



Cost of the South Shore Electrification Project to be paid with Lot Owner special assessment

When the original Stagecoach developer, Woodmoor, declared bankruptcy in the early 1970s, many subdivisions were left without essential infrastructure. At that time, the Stagecoach Covenants only allowed infrastructure costs to be funded through a “special assessment” requiring approval from two-thirds of all 2,238 lot and condo owners—an impractical threshold.

To address this, SPOA amended the Covenants in 2015 (after a lengthy approval and court process) to allow special assessments to be applied only to properties directly benefiting from a project. Under this amendment, if more than two-thirds of affected property owners approve a project, the cost is shared among those properties.

Background – South Shore Electricity

Due to the original lack of infrastructure, many subdivisions eventually funded their own electric trunk lines. South Shore developed differently.

Beginning in the mid-1990s, early builders chose off-grid systems—solar panels, inverters, and propane generators—rather than paying for expensive electric line extensions. As a result, no Yampa Valley Electric Association (YVEA) service existed in South Shore until 2020. By then, about 40 off-grid homes had been built.

In 2020, a single property owner funded a trunk line extension from the wastewater treatment plant to their home. Since then, six additional homes have connected to that line, some still using solar systems.

Recent Developments

In early 2025, two property owners on lower Shoshone Way funded a new trunk line connecting to the existing YVEA system. During planning, other nearby owners expressed interest in access to electric service.

SPOA worked with YVEA to evaluate expanding the line further—from the treatment plant, up Shoshone Way, to Arapahoe Road, and down Arapahoe to the existing line on

Uncompahgre. YVEA provided design plans and cost estimates.

Special Assessment Approval

Based on this plan, the SPOA Board:

- Identified 59 lots that would benefit from the project
- Calculated each owner’s share of the cost
- Issued ballots to those property owners

Voting remained open for up to six months, as required. By the end of the voting period, more than two-thirds (over 40 owners) approved the project.

As a result, the special assessment was approved and will be applied to all 59 lots.

Next Steps

- SPOA is finalizing the construction agreement with YVEA
- Once signed, SPOA will pay YVEA the full construction cost
- Property owners will receive invoices for their proportional share. Payments will be due within 60 days and unpaid balances will accrue interest at 8% annually.
- YVEA expects to begin construction within approximately 60 days after receiving payment.



Then & Now: The Story of Stagecoach—Part 1

The First Settlers of the Valley

Long before Stagecoach became the community we know today, this valley was sparsely populated and largely undeveloped.

Early activity in the area dates back to the 1800s, when trappers and explorers traveled through northwestern Colorado. However, permanent settlement did not begin in earnest until around 1879. By the late 1880s, a small number of homesteaders had established ranches in the valley.

These early settlers built their livelihoods around hay production and livestock, forming a modest but resilient ranching community. Water played a critical role in their success—so much so that securing water rights and developing irrigation systems was often a priority from the very beginning.

Access to the area was limited. Before the arrival of railroads and modern roads, travel relied on stage and wagon routes connecting the valley to nearby communities like Steamboat Springs. These routes were essential for supplies, trade, and communication.

Even into the early 1900s, the area remained isolated, with only a small number of working ranches and residents. Despite these challenges, the foundations of the Stagecoach community were established through persistence, resourcefulness, and a strong connection to the land.



Source: Wikimedia Commons (Public Domain)



2026 Wildfire Fuel Mitigation Program Underway

Wildfire activity in forested mountain terrain highlights the importance of fuel mitigation and defensible space within our community.

Last year, SPOA removed a significant amount of downed and standing dead timber from 12 lots in the Sky Hitch I subdivision as part of its ongoing effort to reduce wildfire fuel. For 2026, the Board has again allocated funding to continue and expand this program.

Due to a dry winter, forecasts indicate a particularly challenging fire season ahead. In 2025, wildfire mitigation work was completed by crews hired through the Oak Creek Fire Protection District. However, because those crews were frequently deployed to active fires elsewhere, much of the work was delayed until the fall.

This year, SPOA has taken a more proactive approach by starting the program earlier, with the goal of securing crews before they are reassigned. In addition, efforts are being more strategically targeted toward areas that pose the highest wildfire risk to SPOA subdivisions.

Current work is focused on lots along the far western boundary of the subdivisions above Cole Hill. These properties border large, non-SPOA parcels owned by absentee landowners where little to no fire mitigation is taking place. Combined with prevailing winds from the west, this creates an elevated risk of wildfire approaching from the west and south.

The goal of this year's program is to improve defensibility by thinning vegetation, removing dead and downed timber, and improving access for firefighting crews—particularly in areas where fallen wood can obstruct entry.

To date, mitigation program offers have been sent to owners of approximately 100 lots. For participating property owners, SPOA will coordinate the work and cover 50% of the cost, up to a maximum of \$500 per lot. For example, if an owner contributes \$500, SPOA will match that amount, providing up to \$1,000 of total mitigation work per lot. Owners may also choose to participate at a lower level, with a minimum contribution of \$200.

Property owners not included in this year's targeted areas are still encouraged to take independent action to reduce wildfire risk. Local contractors offer chipping and grinding services, and much of the dead wood on a lot can be processed and left on-site. Wood chips are difficult to ignite, making this an effective method for reducing fuel.

For larger material that cannot be chipped, SPOA maintains a slash pile located in the Sky Hitch I subdivision off Stirrup Way. This site is designated for disposal of dead wood from SPOA properties. While the slash pile has typically opened in late May or early June, an earlier opening is being considered this year due to conditions. An email notification will be sent by the General Manager when it becomes available.

If you are interested in completing mitigation work but need assistance finding a contractor, please contact the General Manager at genmgr@stagecoach.com.

2026 SPOA Chipping Program

The Oak Creek Fire Protection District will once again be providing curbside chipping services for SPOA property owners this summer. Please see the schedule and important details below. A separate registration email will be sent on **June 15**.

Chipping Schedule:

First Round: Week of July 13–17

- Piles must be registered and prepared by July 13 at 8:00 AM
- Registration opens June 15 (an email will be sent)

Second Round: Week of September 14–18

- Registration opens August 17 (an email will be sent)

Please ensure all piles follow the guidelines below. Piles that do not meet requirements may be skipped. This service is provided free of charge to SPOA lot owners.

PILE GUIDELINES

- Piles must be stacked with the cut ends facing the road (see photo)
- Piles must be within 5 feet of the public roadway, but not touching the road, in drainage ditches or impeding any traffic
- Maximum number of piles: 5 per property
- Maximum pile size is 5 feet high x 5 feet deep x 7 feet long
- Piles that are created using heavy machinery that are very difficult to pull apart to chip will be rejected





Join us for Lunch!

Oak Creek Community Center:
Monday, Wednesday and Friday @ noon

60 and better, recommended donation of \$3.00

Our program is here to encourage Routt County older adults to remain independent and healthy.

In a study published in the American Journal of Public Health, “**social participation and integration have profound effects on the health and well-being** of people during their lifetimes. We know from previous studies that **people with many social ties have lower mortality rates**. We now have mounting evidence that strong social networks can help to **prevent declines in memory**.” Additionally, social participation has been shown to **decrease depression, improve sleep, and encourage healthy eating habits**. Eating well is vital at any age, and nutrition plays an important role in the healing process and in maintaining health.

To see the current menu and for more information visit www.soarroutt.org or call 970.879.0633 with questions.



Slash Pile Update

A definitive date for opening the Slash Pile has not been set yet. When it does open remember the rules for what can or cannot be placed there.

CAN DISPOSE OF

1. Natural organic material only
2. Tree branches or trunks with a maximum diameter of 10 inches
3. Shrub, brush, or willow trimmings
4. Leaves and grasses



CANNOT DISPOSE OF

1. Tree parts larger than 10 inches in diameter
2. Tree stumps and root balls
3. Lumber of any type or size
4. Composite decking such as Trex
5. Wood fencing
6. Metal fencing or metal of any type
7. Furniture
8. Appliances
9. Batteries
10. No material of any type that is brought from a property that is not part of SPOA.

Failure to follow these simple rules may result in permanent closure of the Slash Pile!

REMINDER

SPOA Common Area Restrictions

Motorized vehicles or equipment are strictly prohibited from operation on SPOA Common Areas. This includes all gasoline, diesel, or electric machines:

- | | |
|---------------|---------------|
| ⇒ Motorcycles | ⇒ UTVs |
| ⇒ Snowmobiles | ⇒ Lawn Mowers |
| ⇒ ATVs | ⇒ Tractors |

Unless specifically authorized by SPOA for common area maintenance, or to access the Slash Pile area, this restriction is in place all year.

2026 Assessments Are Out!

You should have received your SPOA 2026 assessment. Thanks for your patience this year!

Electronic payment is fast and easy—SPOA encourages all owners to pay online. Pay by credit card or e-check, and include multiple lots in one transaction:

<https://www.paystation.com/pay/stagecoach-property>

To pay by check, mail to SPOA, PO Box 138, Yampa, CO 80483 and include your account number on the check.

The assessment payment is due and payable on June 15th, 2026. Any portion of the assessment remaining unpaid on July 15, 2026, will bear interest at the rate of 8% per annum computed from June 15th, 2026, to the date of payment.

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Matt Wright (*Term ends 2028*)

Save the Date

SPOA Annual Member Meeting

July 18, 2026 at 10 am

**At the SOROCO High School
and remotely on Zoom**

www.stage-coach.com

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