision fund.

The items mentioned earlier:

1. \$2,500 for field verification for the logging project

Motion: Robert made a motion to spend up to \$2,500 for field verification for the logging project. Stephanie seconded. Tom asked that Robert make every attempt to hire qualified Stagecoach lot owners for field verification. The motion was amended with the statement of intent to hire Stagecoach lot owners for field verification. The motion carried.

2. Purchase a utility sled for up to \$12,000 but if funds are given to The Friends of Stagecoach, they could purchase the sled tax-free for a total of \$11,000.

Motion: Tonja made a motion to spend up to \$11,500 from the subdivision funds to the Friends of Stagecoach for the express reason of purchasing a suitable utility sled to groom the park trails and the trails in SPOA. And, this would be subject to the following conditions: 1) the selection of the vehicle would have to be approved by the general manager, 2) The sled would be maintained and insured by the park., 3) the park would provide a trailer and labor so the sled would be transported to and from the park and the trails, 4) The sled would be available to SPOA whenever needed as approved by the general manager, 5) The park would provide gas for the life of the sled, 6) Through agreement with the park yet to be worked out, the park over time would reimburse SPOA for 1/2 the price of the sled in cash or in kind. Ann seconded the motion. Kimi added to the motion under condition #5 that the park would also be responsible for storing the sled in the summer. The motion passed with Robert voting nay.

Motion: Art made a motion to amend the prior approved motion to add a condition that the park allows SPOA to use the sled for Stagecoach trails with the grooming machine. Frank seconded. The motion carried.

3. The Nordic Trails has a wintertime request of up to \$5,000 for a parking lot, \$800 for mowing and \$1,300 for signage for a total of \$7,100.

Motion: Tonja made a motion to spend an amount up to \$7,100 for development of a parking lot, mowing and signage for the Nordic Trails. Stephanie seconded the motion. Discussion about the parking lot noted that the parking lot does not impede future development of the area. The motion passed with Robert offering a nay vote.

4. Dog Race Event Request

Motion: Kimi made a motion to allocate up to \$1,500 for a

October Minutes (continued)

Stagecoach State Park dog sled event subject to the following conditions: 1) that the money will be returned if not used, 2) SPOA will be an advertised sponsor, 3) the park will make an effort to hire local labor. Sue seconded the motion. The motion passed with Robert issuing a nay vote.

5. Master Plan Amendment

Motion: Tom made a motion to spend up to \$10,000 from the subdivision fund account as SPOA's contribution to hiring a consultant to complete the update on the Stagecoach Community Plan on the condition that this money only be spent if funds from other sources be raised to sufficiently cover the total fee for the consultant's work. Ann seconded the motion. The motion passed.

6. Roads in the Southern Subdivisions

Motion: Robert made a motion to spend up to \$100,000 from the subdivision fund account to develop primary access roads, specifically Halter Trail, Shea Way, Hock-eye, Colt, and Whiffletree. Art seconded the motion. Sue noted that the county requires that the roads be brought up to standard. She also noted that the board has not been responsible for road development or other infrastructure due to the enormity of the task. Art noted that the two biggest expenditures of the board were on electrical and the ill-fated attempt to build roads so historically the board has been involved. Ann would be open to spending a smaller amount like \$5,000 for a study of what it would take to build these roads. Ken Burgess noted that prioritizing is key and there needs to be a closer review of how the money is applied. Stephanie would like to see a more descriptive outline for the motion and tabled the motion. Ann added that the funds be used only where present lot owners are willing to put in money to the improvement of their road, and Frank also wanted to know what the county is willing to do as far as maintenance. Ken Burgess asked that the Roads Committee have time to review existing information on these roads. Robert closed with a comment that the items approved today are for residents only and nothing has been done for lot owners. He also added that the tree-clearing project is an ideal opportunity to work on roads and show lot owners that their concerns are being addressed. Tom is concerned that motions of this kind are too vague. He would like to keep the motion alive but by January there should be specifics on the amount needed and how funds would be used.

Motion: Stephanie made a motion to table the motion. Sue seconded. The motion passed with Robert issuing a Nay vote.

7. Dues Increase

Motion: Tonja moved to increase the association dues by 3% as designated by the covenants. Frank seconded the motion. Discussion: Robert noted that 3% is difficult considering the economic difficulties. Kimi and Ken Burgess noted that it has been standard practice in recent years. The motion carried with 5 yay votes and 3 nay votes.

8. Check Register

Motion: Sue made a motion to approve the check register from 7/1/11 - 9/30/11. Ann seconded. The motion carried.

Spending Authority for the Treasurer

Tom would like SPOA to authorize the treasurer to spend up to \$4,000 in an emergency situation. It has taken a minimum of 5 days for the SPOA board to make approvals and there may be situations where time is of the essence. Ken Jones added that it should be an operating budget item addition. This item would allow the treasurer to approve an expense requested by the general manager.

Motion: Tom moved to add to the operating budget a line item that would be a discretionary account that would function such that the General Manager would make a request to the Treasurer for items not to exceed \$1,000 each per request and not to exceed \$4,000 per annual fiscal year. Tonja seconded the motion. Sue is

concerned that it is only used for emergencies and not comfortable deciding what constitutes an emergency. Robert doesn't agree that a line item is needed. Tom noted that there might never be a request for these funds. He simply wants to avoid convening the board to deal with a small emergency request. Tonja noted that it is valuable to see the unexpected expenses separate from the maintenance accounts. The motion failed with more Nay votes.

Policies - the "Orange Book" Project

Ken Burgess distributed the Orange Book and noted that this is only a start. The book is an annotation of the covenants. At the top of each section it would have the covenant and then below it would be the policies relating to those covenants. Ken proposed that he, Sue, and Frank be responsible for developing this book and reporting back to the board. It is a work in progress.

Website

Tom noted that Kimi has volunteered to take over administering the website. She needs training on how to manipulate the Stagecoach website. Ann added that the website is old and needs to be reformatted. Amy is no longer living in Stagecoach and has not been updating the website. Tom asked that Ann take responsibility for finding out what it would take to update the website. Tom suggested that Ann work with Kimi and anyone they recommend. They will notify the board of any major changes or expenses. Ann would like people to be able to update their own email addresses on the website. Tom is working to increase SPOA's email base.

The Stagecoach Draw

Stephanie has been asking Stagecoach residents and Realtors to find out why people buy in Stagecoach. According to the people she spoke with, about 80% of the people who buy first want more for their money and then fall in love with the beauty of the place. Bottom line it is the value. Part of the trick is to get people to come out to look at the space. There are pitfalls like the costs for tap fees and the lack of amenities (gathering place, store, etc.). Some people are also interested in horse facilities. Some people would like to bring their trailer to their property. Tom is going to convene a subcommittee in the future to explore bringing a store to Stagecoach. Stephanie is also gathering interest in adding swings to the playground. Tom suggested working with Frank on covenant concerns. Ken Jones also recommends adding pictures on the website that show a better sense of community (i.e. kids trick-or-treating).

Online Voting

Tom asked the board if SPOA should set up a policy for online voting. Robert commented that he wants to make sure everyone has a voice. A policy on online voting would be helpful. Tom suggested that it is a small enough group that members could call anyone who did not vote. Tonja recommends that the sender add a "send receipt" on the email so the sender knows who has received the email. Tom noted that any board member could send out a motion to the board. He will ask for a second on the motion. This is the procedure going forward.

Covenant Enforcement

Ken Burgess reported briefly on two issues that are in the process of being addressed successfully.

South Shore Parcel B Project

Tom reported that SPOA has entered into a contract starting on October 19, 2011, with the contractor to do road work for the South Shore bus turnaround, which will also have a mailbox cluster and possibly an enclosed recycling station and community information board. The project is proceeding.

Tom set the next Board of Directors meeting for January 14, 2012. Tom adjourned the meeting at 2:20 p.m.

Approved Minutes from July 30, 2011, Directors Meeting

Vice President Sue Kimes called the Board of Directors meeting to order at 12:15 p.m., following the annual membership meeting at Soroco Middle School. There are 9 attending members, including the three newly elected board members, Kimi Lehman, Art Fine and Robert Skorkowsky. Other board members included Tom Watts, Frank Murphy, Ann Holmes, Stephanie Fairchild, and Tonja Elkins. Sue thanked the new members for offering their services, as well as those members that were leaving their posts: Ken Jones and Amy Kopischke.

Nomination and Election of Officers

President—Sue nominates Tom Watts, Tonya seconds nomination. Tom accepts, all in favor.

Vice President—Sue nominates Stephanie Fairchild. Frank Murphy seconds nomination. Stephanie accepts, all in favor.

Treasurer—Stephanie nominates Sue. Sue declines. Ken Jones offers an idea of finance committee. He said that the treasurer would have oversight over the committee but Ken Jones would head the committee. Sue rescinds her decline. Frank nominates Sue. Tonya seconds the nomination. Sue accepts, all in favor.

Secretary—Sue nominates Ann. Stephanie seconds nomination. Ann accepts, all in favor.

President's Comments

Newly elected President, Tom Watts, thanked the board for electing but he accepts his post with some reluctance. He stated that since he is not a fulltime resident that he will rely on the Board to help him “navigate the shark infested waters of the agendas of others.” What Tom’s time on the board has taught him is to focus on what is possible, not what is not. What he would like to do is plan projects that are doable with the current resources they have. Tom wanted to create a list of things that the Board felt were important issues to work on; discuss.

- Continue and Maintain relationship with State Park
- Work on the Community Plan—Ellen Hoj who was heading up the project has resigned. It is a 12-13 yr. old plan and is very outdated. There is no money to work on it. “It’s on the back burner if you could find a burner.”
- Fire Danger
- Community Spirit—with the economy down what projects can be done to renew the spirit?
- Covenants enforcement—it’s an “ugly job.” Talk about changing them but why change, just enforce.
- Road Funds—Were these Court ordered?
- How are dues divided? Due are divided by subdivision ~dues are not sufficient to run SPOA, borrowing from individual subdivisions.
- County taxes: Services for payments made; Changing agriculture status of south subdivisions; Fuel mitigation; Is haying agriculture?
- Improving common areas—Swing set
- Need to attract absentee owners/uninvolved members (Tonja)
- Need infrastructure for South Shore; Need timelines for plans-people will respond (Art); Asked for 2-5 year plan last year (Tonja)
- Need leaders for subdivision associations (dissolving SPOA?)

Committees

- **Southern Subdivisions**—Tony Stitch/Art Fine/Robert Skorkowsky; Explore previous issues; What’s successful and what’s not? Talk with county manager about options. Find out who owns the roads County or SPOA?
- **Community Plan Committee**—Ann Holmes; Prepare an article for newsletter; County planning association—push for attention; interview with paper if necessary; Focus on residents and other supports
- **Fire Danger Committee**—Robert Skorkowsky/Ken Burgess; Determine whether or not to log; Ken will schedule telephonic meeting should new approval from board be needed; Determine how clean the forest should look.
- **Community Development and Recreation**—Tonja Elkins/Stephanie Fairchild; What attracts people to Stagecoach? List amenities to improve quality of life, attract buyers, and make it marketable, South vs. North
- **Government and Water District Liaison**—Tom Watts/Sue Kimes/Ken Jones
- **ARC**—Frank Murphy
- **County Taxes**—Robert Skorkowsky; Research what our leverage is; Stay on the commissioner’s good side.
- **Covenant Enforcement**—Sue Kimes/Ken Burgess
- **Trails Committee**—Tonja Elkins/Stephanie Fairchild/Amy Kopischke; Improvements and maintenance; Focus on winter and money needed to spend.

Motion and Approval of April Quarterly and July Telephonic Meetings

Tonja moves to approve meetings from April and July meetings. Sue seconds. Ann and Frank approve with changes to date and addressing the issues of storage vs. usage. Stephanie seconds with changes. All in favor except for Robert and Art due to not being on the Board during the meetings.

Treasurer's Report—Jones / Approve Check Register

Sue moves to approve check registry. Tonja seconds. All in favor.

Status Reports

South Shore Parcel B Report —Leased 18,000 sq.ft. by the South Shore sign for \$100 per year until 2028. This site will be used for a mailbox center, recycle center and bus turnaround. Board approved \$30K budget for excavating and building with free fill from UWYCD. Just found out that SPOA cannot have the fill. Project is on hold.

Manager's Report

- **Stored Vehicles**—The vehicle that was in question has been moved. There needs to be clarification of usage vs. storage.
- **Request of Nordic Trail Funding**—Tonja, Ken Burgess and the State Park are working together on funding
- **SPOA vehicle storage and maintenance**—Jeff Erickson (bought the Tabor’s place) offered SPOA space to hold equipment for \$100 per month.

New Business

- **Sell or Retain Chipper**—Further discussion with Tonja to be had.
- **Morrison Creek Reservoir**—This is currently just an idea. It

(Continued on page 9)

Stagecoach Property Owners Association Fuel Hazard Project

By Robert Skorkowsky

The Stagecoach Property Owners Association in partnership with the Colorado State Forest Service and The Oak Creek Fire Protection District have developed a fuel hazard project for 12 SPOA subdivisions. The purpose of this project is to reduce the extreme fire danger that has resulted due to the mountain pine beetle epidemic that has killed most of the lodgepole pine in the Stagecoach area.

The project area includes the following subdivisions: Morningside, Horseback, Black Horse I & II, Overland, South Station I & II, Sky Hitch I, II, III & IV, and High Cross.

This project will work to achieve this objective through two integrated approaches: First, SPOA will hire a logging contractor, with grant funds provided by the Colorado State Forest Service, to cut and remove the dead pine along road easements; lot easements adjacent to roads; and in common areas. We will also be removing dead pine within lots that can be reached with the equipment from the lot easement. The logging contractor will haul away the

larger diameter logs. The larger logs will be removed from site by the contractor and sold for lumber to offset the costs of implementing the project. All smaller diameter logs that have no value as lumber will be de-limbed and piled along the edge of the road easements as a source of firewood for SPOA members.

Second, the Oak Creek Fire Protection District will coordinate the burning of slash piles and slash disposal generated as a result of the logging operation. The fire protection district will also be coordinating additional fuel reductions on lots and around homes within the Stagecoach area throughout the summer and fall of 2012. The fire districts work is also enabled by a grant from the Colorado State Forest Service.

For the SPOA portion of the project with the logging contractor, the plan is to remove all trees (live and dead) within the 60-foot road easements and within the 10-foot lot easements along the roads. For areas within the lots, beyond these easements, only dead pine would be cut and removed that can be reached with the boom of the logging equipment (up to 30 feet beyond the lot easement).

Removing all trees within the road and lot easement area is necessary in order to help improve a fire break and allow safe egress should a wildfire occur in the area. For subdivisions without utilities, clearing the lot easements will also allow for the eventual installation of utilities within these lot easements. Removing dead trees further within the lots will help reduce the fuel hazard and also result in the removal of dead trees that will be falling across roads and creating a continual maintenance issue.

The authorities for implementing this project are with the SPOA covenants in Article V sections 'e' and 'p'. **If a SPOA member does not want this project implemented on their property in the areas within their lot and beyond the lot easement, we are asking that you 'opt-out'** by contacting Ken Burgess, General Manager at 970-736-1036 or by email at gmspoa@zirkel.us. Owners

that would like a more complete fuel reduction to be implemented on your lot (either through the logging contractor or the Fire District) will need to return a signed waiver of liability.

Within the next year we plan to implement this project on at

least 100 acres of the 250 acres that have been identified along roads and in common areas. It is likely that the first phase of implementation of the logging operation may start in the areas without power lines due to the need to partner with the Yampa Valley Electric Association in the areas near the power lines. Discussions with YVEA are occurring.

Additional information on this project, including maps of the areas proposed for fuel reduction and liability waiver for additional mitigation work will be posted on the website or can be requested by contacting the General Manager.

In conclusion we wish to thank the **Colorado State Forest Service** for their generous grant of \$47,000 to SPOA for the logging operation as well as their additional grant to the Oak Creek Fire Protection District for the slash disposal and addition

fire hazard mitigation work.

If a SPOA member does not want this project implemented on their property in the areas within their lot and beyond the lot easement, we are asking that you 'opt-out' by contacting Ken Burgess, General Manager at 970-736-1036 or by email at gmspoa@zirkel.us.

July Minutes (continued)

(Continued from page 8)

would be a 3-5 year project. Saderdal is against the idea. UWYCD is considering the idea and proposal. At the next meeting there will be a short briefing to the Board to discuss the pros and cons, and the effects to the south division.

Public Comment

Sue Kimes moved to make a \$500 donation to Partners of Routt County. She personally knows of 2 kids in South Routt that have benefited from the program. Frank Murphy seconds motion, stating it's been many years since their last donation. Ann and Robert are not in favor. Both stated they didn't feel like it was the duty of the Board. Motion failed with a 4-5 vote.

Stephanie moved to approve all applicant approved documents for consolidation of properties in the Horseback subdivision. This is something that must be approved by SPOA BOD. A handout was given and a telephonic meeting will be set. Robert seconded motion. All in favor.

Next Quarterly Meeting

Next quarterly meeting is set for Saturday, October 15, 2011, at the Oak Creek Fire Station at 9 a.m.

Motion to Adjourn

Tom Watts moved to adjourn meeting at 2:45 p.m. Sue seconded the motion. All in favor.

Proposed Morrison Creek Reservoir

SPOA is presenting this discussion about a proposed 330-acre reservoir on upper Morrison Creek that would cover part of Horseback and Morrison Divide Ranch subdivisions. Although SPOA is not, at present, taking a position either for or against this project, we wish to inform our members about area developments.

Point: Upper Yampa Water Conservation District

**By Kevin McBride, Manager
Upper Yampa Water Conservation District**

Thank you for your inquiry about the proposed Morrison Creek Reservoir. We understand that our planning for Morrison Creek Reservoir is of great interest to property owners in the Stagecoach area. This letter is to provide you with the current status of the UYWCD's planning efforts specifically related to the Morrison Creek Reservoir. It is important to understand that the UYWCD is undertaking a Master Plan for the entire District that is to be completed in 2013. The Morrison Creek Reservoir is one project that is being studied as part of the Master Plan.

Why is the UYWCD looking at projects in Morrison Creek?

- ☐ The Yampa River Basin is a target of Front Range interests for water diversions and also at risk from calls from downstream States on the Colorado River. These possibilities could make for a difficult situation in the Yampa River Basin.
- ☐ Maintaining a reliable supply of water for the Yampa River and water users in the District boundaries is an important objective for the UYWCD.
- ☐ We think that in a prolonged drought Stagecoach Reservoir may be unable to meet the water demands of its many users.
- ☐ Water diverted from Morrison Creek could help maintain water supplies in Stagecoach Reservoir during droughts.

Our initial assessments of the site include the hydrology of the creek, sediment yields of the watershed, wetlands existing at the site, engineering geology of the dam site, and conceptual reservoir operation scenarios. Although our planning is preliminary, initial feasibility has been established and the UYWCD will include the study of the Reservoir in our master plan. We know that should the UYWCD decide to move forward with construction of the Reservoir there will be numerous and lengthy permitting processes. These will include the County, State and Federal governments, all with ample opportunity for public input. Input from SPOA is important to the UYWCD. Some of the public input we have received on the Morrison Creek Reservoir project to date includes:

- ☐ Create public accesses to the reservoir.
- ☐ Create a non-motorized reservoir as a recreational partner to Stagecoach Reservoir.
- ☐ Include public access to the National Forest.
- ☐ Create a park and campground.
- ☐ Do not create mudflats at the Morrison Creek Reservoir.
- ☐ Don't pursue the project

Staff from the UYWCD would be happy to meet with SPOA and provide more information on the Morrison Creek Reservoir project.

Counterpoint: Why It Shouldn't be Built

**By Richard G. Saterdal, P. E., President
Morrison Divide Ranch Homeowners Association
Alfred O. Saterdal, Horseback Property Owner,
Former Stagecoach Property Owner's Association Director**

The following article is a condensed version of a more in-depth article. The complete article can be found on the SPOA website:

<http://www.stage-coach.com/>

Introduction

The proposed Morrison Creek Reservoir would be located southeast of Oak Creek, Colorado, about three miles southeast of Stagecoach Reservoir. The location of the proposed Morrison Creek Reservoir site is shown on the photograph on page 11. The photograph was taken just below the proposed dam site looking up the Morrison Creek valley to the south. This reservoir would encroach into the Morrison Divide Ranch and Horseback subdivisions on the west, and the Sarvis Creek Wilderness Area on the east.

The site is currently a beautiful mountain valley, containing some of the most productive hay meadows and unspoiled wildlife habitat in the area. However, if the reservoir is built, when it is drawn down this area will be transformed into far-reaching and unsightly mudflats similar to the mudflats that were created when Stagecoach Reservoir was drawn down in 2010 for reconstruction. Despite this and other substantial negative impacts that this reservoir would have, as well as high costs to Stagecoach taxpayers, there has been no public involvement program to inform and allow input from the public regarding this project. For this reason, this article has been written to help inform the public about the proposed reservoir and its negative impacts.

Reasons Not to Build Morrison Creek Reservoir

The reservoir is not needed. The Upper Yampa Water Conservancy District (UYWCD) would like to dam up Morrison Creek, capture and store water in the proposed Morrison Creek Reservoir, and transfer this water by pumping and piping it to Stagecoach Reservoir. UYWCD has been pursuing this reservoir project for many years and has spent a quarter of a million dollars for a small fraction of the land needed for the reservoir project in addition to spending many thousands of dollars for engineering studies and legal fees. However, on April 11, 2011, the Colorado Supreme Court upheld a lower court's ruling that UYWCD could not obtain a conditional water right to transfer water from Morrison Creek to Stagecoach Reservoir because UYWCD had failed to show a need for this water. Since UYWCD has no need for this water, there is no need for the proposed Morrison Creek Reservoir to store this water. Rather than benefitting the area, this reservoir will have substantial negative impacts on the surrounding area, it will waste water through evaporation, and it will be funded at great cost to the taxpaying property owners. In spite of these negative impacts and high costs, there has been no public involvement program to inform the general public about this project and to allow input from the public. Most property owners in the area are not even aware of this project.

The reservoir will be expensive for Stagecoach taxpayers and will not benefit them. UYWCD's cost estimate for the reservoir project is \$20,300,000. However, this cost estimate does not include costs for land purchases and financing. This cost estimate was published in 2009 and does not include increases for inflation that will occur between 2009 and the actual time of project construction. For these reasons, actual project costs will be much greater than the \$20,300,000 estimate. UYWCD collects a levy on general taxes from both Routt and Moffat Counties, and this tax is paid even by property owners who are not supplied any water by UYWCD. Although the Morrison Creek Metropolitan Water and Sanitation District (MCMWSD) has rights to a

Opponents Share Concerns about Morrison Creek Reservoir

small amount of water stored in Stagecoach Reservoir, MCMWSD has never used this water, and UYWCD has never supplied any water to Stagecoach. But Stagecoach property owners do pay taxes to UYWCD. The taxes paid to UYWCD would be much more beneficial to Stagecoach if they were used to extend roads and utilities rather than build a reservoir that Stagecoach does not need.

The reservoir will also be very expensive in terms of dollars per acre-foot. The capacity of Stagecoach Reservoir was increased by 3,185 acre-feet by raising the height of the dam by 4 feet, resulting in a new total capacity of 36,460 acre-feet. The cost for this was reportedly about \$3 million, or a little less than \$1 million per thousand acre-feet. Even if the total cost for the proposed Morrison Creek Reservoir is only \$25 million, its total capacity will only be an estimated 4,965 acre-feet. This equates to a cost of just over \$5 million per thousand acre-feet, more than five times the cost of the Stagecoach Reservoir capacity increase on a dollar per acre-foot basis.

The reservoir will create extensive mudflats when drawn down. This reservoir will be operated as a water storage reservoir and not as a recreational reservoir. The Division 6 Water Court approved UYWCD's application for the proposed Morrison Creek Reservoir, including the right to fill and completely drain the total capacity of the reservoir twice a year. There is no requirement to limit the drawdown of the reservoir to maintain a minimum recreational pool of water. Since there is a state park at Stagecoach Reservoir, UYWCD will be subject to many potential complaints if the water is dramatically drawn down in Stagecoach reservoir. For that reason, there will be an incentive for UYWCD to draw down Morrison Creek Reservoir in order to keep the water level at Stagecoach Reservoir up. However, the proposed Morrison Creek Reservoir has less than one seventh the water storage capacity of Stagecoach Reservoir. The proposed Morrison Creek Reservoir will therefore have to be drawn down substantially in order to prevent even modest draw downs in Stagecoach Reservoir. For this reason, Morrison Creek Reservoir may be drawn down frequently in order to keep Stagecoach Reservoir water levels up.

When drawn down, the proposed Morrison Creek Reservoir will create extensive barren mudflats similar to those at Green Mountain Reservoir. However, whereas Green Mountain Reservoir has a bottom with a large amount of rock and gravel, the bottom of Morrison Creek Reservoir will be mainly mud similar to Stagecoach Reservoir. These mudflats will be an eyesore, and will create dust storms when they dry. The extensive mudflats will be visible from the Morrison Divide Ranch and Horseback subdivisions, Routt County Road 16 looking down Bushy Creek, the Sarvis Creek Wilderness Area, Green Ridge, Woodchuck Hill, and Song Mountain.

The reservoir will destroy prime ranchland and precious wildlife habitat. The reservoir will inundate productive hay and meadowlands. It will destroy wetlands and areas designated by the Colorado Division of Wildlife as severe winter elk habitat. The reservoir will disrupt the natural flow of water in Morrison Creek below the dam. The reservoir, as planned, will encroach into the Sarvis Creek Wilderness area along Silver Creek.

The meadows to be inundated by the reservoir and land immediately outside the reservoir to its north and west are prime wintering areas for elk and other species. Residents of this area have observed annual migrations of elk and deer down to the meadowlands at the site of the proposed reservoir. South facing edges and bluffs in these areas often have very little snow in the winter, allowing grazing species to feed. This reservoir will not only inundate much of these meadowlands but will also block the ability of animals coming from Sarvis Creek Wilderness area to get to feeding areas not inundated by the reservoir.

UYWCD intends to propose a land swap in order to gain ownership of the necessary wilderness area acreage. However, it is almost impossible to alter the boundaries of a wilderness area. UYWCD will probably not be able to obtain the wilderness area property it wants in order to build the reservoir.

The reservoir will inundate large areas of private property and hurt property values in the surrounding area. The surface area of the

proposed reservoir is estimated to be 330 acres. However, additional acreage will be needed for an access road, buildings, public facilities including a possible

campground, and a buffer zone. The total size of the reservoir site will be much greater than 330 acres. The public access and potential campground will introduce congestion, noise, loss of privacy in adjacent properties, trash issues, and an increased fire hazard to this pristine area. The reservoir's waterline will encroach upon lots in the Morrison Divide Ranch and Horseback subdivisions, and public access to the reservoir will be through Stagecoach and Morrison Divide Ranch. The access road around the reservoir and the buffer zone will extend the project footprint deeper into the subdivisions. The mudflats and resultant dust will be a blight on the area and will decrease the desirability and value of nearby properties.

The reservoir may not provide any benefit to Colorado residents during dry periods and droughts. Under the Colorado River Compact of 1922 and the Upper Colorado River Compact of 1948, Colorado and the other states of the Upper Colorado River Basin have an obligation not to deplete the flow of the Colorado River at Lee Ferry below 75 million acre-feet during any consecutive 10-year period. While there is uncertainty as to how much additional water Colorado can safely develop under the Compacts, some experts believe that we have already reached that limit. Several recent studies support the conclusion that at best there is a substantial risk of a Compact call in the next 20 to 40 years, particularly when considering the impacts of climate change on temperatures and runoff in the Colorado River basin. New projects will certainly be faced with an increasing probability of being curtailed under the Compacts in a sustained drought period. The water rights that UYWCD has for Morrison Creek water are very junior water rights in the basin. For this reason, there is a substantial risk that UYWCD would be unable to store water in Morrison Creek Reservoir in dry years and might even have to release water stored in prior years. The long-term value of the project in providing water supplies during droughts is, therefore, highly uncertain.

The reservoir will eventually fill with silt and no longer be able to store water. The drainage area above the proposed Morrison Creek Reservoir includes a massive unstable landslide area, The Slide, or "Muddy Slide," that has fed tremendous amounts of sediment into Morrison Creek in the past and continues to do so. The proposed reservoir will trap the sediment flowing down Morrison Creek and eventually fill with mud and silt.

Summary

The proposed Morrison Creek Reservoir is not justified because UYWCD has not shown a need for the water and because it will be very expensive for taxpayers. The taxes paid by Stagecoach property owners to UYWCD would be much more beneficial to Stagecoach if they were used to extend roads and utilities rather than build a reservoir that Stagecoach does not need. The reservoir will also have substantial negative impacts on wildlife habitat, wildlife migration pathways and patterns, and property values. It will create unsightly mudflats and dust storms.

The proposed Morrison Creek Reservoir project is being pursued in order to hoard water without regard for need, or cost, or negative impacts. Moreover, since there is no guarantee that the water stored in this reservoir will ever be used for the benefit of Colorado residents, and the reservoir may quickly fill with silt and mud, building this reservoir would be a great misuse of taxpayer money.



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