



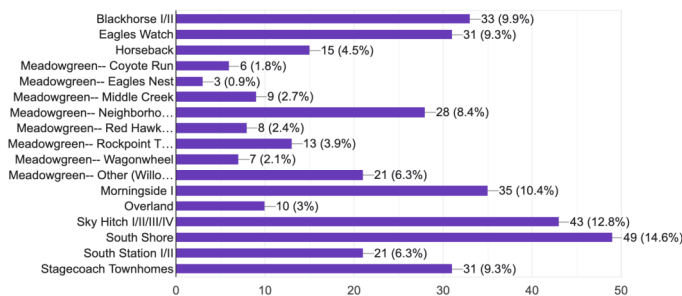
September 2025 Quarterly Newsletter

Real Estate Development Committee Survey Analysis Report

The Real Estate Development Committee's survey aimed to gauge SPOA members' views on the recent increase in development activity around Stagecoach. The survey was intentionally left generic and not geared to any development in particular in order to try to understand what is important to the community.

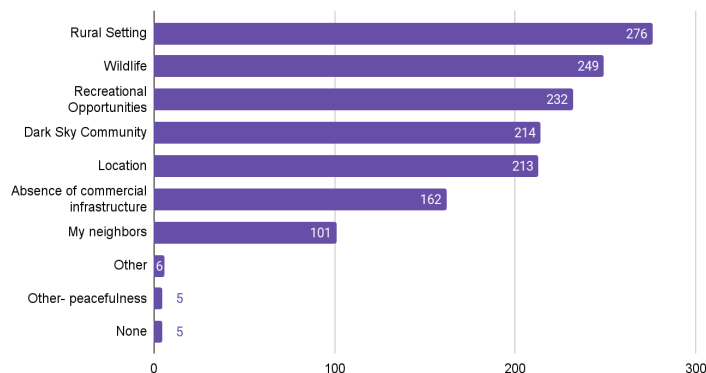
There were 354 responses to the survey, 335 of which were members of SPOA who owned lots or homes in one or more neighborhoods within SPOA. Of the SPOA members there was representation in responses from all neighborhoods.

In what subdivision is/are your property located?
335 responses



When asked about their favorite aspects of Stagecoach, more than 80% of respondents chose its rural setting, and nearly 75% said the local wildlife enhances their enjoyment of living there.

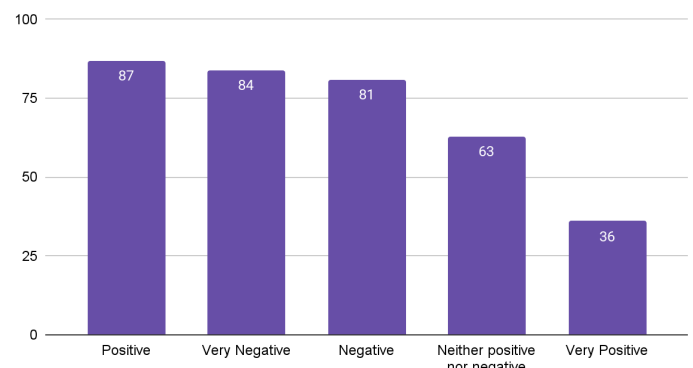
What are your favorite aspects of the Stagecoach community? Please check all that apply



When asked how members perceived the potential impact of new developments on the stagecoach community, more com-

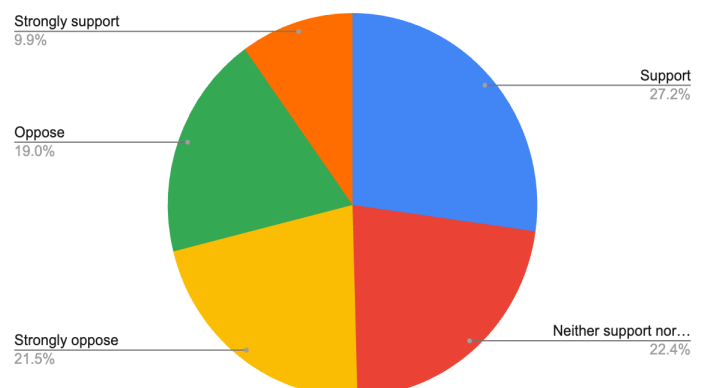
munity members— 47% of respondents— perceived the impact as negative by responding either negative or very negative, and 35% perceived the impact as positive by responding either positive or very positive.

Do you think new developments will have a positive or negative impact on the Stagecoach community?

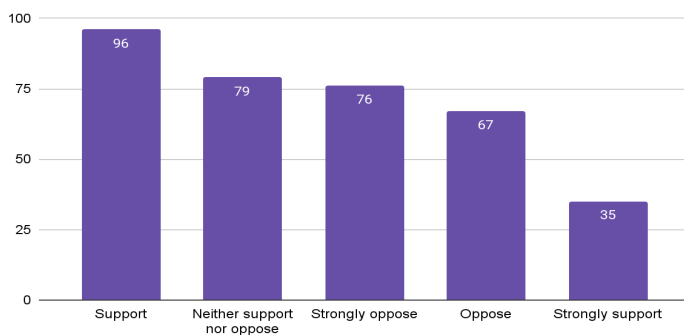


A similar story can be told when asking community members if they support or oppose new developments in the Stagecoach community. Most members— 41% — oppose or strongly oppose new development in the community, though there seems to be more neutrality in the responses to this question with 22% responding they neither support nor oppose new developments and 37% responding they either support or strongly support new developments. It appears evident from the comments provided in the survey that community members who neither supported nor opposed new developments shared the sentiment that new developments could earn their support if they were implemented in a mindful way.

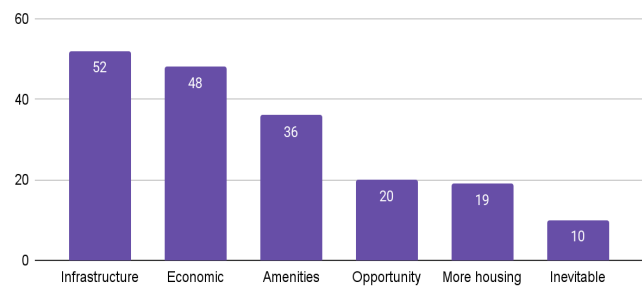
Overall, do you support or oppose new developments in the Stagecoach community?



Overall, do you support or oppose new developments in the Stagecoach community?



What are some reasons why you support new developments in the Stagecoach community?



Similarly, members who responded oppose or strongly oppose were asked for their reasoning. The keyword breakdown is as follows

Breaking down these questions further, community members who responded support or strongly support were asked why they support new developments in a free form question. The answers were read and summarized into keyword categories, categories with 10 or more responses are listed. The categories can be described as follows.

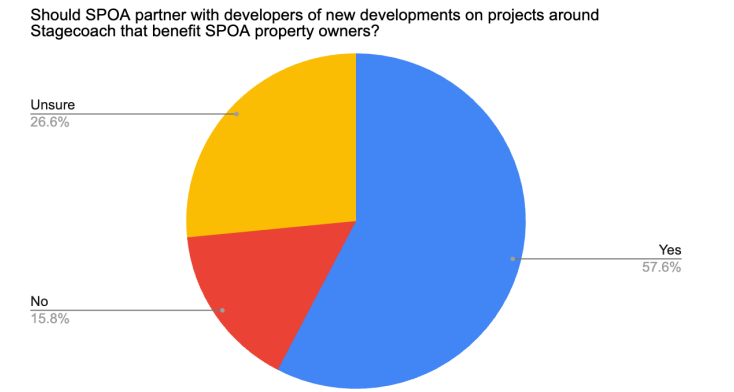
Infrastructure	Members believe that new development will help to improve existing infrastructure like roads and utilities in the Stagecoach area.
Economic	Members believe that new developments will benefit them economically such as increasing their home values.
Amenities	Members believe that new developments will bring beneficial amenities to the Stagecoach area such as a market.
Opportunity	Members believe that job opportunities and other opportunities for advancement will be made possible by new developments in the Stagecoach area.
More housing	Members believe that more housing is necessary in the Stagecoach area or greater Routt county, which new developments can provide.
Inevitable	Members believe that new developments are inevitable so they favor engagement over opposition.

There were 119 responses to this question, with most members citing infrastructure improvements and economic opportunity as reasons they support the prospect of new developments.

Traffic	Members express concern that new developments will increase traffic in and around the Stagecoach area.
Infrastructure	Members believe the existing Stagecoach infrastructure such as roads and utilities cannot support additional developments and highlight that infrastructure is currently not serving the existing Stagecoach residents (i.e. undeveloped roads, lack of utilities to all lots).
Aesthetic	Members worry that new developments won't maintain the rural aesthetic of the existing Stagecoach community.
Community	Members express concern that the "small town" vibes won't be maintained with new developments and worry about the introduction of people with different values.
Economic	Members worry that they will be priced out of their current homes and express concern for the role new developments might play in increasing their property taxes.
Wildlife	Members worry about the well being of the existing wildlife in Stagecoach.
Noise	Members express concern that new developments might interrupt the peacefulness of Stagecoach.

Wealthy	Members cited their belief that new developments would just be for the wealthy and not benefit the whole community.
Over crowding	Members are concerned about housing density and the impacts of human density in the Stagecoach area.
Environment	Members express concern about the impacts to the environment new developments might impose, such as water quality.
Construction	Members express concern of living in an indefinite construction site with construction traffic and noise.
Vacation home	Members worry that new developments will only provide opportunities for second home owners rather than members of the community.
Smart development	Members concede that a development that is mindful of the Stagecoach community would be reasonable.

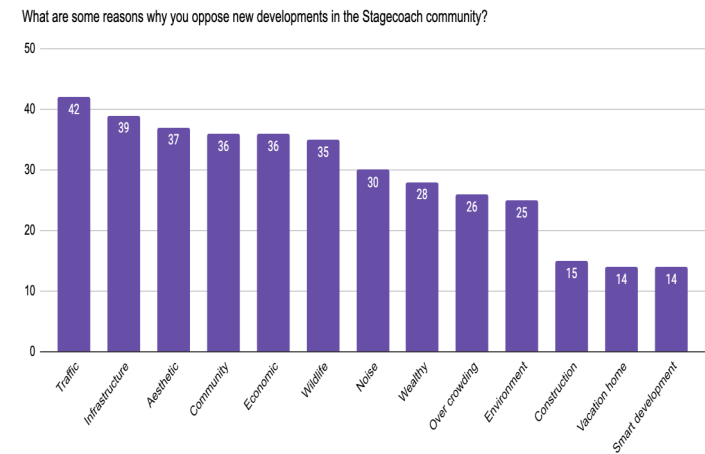
Members were also asked if they think SPOA should partner with developers who are creating new developments in the Stagecoach area on projects that could benefit the members of SPOA. The majority of respondents believed that, yes, SPOA should seek out partnerships where it benefits the community.



Members ranked partnering on utility upgrades as the top priority, with road maintenance second and road construction third; upgrades to public amenities and trails followed in 4th and 5th.

While more respondents anticipate negative impacts from new development, the margin narrows considerably when asked whether respondents support or oppose it. With no obvious majority, the SPOA community appears fairly divided on the topic of new developments in the Stagecoach area. This pattern appears throughout the survey, for example, many supporters cite potential infrastructure improvements while many opponents cite infrastructure strain. However, members show greater consensus around SPOA partnering with developers to secure tangible benefits for members. These results suggest that constructive engagement—with clear guardrails and community benefits—offers the strongest common ground.

The responses to the oppose question were much more verbose as compared to the support question. There were 138 responses to this question, with the biggest concerns for those who oppose being concentrated on increased traffic followed by increased stress on infrastructure.



Written by Morgan Yost

Roads Committee Update

Grading of several primary roads in the southern developed subdivisions not maintained by the county is currently underway. This work had been delayed earlier this summer due to heightened wildfire risks. In addition to grading, crews are placing gravel and/or road base in select areas where the existing surface has deteriorated or rutting has recurred. Culverts requiring clearing will also be addressed as part of this effort.

Please note that concerns regarding roads maintained by Routt County should be directed to the Routt County Road and Bridge Department at (970) 870-5308.



The Roads Grant Program, previously approved by the Board of Directors and scheduled for rollout, was postponed primarily due to liability and insurance considerations. The program is being revised and will be presented to the Board upon completion.

Forest Fuel Mitigation Program off to a late start

Every year, the SPOA Directors allocate a relatively large portion of the budget to prevention of forest fires, for good reason. When the weather is dry for extended periods, as it was this past summer, those of us who live in Stagecoach are under constant threat from fire.

At the beginning of August we had a real scare from the Crosho Lake fire west of Phippsburg. Below is a picture of the fire taken on August 12th when it was only a few days old and had consumed about 500 acres of vegetation.



By the time the fire was fully “contained” it had consumed thousands of acres. And, although the fire was probably never closer than about ten miles, to homeowners around the lake, it appeared to be just on the other side of Green Ridge. This perception was aided by the fact that for about 4 days during the height of the fire, special water tanker planes were doing twenty-minute laps, scooping water from the lake into special holding tanks and then dumping that water on the fire. The fact that the planes could return so quickly after dumping their load made it very clear that the fire was not far away.

Of course, forest fires have been with us forever. A few years ago, the “Muddy Slide” fire burned substantial acreage up the valley toward Lynx Pass and at one point was only five miles from the southern-most SPOA subdivisions. Before that was the “Silver Creek” fire, much bigger than Crosho Lake but also further away. After you experience some of these fires, you begin to understand that rainfall and aerial bombardment with water and chemicals may

help to extinguish a fire, but that many fires are eventually extinguished by being deprived of fuel. So, a forest fire is fully “contained” when it has been deprived of fuel necessary to keep burning.

Removing forest fire fuel has been the focus of the SPOA mitigation effort from the beginning. In 2011 and 2012 SPOA engaged in a major program to remove dead wood from roadways and SPOA common areas. As a result of the program, the land that was logged back then remains largely free of dead wood even now. However, there is still substantial dead wood on lots, particularly the many uninhabited lots located at the south end of Stagecoach. This past Spring, the SPOA Directors initiated a program aimed at reducing the dead wood on uninhabited lots. The terms of the program provide for SPOA to match the financial contribution of the lot owner, up to \$500, to pay for the removal of dead wood from the lot. In addition, the SPOA Projects and Compliance Manager, David Park, was tasked with finding and contracting with suitable vendors.

After some consideration, it was decided that the vendor best qualified to provide labor and equipment to cut standing and fallen dead timber is the Oak Creek Fire Protection District, and, specifically, the District’s wildland fire crews. Unfortunately those crews have spent most of the summer fighting forest fires both in Colorado and outside the State. However, at the end of August, Mr. Park identified an initial batch of about thirty lots with an excessive amount of standing and fallen dead timber. Correspondence was sent to the lot owners by the General Manager, Kasey O’Halloran, inviting them to participate in the program and a number of owners accepted that invitation. The lots of accepting owners have now been scheduled for clearing of the dead wood. If things proceed as planned, the OCFPD personnel will cut standing and fallen dead wood into chunks small enough to be hand-carried to the road. Personnel employed by Lynx Property Maintenance will then move the cut wood from the lots to the location of the SPOA slash pile. Pieces that are suitable for firewood will then be split and retained by Lynx for sale to the public. So, if you are in need of firewood for the coming Winter, you can contact Lynx to see if they have wood available.

Written by Tom Watts

Morrison Creek Water and Sanitation District

Hello neighbors,

The Morrison Creek Water and Sanitation District finally completed the construction of the new wastewater treatment plant. The new plant has a capacity of 350,000 gallons per day. The new SBR (Sequencing Batch Reactor) technology allows for an effluent of better quality and lower nutrients with reduced energy consumption.

During the next few months, the District's staff and contractors will be working on repurposing and reconditioning of the old wastewater treatment building for further District uses.

The District also added one new well in the south area of the district, connected into the Blackhorse II Water Tank, to provide for a secondary source of drinking water.

The District is currently working on the implementation of secondary power for certain water facilities for fire suppression and to better serve the community in the event of power outages.

The maximum number of sewer vault permits allowed under the District/County IGA within each of the original Woodmoor subdivisions is updated monthly, and such information is available on our website: www.mcwater.org.

The District has entered into Pumper Agreements with 4 contractors to provide vault effluent removal services within the Stagecoach area: Nordic Septic Pumping, Twin Enviro, Royal Flush, and Action Services. However, Nordic Septic Pumping gave written notice to the District that it will terminate its Pumper Agreement effective as of the end of the day on October 24, 2025.

The board of the District has authorized the purchase by the District of a wastewater pump truck. The board expects to authorize at its regular October board meeting, the District itself to act as a "Pumping Contractor," utilizing District owned or leased equipment and operated by

District personnel, to provide on a contract basis the pumping of vault effluent from residences on vaults within the District. Such activity by the District itself is authorized under the Routt County-District intergovernmental agreement of 1982 which established the vault policy. Such pumping service by the District itself will be at rates established by the District board from time to time. Activity by the District as its own Pumping Contractor will then become another option available for owners of wastewater vault systems for the regular and emergency effluent pumping services of the vaults. The pumping rates for such Pumper Contractor services by the District itself will be finalized at the District's November board of directors meeting, after the customary public notice and hearing procedure required for rate setting under Colorado law.

The Morrison Creek Water and Sanitation District is working along with the County's Planning Department to respond to the Stagecoach Mountain Ranch multiple development applications. The District will review the documents filed by the SMR applicants with the County, and we expect that the District will issue a response to the County by the 60-day deadline.

The Morrison Creek Water and Sanitation District continues to improve and modernize to ensure our customers receive safe and reliable Water and Sanitation services.

Thank you,
Geovanny Romero
District Manager



Trails Update

In 2020 the SPOA Directors adopted and approved a master plan for the construction of trails, primarily on common areas, throughout Stagecoach. A short time later, it was decided that the trail building should begin in the South Shore subdivision. South Shore was selected, among other reasons, because of its proximity to two existing trails on public lands: The “Elk Run” trail around the lake and the “Public Lands Access Trail” [PLAT] that connects the Elk Run trail to the large BLM owned parcel north and east of South Shore.

I am happy to report that with the work done this summer, construction of the trails planned for South Shore has largely been completed. All of the planned trails have been cut and cleared. What remains is the installation of cloth and gravel on a few of the trail sections.

You will see below a map showing the various South Shore trail sections. The trails marked in yellow and pink [Segments “E” and “F”] were completed this year. The other segments were completed during prior years. Also below you will find a few photos showing the view from the segments completed this year.

The trails in South Shore are open to all SPOA members and their guests. Parking is available at the two parking lots shown on the map. However, be aware that because the parking lots are within the State Park you will need to have a State Parks pass to park in the lots. Many of you undoubtedly have an annual State Parks pass. If you do not, you can obtain a daily pass [in return for payment of a small fee] at the entrance to the Morrison Cove parking lot.

If you wish to take your dog on the trails,

you are welcome to do so, and there is no requirement that the dog be kept on a leash. The same is true for the PLAT trail running through the BLM parcel. However, on the Elk Run trail within the Park, dogs must be kept on a leash at all times. Failure to do so may result in a citation issued by a Park Ranger and the imposition of a fine.

Use of the trails is limited to hikers and bikers. This includes bikers who are using an “e-bike”. Gasoline- powered vehicles are not allowed on the trails. If you are planning to ride the trails on a bike, please use caution and watch out for both hikers and dogs. If you have never ridden the trail before, please consider riding up-hill until you become familiar with the trail.

The trail building agenda for next year has not yet been decided. One possibility is that we will start building all-weather trails in the subdivisions at the south end of Stage-

coach, particularly along the routes that are currently used for cross-country skiing trails in the winter. If you would like to have some input on the location of new trails and/or would like to help with the construction of new trails, the SPOA Trails Committee is always looking for volunteers. The Trails Committee Chairwoman for the 2025-2026 year is Director Morgan Yost. If you are interested in being a member of the Trails Committee, please contact SPOA General Manager Kasey O’Halloran and let her know.

Written by Tom Watts



Upper E Segment Trail

Trail Work Photos



F segment trail just above the parking lot at the end of Arapahoe



Quarter of the way down the F Segment Trail

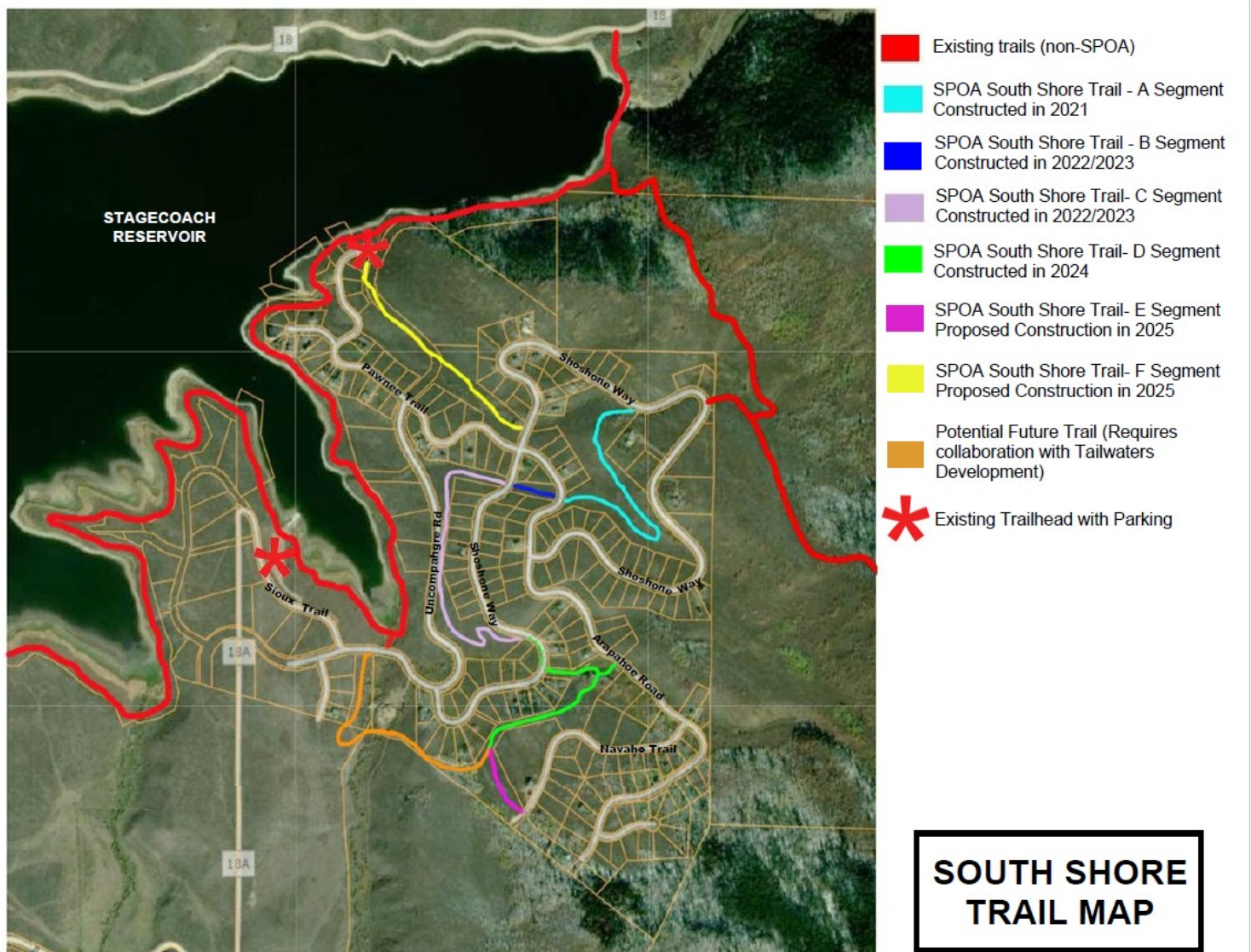


Entrance off of Shoshone on to the new F Segment trail



Recently graveled portion of lower D Segment

South Shore Trails Map



Board of Directors

PRESIDENT

Eli Nykamp *(Term ends 2026)*

VICE PRESIDENT

Mike Slater *(Term ends 2028)*

SECRETARY

Ray Hendry *(Term ends 2027)*

TREASURER

Tom Watts *(Term ends 2027)*

MEMBERS AT LARGE

Jaclyn Bennett *(Term ends 2028)*

Matt Kaufmann *(Term ends 2026)*

Bryant Scrafford *(Term ends 2026)*

Morgan Yost *(Term ends 2027)*

Matt Wright *(Term ends 2025)*

Annual Stagecoach Ice Fishing Tournament Returns

The Annual Stagecoach State Park Ice Fishing tournament is back! Join the Friends of Stagecoach State Park and celebrate the thrill of ice fishing. Earn cash prizes and more.

Date: **Saturday, Jan. 3, 2026**

Time: **8 a.m. – 3 p.m.**

Place: Stagecoach State Park, Marina Boat Launch

Registration opens Oct. 1, 2025 at [https://
www.friendsofstagecoachsp.org](https://www.friendsofstagecoachsp.org)

The Park is the cornerstone of our Stagecoach community, so please consider supporting The Friends of Stagecoach State Park organization as a volunteer, member and/or donor. Friends is a nonprofit group formed to help enhance The Park's recreational resources, support educational and interpretive activities, sponsor park improvement projects, and to connect people to the outdoors. The organization has provided The Park with AED defibrillator units, cross-country trail grooming equipment, fat-tire bikes, snowshoes, fishing equipment, the marina sunshade, support for the Junior Ranger Program, and much more. Sign up today to be a member, volunteer or donate at [https://
www.friendsofstagecoachsp.org](https://www.friendsofstagecoachsp.org) or email questions to friendsofstagecoachpark@gmail.com

www.stage-coach.com

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