

E mail sent Feb. 11, 2020, no response yet as of submittal on Feb. 12.

'rebecca.atkins@state.co.us'; 'kandis.aggen@state.co.us'

Cc Kari McDowell Schroeder <kari@mcdowelleng.com>; Ted Carney <TedC@grandvalleyflooring.com>; Sam A. Redfield (sredfield@jvajva.com); Kevin E. Vecchiarelli <kvecchiarelli@jvajva.com>; 'Catherine Trotter' <ctrotter@town.fraser.co.us>

Rebecca, thank you very much for checking into the status of the Riverview access permit. As Kari notes, we have not changed number of units. At the request of the town we have combined what was a collection of 10 duplex units (500 square feet each) into a single two story building with 20, 500 square foot units (same number of units and unit sizes as before). This gives us much more room on the site to allow for a 20 foot setback along the highway side of the property along the front of Ted Carney's site (Riverview owner, copied) for any future US 40 improvement. We (project surveyor Tim Shenk) have done a detailed review of available US 40 ROW in front of the store, as you can see (attached) planning in the 1970's reserved a 123 feet of right of way in front of Ted's store and his requested project.

Concerning the "status" of the 20 foot strip – my understanding is CDOT is not willing to add any highway miles to its system – so the frontage "road" is extremely unlikely to be a state highway. Fraser shares CDOT's challenge in either building or maintaining more town streets. In short, the platted 20 foot setback (preliminary plat attached, the final plat will reflect the same "setback") provides the flexibility for any direction future infrastructure changes might take.

As I am sure you are aware – Fraser and CDOT's study of US 40 in this area has identified many options to improve traffic flow through our community. At the study meeting last week, all seemed to be in agreement US 40 needs to be 4-laned from Winter Park through Fraser. It appears there is plenty of room in front of this site to accomplish this, even without the 20 foot strip Ted is pledging to future projects. This strip could be utilized in the future for additional expansions or possibly a frontage road.

The thought expressed by last week's group was it will be a very heavy lift to accomplish phase one – 4 lanes and additional traffic lights – to help alleviate traffic issues on US 40. Phase two, a possible frontage road and other ways provide alternative routes to relieve congestion – realistically is much farther into the future.

In short, Ted has pledged to reserve property for projects which are very likely a long time in the future – which is good planning and does require sacrificing a good portion of his one acre. He hopes to receive a permit now though to help provide housing for a community much in need for more places for residents to live.

Your agency has also indicated the desire to reduce the number of curb cuts in this area. Ted is willing to facilitate this, note the 20 foot setback continues across the Grand Valley Flooring site. A decision on this

direction cannot occur now as plans for the neighboring development (west, Moonshine Liquors) have not been submitted to the town or any review agency.

Bottom line, Kari's study confirms the current access is adequate to serve both Ted's store and the Riverview project and a setback has been established to give your agency and the town flexibility as changes are made to better address traffic flow.

Thank you very much for your attention to this access permit. We do have a final plat hearing coming up before the Planning Commission on Feb. 26 and an indication of CDOT's direction before then would be greatly appreciated.

Andy Miller, M3 Property Service – project General Contractor 970-531-0674