

September 17, 2025

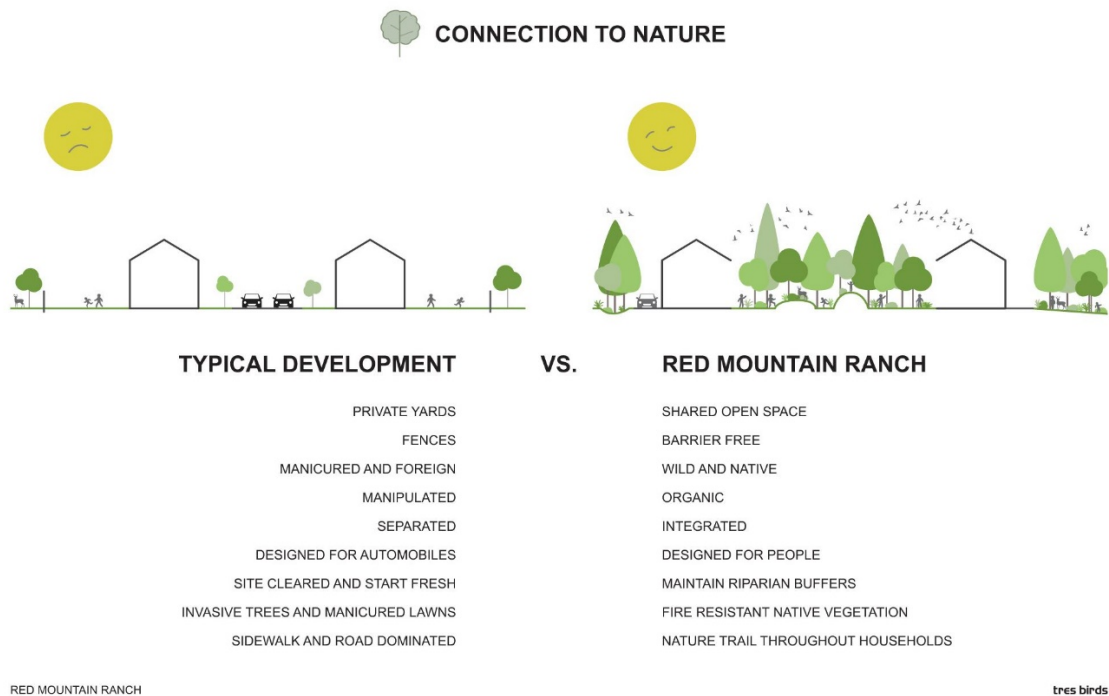
## **RE: Red Mountain Ranch Parcel 1 Front Yard Setback**

The design team acknowledges that minimum setbacks defined by the first draft of the Red Mountain Ranch Design Guidelines differed from the Minimum Building Setback Requirements established by the recorded PUD Guide for the Red Mountain Ranch Planned Unit Development (hereinafter, the “PUD”).

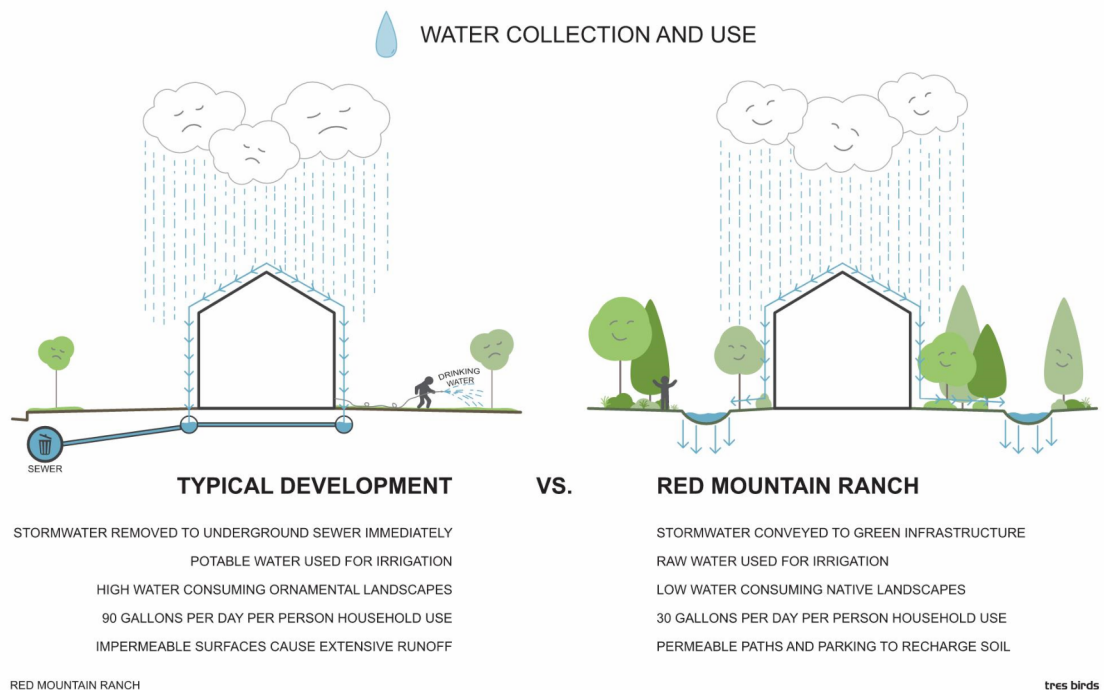
As we understand, the primary purpose of a Planned Unit Development, generally, is to achieve a better, more flexible, and cohesive development than would be possible under strict adherence to traditional zoning laws. More particularly, as stated in Section 4.1.A.1 of the PUD, the purpose of Planning Area 1 is “to allow for flexibility, innovation, and site sensitive planning that is responsive to both the design character and the functional requirements of the community”, and site planning should “follow the principles of Conservation Oriented Development (hereinafter, “COD”) and Cluster Residential design...[and] provide for clustered areas of development areas and integrate buffer zones and formal or informal open spaces within the plan”. Aligned with this explicitly stated purpose of the PUD, we understand COD, generally, as a development approach that prioritizes the protection of natural resources, ecological functions, and community character by clustering development on a portion of a site, leaving the rest as permanent open space.

In designing Planning Area 1, the development and design teams took the challenge established by this statement of purpose in the PUD very seriously, going as far as to establish the following internal mission statement to keep our ambitious goals front of mind throughout the design process: “Red Mountain Ranch, providing a sustainable and resilient alternative for human habitation and development of the American West”. And, to explain our plan for achieving this mission, we set up a comparative description of the Red Mountain Ranch development vis-à-vis “Typical Development”, establishing our strategies for: Figure 1) “Connection to Nature”, Figure 2) “Water Collection and Use”, and Figure 3) “Energy Production and Use”.

[FIGURES 1-4 ON FOLLOWING PAGES]



**FIGURE 1. Site Strategy – “Connection to Nature”**



**FIGURE 2. Site Strategy – “Water Collection and Use”**

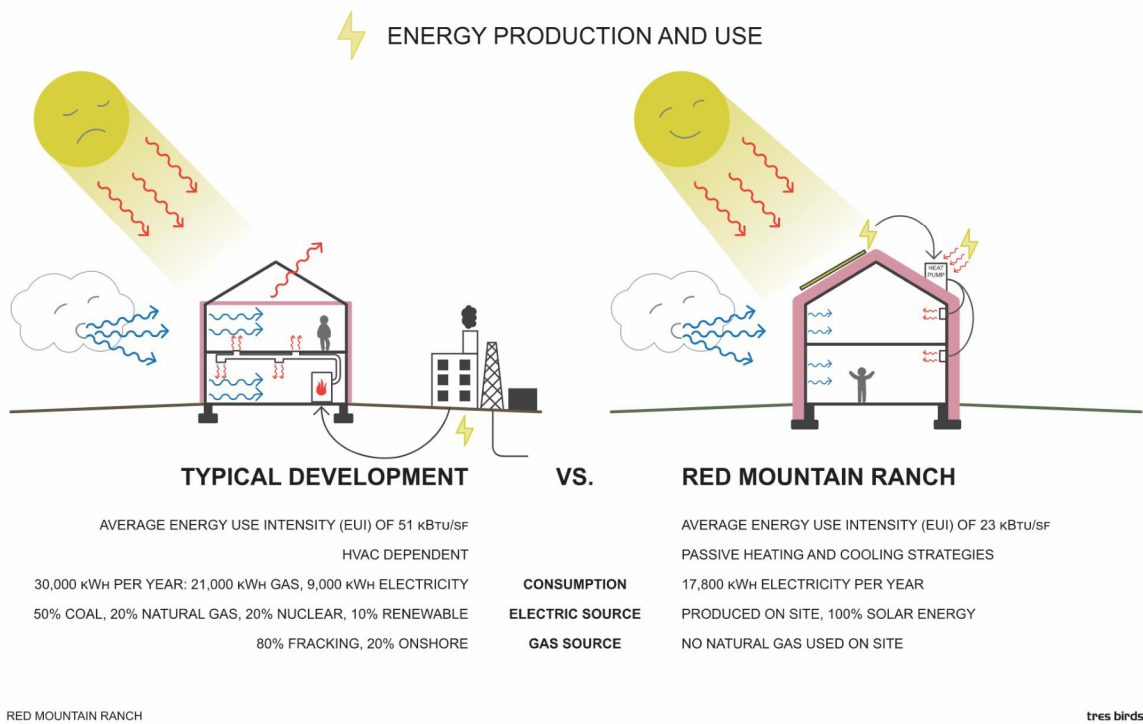


FIGURE 3. Site Strategy – “Energy Production and Use”

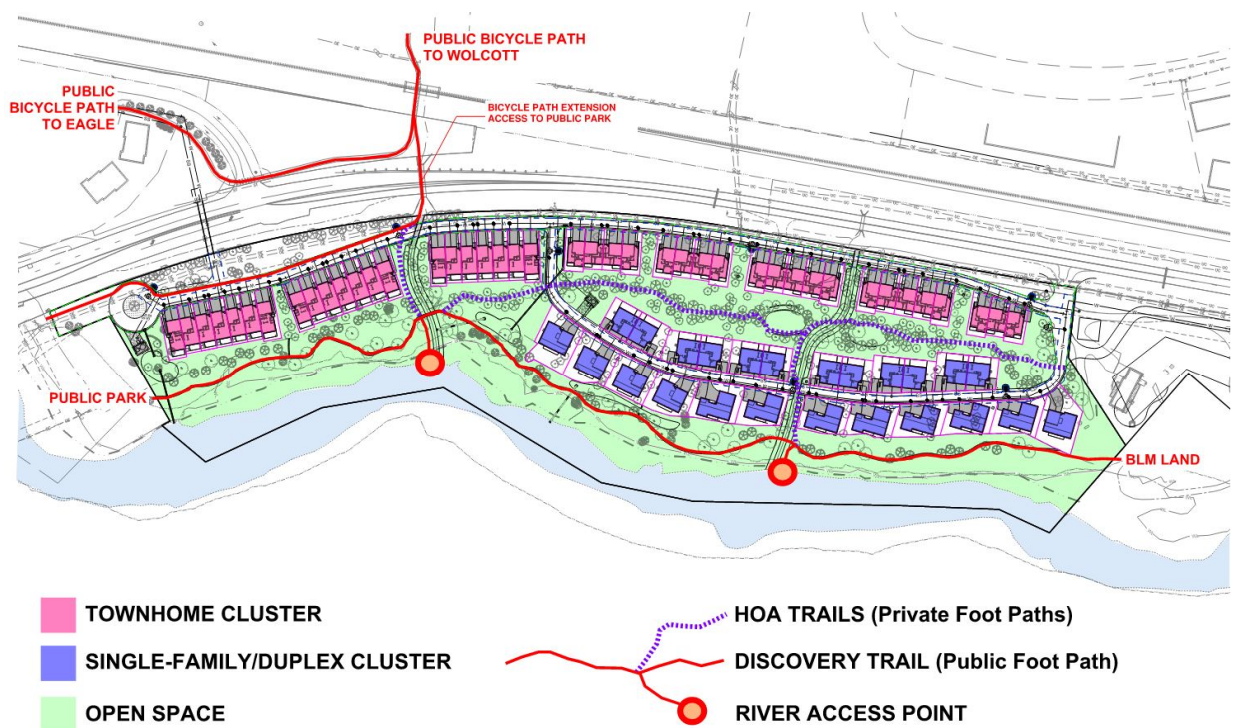


FIGURE 4. Site Plan – Clustered Development to Maximize Open Space

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To physically manifest and achieve these goals—see Site Plan in Figure 4 for reference—our first move was to push the primary vehicular circulation, including the placement of two-way private road and driveways into the 50' Highway 6 setback, and then locate a row of forty-two (42) townhomes along this private road to: i) cluster the densest portion of the development as far away from the river as possible, and ii) provide a strong visual and acoustic buffer between the Planning Area 1 development and the highway. We felt it critical that these townhomes be provided with views toward the river and access to high-quality and ecologically sensitive shared open space. On the Western half of Planning Area 1, this is easily achieved—given the limitations of the overall parcel width from highway right-of-way to river—as we have not proposed additional development between the row of townhomes and the river. On the Eastern side of the site, where the overall parcel width increases enough to include additional development, we've designed a second cluster of twelve (12) single-family and twelve (12) duplex residences, with footprints and massing staggered to allow glimpses of the river from the townhomes. More importantly, by pushing this second cluster of development as close as possible to the 75' stream setback from the Eagle River highwater mark, we were able to establish significant shared open space—up to one-hundred feet (100') wide—between the townhome cluster, adjacent to the highway 6 setback, and the single-family/duplex cluster, adjacent to the stream setback.

The width of this shared open space is critical to achieving our mission and providing the type of COD development envisioned by the PUD. It is wide enough to provide a significant buffer of ecologically sensitive landscaping, including a dense and diverse selection of trees. In this way, we can provide a shared open space that experientially feels, and ecologically behaves, like a “natural forest” on the western slope without compromising defensible space around the dwellings.

This landscape is designed to protect the riparian area and floodplain along the river by maintaining natural grading and enhancing the natural hydrologic cycles present on the site, allowing stormwater that falls on the site to percolate into the ground over time, and channeling the path of existing off-site stormwater flows to provide opportunities for increased diversity of plant selection and creation of additional wildlife habitat.

Finally, we have oriented and massed the buildings to take maximum advantage of passive heating and cooling strategies and allow for on-site generation of 100% of the Planning Area 1 development electrical demand (i.e. “net-zero development”).

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The design of the proposed development on Planning Area 1 is innovative, cohesive, and it achieves our mission by aligning with the stated purpose of the PUD. The development team has sacrificed significant density to achieve this outcome by: i) self-imposing a seventy-five foot (75') stream setback in the PUD to ensure that the riparian area will continue to thrive even as the development provides public access to the river via the Discovery Trail, and ii) proceeding with sixty-six (66) dwelling units, where the PUD allows for ninety-seven (97). We have platted the individual properties to meet nearly all of the PUD setback guidelines. But, to maintain our prioritization of people, landscape, and ecology—with buildings oriented to allow for net-zero development—we must tighten up the front yard setbacks for the single-family and duplex dwellings from the 10'-0" outlined in the PUD to 2'-6", and we have updated the Design Guideline document accordingly.

We recognize that a 2'-6" front yard setback is significantly less than that usually provided by typical development, but the development and design teams are aligned in our belief that, relative to the 10' setback outlined by the PUD, this setback is more appropriate for the site-specific development proposed for Planning Area 1. Based on commitments to the following, we feel that this proposed front yard setback is both safe and reasonable:

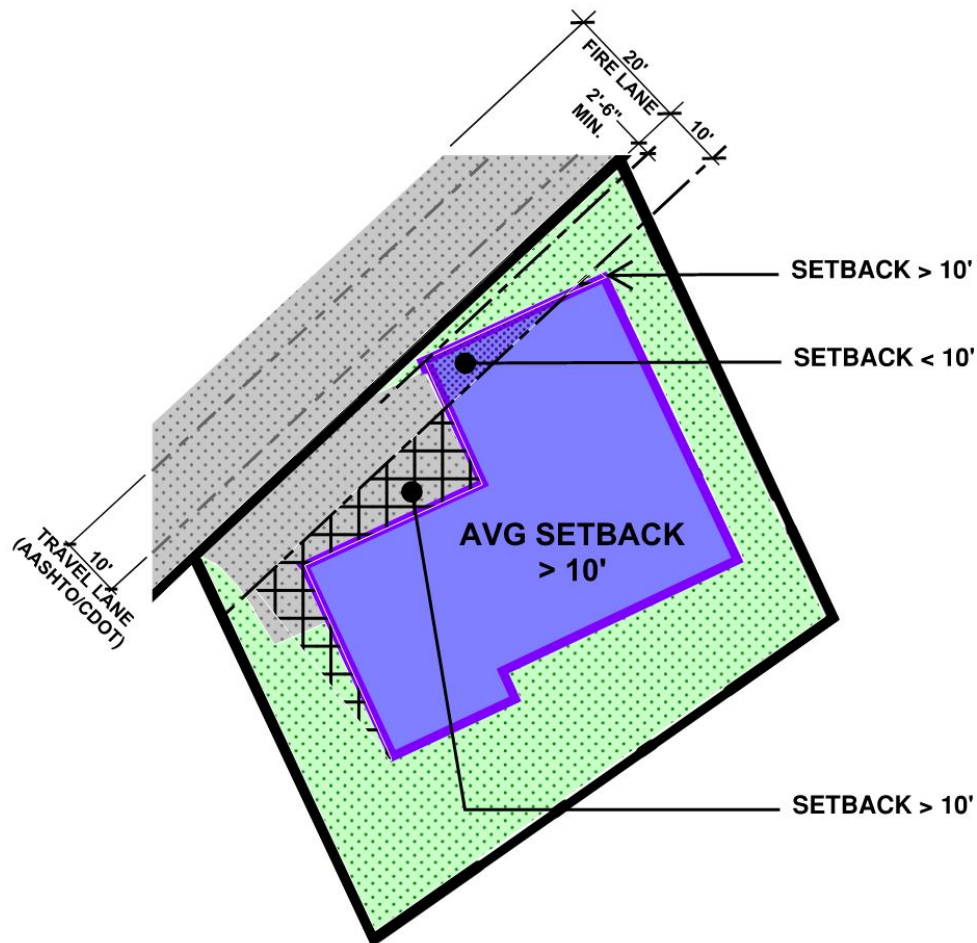
1. The single-family and duplex dwellings are setback from property lines abutting a private one-way road exclusively serving twenty-four (24) dwellings. And though we have all come to define the "front yard" as the space between a dwelling and the street-fronting side of a property, the design of these dwellings significantly prioritizes the frontage on, and pedestrian access to, the shared open space. In addition to the publicly accessible Discovery Trail (along the river), foot paths traverse the shared open space, connect to the regional bicycle trail network, and purposefully segregate pedestrian and vehicular circulation in Planning Area 1 (see Figure 4). In this context, the street facing side of the dwellings have been designed primarily for the efficient storage of vehicles, parcel delivery, and trash collection. The street-facing side of these dwellings is very much a "back side", and this private one-way road has much more in common with an "alley" than it does with a "local street" (see Figure 6).
2. This private one-way "alley" is twenty feet (20') wide in accordance with fire department requirements to provide a clear fire lane. However, AASHTO and CDOT standards recognize ten-foot (10') travel lanes for low-speed, low-volume local roads, especially in residential areas. Accordingly, per Figure 5 through 7, we plan to differentiate this one-way "travel lane" within the wider "fire lane",



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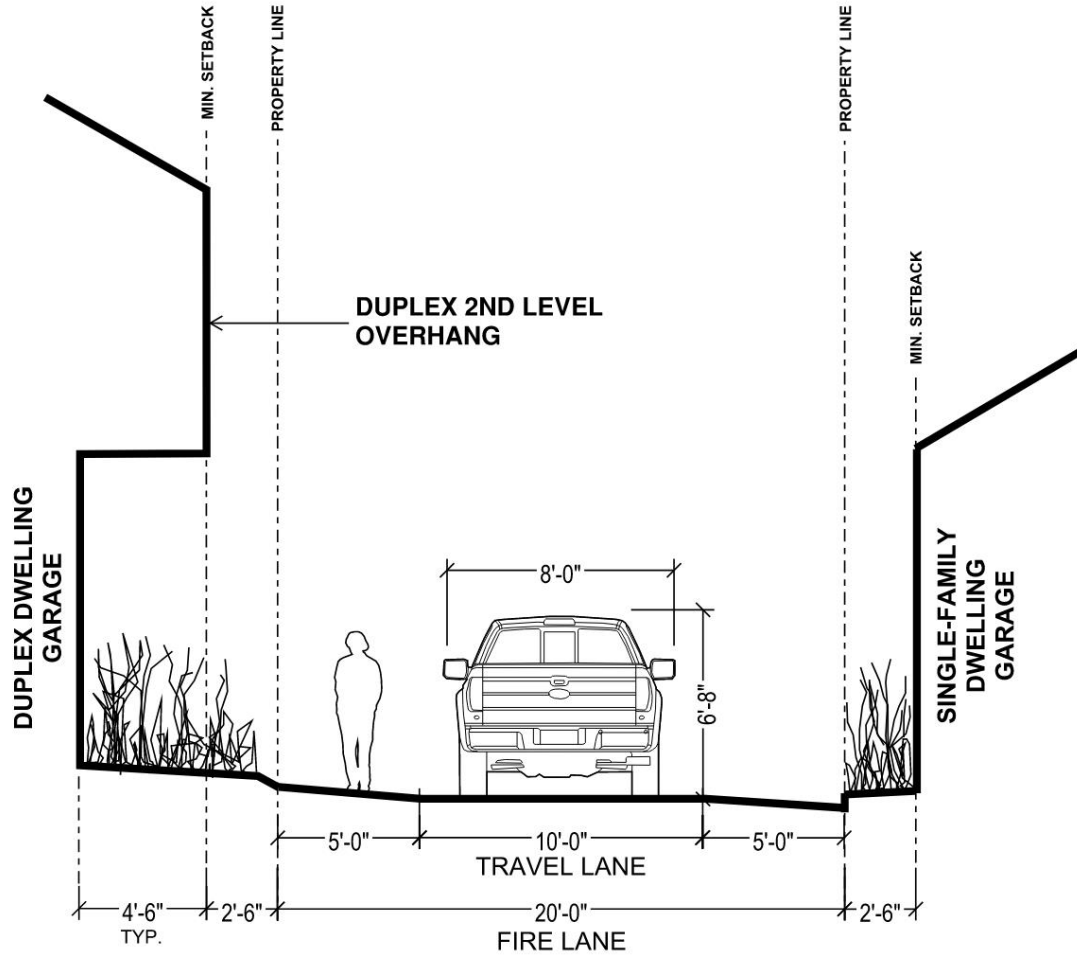
providing a five-foot (5') buffer between travel lane and adjacent property lines. Coupled with the 2'-6" minimum setback, this buffer effectively establishes a 7'-6" minimum separation between the travel lane and the dwellings along the length of this "alley" (see Figure 6).

3. The road shall be signed and speed bumps provided at regular intervals to maintain vehicular speeds in the one-way direction of travel of ten miles per hour (10 MPH) or less.
4. Given that building orientation—for the purposes of allowing net-zero development—is often rotated from normal relative to the path of the road, the average setback of the buildings is much greater than the proposed 2'-6" minimum, and for the majority of the dwellings in the single-family/duplex cluster, this average setback exceeds the 10' setback currently outlined by the PUD (see Figure 5).



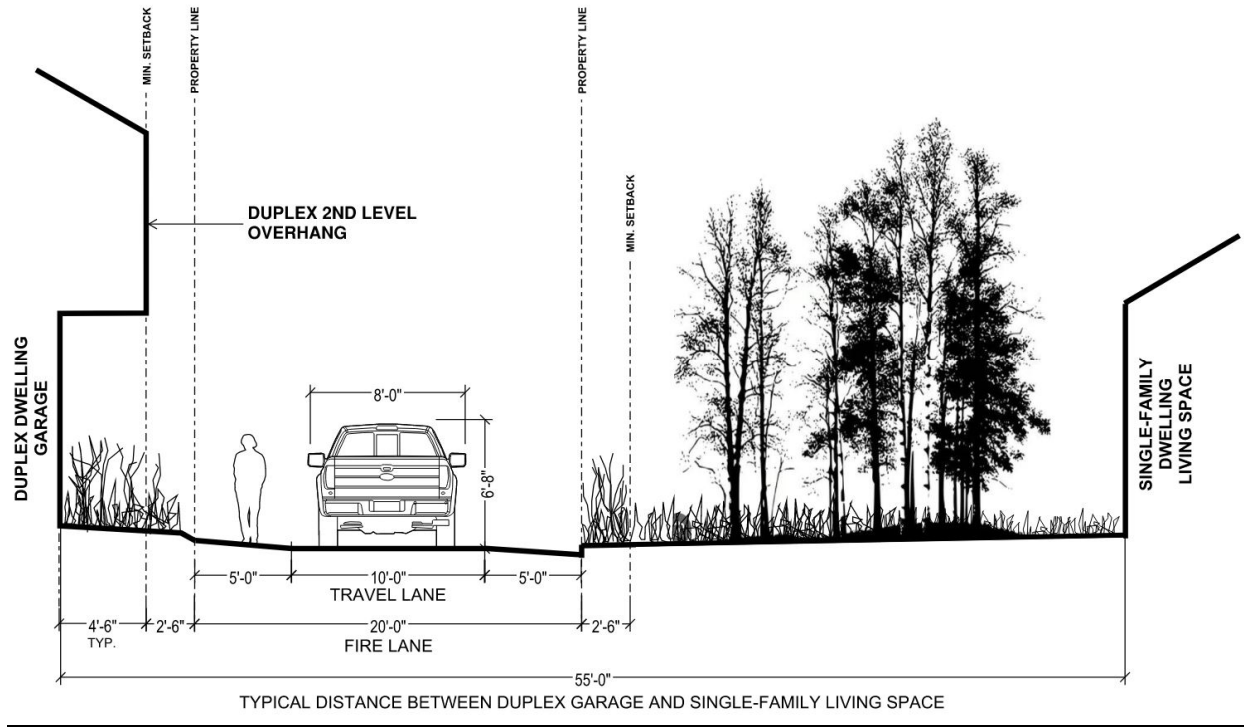
***FIGURE 5. Single-Family Dwelling Average Setback Example (Plan View)***

[FIGURE 6 ON FOLLOWING PAGE]



**FIGURE 6. “Alley” Section @ Narrow Condition (Speed Limit: 10 MPH)**

[FIGURE 7 ON FOLLOWING PAGE]



**FIGURE 7. "Alley" Section @ Wide Condition (Speed Limit: 10 MPH)**

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